



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

#### USA, VA, VIRGINIA BEACH, JULY 20 2013. SPCA NEEDS HELP CLEANING BIRDS AFFECTED BY FUEL SPILL

 **Watch the Video's:**

- [SPCA Needs Help Cleaning Birds Affected by Fuel Spill](#)
- [Ducks, Geese Now at the SPCA after being Covered in Portsmouth Fuel Leak](#)

The Virginia Beach Society for the Prevention of Cruelty to Animals is seeking help in cleaning dozens of birds affected a Portsmouth fuel spill. The fuel leak happened Wednesday. The fire department says a damaged truck leaked diesel into Lake Collins near the Collinswood Lake Apartments on Navajo Trail. So far the VB SPCA has captured over 60 Canada geese and mallard ducks impacted from the spill. This has scared away many of the remaining sickened birds, with some of them fleeing to nearby neighborhoods. "I think we've been very successful," said Virginia Tavenner of the SPCA. "We've had two days of intensive rescue and we had to scale back our rescue because the geese and the ducks have dispersed quite a bit." Many of the rescued birds are covered in diesel, and have swallowed the deadly chemicals. After capture, the birds are taken to the SPCA to be washed and treated for internal injuries. It's this disinfecting process where the group says it needs the most help. "Currently we're recruiting anybody interested in hands-on at the VB SPCA for washing the birds, they'll do so under the supervision of a rehabilitator," said Tavenner.

<http://www.wvec.com/my-city/portsmouth/SPCA-needs-help-cleaning-birds-affected-by-fuel-spill-216249031.html>

#### UGANDA, KAMPALA, JULY 21 2013. TANKER BYPASS DEATH TOLL RISES TO 33

*frederic musisi*



*A police officer attempts to keep crowds away from the fuel explosion scene at Namungoona on Sunday.*

The death toll from Saturday night's fire which broke out following an accident involving a fuel tanker and another car at Namungoona on the Northern Bypass in Kampala had reached 33 by press time yesterday. According to the police, the accident happened after a Toyota Noah car rammed into a moving fuel tanker at about 9.30pm, resulting into a spillage of fuel on the road and down into a nearby papyrus swamp. Minutes later, the place had been swarmed by boda boda cyclists, passersby and local area residents armed with jerrycans, saucepans and other equipment to scoop the fuel. The scramble would, however, not last long as a fire suddenly erupted, trapping tens in the swamp and burning some of them beyond recognition. Also burnt were the two cars

involved in the accident and a second trailer which was behind the Noah station wagon. The police reported 29 people had died at the scene although the Daily Monitor established that four more people died at Mulago hospital, bringing the total to 33. By press time, 19 of the dead had been identified while more than 25 people remained hospitalised at Mulago, nursing injuries and burns. Whereas the police are still investigating the exact cause of the fire, a statement issued yesterday by the Kampala Metropolitan police chief, Mr Andrew Kaweesi, indicated that heat generated from the truck's tyres could have caused the fire after coming into contact with petrol-filled vapour. When Daily Monitor journalists arrived at the accident scene minutes after the blast, the air was smoke-filled, punctuated with a strong petrol smell. The police were battling to put out flames which had consumed the tanker and also managed to stem fire from entirely burning the second trailer. Charred bodies were floating in the just-cleared Lubigi wetland and the police had to enlist the help of iron-willed onlookers, some with the aid of camera flashlights and phone screen lights, to retrieve the bodies using their bare hands. A teary-eyed policeman, overwhelmed by the sight of the dead, could not hold back his disappointment. "I tried to warn these people against this but they protested, now look at what has happened. I told them to run for safety but because they were excited, they refused. Now, none of them is alive." As the police and helpers lay out the bodies besides the road, one particular one stood out. It was the body of a woman perhaps in her forties. She was visibly pregnant. The inferno had claimed her and her unborn baby. Eyewitnesses say she operated a maize-roasting business at Namungoona Round-about—and like many others—after hearing the news of the spillage, had "abandoned" her business, grabbed a basin and dashed to share in the spoils. She would never return to her maize-roasting stall. President Museveni, who is on a visit to Tanzania, on Saturday night said he was following the events "closely". Kampala police chief Kaweesi, who visited the scene yesterday morning, described the incident as a national tragedy before announcing that the police had established centres at Mulago hospital mortuary and at the Casualty Police



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

Post to handle issues related to identification of the injured and the dead with the help of the relatives. The Daily Monitor has also learnt that the drivers of the burnt vehicles escaped unhurt and were helping police with investigations.

<http://www.monitor.co.ug/News/National/Bypass-death-toll-rises-to-33/-/688334/1900090/-/74cbej/-/index.html>

#### INDONESIA, JAKARTA, JULY 21 2013. 200 FUEL TANKERS TO SERVE IDUL FITRI EXODUS ROUTES

State-owned oil and gas company PT Pertamina will prepare more than 200 fuel tankers to serve areas prone to gridlock along Idul Fitri exodus routes in Java. Pertamina corporate communication vice president Ali Mundakir said the company would ensure a stable supply of fuel during the Idul Fitri holiday. "Our main focus is to mobilize fuel tankers during severe gridlock along exodus routes. We have anticipated this by increasing the number of fuel tankers or 'pockets of fuel' to serve gas stations along exodus routes," said Mundakir after an event to draw the winners of Pertamina-Fastron Goes to Monza in Jakarta on Friday evening, as quoted by Antara news agency. The tankers will serve areas primarily along the Cikampek-Cirebon, Cirebon-Pekalongan, Semarang-Yogyakarta, Surabaya-Kediri-Madiun and Nagrek routes. Ali said Pertamina would also cooperate with the police to prioritize fuel tankers in traffic congestion. It will also open 24-hour posts to secure and monitor fuel distribution at gas stations. Premium sales are expected to increase 13 percent from the normal level of 80,000 kiloliters per day. Pertamina estimates that Premium consumption at the peaks of the exodus, or six days before Idul Fitri and five days after the holiday, will reach 107,000 kiloliters.

<http://www.thejakartapost.com/news/2013/07/20/200-fuel-tankers-serve-idul-fitri-exodus-routes.html>

#### USA, KS, HAYES, JULY 21 2013. TRAIN WRECK, FIRE UNDER INVESTIGATION CONTAINED , 20 CARS CARRYING ETHANOL

*randy gonzales*

In the chaotic first minutes after a Union Pacific freight train derailed early Tuesday morning, the first order of business for the Hays Fire Department was to determine what was contained in the 18 cars that were derailed. A train bound for Denver from Salina with three locomotives and 79 cars was diverted off the main track and collided into the rear of a stationary train on a side track at approximately 1:25 a.m. at the rail yard near the railroad crossing at Eighth and Vine. Ten cars from the main train derailed, as did four cars from the sitting train and four cars located next to the sitting train on an adjacent spur. "In the accident that happened, you have all these train cars derail, in a big pile -- what's in the pile? That's the key," said Hays Fire Chief Gary Brown. "We're sitting there in the dark, massive fire and black smoke, and a big pile of twisted rail car wreckage. What is in the pile that's burning? That's the question we try to answer." Freight trains carry a list of the contents in the cars they are transporting, but in their haste to get out of the locomotive, the three crew members did not have that list. Not long after, however, Union Pacific faxed a list of contents. The train contained 20 cars carrying ethanol -- a volatile, flammable liquid. None of those cars derailed, but the fire department wanted to contain the fire so it didn't spread to those cars, Brown said. "If an ethanol car was leaking, it would probably have a running fire that would be difficult to contain and control," Brown said. "As the fuel came out, we would just try to prevent it from spreading to other things." It was Brown's understanding the ethanol cars in Tuesday's derailment were full. "If the car fails when it's full, it's called a Boiling Liquid Expanding Vapor Explosion," Brown said. "It'll fail, and that burning liquid will spread." The Hays Fire Department, assisted by the Ellis County Rural Fire Department, the Ellis Fire Department and Victoria Fire Department, was able to prevent that from happening in Tuesday's accident. Firefighters poured 5,000 gallons of water per minute on the fire for an estimated five-and-a-half hours. "The bottom line, if it's an ethanol car involved in a wreck, you want to keep it cool so it doesn't blow up," Brown said. Hays Water Plant Superintendent Jim Cooper estimated 1,650,000 gallons of water was used to douse the blaze. He said it took about two days for the city to recover from the high water usage in fighting the fire. "Most of that water came out of reserves," Cooper said. "We were flowing right at 300,000 gallons a minute, and even at that, we lowered our Sternberg tower by about 10 feet, probably took 4 feet or so out of the north tower, took a foot-and-a-half, 2 feet out of our reservoirs. That's where most of that water came from." Initially, the fire department brought in the airport crash truck, which has the greatest foam-making capability. However, the truck couldn't get the foam to every place the fire was burning. "Plan B was to keep everything cool, and let the fire burn itself out," Brown said. The National Transportation Safety Board had three investigators on the scene Tuesday. A final report on what caused the accident could take as long as 18 months, said NTSB spokesman Keith Holloway. There will be several areas investigators will examine, including looking at the rail cars in the accident and their contents, inspecting the train rails, gathering dispatch information, and interviewing the crew. "That's all part of what they do once they are on the scene," Holloway said. The main rail line reopened Tuesday evening. Once NTSB clears the scene, Union Pacific



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

can begin cleanup at the site, said UP spokesman Mark Davis. "Cleanup-wise, could take up to several weeks," Davis said. The city was fortunate in where the accident took place, Brown said. "If there's a good place to have a train derailment and fire, this was probably a good place, because at that time of night there were very little people around; the businesses were not occupied, traffic was light," Brown said. "Obviously, it would have been different if it had been further into the downtown area. There would have been a greater problem for us to deal with. So, that worked in our favor."

<http://hdnews.net/news/Trainfollow072113>

### USA, TN, CROSSVILLE, JULY 21 2013. GASOLINE SPILL KEEPS CROSSVILLE FIRE DEPARTMENT PERSONNEL ON SCENE FOR CLEAN UP

*lance coleman*



The smell of gasoline Friday morning brought Crossville Fire Department personnel to a Five Points area convenience store. The sight of gasoline pouring out of a storm water manhole has kept them on the scene throughout the weekend. The spill occurred about 8 a.m. Friday at the Elite Market on West Avenue, Chief Mike Turner said. "We've been on this gasoline spill since yesterday and we'll probably be here a couple more days," he said Saturday. "We've got ground saturated with gas, and keeping it out of the storm drains has been a job." Turner said when they opened a manhole cover for a storm water drain, pure gasoline starting coming out. There is a bulk gasoline plant nearby and instead of an underground tank, fuel flows directly from the plant to the convenience store, the chief said. "We've got it isolated and there's nothing coming from the plant, so we're assuming the ground is saturated. With all this rain, the ground is saturated," he said. "It is not flowing into the sewer, just the storm drain." Turner said Fire Department crews have been on hand to assist HEPSCO of Knoxville. The firefighters spray foam into the storm drain as gasoline goes in, and then they vacuum up what is left, he said. "It is a long process," the chief said. Turner said a company is coming Sunday to replace all the lines from store to the bulk plant. Repairs may take two weeks, he said. More details as they develop online and in Sunday's News Sentinel.

 **Related Stories** [Crews Find More Gas after Leak in Downtown Crossville](#)

<http://www.knoxnews.com/news/2013/jul/20/gasoline-spill-keeps-crossville-fire-department/>

### USA, TX, DONORA, JULY 21 2013. DONORA PLANT SITTING ON 23 MILLION POUNDS OF AMMONIA

*bill heltzel*



*Dyno Nobel plant sits along the Monongahela River and residential neighborhood in Donora.*

On April 17, when 30 tons of fertilizer detonated in West, Texas, a shock wave traveling faster than the speed of sound crushed homes. Windows shattered seven miles away. The United States Geological Survey recorded a 2.1 magnitude tremor from the blast. Fifteen people died, 12 of them firefighters and emergency responders, and 200 were injured. The same chemical that blew up West – ammonium nitrate – is manufactured in Donora, 20 miles south of Pittsburgh. Dyno Nobel is a manufacturer of explosives in Donora, and it stockpiles as much as 23 million pounds of ammonia at a time, according to the most recent report from the Environmental Protection Agency. That's 432 times more ammonia – the raw material used in making ammonium nitrate fertilizer

and explosives – than was stored in West. Pennsylvania officials would not release records of ammonia or ammonium nitrate stockpiles, saying the information could threaten public safety. However, a federal law requires the state to disclose that information. And safety experts said the public is more likely to be harmed by an industrial accident than by terrorists. Families need to know that "grandmother is in a nursing home across the street from a facility that might explode," said Sophia Plagakis, an environmental policy analyst at the Center for Effective Government in Washington, D.C. (A nursing home in West was destroyed by the blast.) Are the 4,800 residents of Donora aware of the risks of the chemicals in the town? "I'll be



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

very blunt with you. No. They have no idea," said former Donora mayor Anthony Massafra. "I'm sure people are not aware of what exists and what goes on down there."

#### 'A game plan for everything'

Ammonium nitrate is stable when handled properly. But, under the right circumstances, it can produce a rare, but devastating, explosion. Ammonium nitrate fertilizer mixed with fuel oil, for example, was used in the bombing of the federal building in Oklahoma City in 1995 that killed 168 people and injured more than 680. Several investigations are ongoing in the West explosion. However, other inquiries determined that ammonium nitrate was the primary cause of the blast. Ammonia is classified by the EPA as an extremely hazardous chemical. Its pungent odor is unmistakable to anyone who has used it as a household cleaner, which is about 2 percent ammonia in water. The ammonia in Donora is pure. Large amounts of ammonia are stored by at least 59 companies in Pennsylvania, according to a federal database. Dyno Nobel, a subsidiary of Australian chemical maker Incitec Pivot, produces ammonium nitrate pellets that are used as explosives in coal mining and quarrying. Firefighters in West knew about the ammonia warehoused there, according to the U.S. Chemical Safety Board. But they had not been given a fact sheet on the dangers of ammonium nitrate explosions that would have helped them prepare for and fight the fire. In Washington County, where Dyno Nobel is located, it's been five years since the hazardous-materials team had a major drill at the plant, according to Jeff Yates, the team's director. The county is planning a full-scale drill with the company and local first responders later this year. "Dyno Nobel is and has continually been proactive in environmental, health, and safety training and preparedness," the company said in a written response to questions. It does training exercises six to nine times a year, and it handles small incidents on its own. If a significant incident happens, a company spokesman wrote, it would ask for outside help. Patsy Vince, Donora's volunteer fire chief, wouldn't say much about training, planning and preparations with Dyno Nobel. "They basically handle everything," Vince said. "If they need help, we help them." "Rest assured, the community is in safe condition," said Donora Mayor John "Chummy" Lignelli. "But, of course, if something happens, they have a game plan for everything."

#### Smog City

Donora is nestled along a horseshoe bend on the west bank of the Monongahela River. Posters in storefronts around town proclaim that "clean air started here," a reference to a 1948 killer smog that spurred federal clean air laws. A heavy fog blanketed the valley for five days, trapping toxic gasses from the mills. Twenty people died and thousands became ill. The exact cause was never determined, but the prime suspect was the corrosive gas spewed by the Donora Zinc Works. Dyno Nobel is located on the old zinc works property. Today, the old mill town's air is cleaner. The smells are less noxious. And the streets are empty. The big mills have closed. The last of Donora's banks shut down this year. There is no grocery store or gas station in town. Most stores are boarded up or empty. Rust belt towns like Donora have an incentive to overlook hazardous chemical risks. They are desperate for jobs and tax revenue. "There is still a mentality that it's an employer, and we're in desperate need of something like that," said resident Charles Stacey, former superintendent of Ringgold School District. Lignelli said he has heard comments from only a couple of people who live near Dyno Nobel about what the plant does. Residents of Gilmore Avenue, which parallels Nitrous Lane, live just a few hundred feet from Dyno Nobel. Carl and Evelyn Vehow have lived on Gilmore for 42 years. He toured the plant when he was a volunteer firefighter, and he said he knows enough that if the siren goes off "it's bad enough to get out of here." He said he feels safe. Rob Sickels said he had his mother take his children out of the neighborhood when he got a strong whiff of ammonia one day. He said he doesn't know what he would do in an emergency.

#### Patchwork Regulation

Ammonium nitrate regulations are "a patchwork that has many large holes," Rafael Moure-Eraso, chairman of the Chemical Safety Board, told a U.S. Senate committee looking at the West explosion in June. Companies that handle large amounts of toxic and flammable chemicals must file plans that include a hazard assessment, prevention program and emergency response program. They must share the plans with local fire departments and state and local emergency committees. Ammonia is covered by the rule. Ammonium nitrate, the potential explosive, is not. For at least 11 years, the Chemical Safety Board has recommended that companies be required to file risk plans for explosive chemicals like ammonium nitrate. Neither the EPA nor the Occupational Safety and Health Administration has acted on the recommendations. "I'm not going to uproot myself for the slim chance that it might blow," said a woman who lives on Gilmore Avenue. "I've got 30 years here, and it hasn't happened yet." She declined to give her name. However, she said, "If it goes, we're all gone."

<http://www.observer-reporter.com/article/20130720/NEWS01/130729977/-1/NEWS10#.UevKf10wdZ4>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

#### USA, LA, GRAND ISLE, JULY 24 2013. NATURAL GAS RIG EXPLODES, BURNS IN GULF OF MEXICO

joe sutton & dave alsup



*The Hercules 265 drilling rig pictured is jacked-up over the smaller unmanned platform, with natural gas flowing from the well.*

##### Story Highlights

- The blast occurs on a platform roughly 60 miles off Grand Isle, Louisiana
- Crew members hit an unexpected pocket of gas
- A Coast Guard vessel witnesses the blast.

A natural gas platform exploded in the Gulf of Mexico late Tuesday, the U.S. Coast Guard reported. The rig, leased by Houston-based Walter Oil & Gas Corp., was burning about 60 miles southwest of Grand Isle, Louisiana, early

Wednesday, according to Petty Officer Carlos Vega. A Coast Guard vessel witnessed the blast. Forty-four workers were evacuated from the rig earlier Tuesday after a blowout occurred, officials said. Natural gas was leaking, but no oil was being released, the [Bureau of Safety and Environmental Enforcement](http://www.bureauofse.gov) said. Crew members aboard the Hercules 265 were preparing the well for production when they hit an unexpected pocket of gas. No injuries were reported. While gas is flowing from the well, "no oil is being released," according to the Bureau of Safety and Environmental Enforcement. A light sheen about a half-mile wide was spotted by environmental inspectors, but was "dissipating almost immediately," the safety bureau said.

<http://edition.cnn.com/2013/07/24/us/gulf-rig-explosion/index.html>

#### USA, WI, HALES CORNERS, JULY 24 2013. FIREWORKS EMPLOYEE INJURED IN MILWAUKEE SUBURB

A suburban Milwaukee fireworks show was cut short after a fireworks technician was injured. The display at Hales Corners Park started at 9:28 p.m. Thursday but stopped after four bursts of fireworks were fired from a wooded area. Then spectators saw flashing lights on emergency vehicles and sirens. In a news release Friday, police said the firework exploded on the ground inside the launch tube. Police say the man suffered a fractured left leg and other injuries to the left side of his body and face. The rest of the show was canceled. Police destroyed the remaining fireworks.

<http://www.weau.com/news/headlines/Fireworks-employee-injured-in-Milwaukee-suburb-214386651.html?ref=651>

#### USA, AK, BETHEL, JULY 24 2013. BETHEL GAS FIRE INJURES THREE

A fire injured three people in Bethel Sunday afternoon when the gas tank they were filling in their boat exploded. The boat was on a trailer at the North Star Gas station near Brown Slough Bridge. Bethel police, fire fighters, and medics responded to the emergency call which came in around 3 p.m. 38-year-old Julian Garcia, 19-year-old Brandon Billy, and a 13-year-old male juvenile were transported to the emergency room in Bethel and then flown out for further treatment. Two of them ended up at the Harborview Burn Center in Seattle and one is in Anchorage receiving care. Garcia is one of the victims in Seattle. He said this morning from his hospital room that they had been getting fuel to go out on the river to pick berries. He doesn't remember getting burned only waking up in the hospital. He says he's doing okay but says that they "would really appreciate any prayers now". John Wagoner, General Manager of North Star Gas says, "it was a horrible accident" and that their hearts go out to the folks who were burned. According to the Fire Department, Robert Hooper and other North Star Gas employees quickly responded by turning the fuel off to the pump, putting the fire out with dry chemical extinguishers, and calling 911. The gas station was temporarily closed down for a few hours for safety reasons and the nearby road was blocked. North Star Gas was fully operational as of this morning. The cause of the fire is still being investigated by the Bethel Fire Department but it is believed that it could have been triggered by static electricity. Static can occur when people use plastic funnels to fill tanks. In this case it was a water separating funnel.

<http://kyuk.org/bethel-gas-fire-injures-three/#more-19649>

#### USA, OK, NEWPORT, JULY 24 2013. GASOLINE SPILL: BUSINESSES, HOMES ALONG COSBY HIGHWAY EVACUATED

A gasoline spill just before midnight Monday forced the closure of Cosby Highway and the evacuation of several businesses and West Sequoyah Drive residences. The spill reportedly occurred while a tanker truck was delivering gasoline to the Marathon convenience store on Cosby Highway. Due to a malfunction, gasoline began pouring out of the vehicle and the



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner  
JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of  
ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

delivery driver was unable to stop the flow. As a result, gasoline flowed down Cosby Highway and onto West Sequoyah Drive. "We got the call around 11:30 p.m.," said Newport Fire Department Battalion Chief Mike Ottinger, who served as incident commander. "A valve malfunctioned and then a safety mechanism also malfunctioned."

<http://newportplaintalk.com/story/40522>

### AUSTRALIA, NEW SOUTH WALES, MAITLAND, JULY 24 2013. FUEL TANKER CRASH CLOSES NEW ENGLAND HIGHWAY AT MAITLAND >> SPILLS 47,000 LITRES FUEL

Map: [Maitland 2320](#)

**Photo's [21]** [Maitland Truck Crash Traffic Chaos](#)

**Photo's [7]** [Truck Rollover - Highway Open Again](#)



*The scene in Maitland this morning.*

Extensive traffic delays are expected for several hours this morning after a fuel tanker overturned in Maitland in the New South Wales Hunter Valley with the New England Highway closed in both directions. Police say a tanker carrying around 47,000 litres of fuel and heating oil overturned at a roundabout near High Street at about 2:45am (AEST) spilling fuel across all four lanes. Local diversions are in place but heavy vehicles are being asked to avoid the area. David Wright from the Transport Management Centre says the cleanup is expected to be lengthy. "This is such a big clean up operation," he said. "We are not thinking it could take an our or two but we are thinking it could take most

of the morning or in fact most of the day. "If you have got to go up there, delay your travel. "If you do go along George Booth or John Renshaw Drive go via Cessnock Road to Kurri then Cessnock then along Wine Country Drive to Branxton. "The southbound diversion is exactly the same but obviously in reverse." NSW Fire and Rescue has set up an exclusion zone around the site. Inspector Jeff McPherson says while only a small amount of fuel has been spilled, removing the fuel from the truck is a delicate exercise. "We do have a recovery crew on scene and they've commenced removal of the fuel from the tanker," he said. "As soon as that's completed we can right the vehicle and get it out of the way and get the New England highway opened again. "It's a very small leak estimated to be around 200 litres which we have covered with a foam blanket to make that safe and we are also monitoring the atmosphere around the incident." Inspector Tim Seymour from Maitland police says motorists need to be patient. "The focus of our attention is to have the vehicle expunged of the fuel that is currently in it and that is a process that will take a considerable amount of time to decamp," he said. "Obviously we have to take a lot of precaution to do that and that's what the HAZMAT people will be supervising and ensuring nothing untoward occurs there." Inspector Seymour says people who work in the nearby vicinity of the accident on High Street will not be able to get to their workplace. But he says the nearby hospital is operating as normal and an access route has been cleared for ambulances. "The people of those retail businesses will not be able to attend work today due to the volatile nature of the situation," he said. "The hospital is functioning as normal and are making arrangements for alternative parking for people and for staff and for anyone visiting there but we would ask for people to contact the hospital to obtain those arrangements. "So that's going to be a very time consuming process and we'll just have to ask people to be extremely patient."

<http://www.abc.net.au/news/2013-07-23/new-england-highway-at-maitland-closed-after-fuel-spill/4836696>

### CANADA, BC, VANCOUVER, JULY 25 2013. DIRTY SECRET: WHY VACANT GAS STATION LOTS GO UNUSED

**Watch the Video** [CTV BC: Former gas station sites left vacant](#)



*All over Metro Vancouver, oil companies are leaving contaminated former gas station sites vacant instead of cleaning them up.*

Condo developers are known to scoop up any prime real estate available in Vancouver, so vacant lots are few and far between – with the exception of former gas stations. The vacant properties litter the Lower Mainland, with at least 14 in Vancouver alone, and many sit idle for years on end as steep cleanup costs discourage future development. Geoscientist Patrick Johnstone has nicknamed these former gas station properties "white pipe farms" because of the pipes used to



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



**Franklin Fueling Systems**

[www.tanknology.com.au](http://www.tanknology.com.au)

[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

test for ground contamination. "It could be in the groundwater, it could be in the soil, or it could be in the vapours," Johnstone said. Cleanup can cost millions of dollars, but if the contamination doesn't pose an immediate hazard to human health or the environment, there's little the Ministry of Environment can do to compel the owners to deal with it. As long as the companies that own the toxic land continue paying property taxes, they don't have to clean it up. "If it's just some gasoline that's in the ground thirty feet below your building, you're stuck," Johnstone said. At one site at Como Lake Avenue and Clarke Road in Coquitlam, oil seeped into neighbouring lots, but nothing was done about it until years later when construction of the Evergreen Line began. Vancouver councillor Raymond Louie said the city is mostly concerned about the toll vacant lots take on neighbourhoods. "Obviously these sites that are sitting fallow right now are a bit of an eyesore for our city; that's why we're hoping to work with them and try to find ways to make it work," Louie said. One temporary fix is community gardens, which would be installed in containers safe from contamination, but finding a long-term solution is tricky. Johnstone doubts such a solution exists. "I think if there was a perfect solution we would have found it," he said. Though most lots are untouched, some are being cleaned up. Imperial Oil told CTV News it's investing \$200 million annually into returning the sites to productive use for the surrounding communities.

<http://bc.ctvnews.ca/dirty-secret-why-vacant-gas-station-lots-go-unused-1.1382644>


### USA, MI, COMSTOCK TWP, JULY 25 2013. BREWERY SUES OVER OIL SPILL CLEANUP DREDGING PLAN



*Workers walk along the berm that held back oil from flowing into Talmadge Creek following the rupture of an Enbridge Inc. pipeline near Marshall in 2010.*

Bell's Brewery has filed a lawsuit against Enbridge and the developer of Comstock Commerce Park over dredging plans that are part of the ongoing cleanup of the Kalamazoo River oil spill. Enbridge entered a lease agreement with CCP Development Co., developer of Comstock Commerce Park, and last month installed a dredge pad and other equipment in preparation for dredging at a delta near Morrow Lake. The dredge pad is near the Krum Avenue production facility of Bell's Brewery, which has plans to expand in the commerce park. Enbridge was ordered in March by the U.S. Environmental Protection Agency to do [additional dredging](#) in the Kalamazoo River as part of its cleanup from a [massive 2010 oil spill](#). Comstock Township wasn't notified of the current project

before preparation work on the dredge pad began, and several residents and business owners have expressed concern over potential pollution. Township Supervisor Anne Nieuwenhuis said she believes Enbridge is placing the dredge pad in the wrong location. The Bell's lawsuit, filed Monday in Kalamazoo County Circuit Court, says the planned dredging will "release pollution, hazardous substances, odor, dust and particulate" which could negatively impact brewery operations. The complaint alleges Enbridge violated condominium covenants by failing to submit a site plan application before installing equipment. It also alleges that CCP, as developer of the commerce park, violated the Michigan Condominium Act by failing to disclose to the condominium association its intent to lease property to Enbridge. Larry Bell, founder and president of Bell's Brewery, has met with EPA official about his concerns and spoke out against the dredging plans at a [township meeting](#). "The EPA doesn't know what is in the sediment," Bell said July 9. "They don't know what they are dredging up. They are going to put it next to my brewery and they don't know what contaminants are there." Enbridge is dredging at both the north and south ends of Morrow Lake, but halted work after the township requested the company submit a site plan application, which it filed July 9. The next day, [Nieuwenhuis sent a letter to the Michigan Department of Environmental Quality](#) requesting that it deny Enbridge's permit for the dredge pad site, where material removed in the dredging would be stored until being taken away for disposal. Enbridge's request to place a dredge pad and water treatment facility in Comstock Commerce Park will be addressed by the Comstock Township Planning Commission at its meeting at 7 p.m. Thursday, July 25, which also marks the three-year anniversary of the oil spill.

 **Related Stories** [Village of Augusta votes to file lawsuit against Enbridge Inc. over water supply concerns](#)  
[http://www.mlive.com/news/kalamazoo/index.ssf/2013/07/bells\\_brewery\\_files\\_case\\_again.html](http://www.mlive.com/news/kalamazoo/index.ssf/2013/07/bells_brewery_files_case_again.html)

### USA, LA, LAFAYETTE, JULY 25 2013. JUDGE ASKED TO RECONSIDER CITGO PENALTY

A federal appeals court has ordered a district judge to reconsider a \$6 million penalty against Citgo Petroleum in a lawsuit over a 2006 oil spill at the company's Lake Charles refinery. At issue is a June 2006 oil spill that happened when heavy rains



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

caused two "slop oil" tanks at the refinery to overflow, sending wastewater and other pollutants into nearby waterways, including the Calcasieu River. A recent 5th U.S. Circuit Court of Appeals' ruling instructs U.S. District Judge Richard Haik to re-evaluate the company's prior environmental violations and its decision to put off needed upgrades that might have prevented the spill. The Advocate reports (<http://bit.ly/13aULf0>) the Justice Department, which brought the suit, had sought penalties of \$247 million, arguing that Citgo had cut corners on safety to improve its bottom line. Citgo did not dispute fault in the case, and the only issue at the bench trial before Haik in 2011 was how much it should pay in damages. The judge based his penalty on a \$111 per-barrel fine for the 54,000 barrels that Citgo argued were spilled. The Justice Department argued the amount was actually 76,800 barrels and contested the \$111-per-barrel penalty as unreasonably low, considering that Citgo faced potential fines of up to \$1,100 per barrel. The federal appeals court ruling did not fault the judge for using Citgo's lower estimate on the amount of oil spilled. However, it did direct Haik to take another look at the per-barrel penalty and stated in the ruling that the judge "discounted the seriousness of Citgo's multi-year wait before it began taking the corrective measures required at this plant." According to the ruling, Citgo had been aware of the need for environmental upgrades but had put off doing the work despite recommendations of its own employees and consultants. In addition to the \$6 million federal penalty, Haik mandated several measures to prevent future spills at the refinery and imposed an additional \$3 million penalty to be paid to the state Department of Environmental Quality. Citgo did not appeal the state penalty and paid it last year. Citgo also paid a \$13 million fine after the corporation pleaded guilty in 2008 to a criminal Clean Water Act charge in the spill.

<http://www.kansascity.com/2013/07/24/4364613/judge-asked-to-reconsider-Citgo.html>

#### ENGLAND, DERBYSHIRE, SHIPLEY, JULY 25 2013. OIL SPILL AT PARK

 **Watch the Video** [Oil Slick at Shipley Country Park](#)

A clean up operation is in effect after an oil slick at Shipley Country Park was reported to the Environment Agency. The agency has been on site at Osbourne's pond situated at the Marlpool side of the county council ran beauty spot, since 9am this morning, clearing what appears to be a large fuel spill. The cause is as yet unknown although Environment Agency officer Paul Reeves tweeted today: "Suspect that yesterday's heavy rain has washed some accumulated oil out of surface water drains." A spokesperson for the agency said: "It's quite a large spread of area that is covered by the oil - at present it's difficult to say how much is in there. "At the moment we are trying to determine the source of the oil." Absorbent pads are currently being used to mop up the spill, which is said to be 'contained'. RSPCA officers are on site as six swans and a up to 100 ducks are said to be affected, although the amount of oil is unlikely to be life threatening to the animals - it could affect them when they try to fly. A spokesperson for Derbyshire County Council said that the clear-up is likely to take a number of days

<http://www.ripleyandheanornews.co.uk/news/local/shipley-oil-spill-at-park-1-5886268>

#### USA, PA, PENN TWP, JULY 25 2013. EPA FINES EXXONMOBIL SUBSIDIARY FOR FRACKING SPILL



*Pits of fracking wastewater in Hickory, Pennsylvania.*

The Environmental Protection Agency has fined XTO Energy, a subsidiary of ExxonMobil, \$100,000 for the 2010 spill of fracking wastewater into a river in Penn Township, Pennsylvania. It has also ordered the company to invest at least \$20 million in an improved fracking wastewater management system, which would prevent future incidents. The improvement would entail XTO properly disposing of wastewater and increasing safety measures to prevent accidents during fracking activities in Pennsylvania and West Virginia, two states in which the company operates. Part of that includes XTO installing remote monitoring systems at production sites with alarms that would be triggered in the

instance of a spill. In a statement, the EPA said that the settlement, [which was finalized on June 18](#), "holds XTO accountable for a previous violation of the Clean Water Act and requires operational changes and improved management practices to help ensure the safe and responsible handling of wastewater produced during natural gas exploration and production activities." Cynthia Gyles, assistant administrator at the agency's Office of Enforcement and Compliance Assurance, added, "The operational improvement required by this settlement will help to protect precious surface and drinking water resources in Pennsylvania and West Virginia." The incident for which XTO has been fined occurred on November 16, 2010, when the company released between 6,300 and 57,373 gallons of liquid fracking waste into a tributary of the Pennsylvania Susquehanna River. The pollutant remained in the water for two months afterward before cleanup efforts took place. The



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

accident was attributed to an open valve on a nearby wastewater storage tank. XTO is one of the top ten [repeated violators](#) of the Clean Water Act, with 179 violations. And although it was singled out by the EPA and reprimanded, citizens and activists want the other polluting companies to be held responsible as well. One of these is the Waste Treatment Corporation, which has been illegally accepting fracking wastewater from other companies and emptying it into Pennsylvania's Allegheny River, a main tributary of the Ohio River. It has been doing this since 2003, but now environmental organization Clean Water Action is suing them on the grounds that its dumping is a clear Clean Water Act violation. This particular wastewater has traces of radioactive elements, making it even more of an environmental and health hazard. And in May of this year, company Carrizo Oil & Gas [was responsible for a spill of fracking fluid](#) - 9,000 gallons to be precise - into running waters near a farm site in Wyoming County, Pennsylvania. This and more examples abound throughout the state, which has been called a "hotbed for fracking." Though the reckless behavior and deregulation of oil and natural gas companies are the most obvious culprit, some environmentalists are also criticizing the EPA for an unwillingness or inability to initiate a crackdown on such polluters. In 2011, the agency released a report in which it determined [fracking was to blame for the poisoning of an aquifer](#) beneath the town of Pavillion, Wyoming. The report was partially based on a preliminary study conducted by the EPA in which they collected toxic water samples from at least 42 homes in the area since 2008. Today, however, the EPA announced it would hand the entire study over to the Wyoming Department of Environmental Protection, whose research [will be funded by none other than EnCana](#), the drilling company whose wells contaminated the town of Pavillion in the first place. Environmentalists see this as a troubling sign that the agency is disengaging from many fracking issues, a move that is strangely at odds with the recent unveiling of [President Obama's plan to tackle pollution](#) and other matters related to environmental health and climate change. Many point to other EPA moves as proof, including the agency's closing of an investigation into [groundwater pollution in Dimock, Pennsylvania](#); the revision of a 2010 estimate determining that leaked natural gas was a large contributor to climate change (the EPA suggested that "better pollution control" by the fracking industry somehow made natural gas less of a factor); and failure to force a ban on diesel fuel in fracking. Notably, a diesel fuel spill occurred on July 19 in Portsmouth Lake, Virginia, poisoning water [and sickening birds](#). The EPA has said that the string of decisions is unrelated, and cites pressure from the drilling industry - as well as fossil fuel-pushing Republicans on Capitol Hill - as being responsible for recent inefficiencies in terms of deducing the dangers of fracking fluid. That isn't difficult to understand, nor are the obvious attempts of drilling companies to control (and often, restrict) the flow of data from fracking studies. Amy Mall, a senior policy analyst for the Natural Resources Defense Council, remarked, "We're seeing a pattern that is of great concern. They need to make sure that scientific investigations are thorough enough to ensure that the public is getting a full scientific explanation."

<http://www.peoplesworld.org/epa-fines-exxonmobil-subsiary-for-fracking-spill/>

#### CANADA, ALBA, COLD LAKE, JULY 25 2013. THE OIL SPILL THEY CAN'T STOP



This disaster has been years in the making, but finally the reality of tar sands mining may be hitting home. According to a great article in the [Canadian Star](#), underground tar sands operations have resulted in four separate oil spills that have been leaking over the last six weeks. The spills have been on-going since May, with some 26,000 barrels of bitumen mixed with surface water having been removed, including over 4,500 barrels of bitumen. The paper points out that the spills— although relatively small —cast doubt on the safety of underground extraction methods. And in deed they do: if you think about BP's catastrophic disaster in the Gulf — at least there was a traditional well-head that the company could plug. But no such thing exists for the tar sands. The company responsible Canadian Natural Resources Limited uses an in situ or underground extraction method of extracting the oil, which is called "cyclic steam stimulation." This involves injecting thousands of gallons of boiling hot, high-pressure steam into deep underground reservoirs. This in turn liquefies the bitumen and creates cracks through which the bitumen flows. It is then pumped to the surface. The problem is that it that the company has created fractures from the oil reservoir to the surface that they did not expect. Oil has been flowing to the surface at different sites. The company has so far failed to stop the latest spill which has killed dozens of animals such as beavers and loons as well as contaminating a lake and local forest. The latest spill has contaminated at least 40 hectares. The paper quotes one scientist saying that everybody in the company concerned and at the government "is freaking out about this. We don't understand what happened. Nobody really understands how to stop it



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

from leaking, or if they do they haven't put the measures into place." The scientist is not the only one concerned. "This is a new kind of oil spill and there is no 'off button,'" Keith Stewart, an energy analyst with Greenpeace who also teaches at the University of Toronto, tells the paper. "You can't cap it like a conventional oil well or turn off a valve on a pipeline." He adds: "You are pressurizing the oil bed so hard that it's no wonder that it blows out. This means that the oil will continue to leak until the well is no longer pressurized". And that could be for months. This problem could get more common as in situ tar sands extraction is expected to account for 40 per cent of Canada's oil sands production by 2020.

[http://priceofoil.org/2013/07/23/the-oil-spill-they-cant-stop/?utm\\_source=feedburner&utm\\_medium=feed&utm\\_campaign=Feed:OilChange\(OilChange\)](http://priceofoil.org/2013/07/23/the-oil-spill-they-cant-stop/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:OilChange(OilChange))

#### USA, TN, CROSSVILLE, JULY 25 2013. GASOLINE LEAK CLOSES WEST AVE



*Crossville HazMat team member P.J. Phipps is assisted by another firefighter into the storm drain at the intersection of West Ave. and Miller Ave. to find the source of a gasoline leak near Elite Market.*

A strong smell of gasoline in the area of a busy Crossville intersection led to the closure of the road and several days of clean-up after it was discovered fuel had entered the city's storm drainage system. "We isolated it to a ruptured line feeding one of the pumps," said Assistant Fire Chief Chris South. "It's hard to guess how much was lost." South indicated fire department personnel responded to the smell of gasoline in the area of Five Points at West Ave. and Miller Ave. Monday and again on Wednesday, but were unable to locate the source of the smell. Friday, firefighters located where gasoline was entering the storm drain and hydrocarbon booms were placed in the drains and ditch running parallel to West Ave. and the collection pond behind Hardee's. The booms allow for water to flow through while absorbing the gasoline. Firefighters also used a special foam to dissolve the gasoline, which was pumped out of the ditch. HEPACO, an environmental cleaning company with offices in Knoxville, Chattanooga and Nashville, was called to the scene to assist with cleanup and remediation. Rodney Brown, president of Deloy Brown Petroleum, LLC, which owns the Elite Market Exxon, said gasoline to the station was shut off Friday, stopping the flow of gasoline. South said Monday the leak was discovered in the line near the Elite Market pumps. The parking lot will need to be dug up and about 1,200 feet,

about three service lines, will have to be replaced with new, double-walled pipe. Brown said the pipe in use had been installed 20 years ago and was a top-of-the-line product at that time. The market remains open, but gasoline is not available at this time. It will take about a week, Brown said. The fire department was on the scene from 8 a.m. Friday to midnight Saturday and back at work from 7 a.m. to 7 p.m. Sunday. They returned to the scene Monday and the excavation of the parking lot was ongoing at press time Monday. Brown praised the Crossville Fire Department for their response and continued efforts to remediate the situation. The intersection of West Ave. and Miller is blocked off. The entrances to businesses along West Ave. are still accessible.

<http://crossville-chronicle.com/local/x1724758966/Gasoline-leak-closes-West-Ave>

#### YEMEN, MUKALLA, JULY 25 2013. MUKALLA RESIDENTS CONDEMN OIL SPILL, REPORT HEALTH EFFECTS



*Questions have emerged about whether the ship was fit to be carrying oil.*

Hundreds of protestors in Mukalla on Thursday condemned a tanker's oil spill that took place in coastal waters on July 11. Residents gathered on the coast in front of the wrecked ship, which is marooned nearby, to demand officials take a more proactive role in stopping the tanker's ongoing leakage of oil. Mukalla resident Abdulkadir Al-Habashi called the spill a catastrophe and criticized officials for their slow response to clean it up. Last week officials tried to move the ship but were unable to stop the seeping oil. The ship is believed to have lost control after hitting some rocks near the coast and spilling over. Al-Habashi



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



**Franklin Fueling Systems**

[www.tanknology.com.au](http://www.tanknology.com.au)

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner  
JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of  
ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

told the Yemen Times that residents intend to file a lawsuit against the ship's owner and have demanded an international company come to help with clean-up efforts. Coastal residents who reportedly inhaled fumes from the spill say they are having breathing difficulties. In a statement to the press, Hadramout University environmental science professor Mohammed Saeed Al-Mashjari said the incident will damage the fishing industry in the region. The oil spill will poison and suffocate the fish, Al-Mashjari said. He also warned of the hazards of consuming contaminated fish. Minister of Transportation Waed Badeeb made a statement on Facebook, assuring residents that efforts are underway to clean-up the spill. Badeeb promised the public full transparency. He revealed the ship's owner—prominent Yemeni businessman Ahmed Saleh Al-Esi. The Marine Affairs General Authority and the Arabian Sea Foundation arrived at the scene the day of the accident, Badeeb said. The two authorities are under the jurisdiction of the Ministry of Transportation.

<http://www.yementimes.com/en/1696/news/2657/Mukalla-residents-condemn-oil-spill-report-health-effects.htm>

### USA, CA, GRIFFITH PARK, JULY 25 2013. TANKER FIRE RESULTS IN NO AFFECTED WILDLIFE



*Smoke was right next to Super King on San Fernando Rd.*

An update at the Griffith Park Resource Board Meeting announces no fuel went into the river. The Department of Fish and Game announced that no wildlife was harmed after a [tanker flipped and caught fire in a tunnel at the interchange of the Golden State \(5\) and Glendale \(2\) freeways](#), a field representative of Assembly Member Mike Gatto told the Griffith Park Resource Board last week. While some of the vegetation was burned off, Field Representative Eric Menjivar said only about five gallons of fuel leaked into the sandbar. The sandbar prevented the fuel from going into the river. "We're extremely fortunate," Menjivar said. The fire caused the 5 to be closed for [nearly three days as Caltrans cleared the damage](#). City News Service reported the hazardous materials fire began in the tanker truck, which was carrying up to 8,700 gallons of fuel.

#### Related Stories

- [Tanker Flips in Freeway Tunnel; One Killed](#)
- [Freeway Tunnel Remains Closed After Tanker Fire](#)
- [Northbound 5 Freeway near Dodger Stadium Likely to Remain Cl...](#)
- [All Lanes Reopened After T](#)

<http://echopark.patch.com/groups/police-and-fire/p/tanker-fire-results-in-no-affected-wildlife>

### USA, FLA, TAMPA BAY, JULY 25 2013. TRAIN DERAILMENT CLOSES PORT OF TAMPA >> 3 LEAKING ETHANOL

#### Watch the Video's:

- [Train Derailment at Port of Tampa](#)
- [Train Derailment: Port of Tampa](#)

#### Photo's [8] [Tampa Fire Rescue says Approximately 15 Cars Involved in Train Derailment](#)



The Port of Tampa has been shut down after a train derailment and ethanol spill overnight. At least 15 cars derailed, and three are leaking ethanol, authorities said. It's unclear what caused the derailment, or where exactly the train was headed. A Hazmat team was working to clean up the spill, and they said it was under control. The Port could reopen as soon as 7 a.m. There is no immediate danger. There were no reported injuries. Right now, roads are closed in the area, and they are expecting slow traffic along 22nd Street at Maritime Boulevard on Thursday morning.

#### Related Stories

- [Florida train derailment leads to ethanol spill](#)
- [Train derails, leaking at Port of Tampa](#)
- [Tampa Fire Rescue on the scene of a train derailment at the Port of Tampa](#)

<http://www.myfoxtampabay.com/story/22927603/2013/07/25/train-derailment-closes-port-of-tampa>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

#### USA, CA, CARSON, JULY 25 2013. FUEL-CONTAMINATED NEIGHBORHOOD MAY BE DECLARED LOCAL EMERGENCY

ted chen & brandon lowrey

 **Watch the Video** [Fuel-Contaminated Neighborhood May Be Declared Local Emergency](#)



Residents in the Carousel neighborhood of Carson have grown increasingly frustrated after finding their homes are contaminated with petroleum and benzene. They have been warned to not eat vegetables or fruit from their gardens, and to avoid contact with the soil. The residents want Shell Oil Company to speed up the clean up process.

Residents are forbidden from touching soil or eating fruits and vegetables from their own yards. A sign posted in front of an otherwise typical-looking suburban neighborhood in Carson warns visitors: "got benzine? got methane? WE DO - Under our homes!" Another sign says "Welcome to Carousel" in drippy, black-and-red writing alongside a skull and crossbones mimicking the Shell Oil Company logo. It's a neighborhood that the city of Carson might declare a local emergency. Residents can't eat fruit or vegetables they grow in their back yards,

and they're forbidden from touching their own soil for risk of being poisoned. People and pets are developing cancerous tumors, residents said. They discovered in 2008 that their housing tract along Panama Avenue was contaminated with petroleum and benzene from a former Shell Oil tank farm. Since then, residents were warned that their citrus trees bear toxic fruit. "We've had several people die of cancer," said resident Barbara Post. "The pets are all developing tumors. But what Shell doesn't realize: They're playing with the wrong neighborhood. We're not going to give up. We're not going to lose this thing." Shell wants to replace the soil, but Post and other residents want to be bought out and moved away from their contaminated neighborhood. "Get us out of here," Post said. "Make us whole again." Carson city officials were expected to vote Monday on the local emergency resolution.

<http://www.nbclosangeles.com/news/local/Contaminated-Neighborhood-May-Be-Declared-Local-Emergency-216705471.html>

#### INDIA, CHENNAI, TONDIARPET, JULY 25 2013. NGT DIRECTED PETROLEUM MINISTRY TO SPELL OUT STEPS TAKEN ON OIL LEAK

sruthisagar yamunan

Holding that contamination of drinking water by the oil leak in North Chennai posed serious environment and health hazards to the people, the National Green Tribunal (NGT) on Wednesday directed the petroleum ministry to spell out the measures initiated to rectify the issue. "We direct the Union petroleum ministry to depute an officer not below the rank of a joint secretary to come before this tribunal with all records and state the steps initiated to rectify this disastrous event," the southern bench comprising of Judicial Member Justice P Jyothimani and Expert Member Professor R Nagendran ordered. Appearing for the petitioner V P Krishnamoorthy, a resident of Old Washermanpet, counsel A Yogeshwaran said the pipelines of the oil companies have been laid "negligently" in the midst of thickly-populated areas. The companies had also failed to maintain them properly, which has now led to the current situation. Drinking water in the area had been so contaminated with oil that water had become inflammable, the lawyer contended, producing photographs before the tribunal. While the companies, in a stakeholders meeting in April, had said they would make efforts to shift the pipeline, nothing has happened in this front. Also, he said the guidelines put out by the petroleum ministry in 2002 had failed to address health and safety issues and hence, there was need to direct the ministry to come up with comprehensive guidelines. While the Manali-Ennore industrial cluster has already been deemed critically polluted by the Central Pollution Control Board, the oil leak has further aggravated the situation. While hearing the case, Justice Jyothimani observed that the Northern part of the city has reached such a state that it is not even considered as part of Chennai. "People are living in abysmal conditions amidst such pollution," he said in the open court. Terming the contamination of water with oil as "dangerous," the bench directed the petroleum ministry to spell out the measures adopted to rectify the situation in North Chennai in the next hearing which is scheduled on August 2. The TNPCB, on the other hand, was asked to inform the Tribunal about the steps taken in consultation with the oil companies to mitigate the situation.

<http://newindianexpress.com/cities/chennai/NGT-directed-petroleum-ministry-to-spell-out-steps-taken-on-oil-leak/2013/07/25/article1700597.ece>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



Franklin Fueling Systems

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

#### USA, GA, LAGRANGE, JULY 25 2013. TRUCK CARRYING OXYGEN TANKS EXPLODES IN LAGRANGE

dante renzulli

 **Watch the Video** [Truck Carrying Oxygen Tanks Explodes](#)



A truck carrying tanks of flammable gas caught fire and exploded on the streets of LaGrange on Wednesday. The driver, Otis Jones, says he was first alerted by people on Lafayette Parkway who honked their horns and told him that the back of his truck was on fire. He had enough time to pull the truck over and get out before his cargo of oxygen tanks went up in flames. Firefighters had just arrived on scene when the massive explosion occurred. Jones says he still doesn't know what caused the back of his truck to catch fire. "I saw the flames, and I said, let me get it out of the middle of the intersection and get it off to the side," says Jones. "I grabbed my fire extinguisher. It did not work. And I had it loaded down with fire extinguishers in the back. When the fire department pulled up, I backed away to get out of their way and it blew. It blew me down up underneath that sign." Jones says he was standing about 90 feet away when the force of the

blast knocked him down. He suffered burns, and paramedics checked him out at the scene, but he was not taken to a hospital.

<http://www.wtvm.com/story/22924767/driver-sustains-minor-injuries-after-truck-carrying-flammable-gas-explodes>

#### USA, N.Y, INDIAN POINT, JULY 25 2013. INDIAN POINT SUPERVISOR ARRESTED FOR DELIBERATELY FALSIFYING CRITICAL DIESEL FUEL SAFETY RECORDS



Entergy announced on Tuesday that a former supervisor, who worked at the Indian Point nuclear power plant north of New York City for twenty-nine years, had been arrested for deliberately falsifying critical safety records and lying to federal regulators last year. The utility said that Daniel Wilson, age 57, who was in charge of ensuring compliance in critical safety areas, falsified tests and records related to the quality of fuel in back-up tanks for the emergency diesel generators installed at the nuclear power plant which are necessary to prevent core damage in the event of a loss of power. Federal charges have been brought against the former employee by the U.S. Attorney's Office, who was released on bail and could be sentenced up to 7 years in prison. Each emergency diesel

generator has its own fuel tank, called the primary fuel tank, and has the ability to take additional fuel from one additional reserve fuel tank on-site. The criminal complaint filed against Wilson, who was the chemistry manager at Indian Point between 2007 and April 2012, said that tests of the diesel fuel taken on June 17th, 2011 from the Reserve Fuel Tank showed particulate matter concentrations which exceeded NRC limits. Again, on November 18th of the same year, a sample taken from another primary fuel tank was found to be non-compliant with the NRC limits. On December 1st of 2011, another sample was taken from the reserve fuel tank that was again in excess of federal safety regulations. A few weeks later, in January and February of 2012, Wilson was questioned by other Indian Point employees while conducting a self-assessment in preparation for an NRC inspection. During the inspection preparations, workers had noted that no condition reports had been created after three tests had shown non-compliance and no additional steps had been taken to correct the problem. After the findings, Wilson logged into the company database under another employee's name and fabricated test data for resample tests which were never actually taken. On February 6th, the defendant filed three falsified test results in the official plant record database which had purportedly been sampled within two weeks of the three samples which had been found in excess of federal regulations. After being questioned by his co-workers about the lack of documentation, Wilson created a condition report, which the Nuclear Regulatory Commission regularly relies upon for inspecting nuclear power stations for safety, which gave additional false information and explanations for the lack of supporting documentation for the test results which he falsified. The defendant claimed to have conducted additional tests on the fuel in-house, but further investigations found that at the time Indian Point did not have any in-house procedures in place for testing the particulate matter concentrations. According to the documents, Wilson later admitted his guilt to NRC officials, but claimed that he had fabricated the test results in order that Indian Point would not be forced to shut down. Wilson is charged with fabricating resample tests which were used to argue that the fuel was within federal regulations and lying to other employees about the matter. In a press release U.S. Attorney



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner  
JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of  
ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

Preet Bharara stated: "Any alleged deliberate misconduct at a facility like Indian Point is a matter of grave concern to this Office. One need look no further than recent natural disasters to know that at important facilities, backup generators and other systems must be maintained in working order because in an emergency they may be critical." While Entergy has claimed that the findings were discovered by employees at the nuclear power plant, they were really found during the period while workers were preparing for a pending NRC inspection, when they knew that federal regulators would want to look at the diesel fuel due to the 2011 findings. During those preparations, Indian Point workers were unable to locate the necessary documentation for the resampling, because resampling had never actually been done by the chemistry manager. When they confronted Wilson, he did not admit what had happened, rather falsified additional official documents which could be used to cover up the problem with the NRC. The Nuclear Regulatory Commission regularly relies on Condition Reports to document incidents of non-compliance and the steps taken by a licensee to correct the problem. What actually happened at Indian Point was that for a matter of months, the nuclear power plant continued to operate in a condition where its diesel generators were not in technical compliance with NRC standards. Had the NRC known about the lack of compliance, the nuclear power station would have been forced to shut down due to the emergency diesel generators being inoperable until it was able to prove compliance, which would also incur operating expenses in excess of a million dollars per day – hence why Wilson told regulators that he had done what he felt was necessary to prevent Indian Point from shutting down. According to regulations, the Nuclear Regulatory Commission could fine the licensee \$140,000 per day that the nuclear power plant operated while not in compliance with safety regulations (which according to the complaint Indian Point did for months without resolution), but no such penalty has been imposed by federal regulators at this time.

<http://enformable.com/2013/07/indian-point-supervisor-arrested-for-deliberately-falsifying-critical-safety-records/>

### CANADA, ONT, OTTAWA, JULY 25 2013. OTTAWA INTRODUCES NEW RAIL SAFETY RULES >> REGULATIONS RESTRICT ONE-PERSON CREWS

*mike de souza, mike hager, derrick penner & andrea hill,*

 **Photo's [25]** [Lac-Mégantic aftermath](#)



Transport Canada announced six emergency rail-safety rules Tuesday in response to the runaway train disaster in Lac-Mégantic, Que., including a ban on one-person crews for locomotives carrying train cars with dangerous goods. The rules also place new restrictions on unattended trains on main tracks, as well as define minimum requirements for their braking systems. "The disaster brought to light several industry practices which have caused some concern," Gerard McDonald, assistant deputy minister responsible for safety and security at Transport Canada, said in a conference call with reporters. "Given that, and with an abundance of precaution, we thought it would be prudent to implement these measures now." In a news conference responding to recommendations from Transportation Safety Board of Canada investigators last Friday, the department said the new rules would be effective immediately and in place for about six months, leading to permanent rule changes for the industry. Senior officials declined to answer direct questions about whether the department had failed in previous years to respond to weaknesses highlighted in both internal and external audits. The disaster, which claimed dozens of lives and destroyed multiple buildings, also resulted in the release of about 5.7 million litres of oil into the air, water and soil around the small Quebec town, provincial officials estimated this week, making it one of the largest environmental disasters in North American history. But Transport Canada officials ended the news conference when reporters started asking whether the department had failed to respond to previous warnings about oversight weaknesses, raised in an audit by the federal environment

watchdog in 2011 and an internal audit done five years earlier. McDonald suggested that the 2011 audit, which recommended sweeping changes and a new risk-management system in the department's oversight of the transportation of dangerous goods, was not related to the new emergency measures unveiled Tuesday. He was unable to respond to revelations from internal Transport Canada documents, released to Greenpeace Canada through access-to-information legislation, that his



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

department had "identified no major safety concerns with the increased oil on rail capacity in Canada, nor with the safety of tank cars" used for transportation of dangerous goods. Despite long-standing warnings from the Transportation Safety Board and others about the existing steel cars and other issues, Transport Canada had dismissed the rail safety concerns in a memo prepared for International Trade Minister Ed Fast in January 2013. The assistant deputy minister suggested he was not familiar with these recommendations. "I can't verify what that document is, so I'm not going to speculate about it," McDonald said. Transport Canada announced the emergency measures as some federal MPs returned to Parliament to begin hearings, spearheaded by NDP transport critic Olivia Chow, on rail safety issues. But MPs eventually accepted a motion from Ontario Conservative Jeff Watson, who questioned whether an immediate parliamentary study was necessary, to delay the hearings, pending further results from the Transportation Safety Board investigation in Lac-Mégantic. "This committee also should be concerned in deciding whether to commence a study now whether that draws important resources out of the field where they belong," Watson told the House of Commons transport committee. "That doesn't mean there won't be a study. The answer from this side of the table is not a 'no', it's a 'not yet.'" Liberal transport critic David McGuinty supported the Conservative proposal to delay the parliamentary hearings, explaining that it would allow federal officials to focus their attention on the investigation and rebuilding efforts, but he said the government also needed to provide more details about its actions and its response to the disaster. Meanwhile, Chow suggested that the Conservatives and Liberals wanted to "take the summer off," adding that immediate hearings could help address long-standing safety concerns and reassure other communities fearing similar disasters in their own backyards. In B.C., CN paid \$400,000 in fines and then \$7 million to fund fish-restoration projects following a derailment in 2005 that spilled 45,000 litres of caustic soda into the salmon-rich Cheakamus River near Squamish. So far this year eight trains have derailed on B.C.'s main tracks, although none of those derailments involved dangerous goods, according to TSB data. Since 2008, B.C. has averaged about a derailment a year involving dangerous goods, lower than the averages of both Ontario (four) and Alberta (two), according to that same data.

<http://www.theprovince.com/news/Ottawa+introduces+rail+safety+rules/8700399/story.html>

#### USA. WASHINGTON DC, JULY 24 2013. CSB CHAIRMAN COMMENDS DUPONT FOR ITS UPDATED GLOBAL HOT WORK STANDARD; RECOMMENDATION TO COMPANY CLOSED AS ACCEPTABLE ACTION



U.S. Chemical Safety Board (CSB) Chairperson Rafael Moure-Eraso today commended the E.I. DuPont de Nemours and Company for fully embracing four CSB recommendations aimed at

improving its hot work safety procedures. The recommendations were issued as a result of the [CSB's investigation of a fatal hot work accident](#) that occurred at DuPont's Yerkes chemical facility in Buffalo, New York, on November 9, 2010, killing a contract worker and injuring another. The Board recently voted unanimously to change the status of all four recommendations to "Closed – Acceptable Action." "The CSB is extremely pleased with the actions that DuPont has taken to develop stronger corporate requirements for hot work activities such as welding, cutting and grinding in potentially hazardous areas," said Dr. Moure-Eraso. He noted that DuPont's new global corporate standard – in its words – "provides requirements and guidance to prevent injuries, loss of life, and property from fire or explosion as a result of hot work." Dr. Moure-Eraso also pointed out that DuPont's new procedure was accompanied by a comprehensive rollout package that was distributed to all U.S. locations. DuPont conducted series of technical training sessions for its employees, and will provide periodic refresher training on a permanent basis. The new procedures require that hot work be avoided when possible – an inherently safer approach – and order that hot work be immediately discontinued if flammable gases reach a level of 10% of the lower explosive limit (LEL), as determined by gas monitoring equipment. "We see far too many preventable accidents involving hot work in flammable atmospheres around tanks," Dr. Moure-Eraso said. "DuPont's new procedures are a sound model for other companies, large and small, to emulate and should inform future regulatory developments in this area." Most recently, in 2012 the CSB sent an investigative team to the Long Brothers oil well site in Arkansas, where three workers were fatally burned in a hot work accident while dismantling an oil tank. No combustible gas monitoring was conducted, CSB investigators found. In its report on the Buffalo accident, the CSB found a number of deficiencies in the facility's hot work permitting process and procedures that contributed to the accident. Contracted workers were welding atop a 10,000 gallon polymer slurry tank in a process area when hot sparks ignited flammable vinyl fluoride vapor that had accumulated inside the tank, triggering an explosion. The DuPont employee who signed the contractor's hot work permit had no knowledge of the process to which the tank was connected or its associated hazards. Though the tank to be welded on was "locked out" from the process, an overflow line between adjacent



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

tanks remained connected, allowing flammable vapor to accumulate inside the vessel where the welding was taking place. In addition, the CSB found that despite National Fire Protection Association standards and industry good practices that call for testing the atmosphere inside tanks prior to conducting hot work, no internal tank monitoring was conducted. The Board's recommendations urged DuPont to establish corporate policies and procedures requiring all facilities to audit their hot work permitting systems; isolate of process piping and similar connections prior to authorizing hot work; test for flammable gases inside containers prior to hot work; and require flammable gas monitoring during hot work in accordance with industry standards published by the National Fire Protection Association. DuPont's new standard, which it designated as S31F, requires that hot work permits be initiated and approved by individuals familiar with the scope of the work and associated hazards, and that both a job safety analysis and field audit be conducted prior to commencing work. The standard also requires isolating and removing energy sources from equipment where work is to be performed and sets up criteria for requiring either continuous or periodic flammable gas monitoring in the vapor spaces of process equipment and nearby containers during hot work operations. "DuPont addressed all of our recommended changes in issuing its new corporate standard S31F," said Chairperson Moure-Eraso. "The company moved decisively after this tragic accident to institute detailed requirements for hot work which will decrease the likelihood of similar hot work accidents at DuPont facilities, and which other companies may wish to emulate." After examining a series of hot work accidents, the CSB released a report entitled "[Seven Key Lessons to Prevent Worker Deaths During Hot Work in and around Tanks.](#)" The CSB safety video "[Hot Work: Hidden Hazards](#)" examines the DuPont accident in Buffalo utilizing 3D animation. The CSB is an independent federal agency charged with investigating industrial chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

[www.csb.gov](http://www.csb.gov).

### USA, MI, JULY 25 2013. THE DILBIT DISASTER 3 YEARS LATER: SUNKEN OIL IS LOOMING THREAT TO KALAMAZOO RIVER

david hasemyer

 **Related Story:** [Click here to view an audio slide show](#) about the three-year anniversary of the spill.



*While cleanup continues three years after the Michigan oil spill, the U.S. EPA has generally given the Kalamazoo River a good bill of health. But the agency is still concerned that 180,000 gallons of submerged oil, some of which is moving towards a Superfund site, is a threat to the river and to people living nearby.*

Once black with oil, the Kalamazoo River runs clear now. But EPA orders dredging and says it will be years before the spill's long-term effects are known. The Kalamazoo River near Marshall, Mich. is a place of serenity these days. It ripples lazily past new parks and boat launches, past red barns and corn fields, past hikers and children in tire swings. Fish do somersaults and land with a splash. Dragonflies dart about like trapeze artists. The only clues to the environmental disaster that occurred here three years ago are subtle ones. The rainbow sheens of oil that occasionally surface. The collection booms that still stretch across parts of the river. The riverside kiosks stocked with pamphlets titled "What Should I Do If I Come Into Contact With Oil?" It was near Marshall

that an aging oil pipeline burst on July 25, 2010 and spilled more than one million gallons of heavy Canadian crude oil into the Kalamazoo River. It was the largest inland oil pipeline spill in U.S. history, and its effects can still be seen today in the river and in the lives of the people who live near it. The Environmental Protection Agency estimates as much as 180,000 gallons of oil still lie on the river bottom and some of it is moving toward a Superfund site. "I know what lies beneath," said Deb Miller, who was forced to close her family business because of the spill. "You can clean it up and try to put things back the way they were, but it will never be the same." The Kalamazoo accident was the first major pipeline spill involving [diluted bitumen](#), or dilbit, the same type of oil that will be carried by the [Keystone XL pipeline](#) if the Obama administration approves the project. Bitumen is a tar-like substance that must be diluted with liquid chemicals before it can flow through pipelines. When the Michigan pipeline split open, the chemicals slowly evaporated and the bitumen began sinking to the river bottom. The spill turned the river and little Talmadge Creek black with oil. The air was so rank with toxic stink that emergency hotlines were flooded with calls from



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

people sickened by the fumes. It was a chaotic scene of evacuations, armies of cleanup crews, stunned officials and anxious neighbors. It took the pipeline's owner, [Enbridge, Inc.](#), 17 hours to shut it down. The oil flowed past a historic dam near Miller's home and nearly 40 miles downriver. [Today, Line 6B is again pumping Canadian oil to U.S. refineries, while Enbridge builds a new, larger pipeline to replace it.](#) People have moved back into some of the homes that were evacuated, while others have settled into new lives in houses far from the river. Both the EPA and the Michigan Department of Environmental Quality (MDEQ) give the river a generally clean bill of health. But the EPA's Ralph Dollhopf, who has supervised the cleanup for the last three years, says, "We know we are not going to get all of the oil out." The [EPA has ordered Enbridge](#) to dredge parts of the river and remove as much of the remaining oil as possible. Enbridge says it will comply, although it disputes the EPA's estimates, saying no more than 25,000 gallons of oil remain. "You can look at the river and say it looks good but there are so many things that fly under the radar—those are the things that we will be monitoring for years," said Michelle DeLong, who is leading the [MDEQ's response to the spill](#). In the largest study in its history, the MDEQ has collected more than 5,000 soil and groundwater samples to determine if they contain heavy metals, including nickel, beryllium, molybdenum and vanadium, which are toxic at high doses. [Heavy metals](#) are found in all types of oil but are most prevalent in bitumen. Some, like arsenic and lead, can damage the nervous system even at relatively low doses. It will be a year or more before all the samples are analyzed and conclusions can be reached, said Mark Ducharme, senior environmental analyst for MDEQ. Most of the preliminary tests reveal nothing alarming, although a few locations show elevated concentrations of heavy metals and chemicals. The MDEQ also is considering a proposal by Enbridge and the EPA to tear down the century-old Ceresco Dam, where much of the remaining oil has settled. The dam once supplied water to a small hydroelectric plant that closed more than 50 years ago. Removing it would return that section of the Kalamazoo to its natural, free-flowing state. It also would reduce the amount of dredging needed, because the oil-soaked sediment would dry when the water level drops and could be scooped up and hauled away. But some local residents are suspicious of anything Enbridge wants to do and are asking for more information.

### Unknown Danger

The regulatory agencies' biggest concern is the oil that is still making its way toward [the Superfund site](#). Recent tests show it has moved from the upper third of the Morrow Lake area into the lower two thirds, leaving less than a mile between it and the Superfund site. The Superfund site contains approximately 120,000 pounds of PCBs (polychlorinated biphenyls), left there decades ago by the paper mills that once operated nearby. PCBs have been found to increase rates of melanoma, liver cancer, gall bladder cancer, gastrointestinal tract cancer and brain cancer. Scientists aren't sure what would happen if they became mixed with the toxic chemicals in the bitumen. To try to avoid that problem, the EPA has ordered Enbridge to begin the expensive and disruptive process of dredging about 155,000 cubic yards of oil-contaminated sediment from the lake. It also wants 180,000 cubic yards dredged from Ceresco Dam and 20,000 cubic yards from another area, known as Mill Pond. Michigan environmental regulators agree the dredging is needed but may ask that the size of the operation be reduced. Richard Adams, Enbridge's vice president of field operations in the United States, faults the EPA for not taking into account a century or more of pollution that has been funneled into the river. "You can't assume it's all 6B oil," he said in an interview with InsideClimate News. Adams argues that no dredging is needed and that the EPA's estimate of the remaining oil is wildly inflated. "I don't know where those figures came from," he said "If there was as much oil in the river as EPA is saying, you'd see it. And that's not happening." Dredging is not only expensive, but will also cause fresh damage by removing large quantities of sediment and possibly exposing long-buried toxins, he said. [Steve Hamilton](#), a Michigan State University professor of ecology and environment who sits on a committee that advises the EPA on the cleanup, said dredging was always a last resort. But with the oil creeping ever closer to the Superfund site, it finally became necessary. "You have to balance the negative consequences of this kind of invasive work with the benefits of removing the oil and any threats it may cause," said Hamilton, who is also president of the Kalamazoo River Watershed Council. Although Enbridge disputes the EPA's decision, Adams said it will comply with the agency's latest cleanup order. He emphasized that Enbridge—Canada's largest transporter of crude oil, worth an estimated \$30 billion—has always accepted full responsibility for the disaster and will do everything necessary to make the community right. Enbridge did not contest a record [\\$3.7 million civil penalty](#) imposed by the Department of Transportation, and Adams said it is bracing for more fines from the EPA and Michigan once the cleanup is finished. The company has repaired its reputation with many people by taking responsibility for the spill and by funding parks and other community projects. Joyce Saylor sees nothing but beauty when she looks out the window of the house, about 100 yards from Talmadge Creek, where she has lived for 64 years. The fields are green and the creek runs clear. Clean-up crews worked day and night until they got her property cleaned up, Saylor said, even redoing work when necessary. She said



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

Enbridge always treated her with respect and compensated her fairly for the damage to her property and for a strip of land it bought. Enbridge used the land to build a small park that now bears the name of her husband's family, whose ties to the property go back to 1865. "I even had the Enbridge president bring me flowers," Saylor said. Others have not been so quick to forgive. Driving along the back roads outside Marshall, Deb Miller points to some of the 148 homes near the river that Enbridge eventually bought. Many of them sit vacant in what Miller calls "ghost neighborhoods." The yards are neat; the grass is cut. But there is an eerie stillness about them. That stillness surrounds the tidy gray house next to Talmadge Creek where John LaForge and his family lived for 27 years. The oil came within 10 feet of their patio door, sickening his wife with the smell. They were among the first people evacuated and never again lived in the house. At the age of 60, LaForge said he feels like he's starting life all over again. He and his wife have built a new 2,300 square foot house several miles from the creek. But he said the old house, with its memories of his children, will always be his home. He's also bitter about the amount of money Enbridge paid for the house. A few years before the spill, he said it was appraised at \$460,000. He said he got half that—\$230,000—because Enbridge said the real estate bubble had burst. "They knew my house was at Ground Zero and I couldn't sell if I wanted to. They took advantage of me." LaForge's message for Enbridge? "Go to hell." The fallout from the Enbridge accident has affected people who live far from the spill site but in the 285-mile path of its new pipeline, which runs from Indiana to Ontario, Canada. The new pipe is three feet in diameter and can carry 21 million gallons of oil a day, about twice as much as the old line carries. The \$1.3 billion project is "absolutely critical to the Michigan and U.S. refining industry," company officials say. But for many people along the line it has meant [a huge disruption in their lives](#). The old line had been mostly forgotten about until Enbridge began driving stakes into back yards to mark the land it needs for the new pipe. In addition to the existing 60-foot easement the company already has, the Michigan Public Service Commission gave it permission to take another 25 feet—about the width of a two-lane highway. Homeowners have lost garages and decks to the bulldozers because the line is so close. Some have lost cherished wilderness and peace of mind. Others seethe at what they believe is the callousness of Enbridge for dismissing their concerns and upending their lives. Some property owners have protested by blocking access to their land. One Fenton, Mich., woman sat for hours in a lawn chair in front of trees that were to fall to Enbridge saws. Earlier this week 12 protesters from the Michigan Coalition Against Tar Sands were arrested after halting work on Line 6B. Those who've taken their complaints to court have usually been disappointed. Enbridge holds long-standing rights of way to the land and has abided by the state's pipeline regulations, so major decisions have gone in the company's favor. Marshall resident David Gallagher recently spooled out a tape measure from the side of his house to the stake with the orange plastic flag ruffling in the breeze. The new line will be just 14 feet, 11 inches from his house, he announced. Gallagher, a cabinetmaker, said the project has made him and other Michigan residents aware of bigger issues, like the environmental and climate threats posed by oil sands production. "The implications of this pipeline go beyond my yard, beyond my neighbor's yard," he said. "People need to stop and ask themselves, 'Are there really any benefits to this versus the lasting consequences?'" [Jeff Insko](#), an American literature professor at Oakland University in Rochester, Mich. and author of the [Line 6B Citizens' Blog](#), faults the [Michigan Department of Environmental Quality](#) for not holding Enbridge more responsible for potential ecological damage, the [Michigan Public Service Commission](#) for being too cozy with Enbridge and Michigan politicians for being deaf to residents' plights. "Because state politicians and regulatory agencies have failed so miserably, we, like so many other landowners, have felt completely helpless and powerless, at the mercy of a corporation that wields overwhelming financial resources, power, and influence," Insko said. [The concerns have spread to Indiana](#), too, where the pipeline will cross four rivers that flow into Lake Michigan. Environmental organizations fear that a mishap would imperil the drinking water for 10 million people and are demanding more safeguards and oversight.

#### Grinding it Out

[Dollhopf](#), the EPA's incident commander in Marshall, expects the agency to continue overseeing the Kalamazoo River recovery for as long as two more years. After the EPA bows out, Michigan environmental officials will take over. "We're still grinding it out, making sure as much oil as possible can be recovered and making sure it is done responsibly," Dollhopf in an interview from his office in Marshall. Like many people who were caught up in the 2010 disaster, Dirk Dunham, director of Emergency Management for Calhoun County, the county most affected by the spill, is eager for it all to be over. When Dunham first saw the devastation three years ago, he cried as he looked down on the oily black river from a helicopter. "How can this be fixed?" he remembers thinking. Today Dunham uses the adjective "incredible" to describe what has happened since then. "There has been incredible effort, incredible science, incredible cooperation," he said. The river will come back, he believes, and perhaps "be even better."

<http://insideclimatenews.org/news/20130725/dilbit-disaster-3-years-later-sunken-oil-looming-threat-kalamazoo-river>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 987 Newsy Stuff

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

**August 04 2013**



Alliance Partner  
JOIFF

[www.joiff.com](http://www.joiff.com)

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of  
ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

### USA, DE, DOVER, JULY 25 2013. DNREC FINES DELAWARE CITY REFINERY \$529,000

jeff montgomery



*PBF restarted the Delaware City Refinery in 2011. The company was fined recently for pollution releases, reporting failures and other violations.*

PBF Energy faces more than \$529,000 in state environmental penalties and fees for pollution releases, reporting failures and other violations in the first 18 months after its substantial restart of the once-shuttered Delaware City plant. The Department of Natural Resources and Environmental Control issued the sanction Wednesday, the first major penalty since PBF acquired the plant in 2010. The action includes a \$460,200 fine and \$69,030 assessment for enforcement costs associated with dozens of incidents dating to June 2011. Violations covered by the penalty included one of two breakdowns this year that led to shutdowns of a key pollution control system for a major refining unit, resulting in large releases of sulfur dioxide and hazardous compounds. Agency

officials are still investigating the second incident. DNREC Secretary Collin P. O'Mara said, despite the problems, PBF has made "significant improvements" compared with past refinery owners since acquiring the shut-down plant from Valero Energy in 2010. "Overall, I think that they've operated the facility in a more responsible way. But they still have had emissions above and beyond where they should have been," O'Mara said. "Even though the overall emissions are down significantly, we still need to hold them accountable." PBF spokesman Michael C. Karlovich said the company was reviewing DNREC's order. The company has 30 days to appeal or pay the penalty and costs. Dave Carter, conservation chair for Delaware Audubon, said DNREC should use some of PBF's penalty to develop a real-time pollution monitoring and longer-term environmental indicators to track the environmental health of the state's Coastal Zone conservation area. A state working group called for that effort in 1999. "These episodic incidents may very well have a serious impact on the community," Carter said. "Perhaps this is why DNREC and the refinery have fought so hard against this type of monitoring." O'Mara said DNREC is aware of concerns that "sometimes penalties like this become a cost of doing business." But regulators also prefer to see companies investing in better pollution controls and environmental safeguards over fines, he said. The penalties announced Wednesday targeted an assortment of violations, ranging from unreported failures of monitoring systems and missing data to 46 days of unpermitted burn-offs of hydrocarbons or high-sulfur gases, or "flaring" incidents, between mid-2011 and January. The largest of the violations, between Jan. 16 and Jan. 28, resulted in the release of 527,000 pounds of sulfur dioxide, along with soot and other chemicals including hydrogen sulfide, ammonia and hydrogen cyanide. Those pollutants escaped when the refinery bypassed a carbon monoxide control boiler while still operating a 57,000-barrel-per-day unit that processes high-sulfur refining leftovers, generating a grainy remnant called coke sold offshore as a low-cost but polluting fuel. A state permit allows the coker, the largest of its type in the nation, to release as much as 3,000-4,440 tons of sulfur dioxide hourly during CO boiler repair work. But it also makes PBF liable for penalties if DNREC finds the company's control efforts insufficient. Delaware owners have paid higher penalties over the years, including a \$1.95 million cash-only fine ordered for Delaware City's previous owner, Valero Energy, days before PBF's purchase in 2010. In mid-2007, the same company agreed to pay a \$455,000 fine and spend \$5.5 million on pollution controls and environmental improvements. Other past fines have ranged into the millions, including a \$12 million government settlement with Motiva Enterprises after a corroded tank filled with gasoline-laced sulfuric acid exploded and collapsed, killing one refinery worker, injuring several others and crippling the operation. Motiva separately agreed to a \$4 million fine for operations in Delaware City as part of a crackdown on sulfur dioxide releases from refining units. PBF owns two other refineries. The company reported a "below expectations" \$46.7 million in net income during the first quarter of 2013 compared with a loss of \$122.6 million for the same period in 2012. The company's first quarter revenues this year totaled \$4.8 billion, while expenses were \$4.7 billion. A second-quarter earnings briefing is scheduled for Aug. 1. Those figures could show clearer results from the company's \$115 million investment in new crude oil tank car offloading facilities at Delaware City. Company officials have said lower cost supplies arriving from oil fields in the upper Midwest and Canada could provide a needed advantage for its operations. DNREC successfully defended the new rail hub earlier this month from a legal challenge filed by environmental groups that viewed the rail operation as a violation of Delaware's Coastal Zone law.

<http://www.delawareonline.com/article/20130725/NEWS08/307250048/Refinery-must-pay-529-000-for-pollution>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

**The DG-Hazmat Group is proudly supported by:**



[www.tanknology.com.au](http://www.tanknology.com.au)



**Franklin Fueling Systems**

[www.upp.co.uk](http://www.upp.co.uk)