



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,061 Newsy Stuff

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

April 20 2014



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USA, TN, COOKEVILLE, APRIL 9 2014. FUEL TANKER OVERTURNS AT 111 AND 40

bailey darrow



Crews work to contain fuel spilling from a tanker that overturned at the intersection of Highway 111 and I-40 Monday afternoon.

A tanker carrying a load of fuel overturned at the ramp on Highway 111 and I-40 Monday afternoon. Just before 6 p.m., the truck was navigating the on ramp from Highway 111 to I-40 westbound when the truck overturned, landing on its side. The Cookeville Fire Department was called to the scene and worked with city street crews to create a trench to catch the nearly 2,000 gallons of fuel that leaked from the tank, according to Cookeville Fire Chief Roger Fuqua. "They were afraid to upright it," Fuqua said. "There were three holes in the tank and we were able to stop one of them. The others were on the bottom side where it had hit the ground." Fuel that was collected in the trench was then pumped into another tank and hauled from the scene. The scene was contained without any

fire starting. No one was injured in the incident and the driver of the truck claimed he hit a hole while navigating the ramp, causing the tank to overturn, according to Fuqua.

http://www.herald-citizen.com/view/full_story/24891640/article-Fuel-tanker-overtURNS-at-111-and-40?instance=homethirdleft

INDIA, MANGALORE, APRIL 9 2014. ANOTHER LPG TANKER OVERTURNS IN SHIRADI GHAT

One more LPG tanker turned turtle on the Bangalore-Mangalore National Highway in Shiradi Ghat, near Maranahalli in Sakleshpur taluk, on Monday evening, causing leakage of highly inflammable gas. The driver and his assistant suffered minor injuries. The truck was going from Mangalore to Bangalore. The police and Fire and Emergency Services staff rushed to the spot and evacuated the area. Vehicles were being diverted at Sakleshpur. The police said the tanker had fallen on the right side of the road, damaging the tank. Rescue units of the oil company had been informed about the incident, said the police. A similar incident occurred on Sunday, when a tanker overturned in the same area. The second tanker overturned barely four hours after the road was cleared of gas, which was released from the first tanker. Referring to Sunday's accident, Rudre Gowda, district fire officer, told The Hindu on Monday that the gas was released by around 2 p.m. on Monday. "The tanker, which belonged to Hindustan Petroleum Corporation Ltd., was carrying 18 tonnes of LPG. As the tanker had fallen 30 feet deep, it was impossible to transfer the gas to another tanker. The gas was released into the open air after cooling it by dousing with water. We required five tanks of water for the task," he said. However, within four hours, the staff had to rush to the spot again. Ravi D. Channanvar, Superintendent of Police, told The Hindu that oil companies had been requested to set up rescue teams in Hassan, in the wake of repeated incidents in the area. A few months ago, a gas truck turned turtle near Alur, close to a place where a primary health centre and a primary school were located. The district administration had to shift the hospital immediately, to protect the staff and patients.

<http://www.thehindu.com/news/cities/Mangalore/another-lpg-tanker-overtURNS-in-shiradi-ghat/article5886350.ece>

USA, N.Y, GLEN FALLS, APRIL 9 2014. TANKERS DERAIL >> TRAIN CARS WITH ANHYDROUS AMMONIA DERAIL IN GLENS FALLS

michael goot

 **Photo's [5]** [Glens Falls Train Derailment](#)



Emergency responders survey a two-car train derailment in the yard of the Lehigh Northeast Cement plant in Glens Falls on Monday, April 7, 2014. At least one of the tanker cars listed contents of liquified ammonia, but no leaks were reported as plans were made to set the cars back on track.

No one was injured Monday when two tanker cars carrying anhydrous ammonia derailed on the property of Lehigh Northeast Cement Co. plant on Warren Street. The incident happened at 1:48 p.m. Two cars of the two-engine Canadian Pacific train, which appeared to be pushing at least five cars, got slightly off the rail spur that runs between Hudson Falls and Glens Falls. "They were on an industrial track and being moved around when the two cars came slightly off the track. They were upright. There were no leaks," said CP spokesman Ed Greenberg.



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Rail officials alerted first responders and implemented emergency procedures, according to Greenberg. Canadian Pacific had its own teams go to the site to assess the situation. Greenberg said special lifting equipment was sent to the scene in order to lift the cars, so tracks underneath could be repaired to allow the train to continue its travels. That process was expected to take several hours Monday. Glens Falls Assistant Fire Chief John Ellingsworth said he believes the train was bound for Finch Paper, as it was carrying anhydrous ammonia, which is used to soften wood for the papermaking process. The chemical can be deadly when inhaled in heavy quantities. Access to the property was restricted during the cleanup as a precautionary measure, and the Feeder Canal Trail in the area was closed for a time. Ellingsworth said he could not recall a similar derailment on this spur. Glens Falls firefighters and emergency services officials in Warren and Washington counties were meeting later Monday afternoon to put together a plan for possible evacuations in the event one of the tankers is compromised during the repair process. In 2000, nearly 800 people had to be evacuated from their Fort Edward homes when a parked 30,000-gallon railroad tanker in a freight yard off Factory Street began leaking anhydrous ammonia gas from a release valve. Emergency officials set up an overnight shelter at Hudson Falls High School for residents who weren't able to spend the evening with friends or relatives.

In the 2000 incident, 61 people were treated at Glens Falls Hospital after inhaling the gas.

http://poststar.com/news/local/tankers-derail/article_3d356f16-be9b-11e3-804c-0019bb2963f4.html

CHINA, YUNNAN PROVINCE, XIAHAIZI, APRIL 9 2014. RESCUERS STRUGGLE TO SAVE 22 TRAPPED IN CHINA MINE

Rescuers struggled Tuesday to pump water from a coal mine in southern China where 22 miners have been trapped for more than a day. State media said narrow passageways and a lack of electricity at the Xiahaizi mine in Yunnan province were hampering rescue efforts. Four miners escaped following the shaft's flooding before dawn Monday, which was apparently caused by blasting on an upper level, the official Xinhua News Agency said. A government spokeswoman in Qujing city's Qilin district where the mine is located, who like most Chinese bureaucrats would only give her surname, Chen, confirmed that rescue work was continuing but had no further details. Neither she nor Xinhua had any information about the condition of the miners still inside. Xinhua said more than 500 people and three high-powered pumps were at the mine, with more rescuers, pumps and electrical systems on their way. China's mines are notoriously deadly, although safety improvements have significantly reduced the deaths in recent years.

<http://fuelfix.com/blog/2014/04/08/rescuers-struggle-to-save-22-trapped-in-china-mine/>

USA, PA, SUSQUEHANNA COUNTY, SUSQUEHANNA, APRIL 9 2014. OIL POLLUTION AT FORMER STARRUCCA HOUSE IN SUSQUEHANNA

mark hiller

 [Watch the Video Oil Pollution at Former Starrucca House](#)



"It was all the way over here and over there," said Andreas Plonka. On Monday, he described an oily mess that made its way onto his 1.6 acre property in Susquehanna Borough. The location off Main Street is the site of the former railroad hote Starrucca House which Plonka bought at auction in 2011. He says he was clearing some thicket about two weeks ago when he was startled by what he saw flowing out of a storm pipe that leads to his land. "I seen (sic) that there was oil coming out of the pipe itself, you know, that it was all brown." Mr. Plonka also took note of oil absorbent materials near the pipe that someone placed to sop-up the slick mess. "They didn't even bother to come to my address and inform me about it or nothing." The oil mixed with water runoff saturated the wooded area of Plonka's property killing weeds and wild grass and leaving a shimmering, slick residue in puddles. Rosie, his German

Shepherd, also discovered the fuel-laden mess but did so the hard way. "She almost sank down. I had to wash the whole dog down. She was full of oil when she walked down here, you know, and I'm afraid, you know, the dog gets some problems." DEP has an open investigation into a fuel oil spill within a couple of blocks of the old Starrucca House. The agency hasn't determined if the two are connected. "We'll send somebody out there at least to see where, in fact, this is coming from. It looks like the extent of the contamination is spreading," said DEP Regional Spokesperson Colleen Connolly. Patrick Graves of Lanesboro worries that the oil could spread another 100 yards or so from Plonka's Property to the nearby Susquehanna River.



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"I'm just concerned that, you know, once the oil and things like that get into the water it's going to be another problem." DEP says it's unlikely the oil will spread to the Susquehanna River -- indicating it would take a roundabout way to pollute the river water. Meanwhile, there is no exact timetable when DEP is expected to have Plonka's property investigated.

http://www.pahomepage.com/story/d/story/oil-pollution-at-former-starrucca-house-in-susqueh/39286/uoHEqO2YS0WkNdpGL_dFKw

INDIA, KARNATAKA, HASSAN, APRIL 10 2014. FREQUENT LPG TANKER ACCIDENTS: POLICE FILE CRIMINAL CASE AGAINST HPCL, IOC



Recent gas tanker accident at Sakleshpur

The ordeal of vehicles using Shiradi Ghat stretch of national highway 48 (new No 75) is unending. As the work of shifting LPG from the second tanker that toppled within two days on this road continued on Tuesday, the saga of repeated miseries faced by the road users continued for another day. The Ghat section of the highway, which remains closed for the third consecutive day, is likely to be opened for traffic during late afternoon on Wednesday April 9, police sources said. Transport and other vehicles continue to line up on both sides of the accident site, with cleaners and drivers unable to move out, as they are required to safeguard their stocks and vehicles. They are forced to sleep by the roadside, and consume food by paying exorbitant prices to smalltime vendors. Passenger vehicles are being redirected on Charmadi and Hettur-Subrahmanya route. About 200 tankers which move on this stretch daily create headache for other

vehicles. Inexperienced drivers, diesel-saving methods like keeping the engine off in slopes, absence of relief driver and cleaner, violation of direction not to drive on Ghat roads at night etc have been causing the accidents. It may be recalled that exactly a year back, a LPG tanker accident at Perne in Dakshina Kannada district had claimed 11 lives, besides taking away livelihood, houses, future, and other assets belonging to these villagers, many of whom have shifted bases elsewhere since then. Absence of protective walls, poorly maintained roads, and deep gorges lining this stretch, have all been contributing factors for repeated accidents. As repeated requests to both Hindustan Petroleum and Indian Oil Companies to set up emergency disaster management cell at this stretch have been overlooked by these companies, the Hassan police have registered a criminal case against the heads of both these companies. This was confirmed by superintendent of police, Ravi D Channannavar. Sakleshpur police sub-inspector, Bharat, informed that letters written to the National Highways Authority of India (NHAI) to erect protective walls and display warning signs on this road have failed to get any response. It is learnt that police departments of both Hassan and Dakshina Kannada districts as well as district administrations are planning to organize a meeting with the participation of top officials of both the above companies and also NHAI towards finding a lasting solution to the problem.

http://www.daijiworld.com/news/news_disp.asp?n_id=228069

USA, PA, PHILADELPHIA, APRIL 10 2014. 2 TANKER CARS DERAIL IN NE PHILLY; NO INJURIES

steve keeley

 **Watch the Video** [Freight Train's Tanker Cars Derail in Port Richmond](#)



We're following a developing story in Northeast Philadelphia, where a freight train derailed Wednesday morning. The train derailment occurred on Aramingo Avenue between Castor Avenue and Butler Street in Port Richmond. No injuries have been reported. FOX 29's Steve Keeley is at the scene and filed the above video report. A total of three tanker cars derailed. The last two were uncoupled from the rest of the train, which pulled away from the area with one tanker car that crews were able to get back on the tracks. Now, those crews are working to get those last two tanker cars back on the tracks. Unfortunately, they came to rest at the worst possible place for commuters – right in the middle of Aramingo Avenue. Heavy equipment arrived on scene by 7 a.m. to work on getting the tankers back on the rails. Keeley reported that the tankers are carrying acetone, the active ingredient in nail polish remover. But there are no smells at the scene to indicate any leaks or danger of leaks.

<http://www.myfoxphilly.com/story/25200331/train-derailment-occurs-in-port-richmond>



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PAKISTAN, PESHAWAR, APRIL 10 2014. OIL TANKER EXPLOSION KILLS MAN

One person was killed and three were injured when an oil tanker exploded in Nishtarabad area here on Tuesday. Mohammad Imran, 35, a welder, was repairing the oil tanker at an oil depot when the tanker exploded, according to an official of the Hashtnagri police station. He said Imran died on the spot while three other persons sustained injuries in the blast, who were shifted to Lady Reading Hospital. The official said that it was yet to be ascertained as to what caused the blast.

<http://www.dawn.com/news/1098650/oil-tanker-explosion-kills-man>

USA, N.D, BISMARCK, APRIL 10 2014. OPERATOR: SPILL IN MCKENZIE CO. HAS BEEN CONTAINED

The operator of an oil and gas well in McKenzie County says crews have contained and recovered the more than 1,000 barrels of fluids that spilled from a tank. The North Dakota Oil and Gas Division on Wednesday said an unexpected increase in well pressure caused a tank to overflow and release approximately 650 barrels of oil and 450 barrels of brine. Houston-based Oasis Petroleum Inc. operates the well located about 4 miles southwest of Alexander. The company on Tuesday reported to the state that the fluids had been contained. An official says a state inspector has been to the site.

<http://www.seattlepi.com/news/science/article/Operator-spill-in-McKenzie-Co-has-been-contained-5390400.php>

NORTH KOREA, YONGBYON, APRIL 10 2014. RADIATION LEAK FEARED AT N.KOREAN REACTOR

Experts worry about a possible radiation leak at the old 5 MW nuclear reactor in North Korea's Yongbyon as its cooling system has reportedly been under repair. "The recently restarted 5 MW plutonium production reactor may have been temporarily shut down or operated at a lower power level in early 2014 in order to repair problems with the secondary cooling system's water supply," North Korea expert Nick Hansen said in a report for the specialist website 38 North at Johns Hopkins University on Monday. "These difficulties resulted from the extensive rainfall and subsequent flooding in July 2013, which moved the main channel in the Kuryong River away from the water supply, filled the collection cisterns and ponds with sand and possibly destroyed pipes leading to them that had been laid along the river bottom." The North quickly completed major water channel excavations and dam construction from December 2013 by February of this year to ensure adequate water would be available for the cooling system of the experimental light water reactor, Hansen adds. "Despite these short-term fixes, the danger posed by an unreliable supply of water for the Yongbyon reactors remains, particularly since the channels and dam constructed are made from sand and could be washed away by future floods." "If the 5 MW reactor's secondary cooling system were to fail, so would the entire cooling system. The result would be a fire in the graphite core and the release of radioactivity," he warns.

http://english.chosun.com/site/data/html_dir/2014/04/09/2014040900898.html

GHANA, BRONG AHAFO, APRIL 10 2014. FUEL SMUGGLING FROM GHANA TO IVORY COAST ON THE RISE

Smuggling of refined petroleum products from Ghana to Ivory Coast through the Dormaa West District of the Brong Ahafo Region is regarded as the most lucrative business in the area. Investigations conducted by The Finder revealed that smuggling of petroleum products across the border from Nkrankwanta in the Dormaa West District of the Brong Ahafo Region to Daame in Ivory Coast is a thriving business providing livelihood for many families. The smugglers tend to make huge profits on these products when smuggled outside the country due to the differences in exchange rates between the Ghana cedi and the CFA. It was discovered that the price of a gallon of fuel in Ghana is cheaper than a gallon of fuel in Ivory Coast. The Finder's investigations revealed that an average size of yellow gallon, popularly called Kufuor Gallon, which costs GHU55 in Ghana, is sold for GHD80 in Ivory Coast. From Nkrankwanta in Ghana to Daame in Ivory Coast is about 9 kilometres. There are three major fuel stations in Nkrankwanta where the smugglers buy the commodity. The Finder discovered that because the two approved routes have police barriers to check illegal activities, the smugglers use the several unapproved routes to Ivory Coast. The investigations also revealed that these criminals operate under the cover of darkness. Most natives of Nkrankwanta in Ghana have relatives in Daame, Ivory Coast, so it is very difficult to uncover their illegal business because one may think they are just visiting their relatives there. More young men in the area are venturing into this illegal business because it is lucrative. They normally purchase petrol from filling stations in and around Nkrankwanta at night, after which they convey the commodity in gallons on motorbikes to Daame. The Finder also gathered that the smugglers normally travel in groups. One advantage for these smugglers is that they have ready market at Daame, a big market centre usually busy on Fridays. A fuel attendant at Nkrankwanta who spoke to The Finder on condition of anonymity revealed that they normally record high sales on Thursdays.

<http://www.ghanaweb.com/GhanaHomePage/business/artikel.php?ID=305687>



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AUSTRALIA, WESTERN AUSTRALIA, EUCLA, APRIL 10 2014. TRUCK CARRYING DANGEROUS CHEMICALS CRASHES NEAR EUCLA

A two trailer truck carrying highly toxic chemicals has reportedly crashed and caught fire on the Nullarbor Plain. The road train was said to be going west when it crashed into the bush on the Eyre Highway just about 100 kilometres west of Eucla, causing a \$800,000 damage. Police authorities who went into the scene said that the chemicals onboard the trailer are yet to be known. Eucla Police wearing appropriate protective gear and apparatus spent the whole night trying to put out the flame that blazed the truck. The authorities said that the driver of the truck fled the scene but was later collared by the responding police. The highway was closed in both directions between Madura and Mundrabilla for several hours while authorities are dousing the vehicle in foam. The highway was later reopened after it was declared safe. No injuries were reported during the incident.

<http://content.safetyculture.com.au/news>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, APRIL 11 2014. MASSIVE EXPANSION PLANNED FOR NEWCASTLE HARBOURSIDE FUEL STORAGE SITE

Map: [Newcastle 2300](#)

Stolthaven Terminals



request to allow for the Planning

at Mayfield. The development used to be owned by the company Marstel. It is on the old BHP steelworks site and involves fuels from bulk tankers being sent via a pipeline to above ground storage tanks. Original approval was for a throughput of 300 million litres of fuel per year, while a modification increased that to 400 million litres. Now Stolthaven wants to increase throughput to more than 1 billion litres. A local school previously raised concerns about the potential for fire or explosion, and Hunter New England Health also had concerns. But Stolthaven's managing director Graham Catley says safety and protecting the environment are paramount. "That's what our business is - operating in a very, very safe manner," he said. "There are a lot of statutory requirements that we have to meet in any event, but we will always look to exceed them." The company says, if approved, Shell will transfer storage capacity from its Hamilton site to the facility. It says it needs to expand to meet demand in the mining and retail sectors. To meet the state significant criteria the project must meet social economic and environmental outcomes. Mr Catley is confident the Newcastle project will meet that criteria. "You only have to look at what's happening to the refining capacity in Australia to understand that it's a very fast changing environment," he said. "You're moving to an import model, and import models have to have tankage infrastructure, and that's what our business is."

Related Stories [Residents fear breaches at bulk fuel storage facility](#)

<http://www.abc.net.au/news/2014-04-11/massive-expansion-planned-for-newcastle-harbourside-fuel-storage/5382724>

USA, AZ, PEORIA, APRIL 11 2014. TANKER SPILLS DIESEL ON PEORIA INTERSECTION AFTER CRASH

catherine holland

Watch the Video [Tanker Spills Diesel on Peoria Intersection after Crash](#)

Photo's [5] [Tanker Spills Diesel on Peoria Intersection after Crash](#)



A two-vehicle accident sparked a hazardous-materials situation when diesel fuel leaked all over a Peoria intersection Thursday morning. It happened at about 4 a.m. at 107th Avenue and Union Hills Drive. According Amanda Jacinto, the Peoria Police Department spokeswoman, a minivan collided with a fuel tanker. Neither one of the drivers was injured, but the semi's gas tank was punctured in the crash. About 55 gallons of diesel, a little more than half of the tanker's capacity, spilled, forcing police to close the intersection. Emergency crews were able to clean up and seal the spill so that the intersection could be reopened, but more work will need to be done. Diesel is a solvent, which means it will eventually dissolve the asphalt. Because of that, the affected section of the

roadway will have to be ripped out and replaced.

<http://www.azfamily.com/news/Tanker-spills-diesel-on-Peoria-intersection-after-crash-254728011.html>



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USA, AL, CRESTVIEW, APRIL 11 2014. FUEL TANKER ROLLS ON I-10 IN CRESTVIEW, NEARBY ROADS CLOSED

 **Watch the Video** [Fuel-Tanker-Rolls, Nearby-Roads-Closed](#)

This morning, a fuel tanker rolled over at the intersection of Interstate 10 and South Ferdon Boulevard, spilling a large quantity of gasoline into the surrounding area. As a precaution and 1000 foot radius has been evacuated including several businesses. All of South Ferdon Boulevard/Highway 85 has been closed and traffic is at a complete stand still until further notice. Traffic is being redirected to P.J. Adams Parkway.

<http://www.wear.tv.com/news/features/top-stories/stories/fuel-tanker-rolls-i10-crestview-nearby-roads-closed-43295.shtml>

ENGLAND, UTTOXETER, APRIL 11 2014. MAN TAKEN TO HOSPITAL AFTER TWO TANKERS INVOLVED IN A50 CRASH IN UTTOXETER

A man has been taken to hospital after a crash involving two tankers this morning. The lorry driver of one of the tankers, believed to be in his 60s, was taken to the University Hospital of North Staffordshire, suffering from minor injuries. Traffic has now been cleared after road users were held up on the busy road. The incident occurred on the A50 in Uttoxeter, with the road blocked along the eastbound carriageway around the Little Chef roundabout. Staffordshire Police and two fire and rescue crews attended the scene. One tanker was carrying sand with the other holding fuel. There was no leak from the fuel tanker and police said they have made the scene safe.

<http://www.stokesentinel.co.uk/Traffic-cleared-tankers-involved-A50-crash/story-20942475-detail/story.html>

CANADA, ONT, WATERLOO REGION, APRIL 11 2014. REGION REACHES SETTLEMENT WITH IMPERIAL OIL OVER LOBSINGER LINE CONTAMINATION

paige desmond

The Region of Waterloo has reached a settlement with Imperial Oil and several related parties after about seven years of legal wrangling related to contamination on Lobsinger Line. The region has been awarded damages of \$450,000 and approved the agreement Wednesday. Debra Arnold, regional solicitor, said in 2006 or 2007 the region uncovered historic contamination from what was believed to be an old gas station at Lobsinger Line. The region was undertaking road work when it made the discovery. "We encountered some petroleum hydrocarbon contamination in the ground and it emanated from a former gas station adjacent to the road allowance," she said. Arnold would not comment on the region's seven years of legal costs, saying the information is privileged. Regional Chair Ken Seiling said he was unsure of the exact legal costs, but believed they were less than the damages awarded. "It's a compromised settlement and all of these things are," Seiling said. He said the region cleaned up the site enough to do its road work and the rest is not its responsibility. "It's one of these things where you decide whether its worthwhile fighting on because the guarantees we got out of Imperial Oil for future work, that gave us enough comfort that we could take the settlement," he said. "This could have dragged on for years and years." Further details on the nature of the road work, location and information were not available when councillors approved the settlement after a closed meeting Wednesday.

<http://www.therecord.com/news-story/4457255-region-reaches-settlement-with-imperial-oil-over-lobsinger-line-contamination/>

USA, N.Y, ALBANY, APRIL 11 2014. CRUDE OIL SPILL PLANNERS MEET IN ALBANY >> STATE, U.S. OFFICIALS SAY COORDINATED PLAN WILL PREVENT DISASTERS

brian nearing

Every day, millions of gallons of crude oil move through New York state, on massive tanker trains or on the Hudson River on barges or tankers. And it might be time for officials to get a real-time picture of where all that crude is. The flood of oil from the Bakken fields of North Dakota has been building for two years now, and on Wednesday, several dozen state and federal officials met in Albany to discuss how to be better prepared in the event some crude is accidentally spilled, or worse, catches fire and explodes. Currently, there is no easy way for officials to know where crude shipments are at any given time. But such a surveillance system is needed now and ought to be developed, said Eric Mosher, branch chief for response and prevention of the U.S. Environmental Protection Agency. "We want to know where this oil is," said Mosher, during a break from the Regional Response Team II spring annual meeting. Headed by EPA and the U.S. Coast Guard, the team includes the state Department of Environmental Conservation and Emergency Management Office, as well as the federal agencies for transportation, agriculture, labor, commerce, and the U.S. Army Corps of Engineers. DEC Commissioner Joe Martens said the state will work to "increase coordination between EPA and DEC regarding spill prevention and storage facility inspections, as well as unannounced preparedness exercises by our two agencies in high priority areas." As concerns grew over crude oil



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shipments in the aftermath of a spate of derailments of oil trains, several of which caused explosions and fires, the state asked the EPA and the Coast Guard last month to update its oil spill plans for the Hudson, which were scheduled to be next updated in 2015. In January, Gov. Andrew Cuomo ordered Martens and other state agency heads to report to him by April 30 on how prepared the state is to handle a crude oil spill "by rail, ship or barge." Mosher said EPA's spill plan for coastal areas will be updated in 2014. He said the federal plans "are still adequate, but we want to get a better idea of the scope of the problem, and some of the nuances. The plans are good, it is more a matter of enhancing them." The Port of Albany has become a major transit hub for incoming crude oil trains from the Bakken fields of North Dakota. Two oil terminal owners have state permission to handle up to 2.8 billion gallons of crude annually that is brought in on trains by freight railroads CSX and Canadian Pacific. Chad Livingston, an official with Canadian Pacific, said that CP trains have a 10-mile-per-hour speed limit while passing through the city of Albany to minimize the possibility of a derailment. "While the risk is still there for some type of spill, it is a lot less" than the tanker train derailment and explosion that killed 47 people last year in Quebec, he said. "All the stars aligned for that one. It was a very random event." Last year, there were also oil train derailments, explosions and fires in North Dakota and Alabama, but no injuries. There have been four tanker car derailments in New York in the last year — including one in CSX's sprawling Selkirk rail yard south of Albany — but no fires or injuries. Both Livingston and Michael Bethge, a safety official with CSX, said their companies' trains have carried only Bakken crude into Albany so far. One of the terminal owners there, Global Partners, of Waltham, Mass., is seeking a state air pollution permit to build a facility that will heat crude to make it easier to pump out rail cars and into barges for the trip south down the Hudson. The proposed heating facility has drawn speculation that Global is intending to accept Canadian tar sands oil, a type of crude that is heavier and thicker than Bakken crude, and that must be heated at cold temperatures to make it flow. Tar sands oil also presents a difficult challenge to clean up after spills in water, but the crude is heavier than water and sinks to the bottom. DEC has extended its review of that permit request amid safety concerns by residents of Albany's South End near the port. Global also wants state permission to open a rail yard at its oil terminal on the river near Newburgh in Orange County to unload crude onto barges or ships. DEC has also raised questions on that proposal.

<http://www.timesunion.com/business/article/Crude-oil-spill-planners-meet-in-Albany-5390558.php>

NIGERIA, LAGOS, APRIL 11 2014. PREGNANT WOMAN, 4 OTHERS ELECTROCUTED IN LAGOS STAMPEDE CAUSED BY LIVE WIRE FALLING ON A CAR LOADED WITH TANKS OF PETROL




The car that got burnt by electric spark.

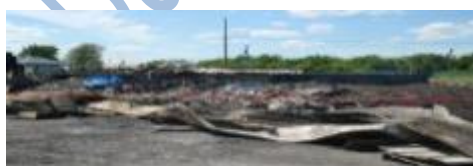
A pregnant woman and four others were electrocuted today as they fled from a petrol fire in a densely-populated part of Nigeria's commercial capital Lagos, an emergency official said. Ibrahim Farinloye, of the National Emergency Management Agency, said the victims were killed as they fled an explosion, caused when a live wire fell on a car loaded with tanks of petrol. They were electrocuted when they ran into the power cable as they tried to escape the inferno, he added. The stampede caused by the blast in the suburb of Oworonshoki also left a number of other people injured. "Five people, including a pregnant woman, lost their lives when they ran into a live wire that fell on a car that exploded and caught fire," Farinloye said. Rescuers were able to put out the fire before it could spread to nearby buildings.

<http://www.pmnewsnigeria.com/2014/04/10/pregnant-woman-4-others-electrocuted-in-lagos-stampede/>

CANADA, QUE, CÔTEAU-DU-LAC, APRIL 11 2014. FATAL FIREWORKS WAREHOUSE EXPLOSION CAUSES REVEALED >> B.E.M. FIREWORKS WAREHOUSE EXPLOSION LAST JUNE KILLED FRANÇOISE LACROIX AND NICOLE BRISSON

 **Watch the Video** [Fireworks explosion 2:25](#)

 **Document** [Read the whole 47 page CSST report \(in French\) here:](#)



B.E.M. Fireworks near the Ontario-Quebec border on Highway 20 went up in flames last summer after a pyrotechnic device caught fire, triggering a series of explosions.

Quebec's workplace health and safety board, the CSST, has identified the causes of an explosion at a Côteau-du-Lac, Que. fireworks warehouse that



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killed two employees last year. Nicole Brisson, 58, and Françoise Lacroix, 47, were killed on June 20, 2013 when a fire at the B.E.M. Fireworks warehouse on Highway 20 near the border of Ontario and Quebec caused an explosion. Videos taken by witnesses show fireworks going off as the building burned. The CSST ruled that workers were exposed to the dangers of fire and explosion as result of the following factors:

- The use of electric equipment that was not in line with the standards of such an establishment.
- The use of ferrous (iron) tools in the presence of explosives.
- The presence of pieces of previously primed fireworks in the building.
- A discharge of static electricity in the building.
- A pyrotechnic device fell on the ground, setting it off.
- Friction on a pyrotechnic device's fuse caused the explosion.

In its report, the CSST pointed out some particularly egregious problems, namely that employees climbed wooden cases used to store fireworks to access higher levels of the factory. The CSST said an employee could have stepped on a fuse, causing friction that may have set off a firework. It also pointed out that fireworks are not supposed to be primed, much less stored, at a storage facility. There were also two electric heaters on site that were deemed to be non-standard by an inspector in 2012.

B.E.M. Fireworks Responds

Shortly after the CSST released its report, B.E.M. Fireworks issued a statement that said it acknowledged the recommendations put out by the workplace health and safety board. "We will never know exactly what caused the accident last June 20," the statement reads. However, the company denied that primed fireworks were in the building where the explosion took place. It also said the ferrous tools were not in the same section of the building as the fireworks warehouse and said the electric devices flagged by the CSST as non-conforming had not been in operation at the time of the incident. B.E.M. Fireworks is a family business in operation for more than 40 years.

Related Stories

- [2 die in fireworks factory blast near Montreal](#)
- [St-Jean-Baptiste fireworks cancelled after fatal explosion](#)

<http://www.cbc.ca/news/canada/montreal/fatal-fireworks-warehouse-explosion-causes-revealed-1.2605554>

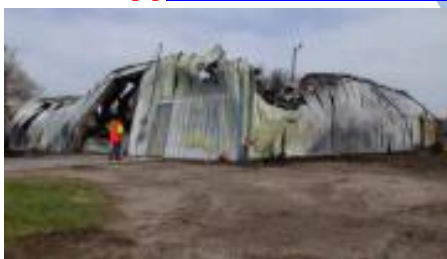
USA, OK, TULSA, APRIL 11 2014. HAZMAT CREWS CLEAN UP SITE AFTER TULSA BUILDING EXPLODES

tony russell

 **Watch the Video** [Hazmat Crews Clean Up after Building Explodes](#)

 **Watch the Video** [Explosion, Fire Guts Tulsa Business](#)

 **Photo's [5]** [Hazmat Crews Clean Up after Building Explodes](#)



A big clean-up effort is underway after an east Tulsa business exploded into flames Wednesday night.

A big clean-up effort is underway after an east Tulsa business exploded into flames Wednesday night. Hazardous material crews joined the cleanup. A shell is all that's left after the blast and fire at Sabre Chemical Company on 47th Street and Mingo Road, which required more than 75 firefighters to knock down the flames. Anyone driving along Highway 169 or the Broken Arrow Expressway saw the large fireballs rising into the night sky. The fire burning so hot caused the roof to collapse onto petroleum products. Pat Meirose with Lawn Masters Quality Pays, said, "Boom. Boom. Boom. Boom. Boom. It just kept exploding and flames

shot up real high, and smoke and it was terrible. People in a next door business used their pickup truck to rip down a fence and free two men trapped inside the property. "I was like, 'Are you OK? Do you need help?' And he was like, 'Yeah, get me out, get me out, I'm on fire,'" said Sarah Meirose, with Lawn Masters Quality Pays. Crews worked into Thursday morning to put the flames out from the building. The fire would flare up from time to time, as fire investigators got a birds-eye view of the damage. Stan May with the Tulsa Fire Department, said, "They have a pretty good idea of what happened, they are just not ready to release it yet till they get some of their tests back." The business stored high-octane racing fuel and lubrication products. Businesses have to provide fire departments with a list of chemicals they store so crews know what they are walking into and are able to plan a response. As the investigation continues, Sooner Emergency Service is digging through the nearby drainage ditches cleaning out any area that may be contaminated with fuel spilled during the fire. The Tulsa Fire Department said the business owner and the insurance company have to make sure hazardous chemicals didn't leak out. "They're going to



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have to remove all that soil around the building, down the ditches. They're going to have to bring in fresh dirt," May said. Mechanics at a repair shop across the street were surprised to see the extent of the damage. "I just saw a whole lot of black metal all burned up, just a lot of craziness," said Nam Le with Modern Imports. "It was, you know, a nice warehouse, full warehouse. Now it's just, like, nothing you know, just pretty much trashed." The results of the investigation could take week to complete. As for the men trapped behind the fence, they made it out with minor burns.

Related Stories [Tulsa Building Explodes; Women Nearby Rescue Trapped Man](#)
<http://www.newson6.com/story/25216472/hazmat-crews-clean-up-site-after-tulsa-building-explodes>

USA, N.Y, HYDE PARK, APRIL 11 2014. HYDE PARK HOE BOWL SITE CONTAMINATED WITH OIL >> SENIOR LIVING CENTER PROJECT DELAYED PENDING STATE-MANDATED CLEAN-UP

kristen thornton-de stafeno



The conversion of the shuttered bowling alley on Violet Avenue awaits an environmental clean-up.

The site of the former Hoe Bowl in Hyde Park has significant oil contamination, which will now delay construction on a senior assisted living center there, according to the prospective new owner. James Rogers, the prospective buyer, hired C.T. Male Associates engineering firm to do a Phase 1 investigation of the property and, he told the Observer, "the environmental company found 3 to 4 feet of oil-saturated ground." "The environmental company also found oil in areas 100 yards remote from each other," Rogers added. The two spills have been reported to the state Department of Environmental Conservation, who told Rogers that they have to be "remediated immediately." Wendy Rosenbach of the state DEC told the Observer last week that there's "not too much information at this point." But she did say, "The prospective owner was conducting a phase 1 investigation of the property and the consultant doing the work found soil contamination and reported a spill [on March 14]." Rogers told the Hyde Park planning board at their March 19 meeting about the leak, which he said has contaminated groundwater on the site. As of April 4, the DEC could not confirm the extent of the leak or contamination. Rogers referred to himself as the owner of the site at the meeting, but later told the Observer that he had yet to close on the former bowling alley property at 394 Violet Avenue because of the discovery. The problem was discovered, he said, during preliminary work on the new assisted living center. "In Phase 1 [of the project], we found that there was a tank there [in the past] and the tank was not present, but the content was in the ground and exposed to the water, contaminating the water," Rogers told the board. Rogers added that HOE Ventures, the current owner, told him they had removed the tank 30 years ago. A second tank was also found in the area and was also leaking, Rogers added, but he later noted that that tank was never registered to the Hoe Bowl owner because it predated any requirements for registration at the time of installation. Rogers said the owners told him two weeks ago that they would be "going through the process of finding the perimeters of the leak, and then it will all be cleaned up." However, when the owner, Diane Hoe, was contacted by the Observer, her secretary said, "Nothing is verified at this point." She also said she could not comment on whether Hoe told Rogers that the company would have the spills cleared. At the planning board meeting, attorney Victoria Polidoro suggested that Rogers submit copies of everything once the cleanup is completed. Rogers had gone to the board because an approved site plan for the new senior facility expired on March 3. The board voted to grant him a 90-day extension, which will expire June 2. Polidoro said that if it was necessary, Rogers could request a second 90-day extension.

<http://www.rhobserver.com/22598/hyde-park-hoe-bowl-site-contaminated-with-oil/>

USA, WASHINGTON, DC, APRIL 11, 2014. CSB RELEASES ANALYSIS SHOWING CAUSE OF RUPTURE AND HYDROGEN BLAST IN 2009 SILVER EAGLE REFINERY ACCIDENT IN WOODS CROSS, UTAH; PIPE WALLS THINNED DUE TO CORROSION THAT WENT UNINSPECTED FOR YEARS



A massive explosion and fire at the Silver Eagle Refinery on November 4, 2009, in Woods Cross, Utah, which damaged homes in a nearby neighborhood, was caused by a rupture in a pipe that had

become dangerously thin from corrosion, the U.S. Chemical Safety Board (CSB) reported today. The CSB has released a detailed expert metallurgical report that was commissioned in the course of its ongoing investigation of the incident. The



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catastrophic rupture occurred in a ten-inch pipe at the bottom of a reactor in the mobil distillate dewaxing unit. It led to a massive release of hydrogen, which caught fire immediately and exploded, sending a blast wave across the refinery into a subdivision. The blast wave damaged over 100 homes, many with shattered glass. Two of the homes were severely damaged, including one which was displaced off its foundation. There were four workers near the process unit at the time of the explosion. They were blown to the ground but were not seriously injured. Another worker had been taking readings next to the pipe that failed just one to two minutes before the release. The metallurgical failure study and analysis performed for the CSB by Exponent - a Texas-based engineering and scientific consulting company - details findings from laboratory examination of pipe segments recovered after the incident. The report also examines the history of the pipe that ruptured, determining that the component that failed had no record of ever being inspected for corrosion as it thinned over the years. CSB Chairman Rafael Moure-Eraso said, "The findings in the Exponent report are all too familiar. Mechanical integrity programs at refineries repeatedly primarily emphasize inspection strategies rather than the use of inherently safer design to control the damage mechanisms that ultimately cause major process safety incidents. This is the same syndrome we found in the Bay Area Chevron refinery fire of 2012 and the Tesoro refinery explosion and fire that killed seven in Anacortes, Washington, in 2010. Fortunately, there were no fatalities resulting from the explosion and it was only by chance no one was in the immediate area. But many lives were disrupted as residents in Woods Cross, just north of Salt Lake City, had to move out of homes pending repairs." CSB Investigation Lead Dan Tillema said, "The metallurgical analysis details the same kind of sulfidation corrosion at the Silver Eagle Refinery that we found in the Chevron accident; sulfur compounds in the process stream corroded a steel piping segment, causing the pipe walls to become severely thin. This incident is also similar to Chevron in that, while sulfidation is a well-known damage mechanism at refineries that requires regular inspection and monitoring, the segment that failed has no record of ever being inspected." The CSB investigation team notes that the examination of the ruptured pipe segment and adjacent piping clearly indicated wall thinning had occurred in the piping component. The elbow adjacent to the pipe segment that failed was noted to have an original thickness of 0.719-inch. A 2007 thickness measurement of the elbow indicated a wall thickness of 0.483-inch, indicating years of thinning had taken place. The adjacent straight-run segment that failed was found to have a wall thickness as low as 0.039-inch and there were no records of any previous inspection. The CSB's investigation previously noted records indicating other serious wide spread mechanical integrity deficiencies and gaps across the refinery at the time of the incident and will address these issues in the final report. Dr. Moure-Eraso said, "This is an investigation where we have had to delay its completion due to, ironically, a pressing series of accidents in the oil production and refining sector. However, I want people to know that work has been continuing as this report shows, and that the CSB is working hard to assure refineries and indeed all chemical operations are operated more safely." The November explosion was the second accident at the refinery that year. On the evening of January 12, 2009, two refinery operators and two contractors suffered serious burns resulting from a flash fire. The accident occurred when a large flammable vapor cloud was released from an atmospheric storage tank which contained an estimated 440,000 gallons of light naphtha. The vapor cloud found an ignition source and the ensuing flash fire spread up to 230 feet west of the tank farm.

www.csb.gov

USA, MI, LANSING, APRIL 11 2014. AUDIT: SOME MICHIGAN UNDERGROUND STORAGE TANKS, FIREWORKS STORES NOT TIMELY INSPECTED BY STATE FIRE OFFICIALS

melissa anders



Some fireworks stores didn't get inspected until months after they opened.

State fire officials haven't been inspecting underground storage tanks, fireworks stores, adult foster care homes and other public facilities in a timely manner, according to an audit report. The report released Thursday by Michigan's Auditor General found several other issues within the Bureau of Fire Services, including not monitoring state-funded training activities or ensuring state inspectors obtained required continuing education credits. It also did not submit all required annual reports to the governor or Legislature during the audit period of Oct. 2010 through June 2013. The bureau agreed with the audit's findings and said it is working on addressing them. Auditors found that inspections for some fuel storage tanks and adult foster care homes were more than a year overdue. And some fireworks stores didn't get inspected until as long as nine months after they opened. Nearly half of the 40 fireworks stores reviewed by auditors opened before their safety inspection. Potential fire hazards were eventually found in



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seven of those stores. The audit "truly identified a lot of weak areas for us that need to be attacked," said Shelly Edgerton, deputy director for the Department of Licensing and Regulatory Affairs, which oversees the roughly 80-person fire bureau. "We're making great strides out there to make sure things get done," she said. Since the bureau relies upon fees for funding, it doesn't have enough money to fund the manpower and technology necessary to meet all of its required duties, she said. The bureau is "severely lagging" in technology and relies on Microsoft Excel spreadsheets to track much of its work. The bureau has hired a business manager to ensure invoices get paid and things get done in a timely manner. Staff is reviewing bureau procedures to create more uniformity and keep better track of activities. Edgerton said the department is urging the Legislature to transfer funds for technology upgrades without having to increase consumer fees. Officials also are exploring ways to address the fact that the state has never met the requirement of inspecting all places of public assemblage, such as churches, restaurants and theaters. The requirement, created in 1978, has never been funded. Some types of public buildings, such as schools and hospitals, are inspected under other requirements. Others may be inspected by local units of government, but there's no statewide database on where each public assemblage is located, let alone whether it's been inspected. "It doesn't serve anyone well to have this (law) on the books and then nobody's doing anything about it," Edgerton said. She said the bureau needs to work with the Legislature and stakeholders to "find solution before a tragedy happens in Michigan."

http://www.mlive.com/lansing-news/index.ssf/2014/04/audit_michigan_fire_officials.html

THAILAND, BANGKOK, APRIL 11 2014. OIL SPILL: THREAT TO SHELLFISH FARMS >> CREWS SALVAGE OIL SPILL TANKER

 **Slideshow [11]** [Medium-sized tanker sinks off coast near Bangkok, spilling oil & damaging seafood farms in the area.](#)



Workers try to remove oil from the Tha Chin River after a tanker sank near the river's mouth in Samut Sakhon's Muang district. Authorities were able to salvage the sunken vessel as efforts are under way to contain the oil spill which is threatening seafood farms in the area.

The Marine Department and local authorities have successfully salvaged a medium-sized tanker that capsized off the Maha Chai coast in Samut Sakhon and spilled oil (oil spill) which damaged a number of seafood farms in the area. The department cooperated with local authorities and the owner of the capsized ship to salvage the tanker after it sank three days ago. The Nopasin, 16m long and 4.5m wide, owned by Manas Nakwiset, sank about 3-4km off the coastal fishing area of Moo 8 in tambon Phantai Norasingh of Maha Chai on Monday evening. The ship was carrying about 60,000 litres of used oil. According to

local authorities, oil leaking from the sunken boat has spread across vast areas of the coast and affected local fishermen. The oil has resulted in damage to more than 100 crab and shellfish farms in the area. Health authorities yesterday collected samples of marine animals from areas near Samut Sakhon out of fears the oil caused toxic contamination there. Public Health Ministry permanent secretary Narong Sahametapat said yesterday marine creatures had been collected from floating cages along the coast, where more than 100 marine farms are located. Lab tests will be conducted to determine whether the marine animals have been exposed to chemical substances or particular carcinogens such as tar and benzene. Results are expected to be released tomorrow. If toxic substances are found in levels harmful to human health, the ministry will issue warnings prohibiting people from consuming seafood that originated in the area. Lab tests would be conducted every week until the situation returns to normal, said Dr Narong. Local authorities have warned people not to swim in the area. Mobile health clinics have been deployed around Maha Chai to provide basic treatment to people affected by the oil spill.

<http://www.bangkokpost.com/learning/learning-from-news/404371/oil-spill-threat-to-shellfish-farms-slide-show>

MALAYSIA, PAHANG, KUANTAN, APRIL 11 2014. MYANMAR TANKER CAPTAIN CHARGED WITH SUBSIDISED DIESEL POSSESSION

A tanker captain was charged in the Magistrate's Court here today with illegal possession of 1,134,416 litres of subsidised diesel. Hla Tint, 48, from Yangon, Myanmar pleaded not guilty when the charge was read to him in English before Magistrate Mohd Noor Firdaus Rosli. He faces a fine of not more than RM100,000 or a jail term of not more than three years if convicted, under Section 21 of the Supply Control Act 1961, punishable under Section 22(1) of the same Act. The court set bail at RM80,000 with two sureties who must be Malaysian citizens, and April 25 for re mention. The accused was also ordered to surrender his passport to the court and to report to the police station every two weeks, pending disposal of the case. Earlier,



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deputy public prosecutor Khairul Fikrie Ahmad Zabaidi from the Domestic Trade, Cooperatives and Consumerism ministry, who was assisted by prosecuting officer Ahmad Abdullah, objected to bail. He submitted that the accused was a foreigner, accused of committing an offence against the interest of the country. However, counsel Nur Shahid Abdul Majid countered that the accused had the right to bail, at a sum deemed appropriate by the court. Last April 5, an enforcement team detained a captain and 11 crew members of a tanker believed to be involved in the smuggling of subsidised diesel for sale to neighbouring countries. In the operation, 'Ops Diesel East Coast 1' at Kuantan Port jetty in Pahang, 1.34 million litres of diesel, an oil truck and a tanker worth a total of RM8 million were also seized.

<http://www.bernama.com.my/bernama/v7/ge/newsgeneral.php?id=1029539>

CHINA, SICHUAN PROVINCE, BEICHUAN CO, APRIL 11 2014. NOW THAT'S AN EMERGENCY LANDING! PILOT FORCED TO FILL UP AT PETROL STATION AFTER APPARENTLY RUNNING OUT OF FUEL MID-FLIGHT

chris pleasance

Photo's [6] Pilot Forced to Fill Up at Petrol Station

- Plane pictured pulling into a petrol station in Beichuan, China
- Pilot apparently ran out of gas mid-flight and stopped to refuel
- Staff helped him top up his tank before he drove away again
- Officers say it could be a prank and are looking for the man



A man has been pictured driving a plane into a petrol station in China before calmly filling up the tank

Finding out your plane is low on fuel mid-flight would be enough to make even the most experienced pilots panic. But when one amateur pilot in China discovered his fuel gauge in the red he simply landed, drove to the nearest petrol station, and asked staff to help him fill the tank. Chinese police are now looking for the man, who they suspect of being foreign, after the incident in Beichuan county in southwest China's Sichuan province. The plane, which appeared to be home-made, taxied into the petrol station alongside other cars that were waiting to fill up. With the help of petrol station staff the pilot managed to pull one of the pump nozzles far enough to reach the fuel cap on the wing of the plane. A police spokesman confirmed: 'We had a call that there was a plane driving down the road but we don't know if it had actually been flying and had landed or whether it was just some sort of stunt from somebody trying to attract

attention. 'The man told petrol station staff he had landed because he had run out of fuel, and we have spoken to one driver who said they saw the plane land. 'But if that's the case it is a mystery why we haven't been able to locate the landing field where it took off from or landed or indeed the pilot.' Liu Yongbi, 35, was the petrol station attendant who had been cleaning the forecourt when the plane taxied in, and he told police that there were two people inside, a foreigner and a Chinese man. He said he had complimented them on the plane and added: 'They told me it was practical and they didn't have to worry about traffic jams, but had discovered refuelling was a problem.' He said the men had told him that the plane had cost them £200,000 and after ten minutes refuelling they paid the petrol price and drove off.

<http://www.dailymail.co.uk/news/article-2601452/Now-thats-emergency-landing-Pilot-forced-petrol-station-apparently-running-fuel-mid-flight.html>

AUSTRALIA, QUEENSLAND, COOKTOWN, AORIL 11 2014. BREAKING NEWS: OIL TANKER NEAR GREAT BARRIER REEF IN GRAVE DANGER FROM TROPICAL CYCLONE ITA

jim wilson & cameron boggs

AMSA also commented in today's statement (April 11, 2014) that it is aware of media reports claiming the vessel Wawasan Topaz is in grave danger due to Cyclone Ita, adding also that the reports identify a number of other ships in the area that appear to be at risk. This was a reference to this breaking news, released late last night, in which we showed the position of the tanker and other vessels super-imposed over a graphic of the Queensland coast and Cyclone Ita. It appeared to show that the tanker was at risk. Although we reported on the best real-time data available to us late last night, it is now apparent that we mis-interpreted that data. We would like to apologise to all our readers for the inconvenience caused. Sorry.

For Purposes of Full Disclosure, our Original Report Read as Follows:



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Chemical / oil tanker Wawasan Topaz is trapped on the wrong side of the Great Barrier Reef as Category 5 Tropical Cyclone Ita bears down upon Queensland. Many ships which appear to be in the northern part of the inner passage appear to be at risk. These include a Maersk vessel along with two cruise ships. Ita and the tanker Wawasan Topaz (shown in red in the open ocean on our graphic) are engaged in a deadly game of cat-and-mouse. Ita is moving marginally slower at 10 knots while the tanker is moving southeast at 11.8kn. However, Ita is moving on a more direct west-south-west while the tanker has to go around the Great Barrier Reef on a southeast course. And, while the centre of Ita is moving on a course marginally away from the tanker, the tropical cyclone measures approximately 640nm (1,180km) in diameter. Ita was centred within 5 nautical miles of latitude twelve decimal six south (12.6S) at 0600 with maximum winds of 110 knots. Windspeeds are above 64 knots within 30 nautical miles of centre with "very high" to "phenomenal" seas. Winds above 48 knots within 50 nautical miles of centre with "high" seas and "moderate" swell. The list of ships that appear to be in affected by, or in danger from, Tropical Cyclone Ita, as at 20:34 Australian Eastern Standard time, are, in no particular order:

RTM Piiramu - 9341926 Bulk Carrier, Registered Owner Rio Tinto Shipping Limited, Last Position: Airlie Beach, Australia 10-Apr-2014 09:40:58, Voyage origin: Gladstone, Australia, Voyage destination: n/a. Nan Hai, Flag: Panama, Reg. Owner: Nanhai Shipping Incorporated, Last Position: Bowen, Australia 10-Apr-2014 08:21:49, Voyage origin: Hong Kong, China, Voyage destination: n/a. Ten Yu Maru - 9520900 - Bulk Carrier, Flag: Panama, Reg. Owner: Chijin Shipping S.A, Last Position: Airlie Beach, Australia 10-Apr-2014 08:21:51, Voyage origin: n/a. Ratu Tembaga - 9322750 - Bulk Carrier, Flag: Panama, Reg. Owner: Rafflesia Marine S.A, Last Position: Abbot Point Anch., Australia 10-Apr-2014 09:19:53, Voyage origin: n/a, Voyage destination: Australia Karumba Anch., Australia. STX Emerald - 9468358 - Bulk Carrier, Flag: Panama, Reg. Owner: POS Maritime MZ S.A, Last position: Abbot Point Anch., Australia. Sonoma - 9236195 - Bulk Carrier, Flag: Malta, Reg. Owner: Karmen Shipping Company Limited, Last Position: Abbot Point Anch., Australia 10-Apr-2014 10:12:14, Voyage origin: n/a, Voyage destination: Australia Abbot Point Anch., Australia. Newcastle Bay - 9006227 - general cargo ship with container capacity, Flag: Australia, Reg. Owner: Sea Swift Proprietary Limited, Last Position: Cairns, Australia 10-Apr-2014 08:55:37, Voyage origin: n/a, Voyage destination: Australia Cairns, Australia. Ocean Quest II - 8717398 - passenger cruise, Flag: Australia, Reg. Owner: Ecrolight Proprietary Limited, Last position: Cairns, Australia Location, Voyage origin: Cairns, Australia, Voyage destination: not available. CMA CGM Rose - 9315886 - box ship, Flag: Liberia, Reg. Owner: ms Clara Schulte Shipping GmbH & Company KG, Last Position: Cape Flattery, Australia 10-Apr-2014 02:24:59, Voyage origin: Port Klang, Malaysia, Voyage destination: n/a. Wawasan Topaz - 9565601 - chemical tanker, Flag: Panama, Reg. Owner: K.T. Neo Marine S.A.(5%) & Kimura Shoji Company Limited (95%), Last Position: Cairns, Australia 10-Apr-2014 02:27:12, Voyage origin: Singapore, Singapore, Voyage destination: Peru Callao, Peru. Indian Goodwill - 9626675 - bulk carrier, Flag: Liberia, Reg. Owner: Podren Shipping Limited, Last Position: Innisfail, Australia 10-Apr-2014 06:12:04, Voyage origin: Singapore, Singapore, Voyage destination: Australia Hay Point, Australia. Lexa Maersk - 9190767 - boxship, Flag: Denmark (Int. Register), Reg. Owner: A.P. Moller-Maersk A/S, Last Position: Cairns, Australia 10-Apr-2014 04:26:06, Voyage origin: Singapore, Singapore, Voyage destination: Australia Brisbane, Australia. Giluwe - 9136448 - Roll On Roll Off, Flag: Papua New Guinea, Reg. Owner: Curtain Bros (Papua New Guinea) Proprietary Limited, Last Position: Townsville, Australia 10-Apr-2014 02:27:34, Voyage origin: n/a, Voyage destination: Australia Townsville, Australia. Queen Halo - 9425928 - bulk carrier, Flag: Panama, Reg. Owner: Grace Hawk Shipping S.A.(1%) & Eiko Kisen Company Limited (99%), Last Position: Townsville, Australia 10-Apr-2014 01:00:10, Voyage origin: Townsville, Australia, Voyage destination: New Caledonia Karembe, New Caledonia. Tukang - 9309772 - tug, Flag: Australia, Reg. Owner: Pacific Marine Group Proprietary Limited (PMG), Last Position: Townsville, Australia 10-Apr-2014 08:22:04, Voyage origin: Darwin, Australia, Voyage destination: n/a. Balsa - 9603611 - boxship, Flag: Marshall Islands, Reg. Owner: Klaveness Container AS, Last Position: Lucinda, Australia 10-Apr-2014 08:21:05, Voyage origin: Darwin, Australia, Voyage destination: n/a. National Geographic Orion - 9273076 - passenger (cruise), Flag: Bahamas, Reg. Owner: Lindblad Expeditions Incorporated, Last Position: Cairns, Australia 10-Apr-2014 00:55:47, Voyage origin: Cairns, Australia, Voyage destination: n/a. Pan Freedom - 9468360 - bulk carrier, Flag: Panama, Reg. Owner: POS Maritime NZ S.A, Last Position: Cairns, Australia 10-Apr-2014 07:52:00, Voyage origin: Hong Kong, China, Voyage destination: n/a. White Halo - 9593359 - bulk carrier, Flag: Marshall Islands, Reg. Owner: Prosper Sunwaito S.A., Last Position: Townsville, Australia 10-Apr-2014 09:20:56, Voyage origin: n/a, Voyage destination: Australia Townsville, Australia. Hanjin Bombay - 9110315 - bulk carrier, Flag: Panama, Reg. Owner: Kamco No.4 Shipping Company SA, Last Position: Townsville, Australia 10-Apr-2014 08:50:57, Voyage origin: n/a, Voyage destination: Australia Townsville, Australia. BBC Amazon - 9303302 -



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general cargo ship with container capacity, Flag: Antigua & Barbuda, Reg. Owner: Briese Schiffahrts GmbH & Company KG ms 'Hatzum', Last Position: Townsville, Australia 10-Apr-2014 07:50:02, Voyage origin: n/a, Voyage destination: Australia Townsville, Australia. PB Herbert – 9557977 – tug, Flag: Australia, Reg. Owner: PB Towage (Australia) Proprietary Limited, Last Position: Townsville, Australia 10-Apr-2014 09:11:42, Voyage origin: n/a, Voyage destination: Australia Townsville, Australia. PB Leichhardt – 9557965 – tug, Flag: Australia, Reg. Owner: PB Towage (Australia) Proprietary Limited, Last Position: Townsville, Australia 10-Apr-2014 09:11:26, Voyage origin: Townsville, Australia, Voyage destination: n/a, Changsha – 9003847 - general cargo ship with container capacity, Flag: Hong Kong, Reg. Owner: The China Navigation Company Private Limited, Last Position: Abbot Point Anch., Australia 10-Apr-2014 02:30:15, Voyage origin: Gladstone, Australia, Voyage destination: n/a. Arion – IMO unknown – tug, Berthed at Cairns Port. JS Jaguar – 9578024 – LPG carrier, Flag: Singapore, Reg. Owner: Greenship Gas 4 Private Limited, Last position: Townsville, Australia Location, Voyage origin: Townsville, Australia, Voyage destination: n/a

<http://www.loydslistdcn.com.au/archive/2014/04-apr/10/breaking-local-news-ships-in-danger-of-ita>

USA, MS, STAR, APRIL 11 2014. TRAIN CRASHES INTO TANKER IN RANKIN COUNTY

danielle avitable



Train crashes into tanker in Rankin County.

Update: The driver of the tanker truck is now in stable condition after colliding with Canadian National's train headed to Jackson. The driver of a tanker truck is now in the hospital after a train clipped the end of the tank. Rankin County Emergency Operations Coordinator, Brett Ishee says the driver tried to beat the train coming over the tracks. This happened around 7 p.m. in Star in Rankin County on Dixie Road. The driver was carrying Carbon Dioxide in the tank that ended up leaking for hours after it was hit. This was not hazardous and Ishee says the public was never in danger. Crews pulled the tanker on its side before loading it on a trailer. The driver of the tanker was transported to the University of Mississippi Medical Center in Jackson with minor injuries. Ishee tells us the intersection where this happened does not have railroad crossing signs. All the roads in the area are open and the continued on its route.

<http://www.wjtv.com/story/25209660/train-crashes-into-tanker-in-rankin-county>

CANADA, ON, OTTAWA, APRIL 11 2014. CONTAMINATED CLEAN-UP TO COST BILLIONS: PBO

Cleaning up nearly 25,000 sites across the country contaminated by hazardous waste and pollution will cost billions of dollars more than the federal government has anticipated, says a new analysis by Canada's budget watchdog. And the cost could run even higher now that a new chemical used in fire-retardant foam has been found in the groundwater at some airports, says the report by the Parliamentary Budget Office released Thursday. "The likely financial costs associated with contaminated sites are significant and are not reflected in the figures reported to Parliament in the public accounts," says the report. To do the analysis, Treasury Board provided the office with access to its internal database of contaminated sites, which contains about 1,000 locations not included in the public version for security reasons. The PBO then looked at the total cost to remediate the known, suspected and future sites in the general inventory. There are 24,990 open, closed and deleted sites listed in the government's inventory. Because of their unique characteristics, the analysis did not include low-level radiation sites around Port Hope, Ont., or the so-called Big Five sites: the Faro mine in Yukon; the Colomac and Giant mine sites in the Northwest Territories; Cape Dyer-DEW line on Baffin Island; and CFB Goose Bay in Happy Valley-Goose Bay, N.L. "Both the general inventory sites and the Big Five will likely see increases over and above those currently reported," the report says. While the federal government expects the cost to clean up the general inventory sites to be about \$1.8 billion, the office anticipates the actual cost will be closer to \$3.9 billion — an increase of some \$2.1 billion. The report says it gets a higher number because its estimate includes liabilities for sites that either haven't been assessed or aren't yet fully assessed. The budget watchdog also counts sites that haven't yet been identified in its analysis, and factors in the risk of higher liability for sites that are currently being remediated. "The results indicate that the current liability of \$1.8 billion in the public accounts for the contaminated sites in the inventory (minus the Big Five and Port Hope) underestimates the total remediation costs by \$2.1 billion," the PBO says. "Therefore the total future cost is estimated to be \$3.9 billion." The PBO also estimates an additional \$24 million is needed for site assessments. The discovery of a new contaminant could further increase the clean-up cost. The chemical perfluorooctane



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sulfonate, used in fire-retardant foam, has been found in the groundwater at some airports. The cost of remediating sites contaminated by the chemical isn't yet known, the PBO says, since the government is still figuring out how to handle the cleanup.

<http://www.insidetoronto.com/news-story/4457198-contaminated-clean-up-to-cost-billions-pbo/>

USA, N.Y, COLUMBIA CO, GALLATIN, APRIL 12 2014. HEATING FUEL SPILLS, DRIVER INJURED IN COLUMBIA COUNTY TANKER TRUCK ACCIDENT



Emergency responders work at the scene of the accident.

A tanker truck carrying 2,000 gallons of home heating fuel flipped on its side Friday morning on Snyderville Road, causing a spill and injuring the driver, according to the Columbia County Sheriff's Office. The 2003 Peterbilt vehicle, owned by fuel company ASAP of Rhinebeck, was being driven by Scott Brandt, 44, of Germantown, when, for unknown reasons, it went off the east shoulder of the road about 9:45 a.m., struck a tree and rolled onto its side, the Sheriff's Office said. The accident happened just north of Bogdanffy Road. The Sheriff's Office did not say how much of the truck's cargo spilled but noted the spill was

contained to a small area around the vehicle. The road was shut down to allow for the cleanup, which involved the Columbia County Hazmat Team and the Department of Environmental Conservation. Brandt, who was alone in the truck, was taken to Albany Medical Center by the Northern Dutchess Paramedics Squad with head, neck and back pain, the Sheriff's Office said. The cause of the accident remained under investigation late Friday. The Sheriff's Office said the vehicle would be inspected to determine if any safety violations contributed to the crash.

<http://www.dailyfreeman.com/general-news/20140411/heating-fuel-spills-driver-injured-in-columbia-county-tanker-truck-accident>

CANADA, ONT, OTTAWA, APRIL 12 2014. GIRL, 12, STILL SUFFERING FROM EFFECTS OF CHLORINE GAS MISHAP AT OTTAWA HOTEL

michael woods



Emily Cryderman, pictured last fall with her parents, Carie and Steve Cryderman. Kelly was injured at the TraveLodge on Carling Avenue in March in a mishap that released chlorine gas into the pool area.

Since she inhaled chlorine gas at Ottawa's TraveLodge Hotel about a month ago, Emily Cryderman's life hasn't been the same, her family says. The normally energetic 12-year-old gets tired easily and has difficulty breathing, her parents say. She wakes up gasping for air and has missed more school due to illness than she missed all of last year, they say. Carie and Steve Cryderman are worried their daughter might have permanent lung damage. "I'm just frustrated that our healthy daughter is so sick," mother Carie Cryderman said in an interview from the family's home in Pefferlaw, Ont., near Lake Simcoe. Emily's family says her troubles began March 8 at the TraveLodge Hotel on Carling Avenue, when an employee poured a chemical he shouldn't have into the hot tub, releasing toxic chlorine gas into the air. A company spokesman said at the time the employee used muriatic acid (also known as hydrochloric acid) when he should have added chlorine. Emily's synchronized skating team was staying at the hotel, and a few team members and parents were at the indoor water park when the incident happened. Emily was one of three people transported to hospital for treatment. In all, paramedics treated 54 people for exposure to the fumes, most of whom were vomiting or having trouble breathing. The Crydermans left town the next day hoping the pain in Emily's chest and throat would subside within a few days. She went to see her family doctor, who put her on a puffer and sent her for a chest X-ray. A week and a half after the incident, with Emily still having difficulty breathing and her lungs still inflamed, doctors



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gave her a second puffer. A few days after that, she complained that her mouth and neck were sore; she had developed a severe case of thrush down her mouth and throat from the puffers, her mother said. "So now she's taking thrush medication four times a day and still taking both puffers twice a day," Carie said. She has missed about 11 days of school. The Crydermans received an email from Royal Host, which owns Travelodge, but Carie said she wasn't impressed with the response. Chad Hope, vice-president of operations for Royal Host, said the he reached out with an email letter to each member of the team and urged anybody who had any questions or concern to contact him. "We've tried to be proactive on this," he said, adding that he received positive responses from some parents. "Many thanked me very much for not hiding from this issue and they were happy to hear that we were making changes," he said. "We certainly feel for anybody that was affected." One male employee was suspended after the incident, he said. The company has adjusted its policies and training regiments to go above and beyond provincial standards, he said. He urged anyone not satisfied with his response to reach out. "It's something that we're taking quite seriously, and if there's something we can do to help we're certainly here to do that." Emily, meanwhile, has been referred to a respirologist for a pulmonary function test, which Carie thinks will happen in May or June. But until then, the hope is Emily's young lungs will gradually heal, she said. "I think it's the not knowing. Is this going to go away in a few months? ... Or is this a long-term thing that we have to adjust everything to?" Father Steve is a welder who works long hours, which means Carie, a daycare supervisor, has missed several days of work to take Emily to doctor's appointments or pick her up partway through the school day when she's sick. Emily attempted to skate at an annual carnival, but "just wanted to come home and sleep afterwards," Carie said. "She said 'Mom, I just don't know if I want to do this.' That is not our daughter," Carie said. "She is the most active child you're probably ever going to meet in your life."

<http://www.ottawacitizen.com/Girl+still+suffering+from+effects+chlorine+mishap+Ottawa+hotel/9725793/story.html>

USA, KS, WICHITA, APRIL 12 2014. WEST WICHITA GROUNDWATER CONTAMINATION MEETING BRINGS SOME ANSWERS, MANY MORE QUESTIONS

amy renee leiker



Bob Jurgens of the Kansas Department of Health and Environment leads a public meeting about possible groundwater contamination at Wilbur Middle School on Thursday night. The source of the contamination is thought to be from a former dry cleaning business that operated on West Central for many years.

A meeting held Thursday by the Kansas Department of Health and Environment to address concerns over groundwater contamination caused by dry-cleaning solvents decades ago gave residents a few answers about the chemical's potential health risks and how and why the pollution happened but also left them reeling from a number of unknowns. A few hundred people – mostly residents who live in what KDHE calls its "area of concern" – attended Thursday's meeting at Wilbur Middle School. Aided by a slide show presentation, Bob Jurgens, chief of the KDHE Dry Cleaning Remediation Program, explained that while there has been confirmation of tetrachloroethylene contamination in their

area, until well testing is complete it's unclear exactly how many people may have to stop using their water. Residents voiced concerns ranging from potential health risks of exposure to the chemical to whether the contamination is affecting wells drilled 100 or more feet deep. One person asked whether KDHE planned to inform former residents of the neighborhoods of the pollution. "I don't know," Jurgens replied. "Should those people be concerned about health concerns?" another person posed in a follow-up question. "I would say there is a potential risk." Later a man asked: "Is there an impact on the value of the property?" Jurgens responded that he was not involved in the real estate market "but yeah. Most likely. I don't know how much." In terms of cleanup and testing efforts Jurgens said: "There's a lot more of this to come." He noted that the project was still in its early stages and that the area of concern may grow as more testing is completed. "It's going to be very hard to remove everything (all of the solvent). We've been trying for years. ... But we can get rid of most of it and get the groundwater back to acceptable risk – not for drinking, but at least for lawn and garden" and other outdoor uses. KDHE's area of concern stretches south and slightly southeast of 8947 W. Central, the former home of Four Seasons Dry Cleaners. Jurgens said Thursday there are about 186 private wells in the known affected area and a buffer zone. Investigators have already found dozens that contain concentrations of tetrachloroethylene above the Environmental Protection Agency's maximum contaminant level of 5 micrograms per liter for drinking water. Testing began just weeks ago. Tetrachloroethylene is described



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by the EPA as a colorless organic liquid with a mild, chloroform-like odor that is likely carcinogenic to humans. Jurgens told the crowd the chemical was likely used at the address as early as the 1950s or 1960s when a business with coin-operated dry cleaning machines opened there. Jurgens said KDHE first discovered the solvent in a monitoring well at 7920 W. Kellogg in late 2009. Asked by a crowd member why residents weren't immediately notified of the pollution, Jurgens said the site was placed on a list of areas that needed further investigation and that funding used for testing private wells wasn't made available through the KDHE's Dry Cleaning Remediation Program until earlier this year. Jurgens also said that currently KDHE does not know whether the contamination plume extends south of the Kellogg monitoring well because private wells in that area have not been tested. He said that until cleanup is complete – a goal that hinges on available funding to clean up contaminated dry cleaner sites – the solvent may continue drifting south and southeast with the flow of groundwater. "We will be looking at where this is going, but right now we are looking at the private wells that are impacted," Jurgens said. A resident asked: "How long is the testing an accurate number?" "It's unlikely the the contaminant level will change very quickly," was the reply. "So you are thinking six months, a year at best?" the resident said. When Jurgens hesitated, the man asked for an estimate. "I do not think it would change much in a year's time," Jurgens said. Jurgens said eventually households affected by the pollution will be offered a chance to hook up to the city's water supply. But when that will happen remains unknown. In the meantime, KDHE has ordered bottled water delivered to some residents. Others have had carbon filtration systems installed. Some households also are being advised not to shower, cook or wash hands with their well water. "If there are any concerns, we encourage you to probably go to the grocery store and get bottle water" until the hookups to city water are available, he said. "Anything you can do to help minimize the risk." Anyone with questions about the pollution, or who lives in the contamination plume but hasn't had their well tested, can contact Jurgens at 785-296-1914 or bjurgens@kdheks.com or Darryl Morgan, geologist in charge of the project, at 785-296-8025 or dmorgan@kdheks.gov. Potential health risks from long-term exposure mentioned at Thursday's meeting include disorders of the nervous system; of the kidney, liver and metabolic systems; non-Hodgkin's lymphoma; bladder cancer; and reproductive hazards. Those with health concerns can contact KDHE's public health officer Farah Ahmed at 785-296-6426 or fahmed@kdheks.gov. They are also encouraged to call their doctors. "Stay on top of annual physicals and cancer screenings," Ahmed told Thursday's crowd. "And let your physician know that exposure is a potential."

Related Stories

- [KDHE identifies contaminant in 24 private wells in west Wichita](#)
- [Area where KDHE believes the groundwater may be contaminated](#)

<http://www.kansas.com/2014/04/10/3397993/west-wichita-groundwater-contamination.html>

FRANCE, PARIS, APRIL 12 2014. VEOLIA SAYS INDUSTRY CONTAMINATION CAUSED CHINA BENZENE POLLUTION

geert de clercq

French water and waste group Veolia Environnement said on Friday that benzene pollution of drinking water in the city of Lanzhou, China, was caused by industrial pollution. Initial investigation showed the high levels of benzene were caused by industrial contamination at one of the two culverts that transfer raw water from a sedimentation plant to its water treatment plant, Veolia said in a statement. The level of benzene in treated water exceeded the national standard, laboratory results showed. Operation of the polluted culverts has been suspended immediately, Veolia said.

<http://www.reuters.com/article/2014/04/11/china-pollution-veolia-idUSL6N0N33J920140411>

JAPAN, TOKYO, APRIL 12 2014. TEPCO SAYS AUG. WATER LEAK FROM TANK WAS FAR MORE CONTAMINATED

Tokyo Electric Power Co. said Friday that toxic water found to have leaked last August at one of the huge tanks at the accident-hit Fukushima Daiichi nuclear power plant was far more contaminated than initially announced. After recalculating the radiation level, TEPCO said the water contained 280 million becquerels per liter of beta ray-emitting radioactive materials such as strontium-90, instead of 80 million becquerels. A total of 300 tons of toxic water was found to have leaked at that time, part of which is believed to have flowed into the adjacent Pacific Ocean. The Nuclear Regulation Authority assessed the severity of the incident to be level 3 on an eight-point international scale. TEPCO decided to review data on 173 water samples it took until last October, as it found readings may be lower than actual figures due to improper measurement. As for 104 samples, TEPCO analyzed them again as it had kept them. But the utility did not have the remaining 69 samples, including the water that leaked, so it calculated the radiation level by using a theoretical formula.

<http://www.globalpost.com/dispatch/news/kyodo-news-international/140411/tepcosays-aug-water-leak-tank-was-far-more-contaminat>



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NIGERIA, LAGOS, APRIL 12 2014. DOUBLE EXPLOSIONS ROCK OIL DEPOT IN LAGOS

eugene agha

A twin explosion involving two petrol tankers yesterday rocked Ibafor Oil depot. Though no life was lost in the incident Daily Trust learnt that the explosion which was followed by a huge fire outbreak consumed property worth millions of Naira. The explosions reportedly occurred around 7.30 pm yesterday during a trans-loading of petrol between two trucks. The explosions sent both staffs of the various tank farms scampering for safety. The fire was later put out by fire service men from the various tank farms who quickly deployed their equipment. The South West Public Relations Officer (PRO) of the National Emergency Management Agency (NEMA) Ibrahim Farinloye confirmed the explosion to Daily Trust on phone. He said both trucks involved in the Trans-loading of petrol were completely burnt down. He added that the fire was contained by the joint effort of fire men from Isheri fire station tank farm owners within the Ibafor axis.

<http://allafrica.com/stories/201404110418.html>

USA, ILL, CHICAGO, APRIL 12 2014. ATTORNEY GENERAL MADIGAN: PIPELINE OPERATORS TO CLEAN UP 1,500 GALLON OIL SPILL NEAR KANKAKEE

Attorney General Lisa Madigan today announced an agreed order with two Kankakee area pipeline operators that will ensure the companies complete an investigation into the cause of a 1,500-gallon petroleum gas spill and fully remediate the contaminated site. A Kankakee County judge ordered pipeline operators and owners Wood River Pipe Lines, LLC and Buckeye Partners, LP to provide Madigan's office and the Illinois Environmental Protection Agency (IEPA) with reports on cleanup work at the site of the spill located under Illinois Route 113 near the intersection with West Road 2750. In addition, the judge required the companies to submit proposals for monitoring and remediating contaminated soil and groundwater. The order also requires the defendants to continue to test for any contamination to residential well water near the spill site and monitor the Kankakee River for any signs of residual petroleum sheen. "The court's order requires the pipeline operators to thoroughly assess the environmental damage and restore the surrounding area," Madigan said. "These are the first steps toward ensuring that the companies involved are held fully responsible for this incident." On March 14, the IEPA and other state and county emergency responders discovered the spill of a mixture of gasoline, diesel and other fuel mixtures in a drainage ditch on the south side of Route 113. The immediate surrounding area is a mixed rural and residential area just south of the Kankakee River. Two subdivisions are located less than a mile north of the site, and there are 39 private water wells in the vicinity. Madigan's office received IEPA's referral on the matter in late March and filed suit in Kankakee County Circuit Court on April 2, alleging that the defendants violated the Illinois Environmental Protection Act and Illinois Pollution Control Board rules. Madigan's complaint seeks to recoup the state's costs of overseeing the emergency response and cleanup activities under the Oil Spill Responders Liability Act. The court set a status hearing on this matter for April 18. Assistant Attorneys General Stephen Sylvester and Jamie Getz are handling the cases for Madigan's Environmental Bureau.

<http://www.eneusp.com/latest-news/science/science-a-environmental/51976-attorney-general-madigan-pipeline-operators-to-clean-up-1-500-gallon-oil-spill-near-kankakee.html>

UKRAINE, DONETSK, APRIL 12 2014. EXPLOSION AT DONETSK COAL MINE KILLS 7

A Friday accident at the A. A. Skochynsky coal mine, located in the Ukrainian city of Donetsk, claimed the lives of seven people, a spokesman for the Donetsk region branch of the Ukrainian mining industry watchdog told Interfax.

<http://www.kyivpost.com/content/ukraine/explosion-at-donetsk-coal-mine-kills-7-343007.html>

CANADA, ONT, TORONTO, APRIL 13 214. UNDERWRITERS LABORATORIES OF CANADA [UCL] - NEW PROJECTS



ULC Standards is beginning the process of developing or adopting the following new Standard, new edition of an existing Standard, an amendment, reaffirmation or withdrawal of an already published Standard. For additional information on these Standards, please contact Suzanne Anderson at 613-755-2729 ext. 61418 or by email at

suzanne.anderson@ul.com.

- **CAN/ULC-S660, Standard for Nonmetallic Underground Piping for Flammable and Combustible Liquids, 2014-03-11**
The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Second Edition of **CAN/ULC-S660, Standard for Nonmetallic Underground Piping for Flammable and Combustible Liquids**.
- **ULC-S651, Standard for Emergency Valves for Flammable and Combustible Liquids, 2014-03-11**



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Dangerous Goods - Hazardous Materials Group & Network

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

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The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Fourth Edition of **ULC-S651, Standard for Emergency Valves for Flammable and Combustible Liquids**. ULC S644, Standard for Emergency Breakaway Fittings for Combustible and Flammable Liquids, 2014-03-11

- The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Third Edition of **ULC S644, Standard for Emergency Breakaway Fittings for Combustible and Flammable Liquids**.
- **CAN/ULC-S642, Standard for Compounds and Tapes for Threaded Pipe Joints, 2014-03-11**
The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Third Edition of **CAN/ULC-S642, Standard for Compounds and Tapes for Threaded Pipe Joints**.
- **CAN/ULC-S634, Standard for Hose Swivel Connectors for Flammable and Combustible Liquids, 2014-03-11**
The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Fourth Edition of **CAN/ULC-S634, Standard for Hose Swivel Connectors for Flammable and Combustible Liquids**.
- **CAN/ULC-S633, Standard for Flexible Underground Hose Connectors for Flammable and Combustible Liquids, 2014-03-11**
The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Fourth Edition of **CAN/ULC-S633, Standard for Flexible Underground Hose Connectors for Flammable and Combustible Liquids**.
- **CAN/ULC-S620, Standard for Hose Nozzle Valves for Flammable and Combustible Liquids, 2014-03-07**
The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Fourth Edition of **CAN/ULC-S620, Standard for Hose Nozzle Valves for Flammable and Combustible Liquids**.
- **CAN/ULC-S612, Standard for Hose and Hose Assemblies for Flammable and Combustible Liquids, 2014-03-06**
The ULC Standards Committee on Fittings for Flammable and Combustible Liquids will be beginning the process of developing the Fifth Edition of **CAN/ULC-S612, Standard for Hose and Hose Assemblies for Flammable and Combustible Liquids**.
- **CAN/ULC-S676, Standard for Refurbishing of Underground & Aboveground Steel & Non-Metallic Tanks for Flammable and Combustible Liquids, 2014-01-06**. The ULC Standards Committees on Stationary Steel Storage Containers for Flammable and Combustible Liquids; and Stationary Non-Metallic Containers for Flammable and Non Combustible Liquids will be beginning the process of developing the First Edition of **CAN/ULC-S676, Standard for Refurbishing of Underground and Aboveground Steel and Non-Metallic Tanks for Flammable and Combustible Liquids**.

<http://www.ul.com>

USA, MISS, ST LOUIS, APRIL 13 2014. LAWSUIT ALLEGES WEST LAKE LANDFILL RADIOACTIVITY HAS SPREAD OFF-SITE

blythe bernhard & robert patrick



Exterior shot showing a section of the West Lake landfill Tuesday March 13, 2012, in Bridgeton. The EPA is assessing whether to stick to a 2008 plan to leave tons of Cold War era radioactive waste buried at the West Lake landfill or shift plans and excavate it.

A lawyer for a man who has lived near the West Lake Landfill in Bridgeton for more than 30 years, and the lawsuit he filed Friday, say radiation has spread to nearby properties, potentially affecting the health of area residents and employees. The lawsuit is based on preliminary testing from the Missouri. Coalition for the Environment. Ed Smith of the coalition said soil samples were taken from various sites outside the landfill and indicate levels of radiation high enough to "warrant further analysis." Lawyer Daniel Finney Jr., who filed the lawsuit, went further. "We have confirmation of radioactive contamination on



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multiple scattered sites, some a significant distance from the landfill, which are at levels that require remediation," Finney wrote in an email in response to questions from the Post-Dispatch. "Given the history of West Lake Landfill these results are hardly surprising." Finney declined to comment in detail about the testing, but said it was performed at multiple locations. "We are confident that the results are the reality of the situation up there," he said. Officials at the U.S. Environmental Protection Agency have said the nuclear waste is contained to West Lake. "All validated scientific data available to EPA establishes that current conditions at the site are protective of public health," David Bryan, an agency spokesman, said Friday. Although there has been testing on the West Lake site and of surrounding air and groundwater, no public agency appears to have tested the soils farther away for radioactivity, or at least publicly announced that it was testing. Dust from nearby areas, including a residence and the Bridgeton Municipal Athletic Complex, was tested by the state last year and found to be at acceptable levels. Smith of the environmental coalition said the group's testing started earlier this year, and results will be made public by the end of the year. The lawsuit was filed on behalf of John James, a resident of the nearby Spanish Village neighborhood, against landfill owner Republic Services and others, and seeks approval for class-action status to represent property owners within three miles of the landfill. It says the activities at the landfill were "abnormally dangerous," both because of their release of radioactive and toxic materials and their proximity to residential neighborhoods. Area residents and employees of nearby businesses have long complained of the odors from the smoldering waste at the adjacent Bridgeton Sanitary Landfill, and expressed fears of what could happen should the underground fire spread to West Lake, where waste generated by uranium processing was diluted with soil and used to cover refuse in the 1970s. A nuisance lawsuit filed by six Bridgeton residents is also pending in federal court. The EPA is re-evaluating its 2008 decision to cap the radioactive waste at West lake rather than remove it, driven by community concerns and the proximity of the fire. An underground barrier is also in the works between the two landfills. Republic Services recently launched a lobbying group that seeks to keep the waste at the landfill. Richard Callow, a spokesman for Republic Services, released a statement Friday that said "EPA has determined and recently confirmed that nobody can be exposed to radiation from West Lake outside the barbed-wire fence that surrounds the site. We have not seen the off-site testing data Mr. Finney claims to possess, and therefore cannot comment on them. We have now seen the complaint he filed, and expect to move to dismiss it for failure to state a legally-sufficient claim." Dawn Chapman of Maryland Heights, who leads a community group on landfill issues, said nearby residents were concerned about the youth ball fields at the Bridgeton Municipal Athletic Complex less than a mile from the landfill. "I can guarantee you that's where everybody's minds are going to go," Chapman said. "There are going to be a lot of really, really scared people in Bridgeton tonight."

Related Stories

- [McClellan: Auto repair shop next door to Hades is forced to move](#)
- [West Lake Landfill owners start group to lobby to keep nuclear waste in place](#)
- [Army Corps of Engineers to work on burning Bridgeton Landfill](#)

http://www.stltoday.com/news/local/crime-and-courts/lawsuit-alleges-west-lake-landfill-radioactivity-has-spread-off-site/article_31dcba55-a853-5e8d-b32f-2847624d3fc8.html

USA, ORE, SCOTTSBURG, APRIL 13 2014. HAZMAT CREWS CALLED TO CLEAN FUEL SPILL IN DEADLY HWY 38 CRASH



crash site.

<http://www.kcby.com/news/local/HazMat-crews-called-to-clean-fuel-spilled-in-deadly-Hwy-38-crash-255023401.html>

A person died in a head-on crash Saturday morning between a pickup and a truck reportedly hauling helicopter fuel and an herbicide along Highway 38, the Douglas County Sheriff's Office said. Emergency dispatch received a call about the fatal head-on crash just after 6 a.m. Saturday. The sheriff's office said the crash was between a pickup and a truck hauling helicopter fuel and drums of Atrazine, a herbicide similar to Roundup. The driver of the pickup was pronounced dead at the scene. The truck hauling chemicals went down an embankment, spilling some of the fuel load and losing four drums of Atrazine into the underbrush. One of the truck's two passengers was taken to the hospital in Reedsport. Officials said there doesn't appear to be any danger to wildlife in the nearby Umpqua River as the spill took place about 100 feet from the riverbank. The crash blocked both lanes of Highway 38 for about three hours. Crews cleared the westbound lane and are now working in the east lane to clean up the



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