



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,004 Newsy Stuff

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

**September 20 2013**



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### USA, MI, MANCELONA, SEPTEMBER 4 2013. OUT OF SIGHT, OUT OF MIND: CARCINOGENIC CHEMICAL SPREADS BENEATH MICHIGAN TOWN

*brian bienkowski*



When state and federal environmental officials visited the tucked-away town of Mancelona, Mich., 15 years ago, their presence surprised local residents. "My heart and most of my life has been spent here in Antrim County," said Gary Knapp, a long-time resident. "And I knew nothing of its environmental problems." While removing metal contamination from local groundwater,

officials had stumbled upon one of the nation's largest plumes of an industrial solvent called trichloroethylene, or TCE. Drinking-water wells tap into this aquifer, so the state asked the town's help in preventing the chemical from flowing out of people's taps. "People were helpless, frustrated and angry," said Knapp, who was recruited by the state to start a regional water authority. Fifteen years later, the underground plume of the carcinogenic chemical is now six miles long and continues to grow. Over the past decade, new wells have been built and millions of dollars have been spent to ensure the 1,390 residents of Mancelona – known for its deer-hunting contests and bass festivals – aren't drinking toxic water. But the TCE swirling beneath this remote, low-income town continues to vex state officials and residents as it creeps toward new wells that Knapp and others dug to replace tainted ones. The plume is another industrial scar in Michigan – one that is seemingly not going away. "There's no silver bullet to take care of this thing," said Scott Kendzierski, director of environmental health services at the Health Department of Northwest Michigan. "It's just a monster." Used in large volumes by an array of industries, TCE is one of the most widespread contaminants in U.S. water supplies. Its use has declined substantially over the past 15 years but widespread contamination remains.

#### A Small Town's Industrial Legacy

Though hours away from where the Rust Belt tightens across southern Michigan, Mancelona historically has had more in common with the economies of Flint, Detroit, Lansing and Saginaw than its tourism-dependent neighboring towns in the northwestern Lower Peninsula. For decades, three factories employed most of Mancelona. One by one they closed, the most recent in 2009, leaving unemployment and economic stagnation behind. But one left something more toxic. From about 1947 to 1967, Mt. Clemens Metal Products Company used the solvent TCE as a degreaser during the manufacture of car parts. Workers dumped it near the building when they were done with it, according to officials with the Michigan Department of Environmental Quality. The chemical slowly seeped into the porous, sandy soil, contaminating the aquifer. The plume – now polluting 13 trillion gallons of groundwater – is advancing northwest at a rate of about 300 feet per year. It has reached the Cedar River, which flows to a chain of lakes that wash into Lake Michigan. In Mancelona's groundwater, TCE concentrations as high as several hundred parts per billion have been detected in the center of the plume. The federal drinking water standard for the chemical is 5 parts per billion. Used in large volumes by an array of industries, TCE is one of the most widespread contaminants in U.S. water supplies. Its use has declined substantially over the past 15 years, said James Bruckner, a University of Georgia professor who specializes in TCE research. But widespread contamination remains. Michigan alone has about 300 TCE-contaminated sites, and about 60 percent of the nation's Superfund sites contain the chemical.

Many large, miles-long TCE plumes remain in aquifers, particularly near military bases and their contractors. The Mancelona plume is the largest known one in the Great Lakes region and one of the largest in the country, said Janice Adams, a senior geologist with the Michigan Department of Environmental Quality. There is no longer any sign of the manufacturing plant responsible for dumping the chemical. The old Mt. Clemens Metal building has been torn down – leaving an empty lot scattered with nappy weeds, broken rebar and torn plastic fencing. The toxic aquifer is an "orphan site", Adams said, because the company went bankrupt before the water contamination was discovered. The state, which is responsible for cleanup, is monitoring the plume and working with local officials to make sure residents aren't exposed to the carcinogenic chemical, Adams said. TCE was declared a human carcinogen in 2011, after the U.S. Environmental Protection Agency spent three decades analyzing its health risks. TCE can lead to kidney and liver cancer and non-Hodgkin lymphoma, according to the EPA's [report](#). The chemical also may be linked to bladder, esophageal, prostate, cervical and breast cancers, and leukemia.



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### No Health Study Conducted

Some residents say the state isn't doing enough to protect people. "If this existed in a large metro area, like Detroit or Lansing or Grand Rapids, it would have gotten more attention a long time ago," said Gary Street, an engineering consultant with Freshwater Future, a nonprofit working to address the contamination. "It's a small community that's been neglected." Despite three decades of contamination, there have been no human health studies in Mancelona, which has a median household income of \$27,614 compared to Michigan's \$48,669, according to the 2010 U.S. Census. Some people asked about it [cancer prevalence] years ago, but we're a small local health department," said Charles Edwards, an environmental health supervisor at the Health Department of Northwest Michigan, which covers four counties. "We don't even have an epidemiologist on staff." The state's Department of Community Health has "no record of involvement at the site," said Angela Minicuci, a public information officer at the department in an email. Cancer rates in Antrim County since 1985 have roughly mirrored that of the rest of Michigan, according to state data. But once the plume was made public, county residents started worrying. "There was a push for a cancer cluster study," Knapp said. "People started saying 'well, my neighbor died of cancer and drank the water for years.'" Over the past decade, Knapp helped form a countywide community group called ACUTE (Antrim Coalition United Through Ecology), an avenue for local residents, businesses and organizations to keep tabs on what the state was doing about the TCE - and where it was heading. Ann Baughman, associate director of Freshwater Future, said the people deserve to know whether they face a cancer risk. "We (Freshwater Future) want to stop the plume but are also very concerned about the health both now and in the past. Did this company cause a spike in cancers here?" she said.

### Plume on the move

The state's strategy for the past decade has been to annually test residential wells at the leading edge of the plume to make sure their water isn't tainted. "At one point we were sampling about 160 homes around the perimeter of the plume, and we were getting hits right away - as many as nine or ten [homes] with TCE and three or four of those with levels above the drinking water standard," Edwards said. The monitoring coincided with creating a countywide water system to get clean water to those affected. About a decade ago, state and local officials bought Mancelona's aging, leaky water system and connected it with the Cedar River system, roughly five miles northwest of Mancelona. With a series of new pipes crisscrossing the county, they were able to get clean water to everyone, Knapp said. This worked great until the spreading plume extended its toxic reach northwest. Edwards said he now tests wells at about 44 homes and one church. Just a few months ago, state monitors detected two homes at the leading edge of the plume with private wells that had TCE in their water. One home was below the 5 ppb standard, while the other, at the leading edge of the plume, was at 5.8 ppb. "We've placed them on bottled water and we're scheduled to hook them up [to the municipal wells] next month", said David DeYoung, an environmental quality analyst with the Michigan Department of Environmental Quality. Everybody is getting safe drinking water, which is the state's main concern, Adams said. But that's not enough, Street said. "This **stuff can be dangerous as a vapor** ... it can migrate out of soil in places like crawl spaces and basements," Street said. People also are exposed to the vapor during showers. "That's an issue that often gets ignored."

### "This Will Be Left For Our Children"

There are no current plans to clean up the plume. In 2008, the Michigan DEQ came up with three options to tackle the problem: the first two would have extracted the water, cleaned it and pumped it back underground. But pumping the water out would take decades and cost up to \$34 million, too much for the state, Adams said. "If this existed in a large metro area, like Detroit or Lansing or Grand Rapids, it would have gotten more attention a long time ago. It's a small community that's been neglected." -Gary Street, Freshwater Future. The state instead chose to focus on monitoring the plume and replacing the tainted water. The state has spent \$17.8 million to expand the countywide water system. "It's the magnitude of the problem. If you look at how much we'd have to pump out to keep up, it's mind-boggling," DeYoung said. "They ran the numbers years ago and it's just not feasible right now." The state has avoided applying for federal Superfund status because it wants the site to be redeveloped, Adams said. Michigan has an environmental liability program that allows new owners of a contaminated area to conduct an environmental assessment and, if there's contamination from previous owners, the new owners are not liable. Since the plume will most likely not be removed, maintaining state control over the area will allow for potential development there. The state will spend another \$2.5 million in the next couple of years to continue monitoring and expanding the well system, DeYoung said. However, the TCE is now venting into the Cedar River, which drains into the Lake Michigan watershed, a drinking water source for thousands of people in northwest Michigan coastal communities. And the plume is on a direct path toward the new wells that are now relied upon for clean water in Antrim County. The Cedar River well field, which is providing water to those living above the plume, taps deep into the aquifer, at about 600 feet below the surface. The plume is



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about 3 to 5 years from reaching the well field, but the deep wells "should buy us more time," Adams said. Street and Baughman have different plans. Reaching out to university researchers and private engineers, their hope is to remove the TCE or, at the very least, "lasso" it to stop the spread, and conduct health studies. "As we speak, no one is drinking bad water, but there's still a dark side – you've left 13 trillion gallons of water contaminated," said Dean Branson, past president of the Three Lakes Association, an environmental organization in Antrim County. "As of now this will be left for our children, grandchildren and great-grandchildren." As the plume extends toward resorts frequented by downstate residents and inhabited by well-to-do retirees, it is getting increased attention. Right or wrong, Knapp said, hopefully that will spur more efforts to address it. "Mancelona is numb to poverty, problems," he said. "But the plume doesn't seem to be stopping and now the resorters are getting scared. "The bottom line is everyone deserves to know that they're drinking water that won't hurt them."

<http://www.environmentalhealthnews.org/ehs/news/2013/tce-plume>

### USA, LA, LAWTELL, SEPTEMBER 4 2013. GOVERNOR DECLARES EMERGENCY AROUND DERAILED TRAIN AS CREWS WORK TO CLEAR DERAILED TRAIN IN LOUISIANA

 **Watch the Video:**

- [Train Carrying Toxic Material Derails in Louisiana](#)



*Crews work to repair track near Lawtell, La., after a derailment and leak.*

Crews began replacing about 1,800 feet of track on Monday around the site of a derailed train that leaked a corrosive chemical and forced the evacuation of about 100 south Louisiana homes. The Union Pacific train went off the tracks Sunday near Lawtell, about 60 miles west of Baton Rouge. Company spokeswoman Raquel Espinoza said the cause is under investigation. "That section of track had just been inspected about three hours before the accident," she said. "There's no timeline on when the area will be completely clear. We're just taking it one step at a time so we can clear the scene in the safest manner possible." Louisiana Gov. Bobby Jindal declared a state of emergency Monday. Espinoza said one railcar leaked sodium hydroxide, which can cause injuries or even death if it's inhaled or touches the skin. Another spilled lube oil and a third leaked dodecanol. Espinoza said the leaks were plugged about 1 a.m. Monday. Two people were on the train, an engineer and a conductor, at the time of the accident. Neither was hurt. A man who was near the derailment was treated for a burning sensation in his eyes. Espinoza said about 160 residents in an area 1½ miles around the accident site are affected by the evacuation. She said it's unclear how long those families will be asked to remain out of their homes. "We're doing everything we can to assist these families who have been very understanding and patient," she said. The company has made arrangements for affected residents to stay in hotels in the area and is coordinating meals for residents affected by the evacuation, she said. Mona Prejean was driving with her husband through Lawtell, where she has lived for 63 years, just after the train derailed. She snapped a photo of the wreck with her phone. "It looks like it was all smoky. We just weren't certain what it was," she said. "My husband

reminded me that a lot of it could be toxic." Prejean lives about 3 miles away from the derailment. She said she was pleased with the railroad and the government's response. "It's not an isolated area there, it's countryside. The homes are not that close together," she said. "I'm satisfied that the governor came down and they're doing everything they can." Lt. Doug Cain, a spokesman for Louisiana State Police, said it likely will be late Monday or early Tuesday before crews finish replacing the damaged track. "Then we will move two empty rail cars onto the new track and offload the vinyl chloride to get that out of the equation," he said of the very flammable chemical. "Once that's done, we can continue moving cars and getting them righted and out of the way." Cain said an inspection Monday showed the damaged train cars remained stable. "We've been monitoring the pressure and it's stable. There've been no spikes in pressure which is a good thing," he said. He also said the state Department of Environmental Quality has been monitoring the air but there's no "indication of any offsite impacts."

<http://www.businessweek.com/ap/2013-08-06/crews-work-to-clear-derailed-train-in-louisiana>



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### NEW ZEALAND, TAUPO, SEPTEMBER 4 2013. EXPLOSION AT TAUPO WOOD PELLET FACTORY >> DUST EXPLOSION INVOLVED TWO SAW DUST HOPPERS.

A dust explosion at a wood products mill near Taupo has set fire to the building and hoppers inside. The explosion at Nature's Flame at Rotoakawa, was reported just before 9pm on Tuesday and saw 11 fire appliances from around the district called to help quell the blaze. Nature's Flame produces wood pellets for fires. No one was caught up in the explosion. Fire service northern communications spokesman Jarron Phillips says two saw dust hoppers had caught fire following the blast. It was a sizable explosion but it was too soon to say how much damage had been caused, he said.

<http://www.3news.co.nz/Explosion-at-Taupo-wood-pellet-factory/tabid/423/articleID/311776/Default.aspx>

### USA, FLA, DAYTONA BEACH, SEPTEMBER 4 2013. OVERFILLED JET TANK LEADS TO FUEL SPILL AT DAYTONA BEACH INTERNATIONAL AIRPORT

*patricio g. balona*

A DeLand-based corporate jet on its way to Brazil made a fuel stop at the Daytona Beach International Airport Tuesday and a crew overfilled the tank, causing a spill on a taxiway, officials said. "It was a Westwind twin engine jet that lost between 10 and 15 gallons of fuel," said Volusia County spokesman Dave Byron. "It was on its way to Brazil from Texas and had stopped in Daytona for fuel. It was fuel stop." Callers to a Sheriff's Office dispatch said that fuel was seen leaking from the wing and belly of the aircraft, a call log shows. The spill prompted a HAZMAT team from Volusia County Fire Services and a fire engine from the Daytona Beach Fire Department to be called to the airport to quickly clean the taxiway and inspect it for damages, Byron said. There was no disruption in air traffic at the airport, Byron said. "It was classified as a minor incident," Byron said. The twin engine aircraft is owned by Southwest AeroSpace of DeLand. An online search shows the company is based at 1400 Flightline Boulevard near the DeLand Municipal Airport. The registered agent for the for-profit corporation, listed as Loriel Noto, could not be immediately reached.

<http://www.news-journalonline.com/article/20130903/NEWS/130909858/1040?Title=Overfilled-jet-tank-leads-to-fuel-spill-at-Daytona-Beach-International-Airport>

### USA, AZ, PHOENIX, SEPTEMBER 4 2013. VAN FIRE AND EXPLOSIONS OFF I-17

 **Watch the Video** [Amateur video]: [23rd & Deer Valley Van on Fire Phoenix, Az 09/03/2013](http://www.azfamily.com/news/Van-fire-and-explosions-off-I-17-222277931.html)

Firefighters faced a dangerous situation in North Phoenix Tuesday afternoon when they responded to a van fire with explosions. The van was on the Interstate 17 northbound off ramp to Deer Valley Road. The van's left rear tire went flat and the van caught fire, according to the Phoenix Fire Department. The driver tried to put the blaze out with a fire extinguisher. The van belongs to Johnson Control Company. Several industrial tanks with various flammable gases exploded. Nobody was hurt. The ramp was closed from about 4:00 to 6:00 p.m.

<http://www.azfamily.com/news/Van-fire-and-explosions-off-I-17-222277931.html>

### USA, TN, MOUNT PLEASANT, SEPTEMBER 5 2013. HAMPSHIRE MAN, 63, KILLED IN TANKER CRASH

*ric boh*



*A pickup truck driven by David R. Jones, 63, of Hampshire, was struck after pulling in front of a fully loaded gasoline tanker truck on U.S. Highway 43 at State Highway 166 in Mt. Pleasant on Tuesday, police said. Jones was pronounced dead at the scene.*

The driver of a Ford F-150 pickup was pronounced dead at the scene after he pulled in front of a fully loaded gasoline tanker truck and was struck by it, police said. The victim was identified Tuesday by police as David R. Jones, 63, of Hampshire. His obituary, released later Tuesday, said Jones was a Hohenwald native and a beef cattle farmer. Mt. Pleasant Police Chief Tommy Goetz said the tanker — owned by Hobbs Purnell Oil Company of Lawrenceburg — was traveling south on U.S. Highway 43 when Jones' pickup crossed in front of it from eastbound State Highway 166 about 8:45 a.m. Tuesday. By the time the tanker came to a stop, it had pushed the pickup through the median, across northbound lanes and onto a knoll on the east side of the highway, Goetz said. "From our investigation, he did not stop, pulled



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right out in front of the tanker, which hit him on the driver's side," Goetz explained. "He received trauma to most of his body and was dead at the scene." Goetz said the tanker driver was not injured. Both Highway 46 and 166 were closed to traffic immediately after the accident and reopened about 2:15 p.m. after Mt. Pleasant police and the Tennessee Highway Patrol concluded their investigation, Goetz added. "The tanker was full of gasoline, and there was no leak," the chief said. "It remained upright. We were very fortunate that tanker didn't roll."

<http://columbiadailyherald.com/sections/news/local-news/hampshire-man-63-killed-tanker-crash.html>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 5 2013. PLACARDING FOR STORAGE OF HAZARDOUS CHEMICALS

 **Document** [Placarding for storage of hazardous chemicals](#) File size: 618 KB

When emergency services respond to fires and chemical spills at workplaces using, storing and handling hazardous chemicals, the responders need to know the potential hazards involved at such incidents. For effective and efficient emergency action, they need information about the type, quantity and locations of the hazardous chemicals stored at the workplace. Placards are a means of alerting the emergency services and other persons to the presence of hazardous chemicals and providing information about them. They are an important part of an overall safety management strategy for workplaces storing or handling hazardous chemicals. Workplaces using, storing and handling hazardous chemicals in tanks or in quantities exceeding prescribed quantities are required to be placarded under the [Work Health & Safety Regulation 2011](#) (WHS Regulation). This guide provides information on how to identify when placarding is needed and the types of placards required.

[Work Health & Safety Regulation 2011](#)

### USA, ARK, LITTLE ROCK, SEPTEMBER 5 2013. FIVE MONTHS AFTER OIL SPILL, SICKENED MAYFLOWER RESIDENTS OFFERED FREE HEALTH ASSESSMENTS

elizabeth mcgowan

 **Slideshow [7]** [Six Things Exxon Likely Knew About Its Pegasus Pipeline Before It Ruptured](#)



*Dr. William Mason, chief of emergency response for the Arkansas Department of Health and a pulmonologist, speaks at a public meeting in Mayflower, site of ExxonMobil's March 29 oil spill. Mason helped develop the free health assessment being offered to spill victims.*

'We've been listening to people and trying to figure out what our role can be,' an Ark. Department of Health rep said. 'This is what we've come up with.'

Is it too little, too late? That's the question Mayflower residents are asking now that the state is finally offering them access to free health assessments five months after a ruptured ExxonMobil pipeline emptied 210,000 gallons of heavy crude into their city 25 miles northwest of Little Rock. Since the March 29 spill, many people have continued to suffer from dizziness, headaches, nausea and vomiting—classic symptoms of short-term exposure to the chemicals found in crude oil. While 22 homes in the Northwoods subdivision were evacuated on that Good Friday afternoon, people who lived nearby were allowed to remain in

their homes. If the smells or symptoms were too overwhelming, they could leave their homes voluntarily, they were told. "Five months out is a little late, but people are still sick," said Ann Jarrell, who wasn't evacuated and is still suffering from respiratory problems. "I'll continue to scream from the tallest tree that we need help." Until Gov. Mike Beebe announced the assessments last Thursday, officials with the [Arkansas Department of Health](#) had said repeatedly that Mayflower residents shouldn't worry about lingering fumes. Those with symptoms were directed to call the [Arkansas Poison and Drug Information Center](#) and to attend public meetings the department organized. The assessments began by appointment on Tuesday. After an initial screening by a public health nurse at the Faulkner County Health Unit in the nearby city of Conway, residents may be eligible for further evaluation or treatment from specialists with the Arkansas Department of Health and the University of Arkansas for Medical Sciences. "We've been listening to people and trying to figure out what our role can be," Department of Health spokesman Ed Barham said about the decision to offer the health assessments. "It seems that we needed to do more. This is what we've come up with." Arkansas isn't the first state to find itself trying to protect residential neighborhoods from health



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problems connected with an oil spill. Since 2010, health experts in Utah and Michigan have also been forced to cobble together their own guidelines, based on a patchwork of scientific and regulatory recommendations. Federal guidelines on oil spills don't clearly state when or if the public should be evacuated, or what should be done to assess public health in the weeks and months after a spill. As a result, residents in different communities have received varying levels of protection. No houses were evacuated in Salt Lake City, Utah, when a ruptured pipeline leaked 33,000 gallons of medium grade crude oil before it was discovered on the morning of June 12, 2010. And in Marshall, Mich., officials agonized four days before calling for a voluntary evacuation after more than a million gallons of heavy Canadian crude spilled into the Kalamazoo River on July 25, 2010. [Much of the attention at an oil spill is focused on airborne levels of benzene, a known carcinogen that is toxic at very low doses.](#) But crude oil also contains hundreds of other chemicals, and little is known about how some of them affect human health. Given these gaps in scientific research, public health experts say it's difficult to determine what levels of exposure are safe. Residents, public health advocates and environmental consultants tracking the Mayflower spill wonder if Arkansas's belated effort to conduct health assessments is enough. "It is just that, a first step," said April Lane, a public health advocate in Arkansas who has pushed politicians to act on behalf of residents near the spill site. "Their answer is we need to pacify these people and give them what they are asking for in a way that won't overburden the state." Wilma Subra is a Louisiana-based environmental consultant who has spent decades working with communities upended by chemical accidents, and she has been following news of the Arkansas spill. She is the recipient of a MacArthur "genius" grant and continues to work with people affected by the 2010 BP oil spill off the Gulf Coast. Subra says that for the health assessments to be meaningful, special attention needs to be paid to what participants say about when their symptoms developed, how they have changed over time and how they are affected by rain, prevailing winds and digging up of soil by excavators—all activities that stir up the oil and its stew of chemicals, Subra said. Not only must the treatments fit the symptoms, she said, but timeliness is also vital. "You don't want to get two or three years down the line and you find out this whole process didn't work," Subra said. "Then, what do you have for people who have been sick all of this time? You've done something but it doesn't help the people and you won't know it for a couple of years." Subra thinks the health department shouldn't merely invite residents to schedule an appointment for a health assessment. She thinks authorities should also conduct a community survey and interview as many people as possible, with the dual mission of collecting data and helping to solve people's health problems. She also worries about how quickly the assessments can be turned around, whether the nurse and medical specialists have enough expertise to ask the right questions and identify symptoms affiliated with oil spills, who will pay if people have to travel out-of-state to see a specialist, and if the information collected will be presented to the public in a transparent manner. "A large number of people are very ill," she said. "The downside is that (the state) waited so long to start this. It's important to turn it around quickly so people in the community understand they are not alone and that they can see others are also suffering."

### **Nurse Not a Chemical Spill Specialist**

Liz Bush, the public health nurse who will be handling the initial screenings, is employed by the Arkansas Department of Health. As part of the assessment she'll use a questionnaire based on information gathered after oil spills in the Gulf of Mexico and the Kalamazoo River in Michigan and chemical spills in Arkansas. Dr. William Mason, a pulmonologist who is the department's chief of emergency response, helped compile the questionnaire. When Mason was in private practice, he treated many people who were exposed to chemicals in the workplace. Bush is a registered nurse but doesn't have a background with oil refineries or chemical spills, said Cathy Flannigan, a health department spokeswoman. "We don't have nurses in Arkansas who specialize in oil spills," Flannigan said. "And we don't think that background is critical to get the basic information we will be getting. What's vital is that she be able to connect residents to specialized doctors." Depending on the results of that initial screening, participants would be able to connect with specialists at Little Rock's University of Arkansas for Medical Sciences via "telemedicine" provided through a high-quality video connection, Barham said. Initial assessments and follow-up sessions via telemedicine will be free. Private insurance, Medicaid or Exxon would cover more advanced treatments, Barham said. Health department officials are counting on daily newspapers, television broadcasts, the Mayflower mayor and local doctors to publicize the health assessments. "We want to make sure everybody knows about it," Barham said, adding that posting notices on homes in Mayflower is "as of today not something we have planned but it's definitely possible." Barham said he has no idea how many Mayflower residents might sign up for the assessments. His records show that the Poison Control Center received 37 calls from 19 individuals between March 29 and Aug. 1.

### **Some Residents Find Homes Unlivable**

Ann Jarrell will likely be among the first Mayflower resident to make an appointment with Bush. She has been badgering local politicians and officials for months to respond to her concerns. Jarrell has suffered from breathing issues, migraine-like



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### Release 2013 – 1,004 Newsy Stuff

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headaches, severe stomach problems, blurry vision and fatigue since the Pegasus ruptured just three-and-a-half football fields from her home off Suggs Circle, which is not part of the subdivision where homeowners were evacuated. The 54-year-old said she opted to stay put on March 29 after she called the Mayflower Police Department and was told she didn't need to leave unless she spotted oil in her yard. Her 23-year-old daughter and infant grandson stayed put, too. Jarrell said she didn't learn how toxic the oil fumes were until she attended an April 22 public meeting. Afterward, she told her daughter that she and the baby needed to move out. The baby still hasn't fully recovered from breathing troubles he experienced after the spill, she said. "My headaches were so bad that I was crying," she said, adding that her doctor put her on an inhaler to ease her respiratory distress. Jarrell noticed that her symptoms improved whenever she left town on trips for her job as a computer software trainer. On Aug. 20, Jarrell said her doctor told her that she needed to get out of Mayflower, so she moved in with friends in North Little Rock. Her doctor even advised her to send somebody else to pick up her belongings, she said. Jarrell doubts that a majority of her neighbors will travel to Conway for the free health screenings because they will find it too intimidating. Many don't have health insurance, she said, and haven't seen a doctor since their initial emergency room visits, which were paid for by Exxon. "That means we won't get a true sampling of how many people are sick," she said. "For the longest time, nobody was even acknowledging that there were sick people. We couldn't get calls back from the health department." Jarrell still feels sick, but said her symptoms have tapered off since she left Mayflower. She is beginning to doubt that her house will ever be her home again. "I don't know when I'll be able to go home because they are still digging," Jarrell said, adding that several of her neighbors have left permanently and others are trying to exit. "I see it as getting worse and worse, not better."

<http://insideclimatenews.org/news/20130904/five-months-after-oil-spill-sickened-mayflower-residents-offered-free-health-assessments>

#### CHINA, WUHAN, HUBEI, SEPTEMBER 5 2013. THOUSANDS OF FISH KILLED BY WASTE FROM CHINESE PLANT

neil gough

 **Photo's [4]** [China Chemical Spill Kills Thousands of Fish](#)



*A resident cleared dead fish from the Fu River on Tuesday in Wuhan, China.*

Thousands of dead fish floating along a 19-mile stretch of a river in Hubei Province in central China were killed by pollutants emitted by a local chemical plant, provincial environmental officials said Wednesday. Environmental protection officials said tests on water taken from the Fu River upstream from the metropolis of Wuhan revealed that extremely high levels of ammonia in the water were caused by pollution from a plant owned by the Hubei Shuanghuan Science and Technology Company. The tests, conducted by environmental officials from Xiaogan City, revealed ammonia concentrations downstream from the plant as high as 196 milligrams per liter. The World Health Organization notes that naturally occurring ammonia appears in surface water at concentrations of about 12 milligrams per liter, while the similar figure for

drinking water is around 0.02 milligrams per liter. Shares in Hubei Shuanghuan were suspended from trading on the Shenzhen stock market Wednesday pending the release of an announcement. Calls to the company's headquarters were not answered on Wednesday. Provincial officials ordered the company's plant to cease production while the cause of the leak was investigated. The plant produces sodium carbonate, used in making glass, and ammonium chloride for fertilizer, according to local media reports. It has been cited for environmental violations four times since 2008, said Ma Jun, director of the Institute of Public and Environmental Affairs, a Chinese nongovernmental organization that tracks air and water pollution. "Each time it was ordered to be corrected, but this demonstrates that enforcement is way too weak and the cost of violations way too low," Mr. Ma said. People living along the river said they first noticed fish dying on Monday morning, and a sickening stench began to fill the air, China National Radio reported. About 110 tons of dead fish have been cleared from the river, the state-run Xinhua News Service reported Wednesday. Environmental officials said the river was not used as a source of drinking water, and they urged residents not to panic. Spills in China have often triggered runs on bottled water due to fears of contaminated supplies. China's Ministry of Environmental Protection said water pollution was a serious concern, with industrial spills, farm runoff and untreated sewage all factors in degrading water quality. As of last year, nearly a third of the sections of major rivers it monitored were so degraded that the water was unfit for human contact, the ministry said in its annual State of Environmental Quality report, released in June. The Fu River flows into the Yangtze, China's longest river and the source of



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drinking water for millions. Spills into the Yangtze and its tributaries remain a continuing problem despite huge investments in reducing pollution, Mr. Ma said. "Even though it has a large volume of water, with 40 percent of China's wastewater dumped into this watershed we are concerned about the health of this river and the quality of its water," he said.

[http://www.nytimes.com/2013/09/05/world/asia/thousands-of-fish-killed-by-waste-from-chinese-plant.html?\\_r=1&](http://www.nytimes.com/2013/09/05/world/asia/thousands-of-fish-killed-by-waste-from-chinese-plant.html?_r=1&)

### AUSTRALIA, NEW SOUTH WALES, WAGGA WAGGA, SEPTEMBER 5 2013. TOXIC SPILL HAD 'POTENTIAL TO KILL'

ashleigh gleeson



Two men were hospitalised, but the consequences could have been so much worse when 500 litres of toxic liquid poured out of a ruptured fuel tank in Wagga yesterday. Fire and Rescue NSW and HAZMAT crews rushed to the scene on Edward Street, working quickly to stop any more of the poisonous pesticide from spilling. The dangerous accident happened about 6.30am after a forklift collided with the 1000-litre fuel tank. A major evacuation at Wagga Griffith Fast Freight and neighbouring businesses followed. One man, 41, had to be taken to Wagga Base Hospital after coming into contact with substance. A second employee took himself to hospital due to concerns about his health. There were 12 firefighters on scene wearing breathing apparatuses while they worked quickly to stop any

more toxic liquid pouring onto the ground. They then used sand to absorb the large amount of liquid that had spilled out of the tank. Firefighters stayed at the site throughout the day, keeping the sand wet so it didn't blow away and contaminate the air. Duty Commander for the Murray region Inspector Jeremy Stubbs said the accident could have cost a life. "People without respiratory protection shouldn't be dealing with pesticides, they are a toxic substance," he said. "It has the potential to kill people; the greatest cost is someone's life." Inspector Stubbs said the business owner would be hiring a contractor to remove the hazardous waste from the site. WorkCover will be investigating the accident.

<http://www.dailyadvertiser.com.au/story/1751521/toxic-spill-had-potential-to-kill/?cs=147>

### USA, CA, ESCALON, SEPTEMBER 5 2013. MARIPOSA INFERNO CLAIMS TRUCK DRIVER

marg jackson



*This was the scene a half mile from where a tanker truck burned Saturday on Mariposa Road, a collision causing a rupture of the tank and the spilling of thousands of gallons of gasoline.*

A truck driver died as the result of injuries sustained in a crash and subsequent explosion and fire along Mariposa Road, near Dodds, on Saturday afternoon. The crash occurred about 1:30 p.m. on August 31, with the huge plume of smoke visible for miles after the collision. Escalon Consolidated Fire Protection District Battalion Chief Terry Pinheiro said the fire department was getting calls prior to being toned out by the county dispatch center. "We started receiving calls at the station even before we were dispatched," Pinheiro explained. "People at the (youth) football game at the high school saw it, somebody had dialed here just before the tones went off, saying there was an explosion and big column of smoke." According to the California Highway Patrol report, a 2013 Peterbilt was eastbound on Mariposa Road, being driven by a 43-year-old Modesto man. A westbound 1993 International driven by Jaime H. Portillo, 29, of Galt was westbound on Mariposa east of Dodds at about 40 mph and was behind a 58-year-old Ripon man, driving a 1997 International. The Ripon driver,

identified by the CHP as David A. Costa, was stopped on Mariposa to make a left hand turn, as the big rig approached from the west, heading eastbound. Portillo, said the CHP report, made an unsafe turning movement to the left into the eastbound lane of traffic and caused a collision with the left side of the oncoming tanker. Portillo turned back to the right and the right front of his vehicle then collided with the left side of Costa's vehicle. The big rig was hauling two tankers, loaded with fuel, and the tanks were ruptured as a result of the collision and immediately erupted in flames. Portillo's vehicle came to rest in the middle of Mariposa Road, partially blocking both lanes, the big rig traveled eastbound, spilling burning fuel until it came to rest on the



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south shoulder of Mariposa Road. "It was 8000 gallons of fuel, gasoline," said Pinheiro. "The tanks spilled fuel from the point of impact, approximately 200 yards east, where the truck came to rest but everything from the point of impact, to the point of where truck came to rest was on fire." The fire also spread into nearby yards and open fields of dry grass, said Pinheiro. Witnesses helped the driver out of the tanker and he was eventually airlifted to UC Davis Medical Center but succumbed to his injuries there, said officials. His name had not been released as of press time. Portillo suffered only minor injuries but refused treatment at the scene. Costa was not injured. "We had probably six or more power poles involved, the radiant heat damaged the siding on the house that the tanker was closest to," Pinheiro explained of the inferno. The incident in the 24000 block of Mariposa shut down the roadway until Sunday, as crews had to allow time for the big rig remains to cool before removal. Pinheiro said it could have been worse, with the grass fires that were sparked but a strike team returning from the Rim Fire was close enough to help. "It was a San Joaquin County strike team, they had been two weeks at the Rim Fire, they were just returning into the county on Highway 4 and the strike team leader called, asked if I needed help," said Pinheiro. "We were able to separate the strike team, approach it from two different directions, the strike team assisted with the landing of the helicopter and took care of two acres of grass fires." Escalon crews could not get west of the tanker due to the power lines being down and the intense heat, Pinheiro added, so crews were called in from Farmington and Collegeville to attack it from that side. "We had the burn victim and the house (damaged by radiant heat) to deal with," Pinheiro said of Escalon's focus at the call. Some homes in the area were evacuated as well. Strike team units came from Lathrop-Manteca, Liberty, Linden, Thornton and Clements, with Farmington, Collegeville and an additional unit from Lathrop-Manteca called in on the mutual aid. "Initially San Joaquin County Public Works had a hard closure at Dodds and Brennan, they closed the entire roadway and thought they would have it closed until Tuesday," Pinheiro said. "They re-evaluated on Sunday, opened it Sunday, there was about 200 yards of roadway damaged, the portion that was closest to where the tanker came to rest was damaged worse than the rest." Little remained of the incinerated tanker; crews cleared that away over the weekend.

 **Related Stories** [Manslaughter Charge in Fatal Tanker Wreck](#)

<http://escalontimes.com/section/11/article/790/>

#### CANADA, ONT, KENORA, SEPTEMBER 5 2013. BOATERS REMINDED OF SAFETY



*Rescuers respond to boat explosion off Bare Point Marina Sunday night.*

Boaters on Lake of the Woods are reminded to take precautions, after multiple incidents on the lake. A boat explosions near Bare Point Marina, and the death of two men near Minnesota have been reported over the long weekend. Both boats had inboard engines, and it's believed the blower was not being used when the boat exploded near Kenora. Shawn Metail is the service manager at Woodlake Marine, and he says there are things that need to be done to ensure the boat is safe. "Make sure that the blowers are working on an I/O and all of

the accessories are working. As long as the blowers are working there shouldn't be any issues. Always make sure you don't overfill the gas tank, obviously," he said. Crews who were working to extinguish the blaze faced an added danger on the boat, as multiple fuel tanks were being transported. When it comes to transporting fuel, Metail says you need to make sure everything is sealed tight, "Be careful to make sure the gas tanks aren't overfilled. Maybe leave a gallon out so that there's no spill or anything like that. Make sure the caps are tight, you don't want gas to come out, even out of the vent," he said. Containers should also be approved for holding fuel. Regular maintenance, and tune-ups are also recommended to ensure the boat is safe. For personal protection, life jackets should always be worn in the vessel. Another recommended option is to have a trip plan, that is known to someone who is staying on land. It should include the boaters route, and a back-up route, as well as a return time.

 **Related Stories**

- [Boat Explosion Sends 4 Men to Hospital](#)
- [Boaters Rescued after Explosion](#)

[http://www.kenoraonline.com/index.php?option=com\\_content&task=view&id=6243&Itemid=160](http://www.kenoraonline.com/index.php?option=com_content&task=view&id=6243&Itemid=160)

#### GHANA, WA, SEPTEMBER 5 2013. DRIVER OF FUEL TANKER COMMENDED FOR BRAVERY

Abdulai Bachande, the 35-year-old driver of a fuel tanker that got burnt on Monday evening in Wa has been commended for his show of experience and bravery during the incident. The tanker was discharging fuel at the Goil Filling Station in Wa when



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the hose caught fire from the underground. The driver in an attempt to save the whole filling station from burning defied the danger involved and quickly jumped into the vehicle and drove off to the Wa Tendamba School Park where he abandoned the vehicle and run away to save his dear life. Mr. Abu Kabiebata Kansangbata, Deputy Upper West Regional Minister gave the commendation when he together with officers of the Ghana National Fire Service (GNFS), the Ghana Police Service and the National Disaster Management Organisation (NADMO) visited the scene of the incident to assess the situation. Mr. Kansangbata said but for that display of experience and bravery, the whole filling station would have been gutted by the fire and the consequences would have been too enormous to bear. The Deputy Regional Minister said investigation would be carried out by the relevant agencies and that if there were any victims they would be adequately compensated. He advised filling station Managers to take extra precautionary measures to ensure that such incidents were avoided to save lives and properties. Explaining how the incident occurred, Mr. Ben Salia, the Filling Station Manager said the fire started from the inner tank and observed that if the driver had not risked moving the vehicle out of the place it would have been very disastrous. He said the driver while moving the vehicle away from the station with the burning hose rolling on the ground touched a motor bike and some second hand fridges, which were displayed by the road side resulting in their burning. Assistant Chief Fire Officer (ACFO), Mr. Kweku Manu Afful, the Upper West Regional Fire Officer said it took them two hours to completely put off the fire. He said investigations would be carried out to establish the real cause of the fire. GNA

<http://vibeghana.com/2013/09/03/driver-of-fuel-tanker-commended-for-bravery/>

#### USA, AZ, PHOENIX, SEPTEMBER 5 2013. REPORT: ONE OUT OF THREE GASOLINE TANKS STORED UNDERGROUND NOT INSURED

*howard fischer*

The state Department of Environmental Quality is failing to ensure that owners of underground storage tanks have insurance or other coverage, leaving taxpayers on the hook if and when they leak, a new report states. Auditor General Debbie Davenport said Tuesday staffers from her agency found there was no evidence of financial responsibility by the owners of more than one out of every three sites with tanks that store gasoline and other petroleum products. That includes more than 700 places, some with multiple tanks, where insurance coverage has lapsed — and 145 cases where auditors were unable to find any evidence that there ever was insurance in the first place. And Davenport said it appears that DEQ actually has allowed owners to register their tanks, as required by law, without actual proof of financial responsibility which is part of that same law. The issue is more than academic: Davenport said when one of these tanks leaks — and many do, as they get older — the lack of insurance means the burden falls on the state. She said it costs about \$103,000 to clean up after the typical leak. But Davenport also cited one case involving an unnamed Tempe gasoline station where pollutants had contaminated both the soil and groundwater and costs could hit \$1.5 million. For the moment, these costs are being financed by a penny-a-gallon levy on all gasoline sold in the state. DEQ already has spent \$335 million to clean up more than 2,600 sites; most of that is in reimbursing tank owners who say they just can't afford the costs. It also includes \$60 million where the owners just can't be found and the state itself has to do the work. But state legislators have agreed to let that tax — and the money it raises — expire at the end of 2015. Davenport stressed this isn't a new problem. She cited a 1998 report which found more than half of tank owners had not shown financial responsibility. That decreased to 38 percent in 2004, virtually equal to what the latest report found. DEQ Director Henry Darwin acknowledged the problem and said a staffer has been assigned the specific task of working with tank owners to ensure they get the insurance or other coverage. But Darwin said there may be very little his agency can do to increase compliance. "It used to be that every corner gas station was owned by a big oil company," he said. Now, Darwin said, they want to avoid all of the liabilities, including for the damages caused by the aging underground tanks. "They've sold them off to small mom-and-pop type operators," Darwin said, essentially leaving Circle K — and lots of individually owned stations. And he said many simply cannot afford the cost of the insurance. Davenport, however, said the risk to taxpayers is increasing. She said the lifespan of a typical underground tank is 30 years. But more than half of the tanks in the state were installed longer ago than that, with 13 percent already 30 years or older. "It's a definite problem," Darwin acknowledged. But getting compliance, he said, is no simple matter. "I could send out a thousand letters tomorrow," he said. "But that's not going to do us any good because they're going to get the letter, they're going to look at it and they're probably going to tear it up and throw it in the garbage." And the only "hammer" Darwin said he has over tank owners is financial. But Darwin said if owners don't have the money to buy the insurance they need, a fine isn't going to make any difference. That insurance requirement is extensive. It requires tank owners to purchase coverage to clean up not only the spills but also any damages the leaks cause to others. Policies must cover \$1 million per leak for ask stations and other



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petroleum marketing facilities. And simply having station owners shut down operations does not resolve the problem. Davenport's auditors found one company that owns gasoline stations had not provided any proof of financial responsibility for its 17 facilities since its most recent coverage expired more than six years ago. She said while the company closed all of its stations, it still had tanks at each location that had not been removed or formally closed. "Even if tanks are no longer operating, they still post a risk because liquid may still be in the tank," Davenport said. "The owner is required to continue to submit evidence of financial responsibility until the tank is properly closed or removed." Rather than send threatening letters or impose fines, Darwin said DEQ is trying to work with tank owners to find lower-cost coverage "that would meet our requirements but still allow them to make a living." Darwin said his agency has taken no position on the scheduled 2015 expiration of the penny-a-gallon tax for cleanup operations. He noted the Legislature has formed a study committee to look at the issue.

#### Related Stories

- [Study shows taxpayers will be left footing bill for underground storage tank leaks](#)
- [Taxpayers May Bear Burden Of Leaking Storage Tanks](#)
- [ADEQ still breaking law on underground tanks, insurance](#)

[http://www.eastvalleytribune.com/arizona/capitol\\_media\\_services/article\\_6c2870c6-14e5-11e3-971c-0019bb2963f4.html](http://www.eastvalleytribune.com/arizona/capitol_media_services/article_6c2870c6-14e5-11e3-971c-0019bb2963f4.html)

### USA, CA, SANTA ROSA, WINDSOR, SEPTEMBER 5 2013. MAN'S SUICIDE ATTEMPT LEADS TO HAZARDOUS MATERIALS RESPONSE IN WINDSOR



*Windsor Hazardous Material Spill: Emergency crews from Windsor, Rincon Valley and Sonoma County Fire respond to a hazardous materials incident on the outskirts of Windsor on Wednesday,*

A Sonoma County sheriff's deputy and a Santa Rosa man were hospitalized briefly Wednesday morning from exposure to toxic gas after the man mixed two chemicals in his car near Windsor in an apparent suicide attempt, sheriff's officials said. The deputy suffered severe chemical exposure to his lungs and was expected to be off work for weeks, said sheriff's Lt. Steve Brown. The man, Jeffrey Vandedrink, 47, of Santa Rosa, and a second deputy had a less severe exposure to the gas, a potentially deadly mixture of Lysol and lime sulphur. Vandedrink was later arrested on a felony charge and booked into the Sonoma County Jail in lieu of \$250,000 bail. Deputies located Vandedrink

parked along rural Faught Road after being alerted by a worried co-worker and then by a 911 call from Vandedrink that he was threatening to kill himself with chemicals. When deputies arrived they found Vandedrink sitting behind the wheel and his driver-side window partially open. "They didn't know he had just mixed it," Brown said. "They knew it was dangerous. They thought he hadn't deployed it." The deputies ordered the man out of his car and onto the ground. As they pulled the man up take him to the patrol car one deputy was hit in the face by a chemical cloud from the car and overcome, said Brown. Two ambulances were called at about 7:15 a.m. to respond as quickly as possible. Fearing further problems from the toxic mix, that portion of the road, which runs along the eastern outskirts of Windsor, was closed. CHP officers responded and for about three hours motorists were turned back at East Shiloh Road to the south and Pleasant Avenue to the north. Vandedrink was released from Sutter Medical Center and arrested on a felony: suspicion of placing toxic substances in a public place causing injury. The deputy, who wasn't identified, was treated at Kaiser Permanente Medical Center before being and released, said Brown. Deputies were alerted to a Santa Rosa man threatening to kill himself at 5:45 a.m. when a co-worker called 911, seeking help for Vandedrink who had threaten to mix a fatal chemical combination, said Brown. Lysol and lime sulphur can create potentially deadly hydrogen sulfide gas. Deputies began searching for Vandedrink, who they were told was on the move in his car. Subsequent calls between Vandedrink and dispatchers, with the man admitting his chemical suicide plan, kept deputies searching until they found him at about 7:15 a.m., parked near vineyards on the rural road. Rincon Valley firefighters were alerted at 6:05 a.m. about the man and headed for the scene at 7:16 am. once he was found, Cyndi Foreman, Central Fire official. Firefighters donned breathing gear, called for the road closure and helped an ambulance crew take steps to decontaminate the men. The county's hazmat team put on protective gear at about 9 a.m. and removed the chemical containers from the car. The area was cleared at about 11 a.m.

<http://www.pressdemocrat.com/article/20130904/articles/130909856?title=2-hospitalized-in-Windsor-hazmat-incident>



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#### AUSTRALIA, NEW SOUTH WALES, PENRITH, SEPTEMBER 6 2013. BRUSH WITH DEATH FOR SYDNEY BP SERVO CUSTOMER

 **Watch the Video:**

[September 04, 2013: A man waiting to pay at a Sydney servo cash register is lucky to be alive after a four-wheel-drive smashed through the shop front, missing him by inches.](#)

A frustrating delay at a Sydney service station counter may have saved a man's life after he came within centimetres of being run down by an out-of-control four-wheel-drive. Carlo Spina was annoyed when he tried to buy a magazine at the Penrith shop last night but found he didn't have enough money in his wallet, Nine News reports. But the inconvenience almost certainly saved him from serious injury or even death. Shocking security footage from inside the service station shows Mr Spina waiting at the counter for the credit card machine when a vehicle ploughs through the shop window, destroying everything in its path. The car brushes past the 29-year-old, pinning him against the counter. A shaken Mr Spina, who is set to be married in five weeks, said today he believed he would have been killed if he had found the right change. "I'm relieved that I'm alive; happy to be here on earth," Mr Spina told Nine News. Mr Spina's fiancée Luciana, who has been shown the video of her partner's brush with death, was shocked at the close call. "I just ran up and gave him the biggest hug, I didn't want to let him go," she told Nine News. The pair say their big day will now be all the more special for this stroke of luck. The female driver says she does not know why her vehicle suddenly accelerated forward when she pulled into the bowser.

<http://news.ninensn.com.au/national/2013/09/04/17/23/brush-with-death-for-sydney-servo-customer>

#### UNITED ARAB EMIRATES, ABU DHABI, SEPTEMBER 6 2013. ADNOC BEGINS TAKE OVER OF 75 FILLING STATIONS

*haseeb haider*



Abu Dhabi National Oil Company for Distribution (Adnoc) has signed an MoU to begin the gradual takeover of oil-retailer Emarat's 75 petrol stations and its oil terminal at Port Khalid. Adnoc Distribution's landmark deal with Emirates General Petroleum Corporation or Emarat will give access to the petrol stations in the Northern Emirates, giving it a wider geographical footprint in two years. The takeover plan was announced in September last year, while at the beginning of this year, Adnoc Distribution started supplying its products to the Emarat service stations through Sharjah Terminal. Emarat's role is to distribute the petroleum products to all the service stations and provide the essential operational services, until taking over of the Sharjah Terminal. The move means that Abu Dhabi, which until September last year had been providing indirect financial assistance to Emarat, through the federal government to bridge its up to

Dh80 million losses every month, will take over the business directly with a strong presence in Sharjah, Ajman, Umm Al Quwain, Ras Al Khaimah and Fujairah, according to an oil expert with deep insights into the UAE's retail oil business. Emarat had been incurring losses on account of its procurement of petroleum products from international market on Dh3.2 per litre against a retail price of Dh1.7 per litre. Emarat had been borrowing from local banks to make its procurements on federal guarantees. Since the announcement of the deal, Emarat's losses has been shifted, says the expert. Under the deal, Adnoc Distribution will take-over 31 petrol stations in Sharjah, 16 in Ras Al Khaimah, 12 in Fujairah, 10 in Ajman, and six in Umm Al Quwain. On the occasion of signing the agreement, Abdulla Al Dhaheri, Adnoc Distribution CEO said: "We are moving ahead to cooperate and coordinate for the acquisition mechanism of transferring the 75 service stations." He also added that the agreement will enhance the cooperation and relations between the two, which stressed the importance of the transition in line with maintaining the quality of the provided services, to the customer during this stage. Adnoc Distribution harnesses all its possibilities to enhance the retail sector and strive to meet the needs of its customers. With regard to re-branding the service stations, Al Dhaheri said he plans to start implementing the changes immediately to the interior and exterior of the service stations. The first phase of the re-branding will commence with two pilot service stations — 'Al Madar' service station in Sharjah and 'Al Nadya' service station in RAK, by placing Adnoc logo and adding the distinguished design of Adnoc service stations, which are expected to be completed within this year. "Furthermore, the re-branding of the other service stations is expected to span 24 months or to a maximum of five years until completion after acquiring the service stations as agreed," he said. For customer convenience, coordination with Emarat will be underway to facilitate the placement of Adnoc Distribution pole sign at the entrance of each service station. The pole sign will carry the Adnoc brand, along with a description of all the



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offered services and activities at the service stations," he added. The existing workforce will, however, be retained. "We are committed to continue the implementation of our strategic plans in terms of expansion projects and develop our services in accordance with global standards," Al Dhaheri said. The agreement was signed by the CEO of Adnoc Distribution, Abdullah Salem Al Dhaheri and by the Acting General Manager of Emarat, Adel Khalifa Al Shaer, at Adnoc Distribution Head office in the presence of Mohammad Obaid Al Dhaheri, Senior Vice-President for Retail Group at Adnoc Distribution. Others who were present on the occasion included Dr Mohammed Abdullah Al Mansoori, Technical Advisor for Retail Group at Adnoc Distribution; Khalid Mohammed Hadi, Vice-President Marketing & Corporate Communications Division; Dr. Rahma Al Shamsi, Retail Sales Manager, Hassan A Arab, Finance and Accounts Manager.

[http://www.khaleejtimes.com/kt-article-display-](http://www.khaleejtimes.com/kt-article-display-1.asp?xfile=data/nationgeneral/2013/September/nationgeneral_September27.xml&section=nationgeneral)

[1.asp?xfile=data/nationgeneral/2013/September/nationgeneral\\_September27.xml&section=nationgeneral](http://www.khaleejtimes.com/kt-article-display-1.asp?xfile=data/nationgeneral/2013/September/nationgeneral_September27.xml&section=nationgeneral)

### USA, N.H, NEW IPSWICH, SEPTEMBER 6 2013. CONTAMINATED SOIL REMOVED FROM CITGO

ashley saari

**Photo's [4] Contaminated Soil Removed From Citgo**



*Construction crews work to remove contaminated soil from the site of the former Citgo gas station on Turnpike Road in New Ipswich.*

On Turnpike Road, where the Citgo gas station once stood, there is now nothing but an empty lot, where the State Department of Environmental Services has removed more than 7,000 tons of contaminated soil that has long been a part of the site. It's a project that's expected to cost \$500,000 or more. The Citgo gas station and the land it sat on is currently owned by the Global Montello Group Inc., which will be selling the land after remediation is finished, according to a representative of the company. But first, the site must go through some clean-up, which has been under way the past few weeks, and should be concluded this week, according to DES officials. Joyce Bledsoe, the project manager for DES' Oil Remediation and Compliance Bureau said in an interview Friday that the soil underneath the building and the parking lot of the Citgo has been

contaminated for a long time. The underground storage tanks in use by the gas station until it's closing in January were sound when they were removed, said Bledsoe. The contamination likely originated from a leak recorded in 1989, when the site was owned by Alliance Energy of Waltham, Mass. There may have been additional contamination from things like spillage and runoff, Bledsoe added. The site underwent a remediation in 2006, when it was owned by Peterborough Oil, to remove some of the contamination, but the soil under the building and the parking lot, which were removed in mid-July of this year, couldn't be removed at the time. With the building being taken down, it was an excellent opportunity to ensure that the site was properly taken care of, said Bledsoe. "Soil excavation is one of the best, most cost-effective ways to remove contamination, and that's what we did," said Bledsoe. "With the removal of the gas station, it's allowed us to get at the contamination under the building and we usually don't have the opportunity to do that. It's actually really good news that we were able to get so much of it out." The last of the contaminated soil left the site at the end of last week, said Bledsoe, and the restoration of the site to a flat lot will continue this week. The remediation is one of the larger ones that she's been involved with, said Bledsoe, with approximately 7,400 tons of contaminated soil removed from the site. "This is a larger-scale of projects, as they go. It's one of the more higher-end in both scope and dollars. It's a big dig," she said. The cost of the remediation is at least \$500,000, said Bledsoe. The cost is covered by a state insurance fund, the Petroleum Reimbursement Fund, which was established in the late '80s. The fund receives monies through a fee charged to customers while pumping gas, which is determined by the type of fuel pumped. Companies with a potential contamination risk or owners of public or private water supplies apply for reimbursement for contamination cleanup not covered by private insurance, up to \$1.5 million. Global Montello Group Inc. has already been granted access to the fund, Bledsoe said. While the cleanup isn't finished and there may be additional cost before it's done, there is no expectation this site will reach anywhere near the cap, Bledsoe said, so the cost should be covered. The contamination seeped into local groundwater, as the area has a high water table, but did not affect any of the abutters' wells, said Bledsoe. DES has installed monitoring wells to continue to evaluate the effect on groundwater, which will be tested twice a year.

<http://www.ledgertranscript.com/news/townbytown/newipswich/8249913-95/contaminated-soil-removed-from-citgo>



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### USA, N.J, OXFORD TWP, SEPTEMBER 6 2013. TOXIC CHEMICAL LEAK ON ROUTE 31 DESTROYS LEXUS, DRIVER SAYS

*emily cummins*



*Emergency workers responded to a hazmat call on Route 31 in Oxford Township on Sept. 3, 2013.*

A Belvidere man said his SUV is ruined after driving behind [a truck leaking a toxic chemical](#) yesterday on Route 31 north in Oxford Township. Zbigniew Cichy was driving his blue Lexus GX 470 from Washington through Oxford behind the truck when his car was sprayed with zirconium acetate, a toxic and corrosive chemical. "Before we approached the hill it began spraying me," he said. "At first I thought it was water, and turned on the windshield wipers. It couldn't remove the stuff so I turned it to the high speed and it still didn't help." Cichy then tried to alert the driver to the spill by flashing his lights and honking his horn. A few miles later the driver pulled over and told Cichy to call the local Hazardous Materials

Team. "The guy said it was acid, corrosive acid, and by the time he stopped it was completely pouring out of truck," he said. The truck was carrying 12 totes, each containing approximately 250-275 gallons of zirconium acetate. When authorities checked the level of the leaking tote, approximately 30 gallons were left, Warren County Hazardous Materials Team Chief Tom Nigro said. The chemical spilled onto the road and into soil, but authorities said the chemical did not reach a waterway. Affected soil in the area was dug up. Cichy said that once HAZMAT arrived he was told to leave the scene and go to a safe distance away after he declined going to the hospital. The cleanup company did not attend to his car, and he said he was told by authorities on the scene to contact the police for the truck driver's information. The driver was coming from Flemington, Nigro said. Officials would not identify the name of the company he worked for or where he was traveling to. Cichy said he immediately drove to a car wash, but washing the car did not help. "Now there is the smell of acid inside the car, the paint is destroyed, the rims of the car are destroyed," Cichy said. "I couldn't even drive it today. Inside the car you cannot even breathe, cannot keep your eyes open," he said. Cichy said that he is waiting for Washington Township Police to give him information about the spill and the driver before contacting his insurance company and isn't sure what to do for transportation in the interim. "That car is done," he said. "Even if you redo the paint job, how do you get the smell out of the car?" Cichy was driving alone at the time, and said he is thankful the windows were closed. Zirconium acetate is a corrosive liquid that can cause irritation to skin and eyes, according to the [National Institutes of Health's Toxicology Data Network](#). "They told me if it had sprayed me it could have blinded me," he said.

**Related Stories** [Truck Leaks More than 200 Gallons of Toxic Chemical on Route 31 in Oxford](#)

[http://www.nj.com/warrenreporter/index.ssf/2013/09/belvidere\\_mans\\_car\\_destroyed\\_b.html](http://www.nj.com/warrenreporter/index.ssf/2013/09/belvidere_mans_car_destroyed_b.html)

### TAIWAN, TAICHUNG, SEPTEMBER 6 2013, SCIENTIST CLEARED OF LIBEL IN TAIWAN COURT INDUSTRIAL CONGLOMERATE LOSES CASE AGAINST RESEARCHER WHO CLAIMED THAT PETROCHEMICAL PLANT RAISED CANCER RATES.

*michele Catanzaro*



*Ben-Jei Tsuang (right) held a press conference today after a court sided with him against a petrochemical company.*

A Taiwanese environmental engineer sued for suggesting a link between a petrochemical company's emissions and cancer rates was today cleared of libel by a court. In April 2012, Formosa Plastics Group (FPG) [filed a civil suit](#) for a tort claim and a criminal suit for defamation against Ben-Jei Tsuang, who works at National Chung Hsing University (NCHU) in Taichung, Taiwan. Tsuang had presented evidence suggesting increased cancer risk in the vicinity of an FPG hydrocarbon-processing facility in Mailiao. His results were displayed at a scientific meeting in 2010 and in a press conference in 2011, and he has since submitted a paper to Atmospheric Environment. FPG, which is based in Taipei, demanded that Tsuang pay US\$1.3 million in damages and

publish a statement of apology in four major newspapers. More than 1,000 academics, among them chemistry Nobel laureate



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Lee Yuan Tseh, expressed their support to Tsuang in an open letter ([in Chinese](#)). Earlier today, judges at the Taipei District Court ruled against the plaintiffs' claims and announced that they would dismiss the criminal suit. Tsuang's declarations were "fair comments on a fact subject to public criticism", the court wrote in a press release explaining its reasoning. After the decision, Tsuang held a press conference at NCHU and said the outcome was a milestone for academic freedom in Taiwan. "However, the litigation has already caused some chilling effects: my students dare not to mention the polluting corporations by name even when they have already been fined by the government for violating pollution-control regulations," Tsuang told Nature. The court is expected to deliver its official motivation in the civil case in the next few weeks, after which FPG will have 20 days to appeal. "We hope that FPG will stop its harassment against the professor: they have more than enough money to fund research to rebut his findings, rather than use litigation," Severia Lu, one of Tsuang's lawyers, told Nature. FPG's offices in Taiwan and those of its lawyers were closed when Nature tried to contact them, and its press office in New Jersey addressed Nature to its Taiwan offices. In the United Kingdom, [libel law was recently reformed](#) following a campaign that was supported by Nature.

<http://www.nature.com/news/scientist-cleared-of-libel-in-taiwan-court-1.13685>

### USA, AK, EKLUTNA, SEPTEMBER 6 2013. CLEANING UP CONTAMINATION >> A DEPARTMENT OF INTERIOR REPORT IN 1998 FOUND 650 SITES ON NATIVE LANDS ARE CONTAMINATED

heather hintze

 [Watch the Video Native Lands >> Cleaning Up Contamination](#)



There's a piece of land just across the railroad tracks in Eklutna that wouldn't look out of the ordinary if you passed by it. It took more than a million dollars and a decade's worth of work to get it that way though. "On the other side of the tracks was the motor pool area where a lot of petroleum products leaked into the ground and went way down deep," said Eklutna lands manager Jim Arnesen. The land was used as the Camp Mohawk military site from 1961 to 1971. The tribe spent \$1.2 million of grant money to remove 90,000 pounds of debris from the area; they also recovered more than 100 barrels of hazardous materials left behind when the military gave the land back. "They were starting to rust and some of them leaked a little bit so it was lucky we got to them when we did," said

Eklutna Environmental Director Marc Lamoreaux. A 1998 Department of Interior report identified 650 contaminated sites on Native lands, like Eklutna, across Alaska. The old Red Devil mine is another problem area. The land along the Kuskokwim River is contaminated with mercury. "To live a subsistence lifestyle on healthy land is very important," said Kuskokwim Native Corporation C.E.O. Maver Carey. "When someone comes out and says don't eat the pike because it's been contaminated by this old mercury mine that we haven't had enough money to clean up for you, it's very frustrating." The Bureau of Land Management has spent millions trying to clean it up, but it's not there yet. The Kuskokwim Native Corporation won't take the land back until it's restored. Many tribes weren't as lucky. When they got their lands back as part of the Alaska Native Claims Settlement Act they didn't know the land was contaminated. Now they have to foot the bill to repair the damages... money that could have gone back to the people. "We would have provided the money through benefits which could be scholarships, could be dividends, other economic development opportunities for them," said Carey. The scope of the problem is so big, Carey founded the Alaska Native Village CEO Association to bring villages together on the issues. Members from the organization will travel to Washington D.C. to talk with lawmakers about cleaning up the land and hope to persuade them to provide funding for some of the projects.

<http://www.ktva.com/home/outbound-xml-feeds/Cleaning-up-contamination-in-Eklutna-222527301.html>

### USA, SEPTEMBER 6 2013. BANG BUT NO BOOM >> FIRE SUPPRESSION: ENGINEERS ARE FINDING WAYS TO REDUCE THE RISK THAT FUEL TANKS WILL EXPLODE UNDER ENEMY FIRE OR IN AN ACCIDENT

Damage to aircraft fuel tanks doomed roughly half of the 5,000 or so American warplanes and helicopters destroyed during the Vietnam war. Some crashed or blew up after only a few bullet hits drained or ignited their fuel, says Robert Ball, the author of a textbook on the combat survivability of aircraft. But such "cheap kills" are becoming increasingly rare, says Dr Ball, a former engineering professor at the Naval Postgraduate School in Monterey, California. Thanks to clever engineering, fuel tanks in aircraft, vehicles and even storage facilities can now withstand direct hits from enemy fire or tremendous impacts without



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exploding. Armies like to keep their fuel trucks far from the enemy. But that can be difficult, as Western forces in Afghanistan and Iraq have learned. Even lightly armed insurgents can torch a tanker truck. Bullets shot into liquid fuel rarely ignite it. But a tank riddled with bullets spews fuel, and when fuel and its vapours mix with oxygen, a spark can create a firestorm. Between 2003 and 2007 attacks on fuel convoys in Iraq killed or seriously wounded more than 1,400 people, according to the US Army. Strong steel armour would be prohibitively heavy on tanker trucks. So in 2005 High Impact Technology (HIT), a small firm based in Oregon, proposed using lightweight plastic instead. It developed a polyurethane material that is sprayed as a foam a few centimetres thick onto a fuel tank and dries into a rigid plastic shell. When pierced with a bullet, fuel spurting out of the hole reacts with a secret catalyst in the polyurethane, causing it to absorb fuel and expand, plugging the leak within seconds. The system, called BattleJacket, now protects more than 3,400 fuel-hauling trucks in conflict zones. In 2008 more than 600 bullets were removed from the reservoir of one of them in Balad, Iraq. The truck was still moving fuel for the US Army but the bullets and shrapnel had begun to clog the reservoir's drainage valve. HIT charges up to \$22,000 to spray each tanker (or twice that if the job is done in a war zone). The material has also been applied to the far-smaller tanks of more than 8,000 of America's fighting vehicles. There are now BattleJacket plants in America, Canada, Germany and Kuwait, with others being set up in Singapore, Taiwan and Turkey. Bullet and shrapnel holes can also be sealed by rubber bladders placed inside fuel tanks. In a similar fashion to HIT's polyurethane shell, leaking fuel reacts with chemical additives in an inner layer of the rubber, causing it to absorb the liquid and expand. Such bladders have been used in warplane fuel tanks for decades. The latest bladders, however, can even seal the bigger holes made by bullets that pass right through the fuel tank. Meggitt, a British company, manufactures self-sealing rubber bladders that can seal holes up to 7cm across in about two minutes. They are not cheap: bladders for aircraft cost more than \$20,000 each, and aircraft generally have multiple fuel tanks. America's V-22 Osprey transporter, for example, has a Meggitt bladder in each of its dozen or more tanks. The company's bladders are used on more than 10,000 of America's military aircraft and more than 1,700 ground vehicles. An extra benefit of the bladders is that they can withstand pretty much any impact that a flight crew might survive. When a fuel tank's rigid shell splits open on impact, the bladder inside stretches to absorb the impact without bursting. This is good, because splattered fuel is likely to be ignited by a spark: more than 40% of American soldiers who survived a helicopter-crash impact used to be burned alive in an ensuing fuel fire. Today it is less than 1%, according to Dennis Shanahan, a doctor and retired colonel who studied the matter for the US Army Aeromedical Research Laboratory. Even humble aluminium alloys, cleverly used, can prevent fuel-tank fires and explosions. Coils of nearly paper-thin aluminium mesh can absorb lots of heat very fast. Place enough of them inside a fuel tank, and the heat created by a projectile or crumpling tank will generate fewer sparks, or none at all. If sparks do ignite vapours, flames may not spread because the mesh restricts airflow. Jiangsu Ampute Explosion Prevention Technology, based near Shanghai, reckons that aluminium mesh will become widely used in car petrol tanks. It costs only \$20 or so, says Yelian Ju, Ampute's deputy manager. Furthermore, by absorbing heat, aluminium mesh keeps fuel cool. This cuts in half the 5% or so of fuel that above-ground storage tanks in hot countries lose each year to evaporation through cooling vents. Ampute expects its sales of aluminium mesh to exceed \$9m this year. Yet another approach is that taken by Firetrace, based in Arizona. It has designed a plastic fuel-tank shell that is packed with fire-suppressant powder, which is released if the shell shatters. More than 55,000 shells have been installed in police and military vehicles, at a cost of around \$4,500 each. Advances in fire safety, then, are spreading quickly. Fuel-tank explosions will doubtless continue in Hollywood movies, but they are becoming less frequent in real life.

<http://www.economist.com/news/technology-quarterly/21584446-fire-suppression-engineers-are-finding-ways-reduce-risk-fuel-tanks-will>

#### **KENYA, MOMBASA, SEPTEMBER 6 2013. TANKER OVERTURNS, SPILLS OIL AT MOMBASA PORT**



*Port workers battle to contain an oil spill after tanker overturned at the Kenya Ports Authority in Mombasa Thursday.*

A tanker carrying 20,000 litres of fuel overturned at the [Kenya Ports Authority](#) in Mombasa and spilled oil on a road, making it impassible. Port workers made frantic efforts to stop the oil from flowing into the ocean. The tanker reportedly encountered a traffic jam while going up a steep by-pass, specifically constructed for loaded trucks. The driver is said to have applied emergency brakes and lost control, veering off the road and hitting barriers before overturning. Captain Twalib Khamis, head of marine operations, said the



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emergency braking made the tanker, which was not full to capacity, to lose control. "When you apply sudden brakes and the tank is not full, the liquid in the truck tends to make it unstable. This is what made the truck veer off the road," he explained. The Acting Managing Director of Marine Operations Muthoni Gatheri said it was not immediately possible to ascertain the extent of loss occasioned by the accident. She, however, revealed that three quarters of the fuel in the tank had spilled. She said officials were doing everything possible to stop the oil from reaching the ocean. The road leading to the port was closed for the clean-up to take place, inconveniencing motorists who were forced to use the longer route through Kibarani to enter the port.

### No Casualties

"Right now our number one priority is to contain the oil from spilling into the ocean before we can open up the road. We will assess the cost of damage later. We have opened Gate 18 for those entering the port," Ms Gatheri said. She accused the driver of the truck of flaunting rules that ban loaded trucks from going up the hill. There were no casualties in the incident that caused a heavy traffic jam along the roads leading to the port. Muthoni said that the owner of the truck will pay for the expenses incurred in cleaning up the spill, cranes used to remove the [tanker](#), sand used to contain the oil, labour and the time wasted.

[http://www.standardmedia.co.ke/?articleID=2000092898&story\\_title=Kenya-tanker-overtums-spills-oil-at-mombasa-port](http://www.standardmedia.co.ke/?articleID=2000092898&story_title=Kenya-tanker-overtums-spills-oil-at-mombasa-port)

### USA, AZ, CHANDLER, SEPTEMBER 6 2013. FUEL SPILL FROM TANKER TRUCK ROLLOVER CLOSSES SR 87

breann bierman

 [Watch the Video Fuel Spill from Tanker Truck Rollover Closes SR 87](#)



A tanker truck leaking diesel in the southeast Valley caused State Route 87 southbound to close Thursday. The Department of Public Safety said they received a report about 8:48 a.m. of an 18-wheeler that rolled over near Gilbert Road. The two people inside the 18-wheeler were taken to Scottsdale Osborn Hospital. Their injuries are unknown. Southbound SR 87 has partially reopened from Shea Boulevard to Gilbert Road as crews continue to clear the fuel spill. ADOT said drivers should expect delays and plan for extra travel time. There is no estimated time for both southbound lanes to reopen. Authorities are investigating the cause of the crash.

<http://www.kpho.com/story/23349901/fuel-spill-from-tanker-truck-rollover-closes-sr-87>

### USA, N.H, CONCORD, SEPTEMBER 6 2013. SHELL SUED FOR MILLIONS FOR POLLUTION FRAUD AT 12 NH GAS STATIONS

tony schinella

 [Document Read the full lawsuit here.](#)



Issues at a Concord gas station are part of the reason why the NH AG is going after Shell to recoup fraudulently-obtained funds. Authorities will attempt to recoup millions of dollars from a large gas and oil company they say received secret insurance payments for 12 New Hampshire gas stations with leaking tanks — money the company received despite the fact that the payments violate an agreement the company signed to also get pollution remediation reimbursements from the state. The New Hampshire Attorney General's Office announced a lawsuit against Shell Oil, Inc., on Wednesday, claiming that Shell received "multiple recoveries" for remediation of numerous leaking underground gas and diesel storage tanks. A state-run "excess insurance" fund called the Oil Discharge and Disposal Cleanup Fund pays out claims to companies who have

to clean up spills and hazardous sites, according to the AG's office. Payouts are only made, though, "if there is no other available coverage or other third-party payer," which is what the AG's office said Shell claimed when it received more than \$2.4 million from the fund for cleanups at the following Shell stations: South Main Street in Concord, Lafayette Road in Hampton, Harris Road in Nashua, Amherst Street in Nashua, Broad Street in Nashua, Broadway in Salem, Main Dunstable



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Road in Nashua, Elm Street in Manchester, Hooksett Road in Hooksett, Central Avenue in Dover, Lebanon Street in Hanover, South Willow Street in Manchester. Shell also sued its insurers for cleanups at these sites, though, obtaining money for the New Hampshire stations as part of a "nationwide array of claims in a series of settlements worth more than \$414 million," according to state officials. The lawsuit states Shell made a "critical omission" when it didn't disclose the "existence of potential coverage" of this nature. "Because Shell deliberately misled the Fund into reimbursing expenses which should not have been reimbursed, and because the Fund has a subrogation right with respect to the divested sites at which Shell retains primary liability for pollution, the Fund has filed this lawsuit to recover its expenditures, including interest and attorney fees and seeks enhanced compensatory damages," reads the lawsuit, which brings a total of five counts against Shell, including right to full repayment, breach of contract, fraud, unjust enrichment, and statutory subrogation.

<http://concord-nh.patch.com/groups/business-news/p/shell-sued-for-millions-for-pollution-fraud-at-12-nh-gas-stations>

### CANADA, QC, SEPT-ILES, SEPTEMBER 6 2013. 8-KM OIL SLICK IN SEPT-ILES, QUEBEC



*An oil spill occurred in the bay of sept-îles overnight on saturday august 31, 2013.*

A botched reservoir transfer caused 450,000 litres of oil to spill into a bay 900 km northeast of Montreal on Tuesday. The water and the banks of the bay in Sept-Iles, Que., were contaminated with fuel over an 8-km stretch. The Cliffs National Resources mining company was conducting a transfer operation when the spill occurred. Quebec Environment Minister Yves-Francois Blanchet said emergency officials have set up booms to contain the spill, but 2,000 litres got passed the barriers and reached the water. "If individuals or...the company are guilty of negligence warranting sanctions, we will act accordingly," he said in a

statement. The spill has caused worry in the riverside town of 26,000 people on the north shore of the St. Lawrence River. A local producer of mussels halted operations this week on the eve of the harvest.

<http://www.sunnewsnetwork.ca/sunnews/canada/archives/2013/09/20130905-112351.html>

### NIGERIA, NIGER DELTA, BODO, SEPTEMBER 6 2013. SHELL TO NEGOTIATE OVER NIGERIA OIL SPILL COMPENSATION

*emily gosden*



Royal Dutch Shell faces claims exceeding £100m from local communities in Nigeria, ahead of talks to begin next week over two oil spills dating back to 2008. Shell had admitted that corrosion on its pipeline caused the spills in Bodo, Nigeria. Much of the oil that leaked into waterways around Bodo in the Niger Delta has yet to be cleared, amid disagreement over how the clean-up operation should be run. Shell has admitted the spills were caused by corrosion to a pipeline and oil leaked for more than 100 days. But lawyers at UK law firm Leigh Day representing more than 13,000 people allegedly affected say there is "very limited" chance of a deal being reached during the talks next week in Port Harcourt. Oil output from the delta has been plagued by community disputes and security problems, and oil workers have been kidnapped. Martyn Day, senior

partner at Leigh Day, said claimants had seen their livelihoods destroyed by the spills. The case is likely to be heard at the High Court in London if no deal is reached. Shell, which is hopeful of an agreement, claims that lawyers representing the local communities have exaggerated the number of people affected, their incomes and the period of time for which compensation is owed to create damages claims "tens of times" higher than Shell thinks is credible. Peter Rees QC, Shell's legal director, said: "We are faced with an incredibly large number of people who say that they were earning a living out of a relatively small area of waterway. We have 13,000 people who say they were making a good living out of fishing an area about the size of Lake Windermere." Initial assessments by Shell, regulators and local communities suggested 4,100 barrels of oil leaked, but Leigh Day cites independent experts who put the figure at up to 600,000 barrels. Leigh Day alleges that the first spill had been leaking for more than two months before Shell noticed it and that 1,000 hectares of mangroves were destroyed and a further 5,000 hectares affected. Shell denies the allegations. Shell says it should have been able to clean up the spills within a matter



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 1,004 Newsy Stuff

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

**September 20 2013**



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of months, but has been unable to gain access because local factions each want their own preferred contractors to get the work. "This is a part of Nigeria where security cannot be guaranteed," Mr Rees said. Without local support, "you are putting lives at risk", he said. But Mr Day dismissed Shell's argument as "absolute rubbish". He said his clients were "desperate to get this area cleaned up and to get fishing" but should be "fairly compensated for their losses from the time the spill took place until the oil is cleaned up and the Bodo Creek is returned to its natural state". The area would take "decades" to recover, he said. "The idea they are going to be [delaying access] for some nefarious reason is rubbish," he said. "Shell is finding every excuse under the sun to avoid liability for the full extent of the damage done by these spills."

<http://www.telegraph.co.uk/finance/newsbysector/energy/oilandgas/10290263/Shell-to-negotiate-over-Nigeria-oil-spill-compensation.html>

### USA, ILL, CARY, SEPTEMBER 6 2013. FOX VALLEY SYSTEMS CITED FOR 26 OSHA VIOLATIONS

 **Watch the Video's:**

- [Explosions, Fire Rock Cary Plant](#)
- [Witness Gets Video of Second Cary Explosion](#)

Fox Valley Systems was cited Thursday for 26 safety violations in connection with the March explosion that left three workers with serious injuries. The Occupational Safety and Health Administration released its detailed findings of the March 6 incident at the Cary paint plant, 640 Industrial Drive, a marking and striping company that does traffic and athletic field painting. The report includes six willful violations and recommends \$262,000 in fines. OSHA found multiple violations of its safety management standards for facilities that work with highly hazardous chemicals, and hit the Cary plant with two willful violations for a lack of easily accessible exits. With clothing in flames, one of the employees had to crawl under conveyor belts and past a blocked exit in order to force open a door latched shut and blocked from the outside by snow, the report says. Workers also were operating trucks powered by propane in the production area – another willful violation, according to the report. In all, six of the violations were considered willful – those found to be committed with a knowing disregard or indifference to employee safety and health. The other willful violations included a lack of written, safe operating procedures; equipment that wasn't up to standards; and a failure to conduct regular equipment inspections. The report says the March explosion occurred when "flammable vapors ignited in the production facility, resulting in an explosion and fire that caused extensive damage to the building and the interconnected aerosol-propellant charging rooms." The three injured individuals suffered burns that ranged from first- to third-degree, OSHA spokeswoman Rhonda Burke said. The blocked exits contributed to the injuries, the report says. A company that receives violations has up to 15 days from the time the violations are sanctioned to either contest them or reach a settlement with OSHA. If they choose to contest, the case goes in front of the Occupational Safety and Health Review Commission. That process could take several months to reach a ruling, Burke said. OSHA has placed Fox Valley Systems in its Severe Violator Enforcement Program, which subjects the company to further inspections if OSHA has "reasonable grounds" to believe there are similar violations. A separate inspection on May 16 resulted in an additional 11 violations and fines of \$22,800. That report was issued in August. The fines are yet to be paid and remain in the "negotiation phase," Burke said. Fox Valley Systems, an employer of 23 people, hasn't reopened since the explosion. The Cary Fire Protection District hasn't yet determined its own cause of the explosion. Its investigation is ongoing.

<http://www.nwherald.com/2013/09/05/fox-valley-systems-cited-for-26-osha-violations/anpdpvr/>

### NAMIBIA, OKAHANDJA, SEPTEMBER 7 2013. FUEL INDUSTRY TALKS

Service Station Owners and stakeholders from the Oil Industry will meet at the annual Conference of the Association of Service Station Owners (ASSO) to discuss issues of mutual concern in the local petroleum industry. The conference is scheduled to take place at the Midgard Country Estate from 17 to 18 September 2013. Bank Windhoek is sponsoring the event with an amount of N\$20,000. The theme for this year's conference is 'ASSO Challenges', where participants will discuss challenges facing the industry and find solutions to these challenges. These include, amongst others, labour relations, security concerns, the impact of oil company trends on retailers, financial sustainability of service stations as retail service providers, the phasing out of Petro Cards and the introduction of a new payment system. The Minister of Mines and Energy, Hon. Isak Katali will open the conference as well as deliver the keynote address touching on subjects related to the oil industry. "It is important that a platform like this conference has been created where all players within the local industry meet and discuss issues affecting them. Communication, networking and resolving issues of mutual concern are crucial in this industry, as it has a direct impact on the oil industry which will affect us all, including the corporate sector", said Marlize Horn, Executive Officer:



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Marketing and Corporate Communication Services at Bank Windhoek. "Looking back over the past seven years, Bank Windhoek has been one of our staunchest sponsors, being the only bank so closely associated with the Association of Service Station Owners. We thank Bank Windhoek for their support to this annual event, as one of our longstanding sponsors", said Rupert Harmse, the ASSO chairman.

<http://allafrica.com/stories/201309061084.html>

### AUSTRALIA, QUEENSLAND, GLADSTONE, SEPTEMBER 7 2013. OIL REFINERY PLANT SET FOR GLADSTONE TURNS HEADS IN NZ



*A bigger version of this Southern Oil Refinery at Wagga Wagga will be built at Yarwun, Gladstone.*

An oil recycling plant being built for a project in Gladstone is attracting attention during its construction in New Zealand. Fairfax reports modules for the plant are being built by Fitzroy Engineering in Taranaki, with the finished plant to be 30 metres high, 30m long and 18m wide. Fitzroy Engineering managing director Richard Ellis said the plant would have 15 modules, and there were nine of them on site at the moment. "It's a landmark project for us, because there's some awesome technology involved," he said. The [\\$55 million project](#) will bring at least

80 jobs to Gladstone, with Southern Oil Refining collecting and re-refining used lube oils from engines, hydraulics and gear oils. The company already has a refinery in Wagga Wagga, NSW, and Gladstone will house the second plant in the country. The Yarwun-based site is expected to be operational by November, with construction jobs to peak in coming months.

<http://www.whitsundaytimes.com.au/news/oil-refinery-plant-set-gladstone-turns-heads-nz/2012073/>

### USA, TX, HIDALGO COUNTY, ALTON, SEPTEMBER 7 2013. FUEL STORAGE TANK EXPLODES

 **Photo's [2]** [Fuel Storage Tank Explodes](#)



*Storage tank explodes, Mile 14 and Jarachinas.*

A storage tank filled with fuel exploded early Friday morning near Alton. Alton Fire Chief Javier Garcia told Action 4 News a fuel storage tank caught fire just after 8 a.m. Friday on Mile 14 and Jarachinas. Chief Garcia said the investigation is ongoing, but they believe the flames sparked after the top of the storage tank was left open creating a spark. It took Alton and La Joya fire departments two hours to put out the fire and clear the scene. Luckily, no injuries were reported. Fire crews responded to a similar fire at the same location a few years ago.

[http://www.valleycentral.com/news/story.aspx?id=943296.Uionq8ang\\_k](http://www.valleycentral.com/news/story.aspx?id=943296.Uionq8ang_k)

### INDIA, ANDHRA PRADESH, VISAKHAPATNAM, SEPTEMBER 7 2013. HPCL REFINERY BLAST TOLL

The toll in the HPCL Visakha refinery accident went up to 25 on Friday. A blast and fire occurred in the cooling tower of the refinery on August 23. According to a HPCL press release, about 60 per cent of debris-shifting from the accident site to designated location is completed. A total compensation amount of Rs 4.8 crore has been handed over to the District Collector so far. Eight contract workers are currently undergoing treatment in private hospitals here. The condition of seven workers undergoing treatment at the National Burns Centre in Mumbai is reported to be stable. A delegation of the CPI(M) submitted a memorandum to collector Solomon Arokiaaraj and sought the intervention of the district administration in getting a judicial inquiry instituted into the accident.

<http://www.thehindubusinessline.com/companies/hpcl-refinery-blast-toll-rises-to-25/article5099974.ece>



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