



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,090 Newsy Stuff

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

**August 06 2014**



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### ENGLAND, LINCOLNSHIRE, CLAXBY, JULY 25 2014. PETROL TANKER AND CAR IN COLLISION ON A46 NEAR CLAXBY

Two people were taken to hospital following a collision between a car and a petrol tanker on the A46 near Claxby. The incident happened at around 10pm last night just north of Claxby. Police, firefighters and an ambulance attended the scene. The road was closed for around two hours to allow debris to be cleared. The two people were taken to Lincoln County Hospital but their injuries were not serious.

<http://www.grimsbytelegraph.co.uk/Petrol-tanker-car-collision-A46-near-Claxby/story-21754318-detail/story.html>

### CHINA, NANCHANG, JULY 25 2014. TANKER CHEMICAL LEAKAGE CUTS WATER SUPPLY

A chemical tanker that was involved in a crash on Thursday in east China's Jiangxi Province contaminated a nearby river, forcing water supply to be cut at a downstream county. About 26 tonnes of chloroform leaked from the tanker which was rear-ended by a semitrailer at 6:20 a.m. in Ganzhu Township of Guangchang County, contaminating Xujiang River, said an official with the Jiangxi provincial environmental protection department. No casualties were reported and no one has been found to be poisoned. Authorities expect the contaminated water to reach the county seat of Nanfeng in the lower reaches at around 2 a.m. on Friday. They have requested the county to cut off water supply from 11 p.m. on Thursday. It is unknown when the water will be back on. The official said the department has initiated an emergency response, and has retrieved around three tonnes of chloroform that was left in the tanker. Chloroform is the main raw material for producing solvent, extractant and anaesthetic. Its exposure to light and air generates toxic phosgene, a colorless gas that was used as a chemical weapon during World War I.

<http://www.globalpost.com/dispatch/news/xinhua-news-agency/140724/tanker-chemical-leakage-cuts-water-supply>

### USA, ORE, NEHALEM, JULY 25 2014. NEHALEM RIVER DREDGING FINED \$11,200 FOR OIL SPILL TO NEHALEM RIVER

The Oregon Department of Environmental Quality has fined Nehalem River Dredging Inc. \$11,200 for allowing oil to enter the Nehalem River. During maintenance activities on the vessel Eland on or about April 10 this year, Nehalem River Dredging spilled diesel fuel on the vessel's deck, which then entered the Nehalem River. Since the spill was not cleaned up, the oil continued to drip into the Nehalem River on the following day. DEQ has assessed a penalty for allowing the fuel to enter the river.

[http://www.tillamookheadlightherald.com/news\\_paid/article\\_927e5c98-12c0-11e4-9bf7-001a4bcf887a.html](http://www.tillamookheadlightherald.com/news_paid/article_927e5c98-12c0-11e4-9bf7-001a4bcf887a.html)

### USA, VA, CHESTERFIELD CO, JULY 25 2014. DEAD FISH SPOTTED IN SWIFT CREEK AFTER TANKER TRUCK SPILL

*alix bryan & chelsea rarrick*

 **Watch the Video** [Dead Fish Spotted in Swift Creek after Tanker Truck Spill](#)

A tanker truck overturned on Interstate 95 southbound just south of Exit 58, at approximately 6:00 a.m. Thursday. The truck was carrying approximately 7,500 gallons of gasoline and 1,000 gallons of diesel fuel, said Lt. Jason Elmore, with the Chesterfield County Department of Fire and Emergency Medical Services. Crews have been working to clean up the leaked fuel on the interstate. At this time, approximately 7,700 gallons of fuel has escaped from the tanker truck and approximately 2,500 gallons has been recovered by the clean up crews. Elmore said this leaves an estimated 6,000 gallons that was spilled into the storm drains which lead to Swift Creek, located east of Interstate 95. Elmore said there is no immediate health concerns over residential drinking water, but that residents in areas bordering Swift Creek east of Interstate 95 should expect to smell an odor of gasoline for several days. There is a possibility that citizens will also see an opaque sheen on the waters of Swift Creek. During a preliminary assessment, the Department of Environmental Quality found a few dead fish and are asking citizens to contact the Virginia Department of Emergency Management at (804) 674-2400 to report any sightings of dead fish or other wildlife on Swift Creek over the next several days. Those with chronic respiratory conditions are encouraged to remain inside because they may experience increased respiratory difficulty in the presence of heavy fume odors. If you experience any increased difficulty breathing contact 911 or your primary healthcare provider for medical care. Many different organizations are involved with this incident including Colonial Heights Fire and EMS, Colonial Heights Emergency Management, Chesterfield Emergency Management, Virginia Department of Transportation, Virginia Department of Environmental Quality, Chesterfield/Colonial Heights Department of Health, Virginia Department of Emergency Management and the State Police.

<http://wtvr.com/2014/07/24/i-95-tanker-truck-spill-has-environmental-impact-on-swift-creek/>



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### USA, MO, DEXTER, JULY 26 2014. 14 CARS DERAILED IN DEXTER TRAIN WRECK:

noreen hyslop



*14 cars derailed in Dexter train wreck: This photo of a car containing liquid petroleum was taken at the site of a derailed train in Dexter. Although the tank was gouged in the accident, there was no leakage from the tank.*

Fourteen railroad cars on a southbound Union Pacific train derailed within the city limits of Dexter at 3:20 a.m. Thursday, sending concerns initially of a possible hazardous material spill since one of the tanks held liquid petroleum gas. No one was injured in the accident. On site testing confirmed there was no leakage from the LP tanker, easing the minds of local authorities, including Dexter Fire Chief Don Seymore. "There was not a drop of hazardous material spilled," Seymore confirmed about 8:30 Thursday morning after assisting Union Pacific crews with air testing. According to Seymore, the other derailed units were carrying nut oil and motor oil, and two of the units were refrigerated cars. The train was traveling from East St. Louis to North Little Rock, Ark. when it derailed along a stretch of County Road 717 on the east side of Dexter. The

derailed cars could be seen about half a mile north of Dexter's Tyson Food Plant. All access roads to the area were blocked by MoDOT and UP crews by 7 a.m. By early morning, the Dexter Fire Department, Stoddard County Ambulance crews, Dexter Police, the Highway Patrol, and Stoddard County Sheriff's Department were staged on E. Stoddard Street across from the Tyson plant. Seymore accompanied the UP crews to the site to assess the situation, should his department need to assist with any hazardous material removal or take precautionary measures within the community. Several homes exist in close proximity to the derailed cars. Union Pacific's HazMat team from Oklahoma City was on site by about 8 a.m. and found no need to evacuate the area or to take further precautions, other than securing the area until it could be cleared. "There was a significant gouge in the car carrying the LP," Seymore said, "but it did not go through the inner liner at all." Seymore said there was no need to offload the contents of any of the derailed cars before transporting them away from the wreckage site. Local authorities were not notified of the derailment until nearly 5 a.m., two hours after the incident. Information Officer for Union Pacific, Mark Davis, said late Thursday morning that that timeline is not unusual. "That's normal," he explained, "since there was no leakage based on initial assessment." That initial assessment, he said, was performed by the two-member crew on the train immediately following the mishap. "Typically, if the crew notices any odors, they'll pass the information onto the UP dispatcher and then to the police dispatcher." Since the two-member's assessment revealed no immediate threats to the safety of area residents, the derailment was not immediately dispatched to local authorities. By 10 a.m., rail traffic was resumed on the second track alongside the derailed train. That traffic was restricted to a 25 mph limit while traveling through the area of the derailment. Davis said that crews would work throughout the day and possibly through the night to clear the wreckage. He estimated that between 75 to 100 Union Pacific crew members would be summoned to the Dexter wreckage site to investigate and clear the area. The cause of the derailment is not yet known, and the investigation continues. Davis could not confirm Thursday whether drug testing of the train's two-member crew was part of UP's protocol following a derailment such as Thursday's, and was not aware whether the crew involved had been tested following the wreck. It is not known if speed played a part in the accident. Investigators' findings will be reported as they are received.

<http://www.standard-democrat.com/story/2103923.html>

### USA, OK, FAIRVIEW, JULY 26 2014. OIL-COVERED OWL DIES: OIL FIELD TANK SITE INVESTIGATED

One of two owls rescued from an uncovered oil field tank west of Enid has died, according to the birds' caretakers Friday. Jean Neal and her husband, Jim, of Fairview, have been caring for the owls, which were covered in oil, since Tuesday when they received them from Oklahoma Department of Wildlife Conservation, which is investigating the incident and the deaths of several other birds found in the tank. Jean Neal holds a state license to handle small non-migratory animals. Neal said earlier this week she was concerned about the damage to the birds' health caused from the oil and the stress of being in contact with humans during their cleaning and care. She said then though the hardest cleaning was over, she still was not sure they would survive. The Neals had planned to take the birds to a federal facility Eagle Valley Raptor Center near Cheney, Kan., Thursday, but the decline in health of the one that eventually died and an ongoing effort to find a place to keep the birds local due to the investigation changed the plans, Neal said. She said the remaining owl is eating, and they are watching it for signs of decline.



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She said he is walking and climbing in the enclosure and sitting on a perch, but it still is too early to say how much oil and other matter the owl ingested and if it can overcome the ill effects and survive. She believes the owls are juveniles, possibly clutch mates, and if the investigation can end and the bird's health returns, she is hopeful it can be released into the wild. Neal said earlier this week the owls' talons and beaks made it difficult to handle and clean the birds. The Neals had the owls grasp heavy pieces of foam in their talons, and wrapped their feet in wrap typically used on horse legs. They then applied a coating of mayonnaise to each owl, before washing them in Dawn dish detergent and warm water. "They had so much oil on them, I don't think we've gotten all of that oil off them yet," she said Wednesday. It was stressful on the owls to be handled by humans, washed, scrubbed and wrapped up, she noted. "You have to do as much as you can, as carefully as you can. And I'm praying that they will make it," Neal said at the time. "They're pretty feisty. The birds are beautiful, their wings are amazing. They are just amazing creatures." Wildlife and Corporation Commission officials are investigating the oil field site — located on the Major County and Garfield County line, approximately 5.5 miles south of U.S. 412 — that has been neglected, according to Oklahoma Department of Wildlife Conservation Major County Game Warden Lt. Frank Huebert. He said Friday morning there is nothing new to release concerning the investigation. Officials did take possession of the dead owl. "These birds got into a saltwater tank that was full," Huebert said. "Most of it's saltwater, but there's the scum of oil on top of it. That's the reason why the (Oklahoma) Corporation Commission and federal rules say that those tanks have to be covered. "Usually they have a netting they put over them, so that birds don't get down in there and skim the surface." Huebert said there were other birds found dead in the tank. Once it is discovered who is responsible for the tank, there can be penalties levied, Huebert said. "The federal U.S. Fish and Wildlife Service can fine them for allowing a hazard to be ... left out in the open like that," he said. "Whether it's a saltwater tank or it's a saltwater disposal site, where they have open pits, those all have to be covered and protected for migratory birds." The U.S. Fish and Wildlife Service can issue a fine, per bird, Huebert said. "Normally, most oil field companies are responsible and they make sure that any spills are cleaned up, or any tanks that are open tanks are covered. It's not a real common issue but it does occur," he said. A preliminary report, compiled by an Oklahoma Corporation Commission oil and gas field inspector, noted there was oil on the ground around the tank and in several other areas inside the dike. Rig anchors were not marked, and there were no Oklahoma Tax Commission numbers on the storage tanks or the meter house, the report stated. The Oklahoma Corporation Commission case remains open, spokesman Matt Skinner said.

<http://www.enidnews.com/localnews/x197372073/Oil-covered-owl-dies-Oil-field-tank-site-investigated>

### USA, TX, ROCKPORT, JULY 26 2014. TANKER FLIPS WHILE ATTEMPTING TURN ONTO BYPASS

A tractor-trailer hauling corrosive materials flipped over off the Highway 35 bypass shutting down traffic for nearly four hours, at about 6 p.m. Tuesday, July 22. Rockport Police Department (RPD) Lt. Larry Sinclair said the truck was carrying approximately 4,000 gallons of sodium hydroxide. He said the tanker was taking a left turn off FM 3036 onto the bypass when it flipped onto its right side.

[http://www.rockportpilot.com/news/article\\_7f4d2b56-1412-11e4-8d5e-0019bb2963f4.html](http://www.rockportpilot.com/news/article_7f4d2b56-1412-11e4-8d5e-0019bb2963f4.html)

### USA, S.C, PARTANBURG, JULY 26 2014. TRAIN CARRYING ETHANOL DERAILS IN SPARTANBURG >> CHIEF: HAPPENED IN BEST PLACE POSSIBLE

 **Watch the Video** [Train Carrying Ethanol Derails in Spartanburg](#)

 **Photo's [11]** [Train Carrying Ethanol Derails in Spartanburg](#)



*A train derailment sent fire and hazardous materials crews to work in Spartanburg Friday morning.*

The derailment happened near Brawley Street, between Highway 29 and 221. According to Gary Sease, a spokesman with CSX Railroad, the derailment occurred at 1:50 a.m. Sease said four cars derailed, three of which contain ethanol. Two of those cars were off the track on their side, and one of the four cars was filled with sand, according to Spartanburg Fire Chief Marion Blackwell. Ethanol is a clear, flammable liquid that can cause irritation if inhaled, according to the Centers for Disease Control website. Blackwell confirmed there were no leaks and no evacuations were necessary. Spartanburg hazmat crews responded to the scene, but were released when CSX Railroad crews arrived, Blackwell said. No major roads were impacted, he added, but Main Street and Henry Street



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were blocked by the train until about 6:45 a.m. "So if you had to have it (a train derailment,) it's in its best place," Blackwell said. "To the west or south would have been in residential neighborhoods, and that would have caused a much bigger problem," he said. A command post was set up at the Magnolia Street Depot. The train was en-route from Decatur, Illinois to Pelzer. An accident investigation team from CSX was at the scene to direct the removal of the derailed cars, which were moved with the ethanol left inside, Blackwell said. The cleanup process was expected to be completed by 5 p.m. The cause of the derailment is being investigated.

<http://www.wyff4.com/news/train-derailment-causes-hazmat-situation-in-upstate/27142348#1bnLQJZ>

### JAPAN, OKINAWA PREFECTURE, [NAHA](#), JULY 26 2014. DIPLOMATIC CABLES SHOW OKINAWA KEPT IN THE DARK WHEN JAPAN, U.S. AGREED TO REMOVE POISON GAS

shunichi kawabata



*Masao Nakasone, who helped organize protests against the route for transporting poisonous gas, stands in front of the elementary school that was located along the route in Okinawa.*

Newly released diplomatic cables show Japan and the United States worked behind the scenes to carefully script the handling of the removal of poison gas from Okinawa--without the knowledge of Okinawan officials--before it reverted to Japanese control in 1972. The confidential cables, which were released July 24, said that Japan would cover the costs for constructing a road for the removal of the gas. The cables also include wording on how Japan and the United States should act to make it appear as though the local government in Okinawa at the time asked for the central government to pay the construction costs. Reporting by a U.S. newspaper in 1969 revealed that poison gas had leaked at a U.S. base in Okinawa, and that U.S. soldiers were hospitalized for treatment. The reports led to calls in Okinawa for the immediate removal of the toxic substance. Plans at the

time called for shipping the gas from Okinawa to Johnston Island, which is located 1,400 kilometers southwest of Hawaii, from January 1971. Local opposition was particularly strong in what was then known as Misato village because it was located along the overland route the gas would take to the pier. That opposition led to the decision to avoid residential areas when transporting the gas. However, the U.S. government refused to pay the \$200,000 needed to construct the road within military facilities. In the end, Japan agreed to pay the construction costs. The diplomatic cables in question were sent in April 1971 from the Foreign Ministry to Jiro Takase, who had been dispatched to Okinawa as an ambassador. The cables included a comment from Sadanori Yamanaka, who was then serving as head of the Management and Coordination Agency. Yamanaka is quoted as saying, "While the Japanese side has committed to shouldering the burden, if that fact is presented to the Okinawa side too quickly, there is the strong possibility it could leak. We have refrained from informing (the Ryukyu government) because leftists could use the fact as propaganda to say the Japanese government provided support to the Ryukyu government in order to have it approve the new transport route." Yamanaka goes on to say that the best option was to inform Chobyo Yara, the chief executive of the Ryukyu government, only after "arrangements had been completed." The arrangements referred to acts by all the parties involved. Yara would first obtain the consent of local communities for the new route. Yara would then ask James Lampert, the U.S. military officer who headed the civilian administration of Okinawa at the time, to shoulder the burden of the construction costs. Under the scenario, Lampert would reject that request, forcing Yara to ask the Japanese government to pay for the road. The diplomatic cables called for sufficient arrangements to be made with Lampert so that he would not reveal to Yara beforehand that an agreement had already been reached between Japan and the United States. A similar passage can be found in U.S. documents recording exchanges between Lampert and the U.S. government. The steps taken by Japan were described as being like a Kabuki script. Masaaki Gabe, a professor of international politics at the University of the Ryukyus, said the skillful coordination between Japan and the United States continues today. "(The poison gas) was an inhumane weapon and since it was almost never stored outside of the United States, it was likely placed in Okinawa because it could be freely used as a base," Gabe said. "The coordination over removal of the gas that made Okinawa obligated to the central government was a very skillful ploy." He said similar measures can be seen today as the central government proposes economic stimulation measures to counter dissatisfaction in Okinawa over the relocation of U.S. Marine Corps Air Station Futenma. The local opposition to the presence of the poison gas is understandable considering how lethal the material was. A Pentagon announcement at that time said it was the nerve gas sarin that had



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leaked in the accident. Mustard gas was also stored in Okinawa. U.S. documents do not reveal the total volume of poisonous gas kept in Okinawa, although there is one estimate that a total of 13,000 tons were kept there before fighting escalated in the Vietnam War. Local Okinawa resident Masao Nakasone, 75, who was involved in the protest against the poison gas, said the contents of the cables are very disappointing because it clearly showed the diplomatic stance of Japan at that time. Nakasone was a junior high school teacher at that time. He led the local opposition because the poison gas would pass by an elementary school on its way to the pier. The strong opposition forced Yara to ask for help from the central government. In his diary, Yara describes visiting Yamanaka at his office and hearing him call officials in other government agencies to reach an agreement on the payment of the construction costs. However, Yara did not know at that time that an agreement had already been reached between Japan and the United States. The two sides likely coordinated efforts on removing the poison gas because both sides were trying to ensure the smooth reversion of Okinawa to Japan in 1972. There were other secret deals as well between Japan and the United States made in line with the return of Okinawa. One involved allowing the United States to bring in nuclear weapons to Okinawa in the event of a military conflict. Another had Japan paying the costs involved in the return of Okinawa that should have been borne by the United States.

[http://ajw.asahi.com/article/behind\\_news/politics/AJ201407250072](http://ajw.asahi.com/article/behind_news/politics/AJ201407250072)

#### USA, N.C., CHARLOTTE, JULY 26 2014. CLEANUP FROM ILLEGAL PCB DUMP TAKING MONTHS, COSTING MILLIONS

 **Watch the Video's:**

- [Crews investigate illegal chemical dumping](#)
- [Charlotte Officials Talk about Illegal Dumping](#)

It's been months since someone illegally dumped toxic materials into Charlotte's sewer system, but Channel 9 uncovered the city is still months from cleaning it up. Dangerous PCBs were dumped into a sewer behind a Food Lion on West Sugar Creek Road in February. Three days later, ethanol was dumped into the Sugar Creek Wastewater Treatment Plant. It's going to take months and millions of dollars to make sure those toxic chemicals are out of the system. City workers behind Anthony Martin's restaurant off West Sugar Creek Road discovered the PCB dumping. They found the highly toxic chemical had been illegally dumped in a drain, contaminating the Mallard Creek Wastewater Treatment Plant and threatening people's drinking water. "It was kind of nerve-wracking. We were afraid it was going to shut this whole area down," Martin said. His son may have seen the person who dumped it and tried to help police, but still police have made no arrests in that case or two other instances of illegal dumping that happened weeks later. "Hopefully we can get this thing resolved and hopefully it won't happen again," Martin said. Utility officials are hoping it won't happen again, because they estimate it could cost up to \$6 million to clear PCBs out of the system. They are focusing on disposing of nearly 46,000 tons of contaminated solids removed during water treatment. That could require moving 6,000 tons to Alabama and the rest to local landfills, which alone could cost \$3.2 million. They also believe PCBs may be stuck to the walls of their 12 water tanks, which will also need to be cleaned. "We're talking about concrete tanks the size of Olympic swimming pools," an official with Charlotte-Mecklenburg Utility Department said. "To clean them out, you are talking easily a couple hundred thousand dollars per tank." While the clean-up continues, utility officials want people to know their water is still safe. CMUD said it could take another nine months to get the system clean. Channel 9 asked whether the extra costs could make your water bills go up. Officials said they have savings in the budget to cover emergencies, so rates will not change because of this.

<http://www.wsocv.com/news/news/local/cleanup-illegal-pcb-dump-taking-months-costing-mil/ngm89/>

#### USA, WYO, CASPER, JULY 26 2014. REGULATORS INVESTIGATE CASPER AIRPORT FOR WWII-ERA CONTAMINATION

The four-engine drone of the B-24 Liberator has long since faded at Casper/Natrona County International Airport. But during World War II, the Casper Army Air Field, as it was then known, served as the final stop for bomber crews training for overseas assignments in Europe. The bombers no longer inhabit the airport, but state and federal regulators don't know yet what they may have left behind. The Wyoming Department of Environmental Quality, the U.S. Army Corps of Engineers and the Environmental Protection Agency are investigating 12 sites at the airport for remnants of environmental contaminants dating back to the time of the bombers. "This is pretty common," said David Rathke, EPA Region 8 project manager. "Most of this was created back in the '40s during World War II. There certainly were not any environmental restrictions back then, and they pretty much had carte blanche on whatever they did, and there were a lot of people there." Casper Army Air Field was activated on Sept. 1, 1942, after the construction of more than 400 buildings in three months. After the war, on March 7, 1945,



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the base was deactivated and turned over in 1949 to Natrona County for its current purpose as a civilian airfield. The site is designated a formerly used defense site, saddling the U.S. Army Corps of Engineers with the responsibility to mitigate the environmental hazards on the site. The Army began reviewing former military installations after the passage of the Comprehensive Environmental Response, Compensation and Liability Act in 1980. "It's a long process depending on how contaminated the sites might be," said Hector Santiago, the Army Corps of Engineers' Omaha District program manager. "We are trying to be aggressive. We hope not to find anything, but if we do find something, we have a responsibility to take care of it." Santiago said the Corps and the EPA have planned to evaluate the site since 2007, but funding for the project was not secured until this year. Jane Francis, Wyoming Department of Environmental Quality geological supervisor, said the main concern for the site is chemical contamination in the area of a former landfill and sewage treatment plant. Besides chemical contamination, workers could also find live ammunition in the area. "I don't think we have any reason to suspect anything larger than .50-caliber," Francis said. "We're going to pay attention to it during our investigation, but the likelihood of running into it is low." Investigators have completed their initial screening of the airport grounds. They have identified the exact location of the former landfill and sewage treatment sites after interviewing people who once worked on the base. "Two people in our interviews described the Army as being meticulous in their concern for what they were doing," Francis said. "That was good to hear, but there's still potential for the contaminants to exist in this environment." The working group began fieldwork Wednesday to collect water samples, which will be used to determine what mitigation practices the site will require. Fieldwork is expected to be completed this fall. The group will deliver its report to the EPA in December. The report and administrative file for the investigation will be available for public viewing at the Natrona County Public Library.

[http://trib.com/news/local/casper/regulators-investigate-casper-airport-for-wwii-era-contamination/article\\_987c64a9-d2bf-5ac7-a645-36d22cf177bf.html](http://trib.com/news/local/casper/regulators-investigate-casper-airport-for-wwii-era-contamination/article_987c64a9-d2bf-5ac7-a645-36d22cf177bf.html)

### USA, PA, PHILADELPHIA, FELTONVILLE, JULY 26 2014. MOTHER, TEENAGE DAUGHTER DIE OF INJURIES SUFFERED IN FOOD TRUCK EXPLOSION IN PHILADELPHIA



*In this July 1, 2014 file photo, Philadelphia Police and Fire Department investigate the scene of a food truck explosion in the Northeast section of Philadelphia. Authorities say a mother and daughter have died of injuries they suffered when a food truck exploded in Philadelphia earlier this month. The city medical examiner's office confirmed Thursday that 17-year-old Jaylin Steffany Landaverry Galdanez died Tuesday and 42-year-old Olga Galdanez died Sunday. The mother owned the truck.*

A mother and teenage daughter have died of injuries they suffered in a fiery explosion inside their food truck earlier this month, authorities said Thursday. Jaylin Landaverry Galdamez, 17, died Tuesday and Olga Galdamez, 42, died Sunday, according to the medical examiner's office. The mother owned the truck. Both died of burn-related injuries suffered from the July 1 explosion of the La

Parrillada Chapina truck in the Feltonville neighborhood of north Philadelphia, said Jeff Moran, a spokesman for the office. Eleven others were injured, three critically, in the explosion, which investigators believe was caused by a propane tank leak ignited by cooking grills. Jaylin Galdamez hoped to become a doctor. One of her teachers called the food truck her "ticket to their future." Her father had died a few years ago. "My understanding is that when Jaylin went home each day, she did her school work and then she began the prep work for the food truck," said Carol Dauerbach, who taught her at Little Flower High School, a Roman Catholic High School for girls. Olga Galdamez got up at 3 a.m. to start cooking, and Jaylin sometimes helped her before school, Dauerbach said. In the summers, she would join her mother in the truck. "(They did) all they could do to get Jaylin where she wanted to be in life," said Dauerbach, who had been asked to write the rising senior's college recommendation letter. The bodies are expected to be flown to Guatemala for burial after a funeral Friday, relatives told KYW-TV. Nearby surveillance video captured the explosion, which was followed by a huge fireball that engulfed the 25-foot truck and set a utility pole on fire. The truck carried two 100-pound propane tanks to fuel its grills. Both tanks were full and one was in use at the time of the explosion. Investigators believe the leak occurred in the other tank, which was later found nearly 100 feet away. The U.S. Bureau of Alcohol, Tobacco, Firearms and Explosives and the city fire marshal's office investigated. Messages left with those agencies Thursday by The Associated Press were not immediately returned.

<http://www.therepublic.com/view/story/43ebaccda57428c9f27e539c9dba530/US--Food-Truck-Explosion>



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### USA, TX, EL PASO, JULY 26 2014. WESTERN REFINING FIRE IN TEXAS EXTINGUISHED

A fire that broke out at Western Refining Inc. refinery Wednesday morning has been extinguished, Oil and Gas Journal said. The fire started at 8:30 CST in a boiler at the company's 128,000-b/d refinery in El Paso, Texas. The fire was extinguished by Western Refining's on-site fire and emergency personnel at 9:05 CST on Wednesday, according to Twitter posts by the El Paso Fire Department. No injuries have been reported. The details of the refinery's operation status have not been disclosed. Western's El Paso refinery is three miles from downtown El Paso. The refinery has crude capacity of approximately 128,000 barrels per day and a storage capacity of approximately 4.3 million barrels.

<http://petroglobalnews.com/2014/07/western-refinery-fire-in-texas-extinguished/>

### NIGERIA, DELTA STATE, NDOKWA EAST, JULY 26 2014. DPR, NOSDRA NAIL AGIP FOR TOXIC WASTE DUMP



Agip

The Department of Petroleum Resources (DPR) and the National Oil Spill Detection and Response Agency (NOSDRA) have indicted oil company, AGIP, for 469 metric tonnes of toxic waste dumped in Ndokwa East Local Government Area of Delta State, in May 2013. The two supervisory bodies announced the indictments in their submissions to the House of Representatives Committee on Environment investigating waste dump in 11 communities in the Niger Delta. The Chairman of the Committee, Ms Uche Ekwunife, said after several meetings with the parties involved, including the representatives of the affected communities, they have enough evidence to decide on the matter. The committee had been meeting with representatives of the affected communities alongside the DPR, NOSDRA and Nigeria AGIP Oil Company which was accused for the toxic

waste dump by the communities. After several reports leading to inconclusive meetings, the Department of Petroleum Resources finally indicted the oil company. Reacting to the allegation, the oil company represented by the Deputy Divisional Manager (Legal), Chidozie Okafor raised objections to the findings. However, the Committee Chairman said the submissions would be adopted and investigations closed while they looked at the reports so far gathered. The Committee Chairman said communities in the Niger Delta region are crumbling under the weight of dumped toxic waste and oil spills and multinational companies must be made to take responsibility for their actions.

<http://www.channelstv.com/2014/07/24/dpr-nosdra-nail-agip-toxic-waste-dump/>

### USA, MI, BATTLE CREEK, JULY 27 2014. ENBRIDGE OIL SPILL: FOUR YEARS LATER

 **Watch the Video** [Enbridge Oil Spill: Four Years Later](#)

Saturday marked the four-year anniversary of the Enbridge Energy oil spill. At the time it was the largest and most costly inland oil spill in American history. It happened literally in the backyards of hundreds of homes and spread 20 miles throughout the Kalamazoo River and its tributaries. Some 800,000 gallons of crude oil seeped out of Enbridge pipeline 6B. Newschannel 3's Julia Fello is live in Battle Creek with a look back -- and forward -- at this disaster. Many of the affected families say this spill turned their lives upside down. There have been countless controversies involving the clean-up process. Through it all, Enbridge spokespeople have told Newschannel 3 they're not leaving until it is all cleaned up. We spoke to Jason Manshum, the spokesman for the oil giant. In the past, he's told Newschannel 3 they've spent close to a billion dollars cleaning up this horrible accident. When the disaster was first noticed, in the summer of 2010, the full scope wasn't realized for weeks or, arguably, months. Just 48 hours after the disaster then-Gov. Jennifer Granholm called Enbridge's response "anemic" -- after taking a helicopter tour. A former Enbridge worker-turned activist, John Bollenbaugh, came forward to Newschannel 3 in the fall of 2011, sharing how the oil giant hadn't gone far enough to clean up the mess. He showed Newschannel 3 evidence, he called it, that the company was covering up an area affected by the spill with canvas and grass seed. Exposure like this has placed a spotlight put on this disaster. Most recently, the Environmental Protection Agency ordered more dredging sites for the oil company to clean up along the river. The company also purchased rights to the century-old Ceresco Dam. When Enbridge announced their plan to take it down in pieces, worried residents told Newschannel 3 they were concerned it would spread oil contaminates downstream, despite the announcement from the Department of Natural Resources that this was something they'd wanted to do even before the oil pipe burst, to keep the river healthy. Countless companies and frustrated homeowners have shared their woes with the cleanup, including Ceresco homeowner Dave Gallagher, who has been living near construction of a new and more efficient pipeline. Over more than six months, he's shared his headaches living too close for comfort, with noisy construction in his backyard. He says, "Almost feel that we were steamrolled. What Enbridge did was try to sneak this pipeline in around our property and they had tons of problems. Had I not been here to oversee a lot of those



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problems, things would have went on and, I think, could have put the public at risk as well as my home." Manshum says, "If a recreational user sees an oil sheen or a globule of oil, it is deemed to be safe. You may want to go home and wash your hands or if you're in a public restroom, you can wash your hands there, but the river has been deemed safe for recreation use since it opened, which was in June of 2012. These were just some of the headline-grabbing incidents that have taken place since this oil disaster. The EPA ordered dredging sites should be finished by the end of this summer. The removal of the Ceresco Dam should all be complete by this fall. Four years later, the after-effects from this disaster doesn't seem like they will go away any time soon.

<http://www.wvmt.com/shared/news/features/top-stories/stories/Enbridge-oil-spill-Four-years-later-12009.shtml#.U9TUAcany2>

### USA, FLA, ORLANDO, JULY 27 2014. A YEAR LATER, OWES EXPLANATION STILL OWED FOR DEPOT EXPLOSION



*Flames from an explosion at Blue Rhino propane in Tavares, can be seen across Lake Dora in Mount Dora on Tuesday morning, July 30, 2013.*

The smell is the only noticeable difference between today and a year ago at the Blue Rhino propane plant in south Tavares. Before a massive explosion that went on all night at the plant a year ago Tuesday, folks around it could always smell the distinctive sulfur odor that is added to propane so human noses can detect the volatile gas. "The smell never went away before. I don't know what they're doing differently now," said Duane Siebert, who owns a business that backs up to a chain-link fence around the plant on County Road 448. But he can take a good guess: Blue Rhino employees aren't "bleeding" propane canisters on

the hot asphalt behind the building, as they did the night of July 29, 2013, that a worker started a forklift in a cloud of propane, igniting a flash fire that turned 53,000 tanks into flaming missiles. Tavares firefighters rushed to the scene, but heat prevented them from getting close enough to turn water guns onto the company's three 30,000-gallon tanks. Police evacuated homes and businesses for a half mile around the plant, and people fled, some of them trying to guide terrified horses through a mile of underbrush to get away from the continual explosions. At least 17 people were working in the plant, and seven were injured, several seriously. One man woke up from a coma after a month. The Division of State Fire Marshal, the LP Gas Division of the state Department of Agriculture and the federal [Occupational Safety and Health Administration](#) all attributed the explosion that did about \$3 million damage to the same thing: human error. Employees weren't supposed to be letting propane drain willy-nilly onto the ground behind the plant that refurbishes and refills canisters. OSHA went further: It cited the company for 26 violations and levied \$73,000 in fines. Ferrellgas, the parent company of Blue Rhino, is fighting back, claiming that employees caused this whole mess and there's no way the company could have known they'd do what they did. A hearing before the Occupational Safety and Health Review Commission is set for Dec. 9 in Orlando and is expected to take three days. Blue Rhino's claim that its workers are at fault seems to run counter to OSHA's citations, which included several for failing even to have written rules, along with failing to train employees, a number of whom didn't speak English. They came from the Marshall Islands in the North Pacific Ocean. Asked what changes the company has made at the plant to prevent any more explosions, the Ferrellgas spokesman didn't reply. Wow. Really? That's an unreasonable question for a company that nearly blew a piece of Tavares off the map? Such disdain for the public is inexcusable and leaves bad feelings about the company in the community. Perhaps Ferrellgas doesn't think it owes Tavares even an explanation, let alone compensation. Tavares officials said Blue Rhino changed the water-gun system that keeps the big tanks cool from one that has to be activated manually to one that automatically activates and has remote switches as backup in case it doesn't. It added extra gates for employees and increased the width of aisles between pallets that store the tanks, Tavares City Administrator John Drury said. Those are all good measures, but they won't prevent disaster. The company needs to develop a training program and aggressively train its workers. It needs to announce that program to the public. Meanwhile, folks close to the plant are still considering their options. One suit was filed last year by Herb Welder, who discovered a smoking propane canister in the middle of the living room of his new house after it blasted through the roof. Welder's former lawyers failed to act in the case, and it was closed without his knowledge in June. He plans to refile using a new law firm. Siebert said last week that Blue Rhino or its insurance company paid for all the immediate repairs caused by the explosion and fire. But Siebert and Welder are more worried about the future. "Beyond tangible damages, there are some intangible damages. Who in their right mind would buy next to Blue Rhino knowing what is possible?" Siebert said. And he's right. Blue Rhino owes the Tavares community in more ways than one, and so far all it's gotten is a cold stare.

<http://www.orlandosentinel.com/news/local/lake/os-1k-blue-rhino-explosion-anniversary-lauren-ritc-20140726,0,409992.story>



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### USA, CA, APPLE VALLEY, JULY 27 2014. MAN BURNED AFTER TRYING TO SIPHON GAS WITH VACUUM



*An Apple Valley man was using a shop vacuum to remove gas from the vehicle when the static electricity caused a fire. The man sustained second- and third-degree burns and was transported to a hospital.*

A man was flown to a trauma center with second- and third-degree burns after he attempted to remove gasoline from his car with a shop vacuum, authorities said. The Apple Valley Fire Protection District was called to a home in the 19000 block of Osceola Road in Apple Valley, east of Apple Valley Road and south of Highway 18, shortly before 3 p.m. Friday. Firefighters found that a car had caught fire and a man had suffered burns to his back and lower extremities. After interviewing family members, authorities said the man had apparently just bought the car and was in the process of removing the car's old fuel pump. "It appeared he had removed

the fuel pump, which sat on top of the tank," AVFPD Fire Marshal Jason Nailon said. "This allowed him access to get the Shop-Vac hose to the bulk of the gasoline." Nailon said gasoline vapors came into contact with the vacuum's electric motor, which created sparks, igniting the car and the man's clothes. The man was driven to St. Joseph Health, St. Mary and then flown to the Arrowhead Regional Medical Center burn unit in Colton.

<http://www.vvdailynews.com/article/20140725/NEWS/140729874/12982/NEWS>

### USA, UT, WEBER CO, JULY 27 2014. DIESEL FIRE THREATENS STRUCTURES IN WEBER COUNTY >> FUEL TRUCK HOLDING 1,200 GALLONS OF DIESEL FUEL.

 **Watch the Video** [Diesel Fire Threatens Structures in Weber County](#)

The Weber Fire District and units from USAF Little Mountain and Ogden City Fire Department battled a large diesel fuel fire Saturday morning. The flames ignited on the GSL Minerals plant at 765 N. 10500 W. in western Weber County. The fire was dispatched at 6:35 a.m. as a dumpster fire threatening a building but was quickly updated as a vehicle fire threatening a structure. The first crew on scene learned that the fire involved a fuel truck holding 1,200 gallons of diesel fuel. The truck had been filling its tanks at the facilities tank farm. The vehicle was fully involved along with the diesel fuel it was carrying. Fire crews immediately began cooling the neighboring fuel tanks and ordered evacuation of the plant. The fire was contained to the original vehicle where it began and damage was limited to that vehicle and the exposed tanks in the fuel tank farm. It is now controlled and extinguished. There were no injuries.

[http://www.kutv.com/news/features/local/stories/vid\\_7161.shtml](http://www.kutv.com/news/features/local/stories/vid_7161.shtml)

### USA, PA, FRANKLIN, JULY 27 2014. TANKER CRASH IN DOWNTOWN FRANKLIN

 **Watch the Video** [Tanker Crash in Downtown Franklin](#)

It was a mess in downtown Franklin today after a tanker, hauling thousands of gallons of diesel fuel rolled onto its side. The tanker truck was southbound on Route 8, coming out of Franklin just before 11 this morning, when the driver failed to negotiate a curve in the road. The driver lost control and the truck ended up on its side. It took several hours to off load 75 hundred gallons of diesel fuel onto another tanker. Sandbags were set up around drains near downtown Franklin in case of a massive spill, but the only fuel that leaked was from the trucks fuel tanks. The driver was taken to UPMC Northwest in Seneca, no word on his condition

<http://www.yourerie.com/news/news-article/d/story/tanker-crash-in-downtown-franklin/34180/uGvS52IWUk28JHrybMIDaQ>

### USA, VT, PITTSFIELD, JULY 28 2014. AFTER SETTLEMENTS, FIRMS IMPROVE SPILL PREVENTION

Seven New England companies that store oil have developed oil spill prevention plans after reaching settlements and paying fines issued by the Environmental Protection Agency. Federal rules require such plans for companies that store or distribute oil. The EPA found the seven companies out of compliance and reached settlements in which the firms drafted spill prevention plans paid reduced fines ranging from \$3,000 paid by CV Oil of Pittsfield, Vermont, to \$9,500 paid by Superior Plus Energy Service of Seymour, Connecticut. The other firms were VIP Tour and Charter Bus Co. of Portland, Maine, Brewer Pilots Point Marine in Westbrook, Maine, and three in Massachusetts: LS Starrett of Athol, Lakeside Oil Co. of Marlborough and Richards Oil Co. of Northborough.

<http://www.seattlepi.com/news/science/article/After-settlements-firms-improve-spill-prevention-5649842.php>



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### USA, N.J, PATERSON, JULY 28 2014. RESIDENTS RUN FOR THEIR LIVES AFTER FIERY CRASH AT PATERSON GAS STATION

 [Watch the Video Fiery Crash at Paterson Gas Station](#)

It came out of nowhere! A car crashed and burst into flames near fuel pumps at a gas station in Paterson. The accident caused nearby residents to run for their lives. However, as CBS 2's Steve Langford reported, the fiery crash could have been much worse. Just before 3 a.m. a car crashed into a gas station, narrowly missing the fuel pump. The driver of the car had to be pulled from the fiery wreck as flames began to ravage the home next door. "I heard a big crash," Marcos Negrini recalled. Negrini and his wife got the shock of their lives when the explosion and fire chased them from their first floor home in the middle of the night. It was a chaotic scene as surveillance video showed people running towards and then away from the fire next to gas pumps. "They were saying 'get out of the car' and then I heard them like screaming and yelling," Emmanuel Garcia said. Neighbors say that the intersection turns into a scene late at night, filled with traffic, speeding cars, and lots of people. The violent crash sent nearby residents into a late night panic. "When I looked out the window the fire was high in the air," a witness said. The fuel pumps and tanks were not touched, and the neighborhood was spared. Investigators have yet to release the condition of the driver pulled from the vehicle.

<http://newyork.cbslocal.com/2014/07/27/residents-run-for-their-lives-after-fiery-crash-at-paterson-gas-station/>

### ENGLAND, DERBYSHIRE, DERBY, JULY 28 2014. FIREWORKS EXPLODED AFTER 200 EVACUATED OVER 'BOMB SCARE'

Homemade fireworks have been revealed as the cause of a bomb scare which forced a mass evacuation of homes and led to seven controlled explosions by bomb disposal teams. Up to 200 people were forced to leave their houses in Derbyshire after police said they found a potentially volatile substance in a flat. A 55-year-old man was arrested.

#### Related Stories

- ['Potentially volatile substance' forces evacuation in Newhall](#)
- [Homemade fireworks sparked Newhall bomb scare](#)
- [Evacuated residents allowed to return home](#)

<http://www.itv.com/news/story/2014-07-27/fireworks-exploded-after-200-evacuated-over-bomb-scare/>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, JULY 29 2013. ORICA FINED \$750,000 FOR CHEMICAL LEAKS AT KOORAGANG, BOTANY

michelle harris

 [Document Orica's Full Statement](#)



*Orica's plant at Kooragang Island, as seen from Stockton.*

Orica has been slapped with fines totalling more than \$750,000 for seven air and water pollutions at Newcastle and Botany, including the infamous release of a carcinogenic chemical from its Kooragang Island plant over the suburb of Stockton. Described by the Environment Protection Authority as the largest penalty issued for any of its Land and Environment Court prosecutions, Orica was ordered yesterday to pay a combined \$768,250 to the NSW Office of Environment and Heritage, the City of Newcastle and City of Botany Bay for environmental improvements or studies. It will also have to publicise the convictions and pay all legal fees and investigation costs associated with the

prosecution. Orica pleaded guilty to nine charges for the seven incidents, spanning from October 2010 to December 2011, the most controversial of which was the leak of hexavalent chromium in the air over Stockton and onto some of its onsite workers on August 8, 2011. The other incidents included discharges of nitric acid into soil and the Hunter River, and ammonium nitrate and ammonia gas, as well as an emission of mercury vapour from its Botany plant. While there were no adverse health or environmental impacts, the leak over Stockton caused the public, the government and the media to "freak out", the court was told. It also triggered furious criticisms of Orica for its 16-hour delay in reporting the incident the EPA and the O'Farrell government for taking another 54 hours to tell the public. The company was charged with breaching its licence conditions and for failing to report a pollution incident as soon as practicable. Justice Rachel Pepper found the incident had the "potential to cause both environmental harm and serious harm to human safety", and took into account the "distressing effect" on exposed workers and Stockton residents. Orica's delays in reporting the incident meant it impeded any preventative or remedial action



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the EPA could have taken in the immediate aftermath. But she found there was no evidence the delay was "intentional or wilful", with Orica not aware of its legal obligations to report swiftly. For the Stockton leak and reporting delay, Orica was ordered to pay \$175,000 and \$36,750, as a contribution for stage two of the restoration of Kooragang Dykes project, to address the deterioration of dykes in the Hunter Wetlands national park. Outside the court, Orica global head of manufacturing Richard Hoggards said the company regretted the incidents and more than \$200 million had since been invested in the Kooragang Island plant. "What I can say today is that we've learnt from those incidents. Big investments [were] made at the Kooragang Island site over the last three years," he said. "I can reassure locals that we have significantly changed on that site. We didn't wait for today's judgment." Environment Protection Authority chief regulator Mark Gifford said the fines were a "significant penalty" and a "good result" Orica had changed its attitude in how it ran the Kooragang plant, he said, and laws had been tightened for pollution incidents.

#### Related Stories

- [Residents not convinced about Orica's fine](#)
- [Orica ammonia leak sends two to hospital](#)
- [Stockton toxic leak: minister orders review](#)
- [Orica leak spurs NSW audit](#)
- [EPA to prosecute Orica over chemical leak](#)
- [Orica Fined more than \\$750000](#)
- [Orica Fined \\$768000 over Chemical Spills and Safety Breaches in NSW](#)
- [Fined:Orica Pledges to do Better](#)
- [Orica Fined \\$750000 for Chemical Leaks at Kooragang, Botany](#)
- [Orica Fine to Pay for Wetland Restoration](#)

## AUSTRALIA, NEW SOUTH WALES, SYDNEY, JULY 29 2013. ORICA BID TO SEND TOXIC HEXACHLOROBENZENE (HCB) WASTE TO FRANCE KNOCKED BACK; LOCALS PROTESTED AGAINST ORICA-GREENEDGE TEAM DURING TOUR DE FRANCE

*matt peacock & jacquelyn hole*

 **Watch the Video** [Tour de France sees Protest over Toxic Waste Nobody Wants](#)

 **Photo's** [Orica GreenEDGE Riders were Targeted by Salaise-sur-Sanne Residents during the Tour de France.](#)

**Map:** [Botany NSW 2019](#)



*The Tredi incineration plant in Salaise-sur-Sanne.*

A third attempt by Australian chemical giant Orica to export its stockpile of hazardous waste for disposal in Europe appears to have failed. Last week residents of the tiny hamlet of Salaise-sur-Sanne in the French Alps brandished anti-Orica signs and yelled their opposition to the company's export plans as the Australian Orica-GreenEdge team flashed by in the Tour de France. Leading the protest was Jean-Luc Perouze, who lives in the town where Orica wants to send its waste for burning in a high-temperature incinerator. "It's out of the question," Mr Perouze told 7.30. "Orica, stop dreaming. Your waste will not end up here. We will prevent that from happening. This is dead certain." Orica wants to export its aging stockpile of hexachlorobenzene (HCB) from its Botany plant in the southern suburbs of Sydney. "What we have put forward is the

world's best solution for the safe and environmentally responsible destruction of the waste," said Gavin Jackman, Orica's head of corporate affairs and social responsibility. Orica maintains the world's largest stockpile of HCB - more than 15,000 tonnes - which is a by-product of the solvent manufacturing it ceased more than 30 years ago. Dr Mariann Lloyd-Smith of the National Toxics Network says HCB is lethal. "It's probably one of the most toxic substances that man has ever created," she told 7.30. "It's a carcinogen, it affects the immune system, the central nervous system, it's incredibly persistent, it bio-accumulates, so we find it in breast milk and blood." Orica has tried to export its waste twice before - once to Germany in 2007 and four years ago to Denmark - but both times local protests scuttled the plans. Now, it seems, the company's application to have the scheduled waste disposed of in the Tredi Seche Global Solutions incinerators at Salaise-Sur-Sanne has also been rebuffed. The French minister for the environment, Segolene Royal, said Australia should dispose of its own hazardous waste and not risk



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transporting it to France. "The transportation of hazardous waste from the antipodes is an ecological aberration," Ms Royal said.

### French Decision a blow for Botany, Councillor Says

Her pronouncement is a huge disappointment to Botany resident and local councillor Brian Troy. "I would ask them if they are doing that, is why aren't they blocking the entry of material from the rest of Europe and from Africa?" Cr Troy said. "Why just this small amount to be blocked? They've taken much, much larger amounts from other places. That doesn't make sense to me." Orica has made no immediate comment on the French minister's statement, other than to say the company is "reviewing its options". "I don't think it's a viable option to leave this stockpile here forever," Mr Jackman said. Australian environmentalists agree the waste cannot stay where it is, but have backed calls by France for Orica to dispose of its waste in Australia. Dr Lloyd-Smith said Orica failed to take advantage of an alternative waste disposal facility that operated in Perth between 1995 and 2000. The plant used a process known as gas phase reduction, but was shut down due to a lack of available waste material. However, Mr Jackman said the West Australian operation was not capable of handling Orica's HCB waste effectively. "Ideas that have been put forward do not actually destroy the waste in a safe and sound manner, or they are not commercially available today," he said.

### Expert Raises Need for Australia to Build own Destruction Plants

Dr Lloyd-Smith warns Australia will need to build its own destruction facilities. "This is not the end of the hazardous waste problem in this county," she told 7.30. "We have what's been described as a tsunami of POPs (persistent organic pollutants) waste coming towards us because of new listings of POPs chemicals. "And those are found in some of the building products we use. A lot of them are also found in the electronic wastes which we are now storing in sheds all over Australia." Common consumer items such as computers, televisions and mobile phones are laced with POPs as a flame retardant. Dr Lloyd-Smith fears these chemicals could leach out and contaminate soil unless they are disposed of safely. "I would like to see the Federal Government take the lead, bring Orica to the table, bring all the other stakeholders to the table," she said.

#### Related Stories

- [Orica fined over chemical spills and breaches in NSW](#)
- [Orica bid to send toxic hexachlorobenzene \(HCB\) waste to France](#)

<http://www.abc.net.au/news/2014-07-28/france-says-non-to-australian-toxic-waste/5628876>

### CANADA, N.T, HAY RIVER, JULY 29 2014. NTCL FUEL SPILL MOPPED UP, NOW BEING MONITORED



*The Canadian Coast Guard environmental response vessel sits docked in Hay River where workers have been on the JOB to contain and eliminate the diesel fuel spill from a Northern Transportation Company Limited (NTCL) vessel last week.*

More than a week after a diesel fuel spill at the mouth of the Hay River, the mess is almost all cleaned up and the public beach reopened after being closed for several days. The spill occurred Sunday, June 20, and by Thursday the beach had reopened. The Northern Transportation Company Limited (NTCL) vessel Kelly Ovayuk developed a crack in her hull while sailing early last week and a relatively small amount of diesel leaked out, according to Canadian Coast Guard representative Dan Bate. "The exact amount of fuel is not known, but it wasn't a large spill by any means," he told The Hub. "The crew of the ship acted

effectively at the time and the spill was under control in a timely manner." Bate also noted that while any fuel spill is cause for concern, the diesel released into the water on this occasion posed less of a problem than it would had it been crude oil. Diesel floats on water and eventually evaporates. He explained that the bulk of the spill had been mopped up by crews from NTCL and government agencies, and that the remainder – a thin sheen of fuel on the water – could not be picked up by those methods but would dissipate on its own.

<http://www.hayriverhub.com/2014/07/ntcl-fuel-spill-mopped-up-now-being-monitored/>



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### LIBYA, TRIPOLI, JULY 29 2014. ROCKET HITS HUGE FUEL TANK NEAR TRIPOLI AIRPORT AS MILITIAS CLASH

#### Watch the Video's:

- [Footage Shows Rescuers Attempting to Quell the Huge Flames at the Fuel Depot](#)
- [Libya petrol depot smoke cloud hangs over Tripoli](#)
- [Libya fuel tank fire "out of control": officials](#)
- [Petrol Depot Smoke Cloud Hangs over Tripoli](#)

#### Photo's [Pictures of Refinery & ZZFire \[Google\]](#)



*Firefighters on Monday failed to extinguish a blaze at an oil depot on the outskirts of Tripoli.*

Foreign governments have looked on powerless as anarchy sweeps across the North African oil producer, three years after Nato bombardment helped topple dictator Muammar Gaddafi. They have urged nationals to leave Libya and have pulled diplomats out after two weeks of clashes among rival factions killed nearly 160 people in Tripoli and the eastern city of Benghazi. The Netherlands, the Philippines and Austria yesterday prepared to evacuate diplomatic staff. The United States, United Nations and Turkish embassies have already shut operations after the worst violence since the 2011 uprising. Two rival brigades of former rebels fighting for control of Tripoli International Airport have pounded each other's positions with Grad rockets, artillery fire and cannons for two weeks, turning the south of the capital into a battlefield. In the three messy

years since the fall of Gaddafi, Libya's fragile government and fledgling army have been unable to control heavily armed former anti-Gaddafi fighters, who refuse to hand over weapons and continue to rule the streets. Libya has appealed for international help to stop the country from becoming a failed state. Western partners fear chaos spilling across borders with arms smugglers and militants already profiting from the turmoil.

#### Residents Evacuated

In neighbouring Egypt, president Abdel Fattah al-Sisi has repeatedly warned about militants capitalising on Libya's chaos to set up bases along their mutual frontier. After the US evacuation, US secretary of state [John Kerry](#) said the "free-wheeling militia violence" had been a real risk for American diplomats on the ground, and called for an end to the violence. US ambassador [Chris Stevens](#) was killed by militants along with three others in Benghazi in September 2012. Yesterday a huge cloud of black smoke trailed across the skies of Tripoli a day after a rocket hit a fuel store near the airport containing six million of litres of gasoline. Nearby residents were evacuated. Libya's government has asked for international help to try to contain the disaster at the fuel depot on the airport road, close to other tanks holding gas and diesel, authorities said. The conflict has forced the airport to shut. Airliners were reduced to smouldering hulks on the tarmac and the aviation control centre was knocked out. "This crisis is causing lots of confusion, lots of foreigners are leaving and diplomats are also departing through here," said Salah Qahdrah, security controller at Mitiga air base, now a secondary airport operating limited flights. Yesterday was the start of Eid el-Fitr festivities to mark the end of the Muslim holy month of Ramadan, and fighting had eased in the morning. But fuel supplies were growing scarce in the capital with power cuts increasingly frequent. The health ministry said on Sunday nearly 160 people had been killed in fighting in Tripoli and in Benghazi where regular forces and militias have clashed in street battles with Islamist militants entrenched there.

#### Under Heavy Military Guard

With Libyan security deteriorating, the US evacuated its embassy in Tripoli on Saturday, spiriting diplomats across the border into Tunisia under heavy military guard including warplanes and a Marine escort.

#### Related Stories

- [Huge Blaze Spreads at Fuel Storage Depot in Tripoli](#)
- [Petrol Depot Smoke Cloud Hangs Over Tripoli](#)
- [Fuel Tank Blaze Near Tripoli Airport 'Out of Control'](#)



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- [Libya Seeks Foreign Help to Put Out Tripoli Fuel Tank Fire](#)
- [Rocket hits Huge Fuel Tank near Tripoli Airport as Militias Clash](#)
- [Tripoli fuel Fire 'out of Control'](#)

<http://www.bbc.com/news/world-africa-28521551#>

#### AUSTRALIA, WESTERN AUSTRALIA, PERTH, JULY 29 2014. NEW DIRECTOR APPOINTED FOR MERGED WA DANGEROUS GOODS AND PETROLEUM SAFETY DIVISION

*cole latimer*

The WA Department of Mines and Petroleum has appointed Ross Stidolph as the head of its newly merged Dangerous Good and Petroleum Safety branch. The new position, and division, was created after a structural review earlier this month. According to the WA DMP the "new branch brings together two regulatory groups that manage similar safety issues, creating a more consistent and robust regulatory approach to critical risk assessment". Speaking on Stidolph's appointment, WA DMP acting executive director for Resources Safety Ivor Roberts said that with more than three decades of experience in the oil and gas industry, Stidolph will be an invaluable leader for the new branch. "An engineer by trade, Stidolph has spent most of his career working in management positions at Kwinana's BP refinery, one of the largest major hazard facilities in the State," Roberts said. "He has extensive experience with the department's safety regulations and brings a unique operators perspective to safety performance and obligations." Stidolph said he will initially focus on delivering dangerous goods regulatory reforms and completing a statutory review of the Dangerous Goods Safety Act. "Growing up in South Australia near a rocket range and test firing facility, I had a unique introduction to the dangerous goods industry at a very young age," Stidolph said. "Although I didn't realise it at the time, dangerous goods safety would go on to play a major part of my career and become something I am very passionate about."

He officially stepped into the role on 1 July.

<http://www.ferret.com.au/articles/news/new-director-appointed-for-merged-wa-dangerous-goods-and-petroleum-safety-division-n2516190>

#### USA, ILL, CHICAGO, JULY 29 2014. CHICAGO CITY COUNCIL: MEDDLING WITH YOUR GAS TANK >> ALDERMEN CONSIDER AN ETHANOL MANDATE

The Chicago City Council has a long history of doing nefarious things to its citizens, but as far as we can tell, it has never tried to ruin your car's engine. There's a first for everything. A council committee is set to hold a hearing Monday on an ordinance that would require gas stations to sell "E15" fuel — shorthand for gasoline that contains 15 percent ethanol. Most gas on the market now has a blend of 10 percent ethanol. Some makers of gas-powered cars, trucks, boats, motorcycles and lawn mowers warn their customers to steer clear of E15 fuel. AAA said in 2012 that it creates confusion for consumers and sales should be suspended. So why is the City Council even considering such a mandate? The best guess is that the aldermen are listening to the ethanol lobby, which is seeing a threat to its broad government subsidies and protection. More ethanol is being produced than can be safely blended into the nation's gas supply at the 10 percent standard. Advances in the fuel economy of cars have reduced demand for gasoline, which reduces demand for ethanol. The Environmental Protection Agency has proposed a reduction in the annual target it sets for ethanol usage. Ethanol makers are looking for new ways to boost the consumption of their product. The preamble to the ordinance argues that ethanol curbs greenhouse gases and saves money, but — taking into account the energy and emissions required to produce ethanol — its benefits are debatable. Even if there are benefits, they have to be weighed against the cost to retailers and the risk to consumers. Retrofitting pumps and tanks to dispense the corrosive E15 in accord with EPA rules could cost \$70,000 to \$300,000 per gas station, according to petroleum retail groups. The EPA has certified E15 for use only in vehicles built since 2001. That suggests a lot of cars are at risk for damage. The average age of cars on the road is 11.4 years, according to the U.S. Department of Transportation. The EPA requires all pumps dispensing E15 to carry a warning label that says it isn't safe for older vehicles or for boats and "gasoline-powered equipment." But that label provides scant information for consumers, who know very little, if anything, about E15. According to the EPA, E15 poses a hazard for broad categories of vehicles, such as delivery trucks. "Gasoline-powered equipment" at risk can include everything from electric generators and power washers to snow blowers and landscaping gear. Auto manufacturers say the EPA warning should extend to many more vehicles than it does. More than 90 percent of cars on the road are not approved by their manufacturers to use E15, including most 2001-13 models, according to AAA. Automakers say E15 should be used only in vehicles with flex-fuel engines, and in newer vehicles where it is clearly specified in the owners' manuals. BMW, Chrysler, Nissan and Toyota have said that the use of E15 could invalidate their new car warranties,



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according to automotive research firm Edmunds.com. So, once again, why would aldermen be pushing for an E15 mandate? They're trying to take care of somebody, but it's not their constituents.

<http://www.chicagotribune.com/news/opinion/editorials/ct-e15-ethanol-mandate-chicago-edit-0728-20140728,0,4781213.story>

### USA, MS, MOSS POINT, JULY 29 2014. HELENA MAN KILLED IN OMEGA PROTEIN EXPLOSION; 3 INJURED

**Key Points:** Jerry Lee Taylor, 25, was killed Monday morning after an explosion at the Omega Protein plant in Moss Point. Three other men, all subcontractors for the company, were injured.



Jerry Lee Taylor, 25, was killed Monday morning after an explosion at the Omega Protein plant in Moss Point. Taylor lived in the Helena community of Jackson County. Three other men, all subcontractors for the company, were injured and taken to Singing River Hospital. They have been identified as: Josh Walls, 34; Clay Davis, 40; and Lloyd McGill. A hospital official told us two of the men were treated for minor injuries and have been released. The third victim underwent surgery Monday afternoon, and was still recovering Monday night. The explosion happened around 9:30am. Moss Point Fire Chief Tommy Posey told WLOX News the men were repairing one of the metal towers that stored fish oil. He said the tank was supposed to be empty. Two men were working on the

tank that exploded; Two were on the ground. Posey said the was so big, it scattered debris more than 85 yards away, and blew the cap off the tank onto a nearby building. Major Jackson said he heard the explosion near his office, on the east side of the Omega Protein plant. He's worked at the Moss Point facility for 51 years and said he has never experienced anything like this before. All employees were sent home for the day and the plant was shut down as the investigation continues. Omega Protein released a statement Monday evening regarding the deadly explosion. "The Moss Point facility did not suffer any significant damage or loss of product inventory as a result of the incident, but the plant will not be operating until the conclusion of the on-site investigation. Omega Protein is working cooperatively with local officials as we aid in gathering details about today's events. We expect to have the facility back operating by week's end. Omega Protein's thoughts and prayers are with the workers and their families." Back in 2012, an Omega Protein worker was killed in an accident that federal investigators have since said was avoidable. Christopher Hebert, 24, of Moss Point had worked at the plant for three years. He was killed when he was caught in a rotating screw conveyor. Following the fatal accident, an investigation by the U.S. Department of Labor's Occupational Safety & Health Administration found 25 safety and health violations at the plant. Hebert's family filed a wrongful death lawsuit, which is still pending in U.S. district court. It's set to go to trial in October. David Harris Jr. one of the attorneys representing the Hebert Family in that litigation. He released the following statement from the family about Monday's fatal accident: "Our thoughts and prayers are with the families of the deceased and the other injured people. It appears Omega protein has continued to allow an unreasonably, unsafe and dangerous work environment to exist at the Moss Point plant. The family of Christopher Hebert certainly understands how tragedy feels. If Christopher had not been killed at the plant, he would have been able to continue his efforts to make Omega a safer place to work." The Moss Point plant and its adjacent shipyard employ about 300 people. There's work year-round, although it picks up during Menhaden fishing season, which runs from mid-April until the first of November. In May 2011, three men were killed aboard an Omega Protein fishing boat called the Sandy Point. The Sandy Point collided with a 660-foot container ship in the Gulfport ship channel.

<http://www.wlox.com/story/26129569/explosion-at-omega-protein-plant-in-moss-point>

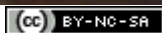
### USA, N.J, TRENTON, JULY 29 2014. N.J. SUPREME COURT SAYS POLLUTERS DON'T HAVE TO WAIT TO SUE FOR HELP WITH CLEANUP

*brent johnson*



*The New Jersey Supreme Court hears oral arguments in Trenton last year.*

The state Supreme Court ruled today that companies charged with polluting New Jersey land don't have to wait for the state to sign off on a cleanup plan before they can sue others who may be responsible to help pay for it. The unanimous decision allows the Magic Petroleum Corporation to move forward with a lawsuit against the Exxon Mobil Corporation, regarding contamination of land in Millstone Township. Jeff Tittel, president of the New Jersey chapter of environmental group the Sierra Club, said the ruling may also help speed clean-



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ups at some of New Jersey's 20,000 contaminated sites. "It's a good decision," Tittel said. "It will allow owners to go after other polluters to help fund cleanups so they can go quicker." The case revolves around a gasoline and refueling site that Magic operates in the Monmouth County township. The property was found to have contaminated soil and groundwater from underground storage tanks. The state Department of Environmental Protection determined that Magic, which bought the land in the early 1990s, was liable for the cleanup costs — even though the company claimed other parties were responsible. But in 2003, while the DEP was conducting its remediation of the site, Magic filed a court claim under New Jersey's Spill Act seeking to have Exxon and other parties to help pay for the cleanup. Exxon operated a gas station across the street. Two lower courts ruled that Magic needed to wait until the DEP completed its remediation before filing its claim. Today's Supreme Court ruling reverses that. Justice Faustino Fernandez-Vina wrote that "it would be contrary to the stated goals of the Spill Act — which promotes prompt remediation — to force a discharger to bear the burden of the entire cleanup cost until such time as the remediation is fully complete." "The completion of a site's remediation may take many years and could involve substantial expenses," Fernandez-Vina continued. "To force one party to shoulder such an amount could prevent remediation from proceeding promptly by generating a disincentive for the party to put forth the financial contribution." Stuart Lieberman, the Princeton attorney whose firm represents Magic, called it an "important decision." "Without this finding," Lieberman said, "many clean-ups would have ground to a halt and sites in New Jersey would remain uncleaned." Todd Spittler, a spokesman for Exxon Mobil, said the company is reviewing the court's decision and declined further comment.

[http://www.nj.com/politics/index.ssf/2014/07/nj\\_supreme\\_court\\_says\\_polluters\\_can\\_file\\_court\\_claims\\_earlier.html](http://www.nj.com/politics/index.ssf/2014/07/nj_supreme_court_says_polluters_can_file_court_claims_earlier.html)

### SRI LANKA, JULY 29 2014. TANKER TRUCK DRIVER MAKES AMAZINGLY TIGHT U-TURN [VIDEO]

 [Watch the Video Tanker Truck Driver Makes Amazingly Tight U-Turn](#)



«Have you ever see one of those oh-too-careful drivers who thinks he's going to clip a wheel or that says his car is way too big to fit though a gap? Next time you're riding shotgun with him/her, just have your smartphone ready to show him this video. In the same space some luxury barge drivers might struggle with, this guy manages to turn a 4-axle fuel tanker without any problems. His trick? Pushing the rig to the absolute limit of flexibility. Watching its articulation swing that wide is like seeing a boa snake unhinge its jaw to swallow a cow. The funny thing is nobody is that amazed at the turning maneuver that takes only a matter of seconds. It's almost as if every tanker driver there can do killer

U-turns. We're not 100% sure where this display of skill took place, but the Youtube comments assure us this is Sri Lanka. A quick check of their alphabet showed it matches the writing on the walls, except of course the "safety first" part. If you'd ask an American tanker driver to do this, he'd be on the phone with his supervisor, complaining his ear off as the vehicles blocks traffic for hours on end. Which is why we award this guy the title of "Tanker Demigod of the U-Turn".

[http://www.autoevolution.com/news/tanker-truck-driver-makes-amazingly-tight-u-turn-video-84471.html#agal\\_0](http://www.autoevolution.com/news/tanker-truck-driver-makes-amazingly-tight-u-turn-video-84471.html#agal_0)

### USA, WASHINGTON DC, JULY 29 2014. EPA CONSIDERING REGULATING MORE CHEMICALS UNDER ITS RULE FOR HIGH-HAZARD SUBSTANCES

*robert iafolla*

In response to the deadly 2013 explosion at a Texas fertilizer facility, the Environmental Protection Agency is considering adding ammonium nitrate and other substances to those covered by its regulation to prevent high-hazard chemical accidents, the agency announced July 24. Updating the Risk Management Program's list of regulated substances is one of 19 policy and rulemaking topics that the EPA is considering. The agency is also looking at potentially requiring a safer alternatives option analysis, mandating buffer zones from facilities housing regulated substances and strengthening audit and maintenance requirements. The EPA released a [113-page document](#) detailing the options under consideration and asking for public input on specific questions about those options. The agency will collect information for 90 days after it officially publishes that request for information (RIN 2050-ZA07) in the Federal Register. "Chemical safety and security are a shared commitment among government, industry, public interest groups and communities," Mathy Stanislaus, assistant administrator for EPA's Office of Solid Waste and Emergency Response, said in a statement. "We are reaching out to all these partners to ask for their suggestions and comments to help us improve the Risk Management Program, and in turn improve safety and security of chemical facilities." The EPA issued the request for information in connection with the Obama administration's chemical safety



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working group, a multi-agency effort that the administration created as an answer to the April 2013 ammonium nitrate explosion that killed 15 people, hurt 250 and leveled part of West, Texas.

### 'Finally Asking the Right Questions.'

President Barack Obama created the working group with an August 2013 executive order. The working group held a dozen "listening sessions" around the country before releasing its progress report in June. Although neither the executive order nor the working group's report calls on the EPA to publish a request for information on the Risk Management Program, the agency said such a step was appropriate. An agency's request for information is an optional, preliminary step in the regulatory process, designed to gather data and views on what—if any—rulemaking actions an agency will go on to take. "Yes, it's been a year since the executive order and a year and a quarter since the West disaster, but it's also been nearly 20 years since the [Risk Management Program] was established," Paul Orum, a consultant with the Coalition to Prevent Chemical Disasters, told Bloomberg BNA July 24. "During that time there's been all manner of congressional hearings—I've testified at about a half-dozen of them—and all manner of reports on chemical safety, and finally the EPA is posing many of the right questions."

### Under Consideration

The EPA's Risk Management Program is designed to prevent or minimize the consequences of accidental chemical releases. It includes management technologies, procedures and practices, such as a requirement that facilities housing covered chemicals over threshold quantities submit risk management plans to the agency. The list of covered chemicals consists of 77 toxic substances and 63 flammable substances. But the list doesn't include ammonium nitrate, a chemical that is used as both a fertilizer and as an explosive. The EPA suggested possibly adding ammonium nitrate to the list with a high threshold quantity, as well as tailoring specific provisions to manufacturers, fertilizer distributors and other types of facilities. The agency is considering broader expansions to the covered substance list by potentially including additional toxic or flammable substances, explosives, reactive substances or other categories. It's also considering raising or lowering threshold quantities and removing certain substances from the list. Beyond updating the list of covered substances, the EPA cast a wide net on policy and rulemaking topics to strengthen protections against catastrophic chemical releases. Topics under consideration range from bolstering various requirements of the Risk Management Program to the "safety case" regulatory regime that calls for high-risk facilities to show that they have reduced risks to a level as low as reasonably practical. The EPA's request for information on proposals to prevent accidental releases of hazardous chemicals is available at

[http://www.epa.gov/emergencies/RMPRFI\\_20140724.pdf](http://www.epa.gov/emergencies/RMPRFI_20140724.pdf)

<http://www.bna.com/epa-considering-regulating-n17179892969/>

### USA, KS, COFFEYVILLE, JULY 30 2014. 4 WORKERS INJURED IN KANSAS OIL REFINERY FIRE IN COFFEYVILLE

 **Watch the Video** [Multiple Injuries Sustained in Coffeyville Refinery Fire](#)

Four workers at an oil refinery in southeast Kansas were burned Tuesday in an early morning fire, the Texas company said. CVR Refining said in a news release that the fire at its Coffeyville refinery was reported at 12:30 a.m. and extinguished by 1:18 a.m. The refinery was shut down and initial reports indicate there was no impact to the surrounding community. The company isn't naming the workers who were hurt and taken to an area hospital, but said all other employees were accounted for at this time. "CVR Refining personnel express their deepest concern for and are currently providing assistance to the injured employees and their families," the company said. The Sugar Land, Texas-based limited partnership owns and operates petroleum refining and auxiliary businesses. Its crude oil refinery in Coffeyville has a rated capacity of 115,000 barrels per day, according to its website. The company also owns a refinery in Wynnewood, Oklahoma, which can produce 70,000 barrels per day. Its Wynnewood refinery was the site of an explosion in September 2012 that killed two Oklahoma workers, Billy Smith and Russell Mann, when a large boiler exploded. The Coffeyville refinery was the site of an oil spill during the 2007 flood that blanketed about a third of the southeast Kansas community. The city was flooded when the Verdigris River topped its banks in late June 2007. A malfunction while workers were trying to shut down the inundated refinery caused a massive oil leak into the floodwaters, coating homes and businesses.

### Related Stories

- [Fire injures four, shuts CVR Refining's Kansas refinery](#)
- [Four Workers Suffer Burns In Coffeyville, Kansas Refinery Fire](#)
- [CVR Refining Statement Regarding Coffeyville Refinery Incident](#)
- [Multiple Injuries Sustained in Coffeyville Refinery Fire](#)

[http://www.tulsaworld.com/business/energy/workers-injured-in-kansas-oil-refinery-fire-in-coffeyville/article\\_a854edab-10c6-5ae9-beee-a2bfe390b924.html](http://www.tulsaworld.com/business/energy/workers-injured-in-kansas-oil-refinery-fire-in-coffeyville/article_a854edab-10c6-5ae9-beee-a2bfe390b924.html)



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### AUSTRALIA, QUEENSLAND, OAKEY, JULY 30 2014. EXPERTS BAFFLED BY CONTAMINATED WATER

**Key Point:** *Perfluorooctane Sulphonate and Perfluorooctanoic acid were used for Training Purposes*



*AECOM contaminated land specialist Paul McCabe shows the crowd initial data on the spread of the chemicals at last night's information session in Oakey.*

Groundwater contamination from decades of chemical use at the Oakey Army Aviation Centre could become an environmental and health disaster. Or, it could be nothing. There were no answers as the Department of Defence called an emergency meeting to keep Oakey residents informed last night. Firefighting foam containing perfluorooctane sulphonate and perfluorooctanoic acid were used for training purposes at the base for 35 years until 2005, when their safety came into question. AECOM land contamination specialist Paul McCabe told the crowd groundwater tests within the base's immediate vicinity started in 2012 and have continued, gradually widening, until now. The contamination spread further than Defence ever imagined. The chemicals have even been found in Oakey

Creek. "How much do we know about the inter-connectivity, the nature and extent of the aquifer, the relationship with the existing bores? Very little to nothing, at the moment," Mr McCabe said. The science is so new researchers can not be sure the chemicals pose any threat to humans, though early tests have revealed a link to tumour growth in the livers of rats. It remains to be seen whether the entire food chain has been compromised by poisoned fish or agricultural use and whether even bathing in the tainted bore water can have adverse effects. The chemicals do not look like going anywhere - they are notoriously durable and could take decades or longer to break down. Again, no one really knows. It is of most concern to residents who have no access to town water, which has been cleared of the pollutants. Real estate agent Craig Commens said his family only used rainwater and bore water. "It's black and white. I don't use town water now. If the army's stuff-up is causing us to have to use the town water, they should pay," he said. Defence spokeswoman Sarah Brown said that was an option. Another card on the table is the installation of tap filtration systems, but no research can yet verify if they would work. When the issue of plummeting land values came up, the response was similarly vague. "I can't tell you what the impact is now, and I can't say in five years time it will be back to normal. I don't know," Mr McCabe said. Testing of bores all over Oakey will continue until the full scope of the contamination is revealed.

**Related Stories** [Mum Fears Bore Water May Be Making Kids Sick](http://www.thereporter.com.au/news/no-answers-oakey-murky-waters/2334292/)

<http://www.thereporter.com.au/news/no-answers-oakey-murky-waters/2334292/>

### USA, CA, SAN DIEGO, JULY 30 2014. WITNESS HEARD "MULTIPLE EXPLOSIONS" BEFORE BROWN FIELD FIRE

**Watch the Video** [Damage at Brown Field after Explosion, Fire](#)

**Photo's [13]** [Explosion Rocks Brown Field near San Diego](#)



*Aerial video shot by NBC 7's Newschopper shows damage from an explosion and fire at Brown Field south of San Diego.*

An explosion inside a hangar -- filled with dangerous chemicals and million-dollar aircraft -- sent people running for safety at Brown Field. The three-alarm fire caused extensive damage to several buildings at the airport, but one witness said it could have been much worse. "There's a lot of airplanes with a lot of fuel in there. The whole thing could have gone up pretty badly," said Jeffrey Schuster, who owns a hangar near where the fire started. Schuster said he was driving through the security gate when he heard explosions. "Flames were coming off the roof, about 500 feet with black smoke. There were multiple

explosions. I counted at least six. Blew out my windows (of my hangar)," he said. San Diego and Chula Vista firefighters arrived at Brown Field around noon Tuesday. A HAZMAT team was also requested. "There's jet fuel, there's nav gas, there's propane, there's nitrogen, everything in those hangars," Schuster said. The fire was extinguished by 1:30 p.m. The cause of the fire is under investigation. At last check, no injuries had been reported, which Schuster sees as a miracle. "If the fire trucks hadn't gotten here in time, everything here would have gone up," he said. "There's a lot of airplanes in it, and it could have been a real, real nightmare." Brown Field, located about one mile north of the U.S.-Mexico border, accommodates private and cargo planes.

<http://www.nbcsandiego.com/news/local/Crews-Battle-Fire-at-Brown-Field-269093021.html>



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## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,090 Newsy Stuff

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

**August 06 2014**



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### CANADA, B.C, PRINCE GEORGE, JULY 30 2014. LAKELAND MILLS EXPLOSION: WORKSAFEBC FINES COMPANY \$724K >> PENALTIES IMPOSED ON PRINCE GEORGE COMPANY AFTER VIOLATIONS IDENTIFIED



A large fire burns at the Lakeland Mills sawmill in Prince George, B.C., on Tuesday April 24, 2012. An explosion rocked the sawmill just before 10 p.m. local time setting off a fire that engulfed the facility.

WorkSafeBC has imposed fines totalling \$724,163.28 on Lakeland Mills Ltd., owners of the [Prince George sawmill that exploded in 2012](#) killing two workers and injuring many more. In a news release Tuesday, [WorkSafeBC](#) said Lakeland Mills Ltd. was in violation of the Workers Compensation Act, as

well as health and safety regulations. Responding to the fines now imposed by WorkSafe BC, company president Greg Stewart said in a statement, "Lakeland Mills just received the inspection report and order this morning. It will take some time to review the information. "Only then will we be in a position to respond to WorkSafeBC's allegations." The explosion at the Lakeland Mills facility killed Alan Little, 43, and Glenn Roche, 46, and injured 24 people. The fine was made up of an administrative penalty of \$97,000, as well as a claims cost levy of \$626,663.28. In the [detailed report of how the fines were costed](#), WorkSafeBC noted the total claims cost that fell within the scope of the act was \$5,221,136.48. It stands as the second largest fine in WorkSafeBC's history, after the almost [\\$1 million levied against Babine Forest Products](#) over an explosion at their Burns Lake mill, which also killed two workers. "The dollar value of a penalty or claims cost levy does not and cannot reflect the loss of lives and the pain and suffering of workers and families," the release states. The fines follow the Criminal Justice Branch's decision in April this year [to not lay criminal charges](#) on the company because of what they deemed a flawed investigation by WorkSafeBC. That decision as well as that made over [the explosion at Burns Lake](#) led to a [review of WorkSafeBC's investigation practice](#) that made 43 recommendations, all accepted by the B.C. government. In a statement, B.C. Jobs Minister Shirley Bond said that the level of penalty, "sends a clear message that companies face consequences" for violations. "I want to say to families who have suffered the loss or injury of a loved one that we are truly sorry for the grief and pain they have endured," the statement says. "They have demonstrated their strength during these unbelievably difficult and tragic circumstances." Lakeland Mills Ltd. still has the option to appeal WorkSafeBC's decision.

#### Related Stories

- [WorkSafeBC review to bring higher rate of prosecution](#)
- [No charges in 2nd deadly sawmill blast leads to WorkSafeBC overhaul](#)
- [Devastated B.C. mill closes again, possibly for last time](#)
- [Possible ignition sources at B.C. sawmill fires found](#)
- [Prince George sawmill 'ball of flame' kills 1, injures 24](#)

<http://www.cbc.ca/news/canada/british-columbia/lakeland-mills-explosion-worksafebc-fines-company-724k-1.2722048>

### TRINIDAD & TOBAGO, PENAL, DIGITY TRACE, JULY 30 2014. OIL SPILL IN PENAL >> FAMILIES EVACUATED



*Urgent Response: Contractors during yesterday's clean-up operation at Wilson Road, Penal, following an overnight oil spill that affected residents in the area.*

Several residents of Digity Trace, Penal, were evacuated from their homes early yesterday morning following another oil spill from a Petrotrin well. The thick oil and gas pitched high into the air, covering rooftops. Residents said the spill lasted at least two hours before it was contained. The Express was told that workers contracted by Petrotrin spent the entire day cleaning up the area. Clean-up exercises will continue today. The latest incident occurred seven months after a series of spills in the Gulf of Paria, which caused discomfort among residents in the south-western peninsula and millions of dollars in clean-up operations. State-owned Petrotrin reported that the company was contacted around 1 a.m., but residents said the oil spill started about two hours before that.

In a release issued yesterday, Petrotrin stated: "Petrotrin production supervisor received a call informing of an incident at Well Wilson 78 (WN-78). Upon investigation, it was determined that a two-inch union on the well head had parted, resulting in oil and gas being emitted into the environment. A report was lodged with Petrotrin's security department and the company's



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emergency response plan was immediately activated. The well was isolated and the area secured." Petrotrin said residents within close proximity were evacuated as part of a precautionary measure. Davanand Lal, a resident, said he and his family were sleeping when they were awakened by a loud noise. The family lives about 90 metres away from where the well is located. "We got the full blast of the oil spill. The oil and gas were shooting very high in the air, they covered my roof, plants, everything. The oil was shooting up very high, at least 40 feet in the air. We couldn't sleep after that. My wife and I stayed home but the children went by a neighbour," said Lal. He said at around 4 a.m., Petrotrin notified residents, using a loudspeaker, that the situation was under control. Lal said his family was fearful since it was the second time an oil spill had occurred in the area. But this time, he said, his home was severely affected. The last time was eight years ago, he said. Police officer Dennis Dewar said after the spill he experienced severe diarrhoea and stomach cramps. He said his fruit trees, roof and two vehicles were covered by the oil. Dewar said it was the first time he had experienced an oil spill. "I was unsure what to do because you don't know what will happen next. The immediate thing to do was to get out of the area. So I took my wife and son and some neighbours and drove out of the area. We dropped off the neighbours by some family and we had nobody to go by so we just stayed in the car about two miles away," he said. Dewar said Petrotrin officials promised compensation to affected residents. Penal/Debe Regional Corporation chairman Premchand Sookoo said he was very concerned about the incident, but residents told him Petrotrin officials assisted as best as they could. He said at least ten houses were affected. "I understand they (residents) were asked to go to safe areas. There were some people who were actually asthmatic and so on. They had to be removed as a matter of urgency. Petrotrin, I understand they responded very urgently. There is a worker who lives not too far from there and he was trying to get Petrotrin to respond as fast as possible," said Sookoo. Petrotrin stated the Ministry of Energy, Environmental Management Authority (EMA), Occupational Safety and Health Agency (OSHA), the police and other agencies were contacted. The Oilfields Workers' Trade Union (OWTU) yesterday repeated its call for an investigation into the operations of Petrotrin. Ozzi Warwick, OWTU's education and research officer, said information was received that the oil spill that occurred yesterday at Clarke Road, Penal was as a result of poor maintenance. "Ever since the major oil spill that was a natural disaster last year, we always maintained that one of the core issues is the decision of Petrotrin's management and the board to not place proper focus on a maintenance programme for the lines and for the fields. Again, we call for an inquiry into the operations of Petrotrin. And both the board and the management has to be held accountable," said Warwick. "It is important for the public to know what is happening with the operations of Petrotrin...it is not a private enterprise, it is a public enterprise. It is a billion-dollar enterprise that contributes significantly to our national economy, so what happens at Petrotrin is important to everybody in Trinidad and Tobago," he added. Last December, more than 7,000 barrels of oil were lost following a series of oil spills along the south-western peninsula. La Brea was the most affected area and residents spent weeks cleaning their environment. Petrotrin fired six employees for being negligent and careless, but OWTU has said that was not enough. The union had called then for a firing of the entire Petrotrin board and an in-depth investigation into the State-owned company's operations.

<http://www.trinidadexpress.com/news/Oil-spill-in-Penal-268969981.html>

### INDIA, KARNATAKA, PUTTUR, JULY 30 2014. TANKER TUMBLES – PEOPLE COLLECT LEAKING PETROL

A tanker transporting petrol to Nelyady from Mangalore tipped over and fell on its side at Kanchana Cross, Sannampady in Golittottu village on National Highway 75 on Monday July 28. In the accident, the lid of one of the three chambers of the tanker broke, allowing about 4,000 litres of petrol to drain away. People from neighbouring locations and villages rushed to the spot with bottles and cans to collect the petrol which poured out and created a puddle on the ground. Although a lot of petrol was collected in this fashion, a considerable quantity flowed into the rivulet flowing by the side of the road. In the melee, a fistfight broke between people trying to collect petrol, but the policemen succeeded in dispersing them. Although the police arrived soon after the accident, they could not stop the petrol from draining out of the chamber. Tanker DRIVER, Raveendra Shetty and cleaner Anand escaped with minor injuries. It is said that the tanker driver diverted the vehicle to the side in order to avoid hitting a Maruti Alto car coming from the opposite direction which came perilously close after overtaking another vehicle. Due to this, the car hit the diesel tank of the tanker and moved ahead without stopping. The wheels of the tanker dived into deep pit and tumbled onto the side. A case has been registered in the traffic police station here

[http://www.daijiworld.com/news/news\\_disp.asp?n\\_id=251905](http://www.daijiworld.com/news/news_disp.asp?n_id=251905)



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