



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,058 Newsy Stuff

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April 07 2014



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ENGLAND, BURTON, APRIL 1 2014. HORSE DIES AFTER BEING SPOOKED BY FIREWORKS

rich guttridge

A horse died and another was seriously injured after they were believed to have been spooked by fireworks. A vet was called to attend to the stricken animals in a field off Valley Road, Overseal, on Sunday night. Nothing could be done to save the older of the two horses, which was said to have suffered a neurologic episode, believed to have been caused by fireworks being set off nearby, and had to be put down. The foal, which ran into a fence amid the panic, sustained serious injuries to its head, but survived the incident. Carol Babb, who lives near the field on Valley Road, said she heard the fireworks being set off at the back of her house. She said it had been a persistent problem in recent weeks by people causing a nuisance and called on the police to tackle the problem. She told the Mail: "We heard a big bang, they were big explosive fireworks. My next door neighbour saw the sky light up. It killed a horse in the field behind us. "It is awful, there are fireworks going off on a regular basis. I don't know who is doing it but something needs to be done about it. "A horse is dead and it was the fright that did it." Police said the vet received the owner's permission before the horse was destroyed.

Mrs Babb added: "Someone rents the field, I believe they were rescue horses, but now sadly one is dead and one is seriously injured." A spokesman for Derbyshire Police said: "We received a call to attend Valley Road in Overseal. Two officers were present; they had to authorise the vet under the Animal Welfare act. "There were two horses in the field. It is believed the horses were spooked by fireworks. One bolted into the a fence and suffered facial injuries and the other horse had a neurologic episode, according to the vet."

<http://www.burtonmail.co.uk/News/Horse-dies-after-being-spooked-by-fireworks-20140331174059.htm>

USA, TX, BROWNSVILLE, APRIL 1 2014. EXPLOSION INJURES TWO AT THE PORT OF BROWNSVILLE

Two men are recovering in the hospital following an explosion at a metal recycling facility inside the Port of Brownsville. It all happened at the All Star Metals facility around 9 a.m. Monday. Port of Brownsville Police Chief Carlos Garcia spoke to Action 4 News about the accident. Chief Garcia said the two ship recycling workers were cutting steel when their blowtorch hit a flammable material on a piece of metal. The resulting explosion left one man with second-degree burns while the other man had burns and a fracture. Paramedics rushed both men to local hospitals for treatment of their injuries

<http://www.valleycentral.com/news/story.aspx?id=1025466#.Uzo8fcZmim4>

CANADA, QC, MONTREAL, APRIL 1 2014. BOMBARDIER'S DELAY IN REPORTING FUEL SPILL "UNACCEPTABLE," QUEBEC ENVIRONMENT OFFICIALS SAY

françois shalom



A Bombardier fuel spill onto the tarmac at Mirabel Airport occurred on Feb. 17, but was not reported to the environment ministry until March 12.

Bombardier Inc. failed to report a spill of 10,000 litres of jet fuel onto the tarmac at Mirabel for nearly a month, environmental authorities said Monday. "That's unacceptable," Luc St-Martin said. "Companies generally report a spill within hours of an event — if not minutes," said the regional director for Quebec's department responsible for the environment. "Certainly not weeks. They all know that we have a hotline that's open 24/7." The spill occurred on Feb. 17, but St-Martin said Bombardier advised the environment ministry only on March 12. The department issued the company a notice of non-compliance, said Bombardier Aerospace spokesperson Haley Dunne. An electronic sensor misread information as kerosene was being transferred from one reservoir to another, she said. "Unfortunately, there was a breakdown of communication

internally and the ministry was not informed within the delay that they require. So we were advised of an inappropriate filing." St-Martin said that a fine would amount to \$5,000. But the department also has the option of filing a lawsuit, where damages determined by the courts would almost certainly be "much more appreciable," he said. Dunne said it was "absolutely not the case" that Bombardier did not want to report the spill. "Our first priority was to address the spill and make sure we were going through the process of decontaminating the land as soon as possible." "The reporting really did just fall through the cracks." "The decontamination is well underway, and we're working with (construction firm) Genivar (now called WSP Global) to prepare the report based on soil samples to make sure we got all of it. Most of it was recuperated at the beginning. But you have to dig down very deep and very wide and have soil samples tested. And you keep digging and digging until you make



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sure you've not got any more (kerosene) in the soil. We're going through the process of disposing it in the way mandated by the ministry." St-Martin said that "a 10,000-litre spill is quite important. But the aspect we're especially looking at is that the regulations state very clearly that you have to advise the ministry without delay. Obviously, three weeks plus is way too long." Bombardier is building a large final assembly plant in Mirabel for its future CSeries airliner, whose test-flight program is based there. The company also flies its regional jets from the former public airport.

<http://www.montrealgazette.com/business/Bombardier+delay+reporting+fuel+spill+unacceptable+Quebec/9682941/story.html>

MEXICO, MICHOACAN, APRIL 1 2014. MEXICAN POLICE SEIZE HUGE SHIPMENT OF STOLEN GASOLINE

The Federal Police seized about 210,000 liters (55,479 gallons) of gasoline presumed to be stolen and arrested a suspected member of the Caballeros Templarios drug cartel in the western state of Michoacan, the Mexican National Security Commission said. Officers arrested 26-year-old Marco Antonio Alvarado, who was guarding the site being used to store the fuel, the commission said in a statement. Federal Police officers found eight vehicles, including several trailers, and numerous plastic containers filled with gasoline at the site, the commission said. The vehicles were equipped with makeshift tanks that held about 135,000 liters (35,665 gallons) of gasoline, with the rest of the fuel stored in plastic containers. A Federal Police patrol, meanwhile, arrested an armed man who confessed to being a Caballeros Templarios member and offered the officers a bribe of "1 million pesos (\$72,400) to avoid arrest," the commission said. The suspect, identified as Samuel Diaz Benitez, was driving a brand new SUV and carrying a rifle, an ammunition clip and 59 rounds of ammunition. The 32-year-old Diaz Benitez told officers he smuggled drugs into the United States and received his orders from cartel boss Enrique Plancarte Solís. Plancarte Solís shares the Caballeros Templarios cartel's leadership with Servando Gomez Martinez. The federal government deployed soldiers and police in Michoacan on Jan. 13 in an effort to end the wave of drug-related violence in the state. Dionisio Loya Plancarte, one of the cartel's top leaders, was arrested by federal forces in late January. Caballeros Templarios boss Nazario Moreno Gonzalez died in a shootout with soldiers on March 9 near Tumbiscatio, a city in Michoacan. Moreno and other members of the Familia Michoacana gang formed the Caballeros Templarios organization after he was reported killed by the government in 2010. The Caballeros Templarios cartel, which deals in both synthetic and natural drugs, commits murders, stages kidnappings and runs extortion rackets that target business owners and transport companies in Michoacan. The cartel uses Michoacan's 270 kilometers (168 miles) of coastline to smuggle chemical drug precursors for the production of synthetic drugs into Mexico. Civilians began arming themselves last year to fight the gang, which operates across Michoacan.

<http://latino.foxnews.com/latino/news/2014/03/31/mexican-police-seize-huge-shipment-stolen-gasoline/>

USA, CO, DENVER, APRIL 1 2014. SHELL BLAST INJURES 2 AVALANCHE-CONTROL WORKERS

tom mcghee & nancy loholm

Two Colorado Department of Transportation workers were injured Monday morning when an explosive round blew up prematurely in the barrel of an avalanche-mitigation mortar in Loveland Pass. The two, a CDOT explosives expert and a Colorado Avalanche Information Center forecaster, were airlifted to St. Anthony Central Hospital in Denver. CDOT said the explosives expert was in serious condition and that the CAIC forecaster was in fair condition. "They were doing avalanche mitigation in Loveland Pass. They were very experienced crews doing the work," said CDOT spokeswoman Amy Ford. The workers were firing the projectiles at about 7 a.m. into snow in the Seven Sisters area that is known for steep chasms on the east side of the pass, Ford said. The workers, who were conscious when loaded into the helicopter, suffered head and facial injuries. The CAIC forecaster also had leg injuries, said CDOT [maintenance](#) supervisor John David. The men's families were notified, Ford said. The names of the injured men were not released. There also was a third crew member who was not injured when the device, which CDOT said has fired over 800 rounds this avalanche season, exploded. The shells are loaded into a device called an Avalauncher that propels them using compressed gas. The explosive normally detonates upon impact, but in the accident it blew up while still in the launcher. CDOT suspended the use of the device statewide after the accident. David said he has been with CDOT since 1985 and had never known of even a close call when such mortars were being used. He added that the men were heeding protocol by moving behind their vehicle before the launch and that if they hadn't, there "probably would have" been fatalities. "We are taking this situation very seriously and will be looking into how to improve the safety of our crew members during avalanche reduction practices," said Regional Transportation director Tony DeVito in a news release. "The safety of our crews and the traveling public are our top priority and we ask you keep these gentlemen in your thoughts today." The Clear Creek County Sheriff's Department was investigating the scene, CDOT said.

http://www.denverpost.com/news/ci_25457852/shell-blast-injures-2-avalanche-control-workers-loveland



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USA, N.Y, CHILI, APRIL 1 2014. TRACTOR-TRAILER HAULING TANKER WITH POISONOUS CHEMICAL FLIPS ON THRUWAY IN ROCHESTER SUBURB

jeff stein



This tractor-trailer, carrying a dangerous chemical, rolled over on the Thruway Monday morning, state police said. There have been no reported injuries or leaks.

A tractor-trailer hauling a tanker filled with the poisonous gas anhydrous ammonia flipped on the Thruway in the Monroe County town of Chili on Saturday, state police said. The tanker remained intact and no chemical leaks have been detected, state police said. Several emergency agencies, including one from Indiana, were called to the Thruway to help move the hazardous gas. Anhydrous ammonia can cause rapid dehydration and severe burns if it mixes with water in the human body, according to a report on CNN. Up to 15 minutes of exposure can cause death. The CNN article also said that the chemical is mostly used as a low-cost fertilizer. State police gave this account of the accident in Chili, which is a suburb of Rochester:

The tractor-trailer was going eastbound on the Thruway just before 7 p.m. when the driver of a Toyota -- 35-year-old Abdulaziz K. Almutairy, of Riyadh, Saudi Arabia -- lost control of his car. The Toyota then hit the front of the tractor-trailer hauling the chemical. The truck -- driven by Charles A. Leatherman, 65, of Ohio -- then veered off the road and rolled over. Leatherman sustained a laceration to the head. Almutairy was taken to Strong Memorial Hospital for a shoulder injury. Snow and ice on the road contributed to the accident. Almutairy was given a ticket, though a state police news release did not say what he's accused of doing. State police, the Thruway Authority, the Henrietta Fire Department, the Monroe County Haz-Mat team, the Niagara International Transportation Technology Coalition and the Indiana-based Grammar Industries were all called to the scene. The truck and Toyota have both been towed.

<http://www.syracuse.com/news/index.ssf/2014/03/tractor-trailer-hauling-poisonous-chemical-flips-on-thruway-in-rochester-suburb.html>

ENGLAND, HARTLEPOOL, APRIL 1 2014. TANKER CREWMAN RESCUED BY LIFEBOAT OFF THE COAST OF HARTLEPOOL

julia breen



Injured tanker crew rescued.

An injured tanker crewman was rescued by a lifeboat crew off the coast of Hartlepool this morning. The RNLI at Hartlepool got a call from Humber Coastguard at 10.20am asking them to help a tanker with a crewmember complaining of abdominal pain. The crew launched its all-weather lifeboat just after 10.30am and got to the 144-m tanker just after 10.40. It was en-route from Teesport to Gdansk in Poland, and had anchored 1.5 miles east of the Heugh gun battery. Hartlepool RNLI Cowain Robbie Maiden said: "We positioned alongside the tanker and the injured crewman and his belongings were transferred on to the lifeboat. "We quickly returned to Hartlepool lifeboat station and released the seaman to the waiting ambulance crew. "The injured crewman was taken to the University Hospital of North Tees."

http://www.thenorthernecho.co.uk/news/11114971.Injured_tanker_crew_rescued_off_Teesside/

AUSTRALIA, NEW SOUTH WALES, WALLSEND, APRIL 1 2014. ACCIDENT CLOSES HUNTER EXPRESSWAY

Map: [Wallsend 2287](#)

A serious accident involving a truck carrying dangerous goods has closed the Hunter Expressway, affecting traffic heading from Newcastle to the Upper Hunter. A truck, a motorcycle and several cars collided in the westbound lanes of the Expressway just after 5.30am (AEDT). Dave Wright from the Transport Management Centre says motorists heading up the Valley are being told to enter the Expressway via the Buchanan interchange. He says he is expecting a lengthy clean up at



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the accident site. "My understanding is they need to put in an exclusion zone in to assess whether there is dangerous goods and whether it is safe so whether or not it is going to be both directions I'm not sure," he said. "So what we have got is the Hunter Expressway closed between the M1 Pacific Motorway and the Buchanan Interchange." Mr Wright says the hazardous materials unit has been sent to the crash site, where an exclusion zone has been established. "What's actually happened is one of the vehicles is carrying some sort of gas bottle of some description which has been damaged in the accident," he said. "So as a precaution the Fire Brigade have requested an exclusion zone and that has been put in place. "As a result the Hunter Expressway blocked in both directions."

<http://www.abc.net.au/news/2014-03-31/accident-closes-hunter-expressway/5355440>

USA, ARK, MAYFLOWER, APRIL 1 2014. U.S. ALLOWS PARTIAL RESTART OF EXXON PIPELINE A YEAR AFTER SPILL

A U.S. regulator on Monday allowed Exxon Mobil Corp to restart operations on the Texas leg of its Pegasus pipeline, which spilled thousands of barrels of oil into a residential area in Arkansas last year. The Pipeline and Hazardous Materials Safety Administration (PHMSA) approved Exxon's restart plan for a 210-mile (338-km) stretch of the pipeline from Corsicana to Nederland at 80 percent of the operating pressure in place before the March 29, 2013 incident in the small town of Mayflower, Arkansas. "This margin of safety should allow for the safe operation of the pipeline until the Remedial Work Plan can be approved and implemented," PHMSA said in a letter to Exxon dated and made public on March 31. The northern portion of the pipeline, which includes Mayflower, will remain shut down under the terms of a corrective action order, a PHMSA spokesman said. Pegasus, built in the late 1940s, ruptured near a housing development in Mayflower and spewed around 5,000 barrels of crude. The 95,000 barrel-per-day (bpd) pipeline runs from Patoka, Illinois, to Nederland. It is unusual for pipelines to leak near or in towns and the incident led to the evacuation of residents, as Exxon launched a huge cleanup operation and paid residents' expenses. It also fueled the debate over the safety of transporting Canadian oil, as this pipeline did, from tar sands, with critics claiming this type of crude was more corrosive to pipelines. In November, the U.S. regulator accused Exxon of failure to account for risks in the pipeline and said the oil major could face nearly \$2.7 million in fines. The restart of the southern portion of the pipeline will allow Exxon to carry out inspections in the summer, as expected in Exxon's remedial plan, according to PHMSA. The regulator said it will not extend a deadline to submit the plan beyond April 7, 2014. The shutdown of the Pegasus line led to a delay late last year of a 40,000-bpd Sunoco Logistics pipeline project that would carry crude from Midland, Texas, to Nederland, a crossroads for several pipelines and home to oil terminals.

<http://in.reuters.com/article/2014/03/31/usa-exxon-mobil-pegasus-idINL1N0MS0T520140331>

USA, TX, ODESSA, APRIL 1 2014. RESOLUTION ALLOWS ENVIRONMENTAL LAWSUITS >> ODESSA CITY COUNCIL PASSED MEASURE DURING TUESDAY MEETING

nathaniel miller

In the wake of the discovery of xylene in the city's sewer system, the Odessa City Council has passed a resolution that will allow them to file civil lawsuits against companies or individuals who they suspect are in violation of the Texas Water Code. Under Section 7.352 of the Water Code, a governing body cannot take any action of those they accuse of violating the code of the Health and Safety Code unless they adopt a resolution authorizing the exercise of that power. The City Council voted 4-0 Tuesday during their meeting to approve that resolution. Councilman Roger McNeil was not at the meeting. "In other words, it gives us the right to file civil suits the same as the county when someone illegal dumps into our water supply," Odessa Assistant City Attorney Alison Burton said. On Jan. 8, employees at the Bob Derrington Water Reclamation Plant reported an odd smell at the plant and sent a sample off for testing. A second sample was sent on Feb. 10 and both came back positive for above-average levels of xylene. An investigation by local law enforcement discovered that the xylene came into the plant and the city's sewer system after about 90 barrels of the waste was poured into the sewer system by employees with Roywell Services Inc., a lawsuit filed by Ector County stated. An unnamed employee told investigators that the mixture that was reportedly dumped into a manhole cover at the property located at 2425 West Interstate 20 was "hot," and was dissolving caliche rock and dirt. With the new resolution allowing the city to also file its own lawsuits, Burton said any potential money that would come in could allow the city to recuperate money lost for repairs. "We can recover money ... from those people who damage our pipes and supplies," she said. "We can even be fined by TCEQ (for above-average levels) so we can recover those damages as well." In 2012, the Ector County Commissioners' Court also passed a similar resolution that allows them to hire a lawyer to file environmental lawsuits on the county's behalf. The attorney, Daniel Ray, was hired by the county in the same time frame. "It's been a great tool," Ector County Judge Susan Redford said. Odessa City Councilman Dewey Bryant,



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who represents District 2, said it was important to have a local resolution that allows the city to seek restitution against companies or individuals who are found guilty of illegal dumping. In terms of enforcement, Bryant said it was critical that local law enforcement be able to investigate and file charges, instead of waiting on state organizations to do an investigation. Having a local response, he added, allows for quicker response times. "I think it's extremely important the enforcement be allowed to be done at the local level," Bryant said. "You're on the spot and able to do something at that time and catch them at the point of action."

Just the Facts >> What is Xylene:

- Xylene is a liquid hydrocarbon obtained by distilling wood, coal tar, or petroleum, and used in fuels and solvents, and in chemical synthesis.
- Chronic exposure of humans to mixed xylenes, as seen in occupational settings, has resulted primarily in neurological effects such as headache, dizziness, fatigue, tremors, incoordination, anxiety, impaired short-term memory, and inability to concentrate. Labored breathing, impaired pulmonary function, increased heart palpitation, severe chest pain, abnormal EKG, and possible effects on the kidneys have also been reported.
- The EPA has classified mixed xylenes as a Group D, not classifiable as to human carcinogenicity.
- Source: U.S. Environmental Protection Agency.

On The Web Texas Water Code Section 4.352: <http://tinyurl.com/pl23wmi>
http://www.oaoa.com/news/government/city_of_odessa/article_d06dfe42-b6e4-11e3-bb55-0017a43b2370.html

NIGERIA, LAGOS, APRIL 1 2014. IPMAN PLANS CLOSURE OF 10,000 FILLING STATIONS

juliet alohan

Another round of fuel scarcity is looming following plans by the leadership of the Independent Marketers Association of Nigeria (IPMAN) to shut its over 10,000 fuel stations across the country in protest of the closure of NIPCO by the Nigerian Union of Petroleum and Natural Gas Workers (NUPENG). NUPENG closed down the operations of the NIPCO Plc, a subsidiary of IPMAN, due to the ongoing leadership tussle rocking the association. The crisis began following a court ruling declaring Chief Lawson Obasi, former zonal chairman of IPMAN, south-east region, as president of the association. But the current IPMAN president, Aminu Abdulkadir, maintains that the association remains an indivisible entity, adding that anybody who claims to be a leader besides the elected officials is going against a court order which has not yet been vacated. Speaking through his special adviser, media, Mr Ezekwesili Maduagwuna, yesterday, Abdulkadir maintained that the involvement by NUPENG in the operations of NIPCO was unlawful and against the industry's best practice. He said NUPENG's action will further push the nation into a serious fuel scarcity, adding that all the 36 state chapters of the association had been directed to close down their operations this week, if NUPENG failed to reserve its stand on the issue. "Nothing comes from nothing; except the leadership of NUPENG are taking sides on the issue, there is no reason to shut down NIPCO," Maduagwuna said. He further called on the federal government, the inspector-general of police, the minister of labour and productivity and the minister of petroleum resources to ask the NUPENG leadership to desist from interfering in the operation of NIPCO.

<http://allafrica.com/stories/201403310588.html>

USA, WA, BENTON CO, PLYMOUTH, APRIL 1 2014. FIRE BREAKS OUT AT WILLIAMS GAS STORAGE FACILITY >> FIRE: ONE INJURED IN GAS STORAGE BLAZE

luke johnson

A fire broke out at a Williams Partners-operated gas storage facility in the US state of Washington on Monday, injuring one employee, the midstream company said. Fire crews started to evacuate people within a two-mile (3.2 kilometre) radius shortly after the fire started around 8:20 am local time at the facility located just over a mile outside the town of Plymouth in Benton County. Fire captain Ed Dunbar of the Benton County Fire District 4 said about 200 people had been evacuated about two hours after the blast. The goal was to clear the entire town of Plymouth - a rural hamlet of about 400 people - before attention turned to fighting the fire. The fire was extinguished later in the afternoon, according to reports. Authorities said on Monday afternoon that there was still a danger of the leaking gas igniting. The facility stores liquefied natural gas for use during peak demand, Williams spokeswoman Michele Swaner told Upstream. There are two tanks at the facility, each with a capacity of 1.2 billion cubic feet of gas. Swaner said each of the tanks were "half full" at the time the fire started. Reports said a pipeline feeding the facility had exploded prior to the gas leak, and shrapnel from the explosion punctured a hole in one of the tanks. One Williams employee was injured in the blast and was being treated for injuries at a burn centre, Swaner said. "He has what we call a non-threatening injury... and should be fine," she said. One of the tanks is still leaking vapour, which made fighting



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the fire dangerous and makes evacuations of paramount importance, Dunbar said. "It's pretty standard action that we would take with a natural gas leak, it's just a very large one," he said. There is no indication so far what caused the reported pipeline explosion. Swaner said the facility has been shut in, as has the bi-directional pipeline system that feed the facility. One but not both tanks were damaged in the fire, she said, though the extent of the damage was not yet known. There was no environmental impact, she said. The facility stores gas produced in Canada and in the San Juan basin in the Rockies region, Swaner said, adding that there has been no impact on production or customer demand.

<http://www.upstreamonline.com/live/article1356967.ece>

USA, OH, HUBBARD, APRIL 1 2014. OHIO EPA INVESTIGATES HUBBARD GASOLINE SPILL

The Ohio Environmental Protection Agency is investigating a gasoline spill in Hubbard. A spokesperson for the state Environmental Protection Agency says they don't know just how much gasoline leaked and are in the process of confirming where it came from. She says the spill has been contained though. Some of the gas collected in a storm sewer and crews had to clear it out using foam and vacuums. Some of the gas also got into a tributary for Yankee Run. There have been no evacuations or road closures. The EPA is still investigating.

<http://www.wfmj.com/story/25123367/ohio-epa-investigates-hubbard-gasoline-spill>

ENGLAND, IPWICH, APRIL 2 2014. RIVER ORWELL OIL SLICK COSTS COMPANY MORE THAN £300,000

colin adwent



The RSPCA's Jason Finch and Kate Cornforth release swans into the River Orwell after they were rescued from an oil spill EADT 20.7.12. Polluting the River Orwell after oil seeped out from its Ipswich plant has cost a company £337,000.

One young swan died and 11 others survived after treatment following the leak which also threatened a site of international environmental and scientific importance, Ipswich magistrates heard. This afternoon Eco Oil Ltd admitted charges of polluting the river and failing to comply with a condition of an environmental permit by not contacting the Environment Agency about the leak immediately. The Canterbury-based company was ordered to pay fines and costs of £36,689.24. The court had previously heard steps put in place to reduce the likelihood of a similar incident occurring and a hike in the company's insurance premiums had already cost it around £300,000. Environment Agency prosecutor Miriam Tordoff said the incident occurred around July 8, 2012. The leak was traced to Eco Oil's waste oil treatment plant on Cliff Quay. It occurred after the plant was left unmanned between 7pm on July 7 and 5.54am on July 8. Freak rainfall caused water to build up in an interceptor which should have prevented oil spilling out into the river. However, no one was there to regulate a control valve to prevent it doing so, despite heavy rain having been forecast, the court was told. On the morning of July 8 a routine patrol of the river saw a heavy black oil slick in the water which was estimated as covering 4,000 feet by 60ft, and was two inches deep. Mrs Tordoff said 800 metres downstream were several areas designated for special protection for birds and wildlife. The harbourmaster made contact with the Environment Agency to alert it to the incident. However, a member of Eco Oil staff already knew about it, although the court was told he did not realise he should have called the Environment Agency as the harbourmaster had already done so. Mrs Tordoff told the magistrates CCTV from Eco Oil showed that between 5am and 6am on July 8 black effluent was flowing overground towards an Anglian Water sewer outside the site entrance. A total of 12 mute swans were subsequently taken to the RSPCA's East Winch Rescue Centre in Norfolk for treatment, although one signet eventually died. The court heard as well as failing to notify the Environment Agency, Eco Oil had not followed its own procedures by taking the proper precautions. In addition its alarm did not work and there had been an impact on the environment which would have been worse if it had not been for the efforts of the harbourmaster and his colleagues. John Jolliffe, barrister for Eco Oil, told the court significant improvements had been made to systems costing £228,000. The company's insurance premium had also gone up by £73,000 as a result of the £169,000 paid by its insurers for the clean-up operation. In addition disciplinary action against staff and retraining had taken place.

http://www.ipswichstar.co.uk/news/ipswich_river_orwell_oil_slick_costs_company_more_than_300_000_1_3517078



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USA, N.M, CARLSBAD, APRIL 2 2014. TESTS SHOW RADIATION CONTAMINATION ON FOUR MORE WORKERS AT NEW MEXICO SITE

susan montoya bryan



The U.S. Energy Department on Monday said testing had revealed trace levels of contamination in four additional workers at a nuclear waste site in New Mexico. The announcement brings to 21 the total number of Waste Isolation Pilot Plant, or "WIPP," personnel who were exposed to small amounts of radiation following a February leak of some radioactive elements from the subterranean nuclear-materials dump, the Associated Press reports. The department intended to dispatch a team of eight specialists on Tuesday into the underground portion of the nuclear facility to start establishing outposts that would enable a probe into exactly what led to the leak. The WIPP facility has not accepted any new atomic waste since the discovery of the radiation leak. This has caused some U.S. nuclear-weapons sites to turn to temporary options for storing their waste.

<http://www.nextgov.com/health/2014/04/tests-show-radiation-contamination-four-more-workers-new-mexico-site/81709/?oref=ng-HPriver>

USA, LA, BATON ROUGE, APRIL 2 2014. EXXON'S BAD FUEL TOTALS 5 MILLION GALLONS >> OVER 5 MILLION GALLONS — ENOUGH FOR 250,000 VEHICLES HIT THE PUMPS

timothy boone



After a surge of bad gas sent several motorists complaining to their mechanics was traced back to two batches of fuel, state agriculture officials are testing gas from vehicles that may have been affected

More than 5 million gallons of gasoline shipped from the ExxonMobil Baton Rouge terminal in mid-March was tainted by something that is causing the intake and valve systems of vehicles to gum up, Louisiana's commissioner of agriculture and forestry said Thursday. Commissioner Mike Strain said he's been speaking "almost every hour" with Exxon officials since late Wednesday about the bad fuel. The problem is contained to two batches of gasoline shipped between March 12 and March 15. The two batches had a total of 120,000 barrels of gasoline. Without much explanation Wednesday, ExxonMobil said it had shut

down its Baton Rouge terminal gasoline loading racks while it investigates a "potential issue" with fuel being sold at select locations around the Baton Rouge area. The company notified the Department of Agriculture on Wednesday, said Veronica Mosgrove, a spokeswoman with the department. The company said Thursday that the terminal remains closed. ExxonMobil said it is working with Exxon-branded stations and other wholesale fuel customers to ensure a continued supply of fuel for motorists. About half of the gasoline sold in metro Baton Rouge comes from the Exxon terminal, Strain said. "What we think is something got in the fuel that shouldn't have gotten in," Strain said. Agents from the Department of Agriculture and Forestry's weights and measures division are testing gasoline from several Baton Rouge gas stations for a variety of things, from sulphur content, to octane, to flash point in an attempt to find out what the substance is. Exxon quality product managers are working with the state on the tests, Strain said. "We need to know exactly what compound we are dealing with," he said. Since Friday, Strain said his office has received 24 complaints from consumers about bad fuel. All of the calls have come from metro Baton Rouge and Lafayette. Exxon said that since mid-March, there have been several other batches of fuel from the Baton Rouge terminal that have entered the market that flushed the pumps of the fuel in question from service stations. "We are taking this matter seriously and are investigating the issue to determine the cause," the company said in a brief statement. "We want customers to know that the fuel currently at stations meets Louisiana's stringent regulatory requirements and is safe for use in vehicles." The company also directed anyone with questions about fuel purchased in the Baton Rouge area to call ExxonMobil North America Customer Care at (855) 300-2659. "We stand by our products, and we are 100 percent committed to working with our customers and motorists to honor valid claims," the company said. The president of a Baton Rouge automotive shop said Thursday he's seen "40 or 50" cases in the past week of motorists getting bad fuel. Louis Altazan, of AGCO Automotive, a Coursey Boulevard maintenance and repair business, said drivers have come in with complaints about their vehicles not starting right in the morning. Altazan said complaints have come from people who bought gas at a number of different stations,



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as far away as New Orleans and Slidell. The number of complaints coming into AGCO has slowed down, Altazan said, leading him to speculate the bad fuel is working its way out of the market. Exxon makes gasoline for a number of other companies at its Baton Rouge refinery, not just for stations that carry its brand name — blending the fuel to the specifications of a gasoline distributor, Altazan said. "It's a cocktail," said Altazan, who thinks the problem may have to do with some incompatibility in the chemicals in the gasoline. The Association for Convenience and Fuel Retailing, in Alexandria, Va., notes on its website that about 45 percent of retail gasoline facilities nationally are operated by independent business owners who do not sell gasoline under a brand name owned or controlled by a refining company. These retailers purchase gasoline from the unbranded wholesale market, obtaining their gasoline at a terminal, known as "the rack." Most of the remaining 55 percent of retail gasoline facilities that sell one of the top 20 brands of fuel are also operated by independent businesses, but those owners sign a supply contract and sell the gasoline under a brand owned or controlled by a refining company. Less than 5 percent of retail gasoline outlets in the United States are owned and operated by the major oil companies, the association says. As for the problems motorists are experiencing, "There may be a misfire, or the vehicle will be hard to start," said Altazan, who also hosts a radio show about auto repairs on WJBO. "In some cases, the vehicle won't start at all," Altazan said it's a "minor fix" to remedy the problem that involves cleaning valves and changing fuel filters. The repairs cost up to \$100 or \$200 in most cases, and no permanent damage is done to the vehicle's engine. "The problems depend on how much fuel is in the vehicle and the condition of the engine," he said. In vehicles with healthy engines and not a lot of fuel in the tank, the problems aren't as severe. In some cases, drivers have been able to work out the problems by diluting the bad fuel with more gas, Altazan said. At service stations around Baton Rouge, several motorists said they either weren't concerned or hadn't heard the reports of possibly bad fuel. Ronnie Richard of Baton Rouge said he wasn't concerned about buying Exxon gasoline.

Related Stories

[Exxon Shipped 5 Million Gallons of Bad Fuel to Stations](#)

[5 million gallons of bad gas affecting Baton Rouge area vehicles](#)

[5 million gallons of Exxon gas shipped from Baton Rouge tainted](#)

<http://theadvocate.com/home/8745898-125/40-or-50-cases-of>

USA, WI, MONROE, APRIL 2 2014. FIRE DAMAGES MONROE, WISCONSIN ETHANOL PLANT

isaac guerrer

A dozen fire departments, including four from Stephenson County, provided mutual aid to a fire at Badger State Ethanol Plant early Tuesday. Monroe Fire Department arrived at the plant located at 820 W. 17th St. before 3 a.m. Corn grain dust caught fire in the duct system of a 3,500-square-foot grain dryer building, but no ethanol caught fire and no injuries were reported. Flames were seen shooting out of seams in the roof duct piping when firefighters arrived. The blaze was contained to the duct system where corn grain dust had built up. Corn grain is used in the ethanol production process. The plant is on a scheduled shut down this week for routine maintenance and there was no danger of any ethanol catching fire. The fire was extinguished by 4:15 a.m., said Monroe Fire Chief Daryl Rausch, and by 5:45 a.m., the plant was again able to receive grain and send ethanol. "The fire was mainly contained to the grain handling equipment and never reached the building," Rausch said. The cause of the fire is under investigation and no damage estimate was available Tuesday, Rausch said. Freeport Fire Department assisted with a ladder truck and Freeport Rural Fire Department sent an engine. Orangeville and Cedarville fire departments also sent equipment and personnel.

<http://www.rstar.com/article/20140401/NEWS/140409967/10329/NEWS>

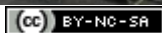
USA, WA, PLYMOUTH, APRIL 2 2014. BLAST ROCKS WASHINGTON GAS PLANT; 5 WORKERS HURT

jeff barnard



Two liquefied natural gas tanks at the Williams Pipeline Northwest facility outside Plymouth, in Washington's Benton County. The photo was taken after an explosion and fire Monday morning at the facility.

A large explosion rocked a natural gas processing plant on the Washington-Oregon border Monday, injuring five workers, causing about 400 people to evacuate from nearby farms and homes, and emitting a mushroom cloud of black smoke that was visible for more than a mile. The 8:20 a.m. blast at the Williams Northwest Pipeline facility near the Washington town of Plymouth, along the Columbia River, sparked a fire and punctured one of the facility's two giant



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storage tanks for liquefied natural gas. Benton County Sheriff Steven Keane said a relatively small amount of gas leaked from the tank to the ground in a moat-like containment area. But it then evaporated, blowing away to the northeast, he said. "I think if one of those huge tanks had exploded, it might have been a different story," Keane said. The fire at the facility about 4 miles west of Plymouth was extinguished within a couple of hours. One of the injured workers was transported to a Portland, Ore., hospital specializing in burns, he said. Benton Fire District 1 Capt. Jeff Ripley said another four people were taken to local medical facilities. None of the injuries was believed to be life-threatening. More than a mile away across the Columbia River, the explosion shook Cindi Stefani's home. "It was just a very loud boom," she said. "I looked across the river and saw a giant mushroom cloud and flames at least a couple hundred feet high." Animals on neighboring farms were running around, she added. "At that point we were pretty scared. I was thinking, 'We need to get out of here.'" Deputies went door to door to homes and farms within a 2-mile radius, evacuating about 400 residents as a precaution. By Monday night, the evacuation zone had been reduced to a 1-mile radius, the Benton County Emergency Management agency said. Road and river restrictions were lifted. About 75 people checked into a shelter set up in Oregon at the Umatilla County Fairgrounds, but emergency officials said few were expected to stay the night. The evacuation was described as voluntary. The facility provides supplemental gas during times of high demand for a 4,000-mile pipeline stretching from the Canadian border to southern Utah. Its two storage tanks for liquefied natural gas each have a capacity of 1.2 billion cubic feet, Williams spokeswoman Michele Swaner said. The one that punctured was about a third full. Swaner said the 14 employees working at the time were all accounted for. A total of 17 or 18 people work at the facility. She added it was too early to determine the extent of the damage or the cause of the explosion. The pipeline was shut down in the area of the storage facility, but was still carrying gas on other stretches. Video taken by a Washington State Patrol bomb squad robot was being evaluated. Emergency crews and Williams personnel entered the hazard area to assess the situation Monday night, the emergency management agency said in a statement. A pipeline engineer with the Washington Utilities and Transportation Commission will investigate the cause of the explosion and communicate with the western region of the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration, the commission said. Workplace safety investigators from the Washington Department of Labor & Industries will join the investigation, department officials said. The state Pipeline Safety Program regulates 28 pipeline companies and inspects more than 24,000 miles of natural gas and hazardous-liquid pipelines in Washington. Williams operates about 15,000 miles of interstate natural gas pipelines, according to its website. The liquefied natural gas facility is owned by Williams Partners' subsidiary Northwest Pipeline LLC. There was no pipeline rupture, and no customers were affected, company officials said. A secretary with the Patterson School District, about 7 miles away, said it provided three school buses to help with the evacuation. Students are on spring break, Rachelle Munn said.

Related Stories

- [4 hurt, 400 evacuated after Washington plant fire](#)
- [Blast rocks natural-gas plant along Columbia River](#)

<http://www.ktnv.com/story/25119680/blast-rocks-washington-gas-plant-4-workers-hurt>

USA, N.D, FAIRVIEW, APRIL 2 2014. OIL SPILL NEAR FAIRVIEW



An eerie line marks the flood water level, and the oil on top of it.

Oil and water don't mix. The full extent of the March 11 oil spill at Private Frazier Well site north of Fairview remains to be seen. The Zavanna LLC well site is on land owned by Cayko Farms. Although the North Dakota Oil and Gas Commission says they sent out warnings of ice jams and potential flooding four days in advance, David Hodges, senior vice president of operations for Zavanna says the company received notification by voice mail at approximately 8 a.m. on March 11. Workers were in the area, monitoring conditions until 5 p.m. when everything appeared normal. At 11 p.m. that evening a truck driver notified Zavanna of flooding near the location. Zavanna personnel, including the production superintendent, pumpers and field personnel began shutting in the well but flood waters breached the 12' dike area. One tipped tank leaked approximately 33 barrels of oil. Another tank, or tanks, may be compromised.

Further containment efforts began the afternoon of March 13 after notification from the NDIC that an aerial photograph showed a release on the Private Frazier. A containment boom was placed around the tank that was tipped over. Hodges said that sometime between the morning and afternoon of the 13th is when the release occurred, providing further reasoning that it was



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the middle tank that leaked and not the outside one which had tipped over. With 15 wells in the Lewis and Clark field, Zavanna focused on securing all their wells on both the east and west sides of the river. Hodges said that Zavanna knows exactly how much oil was on the site, but he could not speculate on how much oil leaked. The company is in the process of pumping approximately 85,000 barrels of contaminated water from the site and hauling it to an approved disposal site. Once that water is removed, Zavanna will be able to determine the full extent of the damage. Adjacent land owners Paul and Joan Eldridge didn't discover the spill until March 26, almost two weeks after the flood. Paul noticed some oil on ice chunks piled against his fence. Further investigation revealed a stripe of oil a few inches wide and approximately 6' up on the trees in their pasture, plus globs of oil scattered on the ground. They had not been notified of the spill. Initial conversations with Zavanna representatives did not go well. Angry and frustrated, Paul called the National Oil Spill Hotline which is connected with the North Dakota Oil and Gas commission, the EPA, ND Game & Fish, the Health department and several other entities. By the end of the day, Eldridges had received calls from all those entities and had an appointment with Game & Fish for the next morning. Hodges explained the non-notification by stating that their concern, first and foremost, was containment and cleanup. With data coming in that was not necessarily accurate, Zavanna didn't understand where the oil had gone at first. They had notified Terry and Vickie Cayko of the spill, unaware that Eldridges owned the property just 550' away. "I hate to say it, but we were focused on the waterways. After Paul called, we realized we hadn't contacted all the right people," Hodges said. Kent Luttschwager, wildlife resource supervisor, ND Game & Fish Department, surveyed the damages Thursday morning with Paul. They met up with Zavanna personnel at the well site and gave them a tour as well. Luttschwager said the oil spill involved a rupture or tipped tank on private property. The question is where the plume went. Aerial photos initially showed it headed west, then northwest. Impacts occurred mostly on Game & Fish land, plus a bit of BLM land on Big Oxbow Island, plus adjacent private property. Until the phone call, Game & Fish was unaware of damage to the Eldridge property. Now, they are looking at a possible northeast direction for the plume and checking the Ochs Point Wildlife Management Area as well since that joins the Eldridge land. "With flood conditions, it's difficult to get around. We'll continue to survey the area," Luttschwager said. "Our concern now is where it (the plume) went. Especially with ice jams and flooding, it's not predictable." Game & Fish is not against development and extracting of minerals according to Luttschwager. Their concern is that there has to be vision and planning in place that allows the extraction of resources in a safe and prudent manner. "There are real concerns about lasting damage and the long term affect on sensitive species such as the pallid sturgeon," he said. "The downstream intakes, whether residential, agricultural or commercial may be affected. It may not be a big concern if the spill is small, but if it continues to happen, everyone downstream has to be concerned." Game & Fish concerns with the spill are first, the cleanup of private and public property. Second, the river bottom of the Yellowstone River, the last unregulated great river in the U.S. Luttschwager said he hopes the spill will launch a discussion of future techniques and protection measures by all involved to prevent another spill. Short term planning involves the traditional June rise which has the potential for more flooding. Long term plans need to be developed for the life of the oil wells. Garner Environmental from Texas has been hired by Zavanna to do the cleanup. Forty-five people have been working, with another 20 added last Saturday. The crew uses boats to reach the Big Oxbow Wildlife Management site. Shovels and pitchforks are used to remove oil soaked debris, which is then placed in heavy duty garbage bags and shipped back to the Confluence for disposal at an approved site. Hodges estimates that the Game & Fish and BLM land will be cleaned within the next few days, with the Eldridge property taking approximately 7 more days. Hodges said Zavanna will work with all the different agencies to make sure the right things are done with the cleanup. "We fully support the interagency comprehensive approach," Hodges said. "We want to get this done as quickly and thoroughly as possible. We are committed to cleaning this up." Hodges added that Zavanna is always working to avoid environmental impacts from their operations. On this site, he says they are not going to cut corners. "If we caused it, we will take care of it." In an unusual move, representatives from Zavanna, Game & Fish, ND Oil and Gas commission and others are scheduled to meet with Eldridges to discuss the impacts of the oil spill and the best solutions to the problem. When all is said and done, they all want the same thing. Eldridges want satisfaction for the spill, Zavanna wants to get it cleaned up and get back to work producing oil, and the Game & Fish wants oil development done responsibly.

<http://www.roundupweb.com/story/2014/04/02/news/oil-spill-near-fairview/4389.html>

USA, W.VA., CHARLESTON, APRIL 2 2014. W.VA. GOVERNOR SIGNS STORAGE TANK SAFETY BILL

sarah plummer

Gov. Earl Ray Tomblin has signed legislation imposing new safeguards on above-ground storage tanks and water systems in response to a Jan. 9 chemical spill in Charleston. The Water Resources Protection Act regulates storage tanks like the one that leaked at Freedom Industries, contaminating the drinking water of 300,000 West Virginians. The new law will require all



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above-ground tanks in critical areas to be registered with the Department of Environmental Protection and to have annual inspections. The measure also requires that the Bureau for Public Health work with federal agencies to gather medical information to track long-term health effects associated with the spill. In addition, the bill requires all water utilities to have a written emergency plan by July 2015, and West Virginia American Water must install an early monitoring system at its Elk River plant. "The Elk River chemical spill has made us all, in our communities and across our nation, take a closer look at our infrastructure, especially around our waterways," Tomblin said. "We have focused our efforts on the health and safety of those impacted." At a press conference Tuesday, House Speaker Tim Miley noted the bill's bipartisan nature. Senate Majority Leader John Unger said this legislation is the first he has seen pass both the House and Senate unanimously twice. "When people put aside their partisanship, put aside their special interests and focus on the public interest, this is a good example of all branches of government working together," Unger said. He dedicated the bill to the public for keeping "a close public eye on the whole process and motivating us to do better."

<http://www.seattlepi.com/news/science/article/W-Va-governor-signs-storage-tank-safety-bill-5367875.php>

USA, ALA, ROGERSVILLE, APRIL 2 2014. MAN INJURED AFTER VEHICLE HITS PROPANE TANK



Workers move an SUV that had been lodged under a propane tank this afternoon in Rogersville Industrial Park.

A Tennessee man was injured and flown to Huntsville Hospital this afternoon after his vehicle ran under a large propane storage tank. The accident occurred 2:35 p.m. at Clark Gas Company on U.S. 72 near Industrial Park Road. Police Chief Terry Holden said the driver was trapped inside the SUV, which was wedged under the large storage tank, but there was no gas leakage from the tank. He said the man apparently sustained broken legs and other injuries. Authorities said the driver was traveling north on Industrial Park Road when

apparently he lost control of the vehicle, turned west, went through a fence and went under the propane tank.

http://www.timesdaily.com/news/local/article_7101e3fc-b9d6-11e3-b51c-0017a43b2370.html

USA, MN, STEEN, APRIL 2 2014. ROCK RAPIDS PROPANE TRUCK ROLLS OVER JUST INTO MINNESOTA; HAZMAT TEAM RESPONDS

A propane truck belonging to a Rock Rapids business rolled over in an accident just north of the Minnesota border on Monday, March 31st, and a Hazardous Materials team was called due to the risk of explosion.

Rock County Minnesota Sheriff Even Verbrugge says he doesn't have all the details yet, but he can say that 55-year-old Ned Weitgenant of Hills, Minnesota was driving a propane delivery straight truck, owned by Popkes Car Care of Rock Rapids westbound on their 21st Street, which is a mile north of the state line, about two miles east of Steen. That's about six miles north of Rock Rapids. For an unknown reason, the truck drifted off of the roadway and rolled in the ditch. The damage estimate is unavailable at this time, but there were no injuries reported. Verbrugge says a commercial vehicle investigator was called from the Minnesota State Patrol, which is standard protocol in commercial vehicle accidents. The Hills Fire Department and Rock County Hazmat Crew assisted at the scene.

<http://kiwaradio.com/local-news/rock-rapids-propane-truck-rolls-over-just-into-minnesota-hazmat-team-responds/>

INDIA, KOZHIKODE, WEST HILL-CHUNGAM, APRIL 2 2014. KOZHIKODE TANKER ACCIDENT: LPG FROM OVERTURNED TANKER TRANSFERRED >> LOAD MOVED TO FIVE TANKERS WITH THE HELP OF TRAINED TECHNICIANS FROM KOCHI



Liquefied petroleum gas being transferred from the overturned tanker to another tanker at West Hill-Chungam in Kozhikode on Sunday.

After a 24-hour-long effort on Sunday, the Liquefied Petroleum Gas (LPG) in the overturned tanker lorry was safely transferred to other tankers with the support of a team of trained technicians from Kochi. Five tankers were brought to the location to transfer the entire load. On Sunday morning, the lorry was lifted with the support of four giant industrial cranes. Until then, the Fire and Rescue Services personnel guarded it by spraying water and avoiding chances of explosion.



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Traffic Regulation

Police personnel from Nadakkavu, Vellayil, and Elathur stations were present all through to control the traffic and crowd in the area. The Fire and Rescue Service personnel brought 12 units of fire engines from various stations to the spot. District Fire Officer Arun Bhasker and Meenchanda fire station officer Ajith Kumar led the units. Lakshmi pathi, general manager of the IOC plant at Chelari, helped the team to temporarily stop the LPG leakage and bring the situation under control.

Power Supply

Traffic was restored on the mini-bypass route by 4 p.m Power supply in and around West Hill and East Hill regions was also reinstated by the time. Police officials who were present on the spot till the completion of the entire rescue operation works said it was by sheer luck that the tanker did not explode. "If there was a minor spark, it would have been a dreadful situation and we were hardly equipped to meet such an accident," they said.

Protest

Soon after the tanker was removed from the accident spot, a group of people staged a protest demanding payment of compensation to the kin of the person who was killed in the accident. The protesters also sought compensation for a resident whose house suffered minor damages. The tanker lorry, which was on its way from Mangalore to Coimbatore, overturned on the mini-bypass road at West Hill-Chungam on Saturday. Uppukandathil Ravi, 40, a native of Kunduparamba, was the victim in the accident.

<http://www.thehindu.com/news/cities/kozhikode/kozhikode-tanker-accident-lpg-from-overturned-tanker-transferred/article5853754.ece>

USA, KS, DERBY, APRIL 2 2014. 2 HOUSES DESTROYED IN KANSAS WHEN BACKFIRE IGNITES GASOLINE SPILLED ON LAWNMOWER

Investigators are blaming a lawnmower and spilled gasoline for a fire that destroyed two homes in the southern Kansas town of Derby. KAKE-TV reports that winds were gusting at more than 30 mph when the fire broke out Monday afternoon. Derby Fire Chief Brad Delay said the owner of one of the houses had spilled gasoline on his lawnmower, which backfired and caught fire when he started the machine. The man ran to get a garden hose, but his house was immediately engulfed in flames. The fire quickly spread to the neighboring house, which was also destroyed. Officials put the estimated loss of the two homes at \$150,000 apiece, plus the value of their contents. The man operating the lawnmower was treated at a doctor's office for burns.

<http://www.therepublic.com/w/KS--House-Fires-Lawnmower>

AUSTRALIA, SYDNEY, APRIL 2 2014. BP REFINERY CLOSURE LEAVES AUSTRALIA MORE RELIANT ON FUEL IMPORTS

brian robins

 [Watch the Video BP Refinery to Shut Down](#)



More than 350 workers will be sacked with the closure of Brisbane's Bulwer Island refinery in 2015 due to the "insurmountable challenge" of competing with large refineries in Asia. BP's exit from local refining could further increase Australia's reliance on foreign fuel imports.

The full closure of BP's oil refinery in Brisbane would result in Australia supplying only around one third or less of its own petrol and diesel. Earlier on Wednesday, [BP said it would close its Bulwer Island refinery in Brisbane in mid-2015](#), with the loss of more than 350 jobs. Initially, BP will take product from Caltex's Lytton refinery nearby, but will keep the storage units at Bulwer Island on 'care and maintenance'. This opens the door to importing its own refined oil

product, as BP is now doing in Adelaide, where the company has established an oil import terminal. The strong Australian dollar forced Shell to close its Clyde refinery in 2012, with Caltex deciding at the same time its Kurnell refinery would close by the end of 2014. At the same time, Mobil decided to dismantle its Port Stanvac refinery in South Australia, which had been mothballed since 2003. The closure of Kurnell, which will occur by the end of 2014, will result in Australia sourcing only around half of its refined oil products domestically. That would fall to around a third if BP takes the next step and opts to import its own supplies for the south Queensland market. The closure of the Bulwer Island refinery will halve the number of domestic refineries, from eight in 2003 to just four today. The remaining refineries are BP's Kwinana unit in WA, Shell's Geelong refinery which has just been sold to Vitol of Switzerland, Caltex's Lytton refinery and Exxon-Mobil's Altona refinery in Melbourne. "It is



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unlikely Australian refining will regain its competitive position," Caroline Finch, a director of industry researcher IBISWorld said. "A lot of refining capacity has been added globally, especially in Asia. "They are large refineries which can meet Australian fuel standards," which may not have been the case previously. "The cost pressures on local refiners have been really high due to a lack of economies of scale," she said. The strong Australian dollar forced the earlier decisions to close Clyde, Port Stanvac and Kurnell, Finch said, with BP holding on a little longer in Brisbane. Last year, BP sold 28 petrol stations in SA while establishing the oil-import storage unit in Adelaide. The refinery closure is more bad news for Brisbane, since it follows by a matter of weeks the planned axing of around 300 jobs at the BG offices as it winds down work on its gas export project. It also follows the earlier loss of an unspecified number of jobs as miner Xstrata Glencore consolidated the management of its Australian coal operations in Sydney.

Related Stories

- [BP Brisbane workers weigh up their futures](#)
- [Jobs to go as BP closes Brisbane refinery](#)
- [Hundreds of jobs to go as BP closes Bulwer Island refinery in Brisbane](#)
- [BP closing Brisbane refinery, 355 jobs to go](#)
- [BP closure casts doubt on refining future](#)
- [BP refinery to shut down](#)

<http://www.reuters.com/article/2014/04/02/bp-australia-idUSS9N0M102420140402>

CANADA, AB, APRIL 2 2014. CITY OF EDMONTON WORKING TO CLEAN UP HISTORIC FUEL TANK LEAK

ryan tumilty

A leaky underground storage tank has lead to a big clean up bill for the city. The city has closed bids for an in-situ remediation of the former parks maintenance site at 99 Street and 75 Avenue, which will aim to clean the remains from an underground fuel tank leak. Don McClymont, an environmental hydro-geologist, with the city said the clean up could be anywhere between \$500,000 and \$1 million. "It is hard to say until you get in to it, how much it is going to cost," he said. He said the city stopped using in 1994.

<http://metronews.ca/news/edmonton/990703/city-of-edmonton-working-to-clean-up-historic-fuel-tank-leak/>

USA, N.Y, SLOATSBURG, APRIL 2 2014. SOS FUEL STORAGE SITE CONSTRUCTED ALONG RAMAPO RIVER



Many people vividly remember when Hurricane Irene rolled through Western Ramapo. In the early morning hours of August 29, 2011, there was a sudden, suffocating smell of fuel oil that washed through Sloatsburg, causing numerous complaints and emergency calls to 911 and the local fire department. The heavy rains of Irene created a flood of record along the Ramapo River, exceeding even the great flood of 1903. The rains also caused Echo Lake Dam in Arden, NY to fail and the breach in the earthen dam sent waters downstream toward SOS Fuel on the banks of the Ramapo River in Tuxedo. Rushing Ramapo River waters washed through the SOS site, heaving fuel tanks into the river. Trucks parked on the SOS property were tossed by the Ramapo, causing one to ram

into a large bulk storage fuel tank and shear off a valve. The fuel in the tank emptied into the river. Some 10,000 to 25,000 gallons of diesel, fuel and fuel additives reportedly spilled from the SOS Tuxedo site into the river, moving rapidly through Sloatsburg, Suffern and Mahwah. One particularly vile smelling tank of fuel additives actually floated down river from the SOS site and lodged by Sloatsburg's Nakoma Brook. Geoff Welch, who serves as Ramapo River Watershed Keeper and organizes the annual Ramapo River Watershed Conference, slated for Friday, April 18, recently documented the new SOS Fuel site under construction and nearing completion along the shore of the Ramapo. According to the NY Department of Environmental Conservation, the site is regulated under Petroleum Bulk Storage Rules. The site plan was presented to the Town of Tuxedo Planning Board in August of 2013.

In Welch's Words

According to their website, "SOS Xtreme Comfort is the leading full service fuel provider in Southern New York and Northern New Jersey. Offering 24-hour emergency service, timely deliveries..." However, in 2011 SOS Fuels caused a major pollution event on the Ramapo River during tropical Storm Irene when one tank leaked and one floated away while leaking, causing both water and air pollution down the entire length of the Ramapo River. In the 1980's during a storm many 55 gallon drums of



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product floated down river from the same facility. The Ramapo River and aquifer supplies water for over two million people in N.Y. and N.J. Can't we learn from our past mistakes or is New York no wiser than West Virginia in protecting rivers and public water supplies?

<http://www.sloatsburgvillage.com/2014/04/>

MALAYSIA, KUALA LUMPUR, APRIL 2 2014. MH370 TRAGEDY: 'IT'S COMMON FOR PASSENGER AIRCRAFT TO CARRY LITHIUM BATTERY'

bilqis bahari

The International Air Transport Association (IATA) said it was not unusual for a commercial airline to carry goods such as lithium-ion battery in its passenger aircraft as long as it adhered to the strict rules and regulations of carrying the materials on board. Its director-general and chief executive, Tony Tyler said the regulations concerning dangerous goods included the packaging and labelling of the materials. In the case of Malaysia Airlines (MAS) flight MH370 that carried lithium batteries in its cargo, he added that as long as the airline adhered to the strict regulation, the batteries should be safe. "Its quite common for lithium batteries to be transported on passenger aircraft. I'm not aware of the type that was on-board the aircraft (MH370) but all lithium battery types have to pass strict testing requirements to be allowed to put into aircraft," Tyler told reporters at a media briefing after the launch of IATA's OPS Conference here, today. When asked on how can one know that the dangerous goods are being handled properly, he said the process and procedures of handling of the goods started from the shipment through the forwarding agent and also through airport and airline itself. "The very part of the dangerous goods regulations involves checking that the materials have been handled and packaged properly." "We believe that as long as the regulations are followed, it is perfectly safe to carry dangerous goods or lithium batteries on board a passenger aircraft," Tyler said. MAS has clarified that the lithium-ion batteries that were loaded on board flight MH370 on March 8, were in compliance with the International Civil Aviation Organisation (ICAO) and IATA requirements. The airline said in a statement that the items were classified as non-dangerous goods. Meanwhile, Tyler said MAS had a good track record in terms of its safety performance. The airline has been on IATA registry since 2006 and its current registration will be reviewed in 2015.

<http://www.nst.com.my/latest/font-color-red-mh370-tragedy-font-it-s-common-for-passenger-aircraft-to-carry-lithium-battery-1.544407>

USA, AKA, ANCHORAGE, APRIL 2 2014. 25 YEARS LATER, EXXON IS STILL IN COURT OVER SPILL >> LEGISLATIVE RESOLUTION SEEKS TO COMPEL EXXON TO PAY UP HELD IN COMMITTEE

margaret bauman



Twenty-five years after the oil tanker Exxon Valdez ran aground, spilling more than 11 million gallons of crude oil into Prince William Sound, the impacts of that disaster are still the stuff of environmental, legal and legislative debate. The big issue, contends Public Employees for Environmental Responsibility, is the impact that spill continues to have on Alaska's fish, wildlife and environment. The court discussion involves part of the original 1991 \$1 billion settlement with Exxon that called for an additional payment of up to \$100 million for environmental damages unknown at the time of the settlement. On March 14, the U.S. Justice Department and state of Alaska filed their latest status report claiming progress on ecological studies, but indicating no resolution would come until this fall at the earliest. Last summer governments told Federal District Judge H. Russel Holland they were still waiting or long overdue scientific studies before moving to collect a final \$92 million claim to implement the recovery plan for unanticipated harm to fish, wildlife and habitat. In their latest filing, they proposed filing another update on Oct. 15.

On March 20, Holland, who is overseeing the case in Anchorage, responded with an order that the court expects the scientific studies will be completed by June, and directed "that the parties will first endeavor to resolve disagreements, if any, amongst themselves," prior to returning to the court for further proceedings in October. "If further proceedings in court become necessary, the court will require that the parties propose a calendar for the resolution of any legal issues as a first order of business," Holland said. Meanwhile, said retired University of Alaska marine conservation biologist Rick Steiner, a PEER board member, Alaska's wildlife and environmental are still nowhere near recovered from the spill, and that some populations impacted by the disaster may never recover. Steiner was the university's marine advisor for the Prince William Sound region



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from 1983 through 1997, and provided leadership in response to the spill, and helped to establish the regional citizens advisory councils in the aftermath of the spill. "The Exxon Valdez Reopener was a legal commitment among the three parties – the state of Alaska, the U.S., and Exxon, and now all have betrayed that commitment," Steiner said. "The betrayal of the Exxon Reopener calls into question the government's claim that oil development in Alaska will be 'responsible'. If government will not even hold oil companies to their legal obligations to pay for environmental damage, then how can anyone trust them?" In Juneau on March 24, Alaska Senate Judiciary Committee held a first hearing on a resolution urging the state and federal governments to seek additional damages from ExxonMobil Corp. for the unfinished cleanup of the Exxon Valdez oil spill. The hearing on the 25th anniversary of the environmental disaster in Prince William Sound concluded after hearing testimony from Sen. Berta Gardner, D-Anchorage, who sponsored the resolution, and an aide, with the measure held in committee. Senate Joint Resolution 25 urges the Alaska Department of Law and the federal Justice Department to file a motion in U.S. District Court to compel ExxonMobil to honor the commitment to pay additional damages for the oil spill under the 1991 "reopener for unknown injury" provision of the agreement and consent decree, and to collect the full demand for payment the state and federal government submitted to ExxonMobil on Aug. 31, 2006, and urge the Exxon Valdez Oil Spill Trustee Council to immediately initiate subsurface lingering oil restoration work. In the aftermath of the spill came lawsuits against ExxonMobil from state and federal governments which resulted in a \$1 billion settlement, plus a consent decree which included a "reopener" clause to allow the state and federal government to seek more money for additional restoration work. The tragedy of the Exxon Valdez disaster "is still fresh in the minds of those who lived in Alaska during the event and those that came to our state to help clean up the spill," said Sen. Mark Begich, D-Alaska. "The Exxon Valdez oil spill was a tragedy like no other – but Alaskans were determined to learn from the event and to set the standard for safe and responsible drilling," Begich said in a statement issued March 24. "Since that time the oil industry in Alaska, with help and guidance from thoughtful community members from around the state, has implemented rigorous spill protection and inspection protocols. Oil is shipped in double-hulled tankers and spill technicians stand at-the-ready to respond to any threat of a spill. The industry has developed precision techniques that enable us to reach billions of dollars' worth of valuable oil deposits while leaving smaller and smaller footprints on the tundra. "All of these improvements are a testimony to our determination to protect our land and waters while still benefitting from the valuable energy resources that fuel our state and national economy," Begich said. The Wilderness Society, which contends there has been negligible progress in oil spill cleanup techniques since 1989, meanwhile called on Shell to cancel its Arctic Ocean drilling plans and operations. "Oil spill cleanup techniques that never were very good have progressed negligibly," said Lois Epstein, Arctic program director for the conservation organization. Epstein also cited Shell's problems with drilling and mobilization in the Arctic Ocean in 2012, which culminated in the grounding of the Kulluk drill rig. "While regulations can prevent some incidents, they are unable to ensure that the oil industry will not harm ecosystems and the people who rely on them," she said.

<http://www.thecordovatimes.com/article/141425-years-later-exxon-is-still-in-court-over>

USA, OH, COLUMBIA CO, EVANS, APRIL 3 2014. FIREFIGHTERS DOUSE CHEMICAL FIRE

valerie rowell



Members of Columbia County's Hazardous Material Response Team and Columbia County Fire Rescue extinguish a chemical fire in the back of a tractor trailer Tuesday afternoon.

A Columbia County hazardous materials team extinguished a chemical fire inside a tractor trailer parked in a crowded shopping center parking lot Tuesday afternoon. A SAIA Ltd. Freight driver saw his tractor smoking and pulled into an empty area of Mullins Crossing shopping center by Ruby Tuesday restaurant in Evans. Columbia County fire personnel responded and saw the emergency placards on the side of the smoking trailer, said Batt. Chief and Special Operations Officer Danny Kuhlmann said. Upon checking the driver's manifests, Kuhlmann said he learned the trailer was loaded with corrosive materials

including wood preservatives, solvents and chlorine tablets. "The driver said he thinks the load shifted causing the containers to leak and set the fire," Kuhlmann said. Early reports indicate that a wood pallet fell onto chlorine and it combined with hydrochloric acid to start the fire. Emergency personnel closed off the west end of the parking lot and evacuated several stores including the restaurant, Ross's, Marshall's La-Z-Boy and PetCo as a precaution in case the toxic smoke blew in the direction of the stores and shoppers. "If you're close and you inhale it, it could be dangerous," Kuhlmann said. The fire department's



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Hazardous Materials Response Team and Columbia County crews worked to create dykes out of sand to contain any water contaminated when firefighters sprayed water on the blaze inside the trailer. More than 3 hours after the fire started, firefighters in full HazMat suits braved the heavy smoke and opened the rolling door of the trailer. They and other firefighters extinguished the blaze. No one was injured. Kuhlmann said the company hired a crew to handle clean-up of the toxic chemicals.

<http://newstimes.augusta.com/news/2014-04-01/firefighters-douse-chemical-fire>

PHILIPPINES, MANILA, APRIL 3 2014. MAYOR ERAP ORDERS PETROL DEPOTS OUT OF PANDACAN

Pursuant to Sec. 2 of Manila Ordinance No. 8283, you have until January 31, 2016 to relocate the oil storage, petroleum refinery and related facilities which do not comply with the land use classification of the area as a "High Intensity Commercial/Mixed Use Zone (C3/MXD)".

Manila Mayor Joseph Estrada orders Petron, Pilipinas Shell, and Caltex Philippines to move out their oil storage facilities currently located in Pandacan. Estrada has given the so-called "Big 3" until January 31, 2016 to comply with the order. In a letter to the oil companies, the Manila Mayor cited a Supreme Court ruling stating that the people's right to life precedes the right to property. Estrada said the Manila City government will monitor the relocation plan and schedule of the companies to ensure that the deadline is met.

<http://www.solarnews.ph/news/metro/2014/04/02/mayor-erap-orders-petrol-depots-out-of-pandacan#.Uzyk-8Zmim4>

USA, S.C, HILTON HEAD, APRIL 3 2014. VEHICLE WRECKS CARRYING HAZARDOUS MATERIALS, CLOSING PART OF WILLIAM HILTON PARKWAY

 **Watch the Video** [Hazardous Materials Carrying Vehicle Closes Part of William Hilton Parkway](#)



Members of the Town of Hilton Head Island Fire & Rescue Division's hazardous materials unit clean up chemicals after an accident on William Hilton Parkway on Wednesday. The chemicals involved in the wreck included muriatic acid, bulk dry chlorine, pool shock sticks, and gasoline. When combined, some of the chemicals can produce a dangerous reaction.

Emergency officials closed William Hilton Parkway near Sea Pines traffic circle for two hours today after a vehicle carrying hazardous materials wrecked this morning. The Town of Hilton Head Island Fire & Rescue Division's hazardous materials unit coordinated cleanup of the chemicals, according to Fire Marshal Joheida B. Fister. No one was injured in the three-vehicle crash, which took place just before 11:20 a.m., Fister said. The wreck and the materials were cleared by 1:35 p.m. The area around the vehicles was cordoned off with police

tape while the site was cleaned. The chemicals exposed in the wreck included muriatic acid, bulk dry chlorine, pool shock sticks, and gasoline, Fister said. When combined, some of the chemicals can have a dangerous reaction.

<http://www.thestate.com/2014/04/02/3363548/part-of-william-hilton-parkway.html>

CANADA, ONT, KITCHENER, APRIL 3 2014. CHEMICAL EXPLOSION BLOWS ROOF OFF KITCHENER WATER TREATMENT PLANT

 **Watch the Video** [Chemical Explosion Blows Roof off Kitchener Water Treatment Plant](#)



A gas explosion is leaving Kitchener residents shaken near Greenbrook Drive. Residents in the St. Mary's Hospital area of Kitchener were startled Wednesday afternoon by an explosion at a water treatment plant. The explosion occurred shortly before 5 p.m. Wednesday at 20 Greenbrook Drive. Fire crews, including 15 firefighters and a hazmat team, responded to the scene moments later. "There's been some type of an explosion," Kitchener Fire Chief Tim Beckett tells CTV News. "Once they arrived, they found a strong chemical odour and some damage to the building." Officials believe the likely cause of the explosion was a delivery of ammonia accidentally being pumped into a chlorine tank. "What we have been able to determine from the chemicals involved is (that) it doesn't pose a health risk to the surrounding areas," says Beckett. Neighbours report hearing two explosions loud enough to shake their



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houses, and the smell of chlorine permeated the air in the minutes following the explosion. "We were sitting in the living room ... and just heard a huge bang. We couldn't figure out what it was," neighbour Charles Love tells CTV News. After hearing the noise, Love looked outside and noticed a "steam or mist" coming from the water treatment plant. The blast was powerful enough to take out part of the structure's roof while also causing interior damage. Greenbrook was closed between Stirling Avenue and Westmount Road as firefighters investigated the explosion.

<http://kitchener.ctvnews.ca/chemical-explosion-blows-roof-off-kitchener-water-treatment-plant-1.1757925>

USA, MI, REESE, APRIL 3 2014. FATAL FUEL TRUCK CRASH BLOCKS VASSAR NEAR WILDER IN TUSCOLA COUNTY

brad devereaux

 **Watch the Video's:**

- [Police, fire departments on scene of tanker explosion in Tuscola County](#)
- [One Person Dead after Tanker Explosion](#)



A tanker burns after a fatal crash in the early morning of Wednesday, April 2, on Vassar south of Reese.

A fatal crash involving a fuel truck is blocking Vassar near the intersection of Wilder south of Reese, the Tuscola County Sheriff's Department reports. The truck was burning following the crash that happened after 3 a.m. Wednesday, April 2, and Vassar Road will be closed for an extended period of time for an investigation and to clear the scene, police said. Police are asking motorists to avoid the area. The truck was hauling ethanol, the sheriff's department said.

Update : [Crash sends flames 150 feet into the sky](#)

 **Related Stories**

- [One Person Dead after Tanker Explosion](#)
- [One Dead in Tuscola County Tanker Crash](#)
- [Police, fire departments on scene of tanker explosion in Tuscola County](#)

http://www.mlive.com/news/saginaw/index.ssf/2014/04/fatal_fuel_truck_crash_blocks.html

ENGLAND, TAMWORTH, APRIL 3 2014. TAMWORTH TANKER DRIVER GETS SUSPENDED JAIL SENTENCE AFTER MOPED PENSIONER KILLED IN COLLISION

A Tamworth fuel tanker driver killed a pensioner by cutting back in too soon after overtaking him in the face of oncoming traffic, knocking him from his motor scooter. But a judge at Warwick Crown Court heard that 74-year-old victim John Whittaker should not even have been on the road at the time because of the poor state of his eyesight. Mr Whittaker, from School Lane, Lea Marston, in north Warwickshire, died at the scene after his scooter was struck by a fuel tanker driven by Guy Morris in September 2012. Morris (54) of Torc Avenue, Glascote, Tamworth, had denied causing the pensioner's death by dangerous driving. But on the day of his trial he had admitted doing so by careless driving, and the case had then been adjourned for a pre-sentence report to be prepared on him. At the resumed hearing Morris, whose own son had died in a road accident seven years ago, was sentenced to 18 months in prison suspended for 12 months, ordered to do 200 hours of unpaid work, and banned from driving for two years. Prosecutor Matthew Barnes said the tragic collision happened at around midday on a country road, the B4114 Blythe Road, between Coleshill and Shustoke, which has a 60mph limit. Morris, whose HGV tanker was limited to 40mph on that road, was on his way back to the Watsons Fuel depot, where he had worked for a number of years, after making his deliveries. Because of double white lines, he was stuck behind Mr Whittaker's scooter until just after Blythe Bridge where he had a 0.2-mile opportunity to overtake before a bend. "It is apparent Mr Morris took a risk in performing the manoeuvre. He had pulled out and was overtaking when oncoming traffic came onto the scene round the bend; and when he moved back to the inside lane, the rear nearside of the tanker collided with Mr Whittaker's scooter," said Mr Barnes. But he pointed out: "The prosecution have accepted that Mr Whittaker should not have been riding his scooter that day at all; his eyesight was not good enough. He was effectively blind in one eye and partially-sighted in the other, and was not wearing glasses; and the tyres on the scooter were under-inflated." Everyone stopped, and attempts were made to revive Mr Whittaker, who had been thrown from his scooter, but he died at the scene. Morris later said he had been doing 30-35mph behind the scooter and, having gone over the bridge, there was a clear piece of road, so he had pulled out to overtake. Although none of the other drivers mentioned it, he claimed the scooter had been 'weaving all over the place,' and denied hitting it as he pulled



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back in. But Mr Barnes pointed out: "There must have been an impact. There was an indication of paint transfer between the two vehicles. The rear nearside bumper bar of the tanker had blue paint from the scooter on it." Richard Davenport, defending, said: "It is always very difficult to mitigate in cases such as this; and I don't want to cast aspersions on Mr Whittaker, who is not here to defend himself." Judge Sylvia de Bertodano responded: "I have taken on board the eyesight of Mr Whittaker." Mr Davenport, who commented that the scooter's front tyre was 54% under-inflated, which would have affected its handling, said: "What is absolutely tragic is that, but for 12 to 18 inches, this collision could have been avoided altogether. "The impact was between the very rear of the wagon and the front fairing of the scooter; and it may be he weaved as the wagon went past." Mr Davenport said Morris has suffered flashbacks and is on sick leave with depression, but will lose his job as a result of the conviction which may put his mortgage at risk. "It was just a momentary loss of concentration. He believed he had passed the scooter when he pulled back in, but from the paint sample it is clear he had not." Mr Davenport, who conceded the custody threshold had been crossed, asked the judge to suspend the sentence 'as an act of mercy,' pointing out that Morris's 18-year-old son had died after being involved in a crash seven years ago, when Morris had had to make the decision to turn off his life support. Sentencing Morris, Judge de Bertodano told him: "You pulled out to overtake the motor scooter in a relatively short distance where that was permitted. "You then saw that oncoming traffic would make it impossible for you to complete that manoeuvre and pulled back in again as drivers coming in the opposite direction had to brake. "It is clear that when you pulled back in you touched the motor scooter with your vehicle. That caused Mr Whittaker to lose control of his scooter and to fall off, fatally injured. "The prosecution accept that Mr Whittaker's eyesight was such that he should not have been driving, and it is accepted the tyre pressures on the scooter were much too low. "No-one is going to know for sure whether either of those two things had an effect on what happened, but it's clear he would not have been able to react in the way a fully-sighted person would have been able to do. "You know better than anyone that no matter what the effects on you, they are nothing compared to the effects on Mr Whittaker's family. Nothing that you can do and nothing that I can do today can take away the pain they suffer and will continue to suffer." She added: "It is rare in cases such as this that sentences are not immediate. But in this case I do make an exception and suspend the sentence."

<http://www.tamworthherald.co.uk/Tamworth-tanker-driver-gets-suspended-jail/story-20898400-detail/story.html>

NIGERIA, BAYELSA STATE, APRIL 3 2014. BAYELSA EXPERIENCES 40 OIL SPILLS MONTHLY

samuel oyadongha

The National Oil Spill Detection and Response Agency, NOSDRA, has revealed that Bayelsa State, records about 40 spill cases in a month. The Director General, Dr. Peter Idabor, who disclosed this also said that findings indicate that the rate of oil spill in Bayelsa is more devastating than that of the widely reported Ogoni land in Rivers State. Though Bayelsa is one of the most endowed states in the federation, it nonetheless faces one of the worst environmental despoliation occasioned by oil exploration and exploitation activities. Travelling to the hinterland of the state through the maze of rivulets for a first time visitor not used to the disgusting stench from the polluted environment along the waterways, could make one to throw up. In some of the routes, yellowish or brownish oil slick could be seen floating. This painful reality forced the Bayelsa State Governor, Seriake Dickson, to cry out loud last week about the ongoing despoliation of the environment. Sadly, the very existence of the people depends on the environment, which is being destroyed with impunity due to oil and gas activities, crude oil thieves and illegal refinery operators. Dickson, who spoke during the visit of members of NOSDRA to Bayelsa, led by its Chairman, Major Lancelot Anyanya (rtd), called for stringent environmental laws. This is for the protection and preservation of the environment against crude oil pollution and other activities occasioned by oil exploration and exploitation activities in the Niger Delta. He said an environment summit would be organised soon to discuss ways of mitigating the effects of oil and gas exploration and exploitation in the region and expressed his administration's commitment to collaborate with NOSDRA to facilitate the speedy passage of the amended Act of the agency, which has undergone its first and second readings at the National Assembly. Emphasizing the need for international oil companies operating in the Niger Delta to protect the environment, he decried the way and manner the environment was being abused with what he referred to as 'reckless abandon'. He described Bayelsa as the most fragile and highly compromised area, where environmental pollution has devastated the ecosystem for several decades since the discovery of crude oil in 1956. Dickson explained that, the health implications arising from such environmental pollution necessitated the establishment of the toxicology institute to better appreciate the magnitude of the problems facing the people. He said: "I have said it before that what has been going on in Bayelsa State, the Niger Delta and in all oil producing areas concerning the levity with which oil companies treat the issues of the environment and the maintenance of environmental and health standards. "When you look at all of these and particularly listening to your chilly statistics, which I believe is only a tip of the iceberg, one is really left with no other conclusion than that, we are actually facing



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a case of environmental terrorism. "What has been going on in the Niger Delta since the discovery of oil; a situation where more than one spill takes place in Bayelsa every day, going by what your statistics is telling us and all these sites are treated with reckless abandon and the environment is left to fend for itself, the livelihood and in fact the lives of the people and the ecosystem are not attended to. What then is more of terrorist action than this?

<http://allafrica.com/stories/201404020818.html>

USA, CA, SACRAMENTO, APRIL 3 2014. REFINERY PLANS TO SHIP 100 TRAIN CARS OF CRUDE OIL THROUGH SACRAMENTO

A Bay Area refinery's plan to run up to 100 train cars of highly flammable crude oil daily through Sacramento is prompting a late push by area leaders to protect cities on the rail line. Sacramento officials say they only recently learned that a proposed rail terminal at the Valero company's refinery in Benicia could dramatically increase the number of trains carrying crude oil through the region, including through populated downtowns. They say they are scrambling to fashion a joint statement to Valero officials expressing concerns. The trains would travel on the Union Pacific line that runs through both the Roseville and downtown Sacramento railyards, as well as through downtown West Sacramento and Davis. Those are the same tracks that carry Capitol Corridor passenger trains between Sacramento and the Bay Area. The Valero rail terminal is one of several being proposed by refineries responding to a major shift in how crude oil is transported nationally. Currently, the Benicia refinery receives most crude via pipeline and ships. But Valero and other companies are moving quickly toward more rail transport to align with the boom in hydraulic fracturing, or fracking, in inland areas like North Dakota, where much of the new oil is a lighter, more flammable type from the Bakken oil fields. "These rail shipments are the wave of the future," Sacramento city official Fran Halbakken said, "but there is not much information out there." Data compiled by the California Energy Commission shows crude oil shipments into the state via rail from other states jumped from 1 million barrels in 2012 to more than 6 million in 2013. Local fire officials, who would be the first responders in case of crashes or derailments, say they do not receive detailed information on how many of those train cars come through Sacramento. "We're trying to figure what is the baseline that comes through now," said Davis city official Mike Webb. "All jurisdictions would want to know." Union Pacific officials say their company, one of the major rail transporters in California, shipped less than 1,000 carloads of crude oil statewide on a monthly basis last year – or 33 cars a day. A UP spokesman declined this week to say how much of that goes through Sacramento. "We are not currently breaking out how much crude we move through a specific community," UP's Aaron Hunt said. "We are only giving out our state number." BNSF, the other major rail transporter in California, also declined to discuss crude oil routing information. Valero's terminal project description offers a brief but clear statement on plans for major shipments through Sacramento: "(Union Pacific Railroad)-operated locomotives would haul up to 100 crude oil rail cars a day from the UPRR Roseville railyard to the refinery," the report states. And more rail shipments could be on their way: Phillips 66 says it intends to begin deliveries of crude by rail sometime next year to its coastal refinery in Santa Maria. Union Pacific would deliver as many as five 80-car trains a week of oil "from a variety of sources in North America." One route could pass through Sacramento. Officials with the state Office of Spill Prevention and Response say refineries around the state may ultimately have the capacity to process up to 143 million barrels of crude shipments via rail a year, far more than the 6 million shipped last year. Last year, a train carrying Bakken crude oil derailed in a Quebec town, sparking a massive fire that killed 47 people and leveled the town center. Subsequent derailments in Alabama and North Dakota, though not fatal, caused fires and evacuations and showed that disaster could strike again. While such incidents are rare, local fire officials say the pressure is on to be more prepared for that possibility. "Any time you increase numbers, you increase the probability of problems that would come with that," said Sacramento City Interim Fire Chief Dan Haverty. Last week, The Sacramento Bee reported that McClellan Business Park is being used as a transfer station where oil, including Bakken crude, is being moved from rail cars to tanker trucks. Local safety officials told The Bee they knew little about the McClellan operation. Valero and Benicia officials are expected to publish a draft environmental impact report later this month on the company's planned rail terminal next to Interstate 680 just north of the Benicia-Martinez Bridge. Sacramento officials say they likely will issue a joint statement to Valero on what they think should be done to increase safety in "up-line" cities. The Sacramento Area Council of Governments is planning a meeting of its 32 local cities and counties on April 22 to discuss the issue. West Sacramento Fire Chief Rick Martinez said officials may ask that Valero be required to finance extra emergency training and safety equipment for up-line communities, and that there be tight rules on when or whether trains are allowed to sit on track sidings. He said the emerging national discussion about rail safety may provide a platform for cities to push for other safety improvements, such as better "real-time" information on what materials are coming through town, so fire and hazardous materials crews know what they are getting into as they head to a call. "As they look at this Bakken oil, is there a way through technology to get more information to



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local agencies?" Martinez said. "We are trying to take advantage of the interest to pose the questions that may guide" future regulations. Aides to Rep. Doris Matsui, D-Sacramento, say she has begun exploring the issue as well. Matsui's office issued a statement this week, saying "it is imperative that the rail cars are safe and that local agencies are prepared for the increased risk." Aides said Matsui sent a letter to the Department of Homeland Security recently, "seeking additional federal funding for first-responder training, arguing that the increased risk posed by these oil cars warrants additional federal funds." Although the federal government regulates rail shipments, federal rules haven't caught up to the surge in oil traffic on the nation's rail network. That's left local leaders and community activists in cities around the country at the forefront of pushing for changes in state and federal laws. Last week, the city councils of Berkeley and Richmond voted to oppose crude shipments on rail lines through their cities. The resolutions call for state lawmakers and members of Congress to seek tougher regulations. Several environmental groups filed a lawsuit last week against pipeline operator Kinder Morgan and the Bay Area Air Quality Management District. The groups said the agency quietly issued a permit to Kinder Morgan for a crude-by-rail facility in February without reviewing potential environmental and health impacts. "We don't accept that as a foregone conclusion," said Diane Bailey, a senior scientist with the Natural Resources Defense Council, one of the groups in the lawsuit. A group of community activists in Benicia and Martinez has been trying to stop Valero and another refiner, Tesoro, from expanding their crude oil deliveries by rail. And they're pressing local, state and federal officials to push for tougher oversight of crude oil shipments by rail. "People are afraid that anybody along the rail line could become the next (Quebec)," said Andres Soto, a community activist in Benicia. Oil industry officials say fears of derailments and fires are overstated. The Association of American Railroads, an industry group, says 99.997 percent of hazardous materials shipped by rail reach their destination without incident. Charles Drevna, president of the American Fuel & Petrochemical Manufacturers Association, dismissed the movement to oppose new terminals and additional rail shipments, saying "you're always going to see the anti-fossil fuel mentality in California." He said, given the cost savings, "the vast majority of Californians will be happy to get Bakken crude."

<http://www.sacbee.com/2014/04/02/6287449/refinery-plans-to-ship-100-train.html>

USA, MI, ALAMEDA, APRIL 2 2014. CREWS CONTAIN OIL SPILL AT ALAMEDA MARINA

Emergency crews were able to contain a minor oil spill at the Ballena Isle Marina on Wednesday morning, officials said. A hazmat boom was deployed around the marina to contain the spill, which was reported at 9:30 a.m. It had not spread to nearby Robert W. Crown Memorial State Beach, said Alameda fire Capt. Jim Colburn. Barry Bena, a U.S. Coast Guard spokesman in Alameda, said a vessel leaked what he described as oily water. The marina at 1150 Ballena Blvd. is located on the western side of Alameda, between Crown Beach and Alameda Point. There were no reported injuries and the state Department of Fish and Game found no impact to wildlife from the spill.

http://www.timesheraldonline.com/news/ci_25477299/crews-contain-oil-spill-at-alameda-marina

AUSTRALIA, VICTORIA, OAKLEIGH, APRIL 3 2014. CREWS DUE TO FINISH CLEAN-UP OF A CHEMICAL SPILL IN HUNTINGDALE RD, OAKLEIGH SHORTLY



MFB firefighters respond to the chemical spill at Huntingdale Road, Oakleigh. Huntingdale Rd in Oakleigh remains closed in both directions after a chemical spill this morning. A 200-litre drum containing potassium hydroxide fell off a truck near the intersection of Berkeley St just after 11am. Metropolitan Fire Brigade spokeswoman Heather Stockton said the company had sent another truck to remove the remaining drums from the site. Ms Stockton said emergency crews would be able to clear the site by about 5pm. At 4.30pm, there were still eight appliances and two commanders on site. Earlier, Oakleigh Police Senior Sergeant Ross Graham said road closures would remain in place until the site was cleared and advised motorists to avoid the area. The

Environment Protection Agency and WorkSafe Victoria were notified of the spill and ambulance crews were on site. One man was treated for minor chemical irritation to his arm. One man was treated for a minor chemical burn to his arm. Oakleigh Police Senior Sergeant Ross Graham said earlier that road closures would remain in place until the site was cleared and advised motorists to avoid the area. The Environment Protection Agency and WorkSafe Victoria were notified of the spill and ambulance crews were on site.

<http://www.heraldsun.com.au/leader/east/crews-due-to-finish-cleanup-of-a-chemical-spill-in-huntingdale-rd-oakleigh-shortly/story-fngnvlxu-1226872262121>



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