



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,076 Newsy Stuff

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USA, CA, LOS ANGELES, JUNE 4 2014. L.A. SPILL CASE HAS EXPOSED FLAW IN PIPELINE SAFETY OVERSIGHT



Aftermath of the March 17 oil pipeline spill in the Wilmington neighborhood of Los Angeles. Areas like Wilmington, which were once peppered with oil rigs, have nearly a century's worth of active and inactive petroleum pipelines underground. Phillips 66, which has owned the broken pipeline for 13 years, never knew that it still contained oil. Credit: Office of Congressman Janice Hahn. Company responsible for the spill didn't know its dormant pipeline was full of oil before it leaked across a Los Angeles neighborhood. On March 17, a Los Angeles-area [oil pipeline spilled](#) between 1,500 and 3,000 gallons of crude onto a neighborhood street, surprising residents and creating a noxious mess that took weeks to fully rectify. The pipeline's owner, [Phillips 66](#), must have been plenty shocked, too. It thought the pipe was empty. Phillips 66 told state officials that it took ownership of the pipe through a 2001 acquisition, that it never used the line, and that it didn't know it still contained oil, according to [Rep. Janice Hahn](#), whose Congressional district includes the spill site. The company and

state oil pipeline regulators declined to confirm those statements or discuss other aspects of the case, citing an ongoing investigation into the spill. In a statement, the Houston-based refiner and pipeline owner said the pipe involved was "out of service" and that it was being maintained "in compliance with [federal] requirements for this type of pipeline." After purchasing the pipeline, Phillips 66 simply "assumed it was idle," said Hahn, who met with the company to discuss the spill in Wilmington, Calif., a city south of Los Angeles. The company never verified that the three-mile connector pipeline was emptied of oil or sealed off properly, she said. Those admissions and other facets of the Wilmington case have exposed a few seldom-discussed weaknesses in how regulators monitor the safety of crude oil and other hazardous liquids pipelines nationwide—especially those that are abandoned or inactive. For example, the March spill illustrates how:

- Regulatory semantics and the widespread use of terms such as "idle" can create confusion about the condition of pipelines, which regulations apply, and how to ensure the public's safety.
- Critical pipeline records and information can go unexamined, be lost or misinterpreted amid ownership changes or the reshuffling of pipeline networks.
- Significant oil spill threats can lurk in small, dormant pipelines, not just in major lines that are actively carrying crude.

Those realities are particularly troubling for communities that, like Wilmington, sprung up around refineries or over land that was once peppered with oil rigs. Such places have nearly a century's worth of active and inactive petroleum pipelines underground. Similar hazards exist in nearly any neighborhood where hazardous liquid pipelines lay dormant, but the risk depends on several factors, including the attentiveness of the pipeline owners and regulators involved. Natural gas pipelines are governed by a separate set of regulations. In Wilmington, it's still unclear how Phillips 66 came to believe that the pipeline had been cleaned out, why it was initially being described as "idle," and why the company owned the pipeline for 13 years and never discovered that it still contained oil. What caused the spill is still under investigation as well. Phillips 66 inherited the pipeline in question through its [\\$7 billion purchase](#) of refiner Tosco Corp. in 2001. As part of the deal, Phillips took over Tosco's Wilmington oil refinery and its associated pipelines. On March 17, one of those pipelines—a 10-inch line roughly three miles long—leaked at least 39 barrels of crude oil (and possibly as much as 70 barrels) onto a residential street, forcing residents to endure the sickening smell of oil and the sound of jack-hammers tearing up their road. In California, oil and liquid fuel pipelines that don't cross state lines—such as the pipe that leaked—are regulated by the [California Fire Marshal's pipeline safety division](#). It is charged with monitoring in-state pipelines and making sure the companies that own them abide by the minimum federal requirements as well as any additional state regulations. In discussions after the spill, Phillips 66 said the pipeline had been classified as "idle," according to Hahn, who spoke about the case during a [May 20 Congressional hearing on pipeline regulation](#). But that term doesn't jibe with California pipeline law or with federal regulations from the [Pipeline and Hazardous Materials Safety Administration \(PHMSA\)](#). "There are active pipelines and there are abandoned pipelines," PHMSA chief [Cynthia Quarterman](#) told lawmakers at the pipeline hearing. "The term 'idle pipeline' does not exist in pipeline law." Hahn responded: "The fact that they even classified this as idle and the California Fire Marshal's [office] allowed them to classify this as idle, brings up a huge issue to me that there's some misinterpretation of our federal regulations," Hahn said. To that, Quarterman said, "I agree with you on that. I don't know if the California Fire Marshal interpreted it wrong. I understand the operator interpreted it wrong." In the statement Phillips 66 provided a week later, the company steered clear of the word idle, and instead described the damaged pipeline as being "out of service." That's a term that has meaning for both state and



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federal regulators—but the spill in March made it clear that the pipeline never qualified for that designation. California pipeline regulations require out-of-service pipelines to be cleaned out and refilled with water or inert gas. The transition to that status is supposed to be "verified and accepted in writing" by state regulators, according to a summary provided by the fire marshal's pipeline office. Federal regulators consider an out-of-service pipeline as being an active line that can be (and often is) granted deferrals from having to comply with the normal safety requirements. But PHMSA also requires pipelines with that designation to be free of hazardous liquids. It can be challenging to keep the categories and the corresponding rules straight. In 2009, the California fire marshal's office issued [a three-page memo](#) on state and federal pipeline status terminology, noting that "the issue of pipeline terminology for the various levels of pipeline status has become increasingly frustrating for operator staff." Hahn had a complaint of her own. When a company buys a pipeline that's already shut down, "there is no [federal] requirement that a third party verify whether that pipeline has been purged or properly cleaned out," Hahn said in [a statement](#). "This is simply unacceptable and reveals a glaring gap in our pipeline oversight and safety laws." Last month, Hahn proposed [legislation](#) that would require future purchasers of hazardous liquids pipelines to inspect them within 180 days to determine if they are active or abandoned, as defined by PHMSA. The act would require the appropriate regulatory agency to verify the completion of the inspections. "I just want some third party verification for our communities," said Hahn. "The honor system is great, but it failed."

<http://insideclimatenews.org/news/20140603/la-spill-case-has-exposed-flaw-pipeline-safety-oversight>

USA, PA, PLUM TWP, JUNE 6 2014. TANKER CRASHES, EXPLODES IN PLUM TOWNSHIP >> DRIVER STUCK IN CAB FOR AS LONG AS AN HOUR BEFORE BRAVE RESCUE



Agency agencies responded to an accident in which a tractor trailer carrying around 3,000 gallons of fuel overturned and exploded Monday, around 4 p.m., on state Route 27, in Plum Township. The road remained closed late into the night. State police from Franklin are investigating the cause of the crash.

A tanker truck carrying about 3,000 gallons of fuel crashed and exploded on state Route 27 Monday afternoon. The driver was pulled to safety from the burning wreckage by emergency first responders. The repeated explosions led to a large fire that caused power, cable and phone outages, and forced the closure of the road for hours, while crews from 19 different emergency response companies battled the inferno. The call came across emergency radio around 4 p.m., of a motor vehicle accident and a possible entrapment, a couple miles west of the Titusville Airport. Traffic was blocked in both directions, as the tanker's fuel

cells could be heard from a distance continually exploding. According to TV reports, the driver, whose name was not released Monday night, was trapped in the truck's cab about an hour while the fire burned out of control just feet behind him. A spokesperson for the Titusville Fire Department said quick thinking from Chapmanville Volunteer Fire Department officials saved the driver's life. "Chapmanville's [fire] chief (Sam Firster) made a good decision to hit that cab with so much water. It kept that driver safe until they could get him out. He was in there quite a while." The spokesperson added that the paint on the cab was still intact after being so near such a hot fire. "That guy is very lucky. He was sitting upright in a yard, taking oxygen when I saw him." The fire burned for so long that several fire trucks had to refill their water supplies at a nearby pond, while fire suppressant foam was also utilized on the overturned rig. The flames erupted from the truck that laid against a utility pole, melting power lines above, adding to the difficulty of the scene, according to the TFD spokesperson, who explained, "There were electric lines laying right in with a gasoline fire." The truck's driver was taken by Meadville Ambulance to Meadville Medical Center for treatment. A nursing supervisor at the hospital said the driver's vitals were stable, but he was being transferred to a hospital in Erie for specialty care. Emergency crews responding at the scene included: Chapmanville VFD, Hydetown VFD, Titusville FD, Franklin FD, Townville VFD, Cooperstown VFD, Pleasantville VFD, Cornplanter Township VFD, Randolph Township VFD, Cherrytree Township VFD, Oakland Township VFD, Rouseville VFD, Saegertown VFD, Cochranon VFD, Venango County Emergency Management Agency, Crawford County Hazmat, Emergycare Ambulance, Community Ambulance and Meadville Ambulance. State police from the Franklin barracks are investigating the crash.

<http://webcache.googleusercontent.com/search?q=cache:http://www.titusvilleherald.com/articles/2014/06/03/news/doc538d39dabc1f8359665960.txt>



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USA, ILL, GRAYSLAKE, JUNE 4 2014. FUEL TRUCK CATCHES FIRE AT GRAYSLAKE LANDFILL

mick zawislak

A fuel truck caught fire late Monday afternoon at the Countryside landfill in Grayslake, creating a plume of black smoke and a call for special equipment. The Grayslake Fire Protection District received a call of a fuel truck on fire about 4:40 p.m. at the landfill, which is between Route 83 and Route 137 north of Peterson Road. Battalion Chief Jon Cokefair said the truck carrying 800 gallons of diesel fuel is based at the landfill to fuel other heavy equipment at the site. The fuel truck driver called for help after the vehicle backfired, stalled and the engine compartment caught fire, Cokefair said. Fire crews stayed back about 800 feet from the burning vehicle, which was on an internal dirt road, until a Quad 2 foam unit arrived on the scene from Round Lake. He said several departments have joint ownership of the specialized vehicle. "It's designed to smother a fire by taking the oxygen away. It blankets the flammable liquid and puts the fire out," he said. Cokefair said the vehicle didn't explode, but there was that potential and a decision was made to send the foam unit to attack the fire. About 3,000 gallons of water/foam mixture was used put the fire out. "It was quite the column of smoke," he added. "It got a lot of attention," he added. Route 83 in the area was closed for about 15 or 20 minutes. No one was injured, and no damage estimate was available. "There was no danger to the community at all," Cokefair said. The Illinois Environmental Protection Agency will be notified, he said.

<http://www.dailyherald.com/article/20140602/news/140609700/>

PHILIPPINES, MANILA, JUNE 4 2014. Dozens injured as LPG tank explodes in Tondo

julliane love de jesus

Almost 40 persons were injured after a newly-bought liquefied petroleum gas (LPG) tank exploded and led to a fire in Manila on Monday night. Fire Superintendent Jaime Ramirez said the fire that erupted in Parola Compound, Tondo late Monday was caused by an explosion of an LPG tank. A radio report said the tank owner, Alfredo Puro, had just bought the LPG tank when it started to leak. Puro tried to get rid of the tank and brought it into a narrow alley when it suddenly exploded near the house of his neighbor who happened to be cooking. The fire then swept through the nearby houses. The Bureau of Fire Protection said about 37 injured persons were brought to the hospital, but according to the tally of the barangay (village), 42 were hurt in the incident. Residents who suffered minor burns have been discharged from the hospital.

<http://newsinfo.inquirer.net/607917/dozens-injured-as-lpg-tank-explodes-in-tondo>

CANADA, ALBA, EDMONTON, JUNE 5 2014. PLAINS MIDSTREAM PLEADS GUILTY, FINED \$1.3M FOR TWO ALBERTA PIPELINE SPILLS



A boom stretches out to contain the Rangeland Pipeline leak on Gleniffer reservoir in June 2012. The pipeline owner, Plains Midstream, has been charged.

Pipeline company Plains Midstream Canada ULC was given \$1.3 million in fines and apologized to Albertans for environmental offences in two high-profile pipeline spills, including the largest in 30 years. "Plains Midstream accepts full responsibility," lawyer Grant N. Stapon told provincial court in Red Deer on Tuesday. The court case dealt with three charges from two major pipeline failures: a June 2012 incident in the Red Deer River during a spring flood, and a 2011 spill of 28,000 barrels in northeastern Alberta — the largest spill in Alberta in 30 years. The fines for the Red Deer River spill include \$450,000 for breach of provincial environmental law by failing to report the incident, and \$400,000 for breach of the Federal Fisheries Act for fish kill in the river. For the larger spill near the Lubicon Cree village of Little Buffalo in April 2011, the company was fined \$450,000 for a single offence. It pleaded guilty to violating the provincial Environmental Protection and Enhancement Act by failing to take steps to stop a pipeline leak. The Little Buffalo pipeline leak was due to "operator error." The operator restarted the pipeline three times after a leak alarm went off, court heard. "We do take responsibility for our error," Stapon told the court. Calgary's Plains Midstream is a subsidiary of American company Plains All-American Pipeline. The maximum fine for a provincial environment charge is \$500,000, but that was reduced in each case by \$50,000 to acknowledge the company's co-operation in the investigation and its guilty pleas, Crown prosecutor Craig Kallal told the court. So far, the largest environment fine in Alberta is the \$3-million fine handed down in 2010 to Syncrude after 1,600 ducks died on its tailings ponds. Mike Hudema of Greenpeace said the \$1.3-million fine for two major incidents is inadequate. "A fine that a multibillion-dollar company can pay off with five hours of profit is simply unacceptable," said Hudema. This spring, the Alberta Energy Regulator reported that



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Plains Midstream did not inspect its pipeline adequately and failed to properly alert the public of the Red Deer River spill, Hudema noted. The company has spent \$4 million to enhance its monitoring system and has "sharpened up" its environmental response plan, the court heard. It also spent \$40 million to clean up the Red Deer River spill. In the Little Buffalo spill, the pipeline, built in the 1970s, cracked due to stress erosion, though that cracking was not detectable, the court heard. An operator in the Plains Midstream control room in Olds, south of Red Deer, received a leak-detection alarm on the computer. Instead of shutting down the flow in the pipeline, he stopped and started the pipeline three times, the court heard. That caused a large volume of oil to spill out into the surrounding wetland, said Stapon, adding that the spill was contained in a small area. "It should have been shut down," Stapon told the court. The operator, who had five years experience and been through training just two days before the incident, was "severed" from the company, he added. The company spent \$70 million on the clean up and "spared no expense" to demonstrate "how a responsible operator responds," Stapon told the court. In the high-profile Red Deer River spill, farmers were first to report a problem after noticing a heavy smell of sour gas and oil that sent several families to the hospital with respiratory problems. In victim impact statements, several area families noted health problems caused by fumes from the leak. Plains Midstream told the court it does not accept that health problems are related to the spill. The pipe, buried less than a metre below the Red Deer River, was exposed after high water eroded the riverbed around the pipe. The exposed pipe soon broke from the force of the high water, spilling oil into the river, forcing the three-week closure of nearby Gleniffer Lake to recreation. While oil was not actively flowing the pipe, about 2,900 barrels of oil sitting the pipe was quickly swept down river, covering low-lying fields and contaminating drinking water. The charges against the company for the Red Deer River spill are the first handed down by the Alberta Energy Regulator, which took over the job of environmental enforcement this spring from the provincial environment department.

<http://www.edmontonjournal.com/business/Plains+Midstream+pleaded+guilty+fined/9903767/story.html>

AUSTRALIA, NEW SOUTH WALES, SASSAFRAS, JUNE 4 2014. FUEL TANKER OVERTURNS AT SASSAFRAS



Braidwood Fire & Rescue attended an accident involving an overturned fuel tanker on the Nerriga Road at Sassafras on Saturday morning. At 7.10am the Mitsubishi Fuso tanker was negotiating a corner when it slid on the wet road, hit the guard rail and tipped onto its side, spilling diesel fuel onto the road. Braidwood Fire and Rescue did all the work on the spillage running out booms, a line of foam and using breathing apparatus. The driver of the fuel tanker, a 62-year-old New Berrima man received minor cuts and bruises as a result of the accident. Police are investigating the cause of the collision and would like to hear from any witnesses who have not already spoken to police.

<http://www.braidwoodtimes.com.au/story/2326109/fuel-tanker-overturms-at-sassafras/?cs=12>

USA, MT, BILLINGS, JUNE 4 2014. AUTHORITIES RESPOND TO GASOLINE SPILL



Foam from hazardous materials crews was leftover after a fuel spill in the parking lot of the Holiday Station on the corner of 13th Street West and Grand Avenue.

Billings police and fire departments cordoned off a gas station and part of a grocery store parking lot near a busy intersection Monday morning until a gasoline spill could be cleaned up. Police said a fuel truck backed into a light pole causing gasoline to leak onto the pavement at the Holiday gas station on the corner of 13th Street West and Grand Avenue. The station is adjacent to an Albertsons Food and Drug. The incident occurred just before 9 a.m. Billings Fire Department hazardous materials crews arrived and sprayed foam and water on the fuel to dilute it so it would no longer be flammable. Fire Battalion Chief Dave Gilbert said that the hazardous materials crews were there to mitigate the situation. "We dam up the the area so the fuel can't spread to other areas," Gilbert said. "Ignition sources are kept away from the fuel. We spray foam on the

spill to eliminate the fuel vapors so they are no longer flammable." Gilbert said it would hard to guess how much fuel was spilled. "It could have been 100 gallons or less," Gilbert said. "You don't know how much fuel is there when it is spread across the ground." After hazmat crews were finished containing the spill, Hanser's Emergency Spill Response team began cleaning



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it. Crews sprayed a solvent on the remaining diluted fuel so it wouldn't eat away the asphalt. Then, the crews poured sand on top of the fuel to soak it up. The sand will be removed and disposed.

http://billingsgazette.com/news/local/authorities-respond-to-gasoline-spill/article_8c0b880b-49ef-57a9-9e57-5dd957d275bf.html

AUSTRALIA, QUEENSLAND, BRISBANE, JUNE 5 2014. NO OIL OR PETROL IN CALTEX REFINERY LEAK: EXPERT tony moore

Environment Department hazardous waste inspectors found no trace of oil or petrol on a sandy white powder released from the Caltex petrol refinery last month. Employees raised concerns with Fairfax Media on Monday after around 90 tonnes of a waste powder came from the Caltex refinery on May 19. The material – a synthetic zeolite used to turn crude oil into petrol – was released from the Caltex Refinery into the air between 11pm on May 19 and 1am on May 20. It came down on hundreds of Port employees as well as thousands of new cars stored beside the refinery. The Department of Environment and Heritage Protection (EHP) took samples on May 20, concerned that oil or petrol might have become attached to the material released from the refinery. However no oil or petrol was found by inspectors. "The catalyst dust released from the refinery did not contain any liquids including oils," a department spokeswoman said. "This was confirmed in the sampling carried out by EHP." EHP said no samples were taken from nearby Swan Lake or Crab Tree Creek. "Samples were taken in the clean-up zone which was in a bunded area adjacent to Swan Lake," the spokeswoman said. "The clean-up involved a water filtration process, where dust was washed into a drain and filtered for disposal of residues at an appropriate waste facility," she said. The filtered water was released into Swan Lake. "Swan Lake ... was originally established as a designated sediment pond, thereby trapping any sediment and preventing it from flowing downstream." Caltex reported the emission leak immediately to the State Government and had their own experts check samples. "This analysis confirmed that there was no trace of any hydrocarbons - oil products - on any of the catalyst. It is an inert, sand-like material." The EHP is still considering further action against Caltex.

<http://www.theage.com.au/queensland/no-oil-or-petrol-in-caltex-refinery-leak-expert-20140605-zrxs4.html>

USA, TX, HOUSTON, JUNE 6 2014. CSB DRAFT REPORT FINDS DEEPWATER HORIZON BLOWOUT PREVENTER FAILED DUE TO UNRECOGNIZED PIPE BUCKLING PHENOMENON DURING EMERGENCY WELL-CONTROL EFFORTS ON APRIL 20, 2010, LEADING TO ENVIRONMENTAL DISASTER IN GULF OF MEXICO



Report Says Similar Accident Could Still Occur, Calls for Better Management of Safety-Critical Elements by Offshore Industry, Regulators

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The blowout preventer (BOP) that was intended to shut off the flow of high-pressure oil and gas from the Macondo well in the Gulf of Mexico during the disaster on the Deepwater Horizon drilling rig on April 20, 2010, failed to seal the well because drill pipe buckled for reasons the offshore drilling industry remains largely unaware of, according to a new two-volume draft investigation report released today by the U.S. Chemical Safety Board (CSB). The blowout caused explosions and a fire on the Deepwater Horizon rig, leading to the deaths of 11 personnel onboard and serious injuries to 17 others. Nearly 100 others escaped from the burning rig, which sank two days later, leaving the Macondo well spewing oil and gas into Gulf waters for a total of 87 days. By that time the resulting oil spill was the largest in offshore history. The failure of the BOP directly led to the oil spill and contributed to the severity of the incident on the rig. The draft report will be considered for approval by the Board at a public meeting scheduled for 4 p.m. CDT at the Hilton Americas Hotel, 1600 Lamar St., Houston, TX 77010. The meeting will include a detailed staff presentation, Board questions, and public comments, and will be webcast at:

<http://www.csb.gov/investigations/webcast/>

The CSB report concluded that the pipe buckling likely occurred during the first minutes of the blowout, as crews desperately sought to regain control of oil and gas surging up from the Macondo well. Although other investigations had previously noted that the Macondo drill pipe was found in a bent or buckled state, this was assumed to have occurred days later, after the blowout was well underway. After testing individual components of the blowout preventer (BOP) and analyzing all the data



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from post-accident examinations, the CSB draft report concluded that the BOP's blind shear ram – an emergency hydraulic device with two sharp cutting blades, intended to seal an out-of-control well – likely did activate on the night of the accident, days earlier than other investigations found. However, the pipe buckling that likely occurred on the night of April 20 prevented the blind shear ram from functioning properly. Instead of cleanly cutting and sealing the well's drill pipe, the shear ram actually punctured the buckled, off-center pipe, sending huge additional volumes of oil and gas surging toward the surface and initiating the 87-day-long oil and gas release into the Gulf that defied multiple efforts to bring it under control. The identification of the new buckling mechanism for the drill pipe – called "effective compression" – was a central technical finding of the draft report. The report concludes that under certain conditions, the "effective compression" phenomenon could compromise the proper functioning of other blowout preventers still deployed around the world at offshore wells. The complete BOP failure scenario is detailed in a new 11-minute computer video animation the CSB developed and released along with the draft report. The CSB draft report also revealed for the first time that there were two instances of miswiring and two backup battery failures affecting the electronic and hydraulic controls for the BOP's blind shear ram. One miswiring, which led to a battery failure, disabled the BOP's "blue pod" – a control system designed to activate the blind shear ram in an emergency. The BOP's "yellow pod" – an identical, redundant system that could also activate the blind shear ram – had a different miswiring and a different battery failure. In the case of the yellow pod, however, the two failures fortuitously cancelled each other out, and the pod was likely able to operate the blind shear ram on the night of April 20. "Although both regulators and the industry itself have made significant progress since the 2010 calamity, more must be done to ensure the correct functioning of blowout preventers and other safety-critical elements that protect workers and the environment from major offshore accidents," said Dr. Rafael Moure-Eraso, the CSB chairperson. "The two-volume report we are releasing today makes clear why the current offshore safety framework needs to be further strengthened." "Our investigation has produced several important findings that were not identified in earlier examinations of the blowout preventer failure," said CSB Investigator Cheryl MacKenzie, who led the investigative team. "The CSB team performed a comprehensive examination of the full set of BOP testing data, which were not available to other investigative organizations when their various reports were completed. From this analysis, we were able to draw new conclusions about how the drill pipe buckled and moved off-center within the BOP, preventing the well from being sealed in an emergency." The April 2010 blowout in the Gulf of Mexico occurred during operations to "temporarily abandon" the Macondo oil well, located in approximately 5,000-foot-deep waters some 50 miles off the coast of Louisiana. Mineral rights to the area were leased to oil major BP, which contracted with Transocean and other companies to drill the exploratory Macondo well under BP's oversight, using Transocean's football-field-size Deepwater Horizon drilling rig. The blowout followed a failure of the cementing job to temporarily seal the well, while a series of pressure tests were misinterpreted to indicate that the well was in fact properly sealed. The final set of failures on April 20 involved the Deepwater Horizon's blowout preventer (BOP), a large and complex device on the sea floor that was connected to the rig nearly a mile above on the sea surface. Effective compression, as described in the draft report, occurs when there is a large pressure difference between the inside and outside of a pipe. That condition likely occurred during emergency response actions by the Deepwater Horizon crew to the blowout occurring on the night of April 20, when operators closed BOP pipe rams at the wellhead, temporarily sealing the well. This unfortunately established a large pressure differential that buckled the steel drill pipe inside the BOP, bending it outside the effective reach of the BOP's last-resort safety device, the blind shear ram. "The CSB's model differs from other buckling theories that have been presented over the years but for which insufficient supporting evidence has been produced," according to CSB Investigator Dr. Mary Beth Mulcahy, who oversaw the technical analysis. "The CSB's conclusions are based on real-time pressure data from the Deepwater Horizon and calculations about the behavior of the drill pipe under extreme conditions. The findings reveal that pipe buckling could occur even when a well is shut-in and apparently in a safe and stable condition. The pipe buckling – unlikely to be detected by the drilling crew – could render the BOP inoperable in an emergency. This hazard could impact even the best offshore companies, those who are maintaining their blowout preventers and other equipment to a high standard. However, there are straightforward methods to avoid pipe buckling if you recognize it as a hazard." The CSB investigation found that while Deepwater Horizon personnel performed regular tests and inspections of those BOP components that were necessary for day-to-day drilling operations, neither Transocean nor BP had performed regular inspections or testing to identify latent failures of the BOP's emergency systems. As a result, the safety-critical BOP systems responsible for shearing drill pipe in emergency situations – and safely sealing an out-of-control well – were compromised before the BOP was even deployed to the Macondo wellhead. The CSB report pointed to the multiple miswirings and battery failures within the BOP's subsea control equipment as evidence of the need for more rigorous identification, testing, and management of critical safety devices. The report also noted that the BOP lacked the capacity to reliably cut and seal the 6-5/8 inch drill pipe that was used during most of the drilling at the Macondo



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June 16 2014



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well prior to April 20 – even if the pipe had been properly centered in the blind shear ram's blades. Despite the multiple maintenance problems found in the Deepwater Horizon BOP, which could have been detected prior to the accident, CSB investigators ultimately concluded the blind shear ram likely did close on the night of April 20, and the drill pipe could have been successfully sealed but for the buckling of the pipe. "Although there have been regulatory improvements since the accident, the effective management of safety critical elements has yet to be established," Investigator MacKenzie said. "This results in potential safety gaps in U.S. offshore operations and leaves open the possibility of another similar catastrophic accident." The draft report, subject to Board approval, makes a number of recommendations to the U.S. Department of Interior's Bureau of Safety and Environmental Enforcement (BSEE), the federal organization established following the Macondo accident to oversee U.S. offshore safety. These recommendations call on BSEE to require drilling operators to effectively manage technical, operational, and organizational safety-critical elements in order to reduce major accident risk to an acceptably low level, known as "as low as reasonably practicable." "Although blowout preventers are just one of the important barriers for avoiding a major offshore accident, the specific findings from the investigation about this BOP's unreliability illustrate how the current system of regulations and standards can be improved to make offshore operations safer," Investigator MacKenzie said. "Ultimately the barriers against a blowout or other offshore disaster include not only equipment like the BOP, but also operational and organizational factors. And all of these need to be rigorously defined, actively monitored, and verified through an effective management system if safety is to be assured." Companies should be required to identify these safety-critical elements in advance, define their performance requirements, and prove to the regulator and outside auditors that these elements will perform reliably when called upon, according to the draft report. The report also proposes recommendations to the American Petroleum Institute (API), the U.S. trade association for both upstream and downstream petroleum industry. The first recommendation is to revise API Standard 53, *Blowout Prevention Equipment Systems for Drilling Wells*, calling for critical testing of the redundant control systems within BOP's, and another for new guidance for the effective management of safety-critical elements in general. CSB Chairperson Rafael Moure-Eraso said, "Drilling continues to extend to new depths, and operations in increasingly challenging environments, such as the Arctic, are being planned. The CSB report and its key findings and recommendations are intended to put the United States in a leading role for improving well-control procedures and practices. To maintain a leadership position, the U.S. should adopt rigorous management methods that go beyond current industry best practices." Two forthcoming volumes of the CSB's Macondo investigation report are planned to address additional regulatory matters as well as organizational and human factors safety issues raised by the accident.

<http://www.csb.gov/csb-draft-report-finds-deepwater-horizon-blowout-preventer-failed-due-to-unrecognized-pipe-buckling-phenomenon-during-emergency-well-control-efforts-on-april-20-2010-leading-to-environmental-disaster-in-gulf-of-mexico/>

USA, ALA, GULF SHORES, JUNE 6 2014. HURLBURT EOD, POLICE, FIRE DEPARTMENT OFFICIALS DETONATE FLARE FOUND ON BEACH

kati weis

 [Watch the Video Officials Detonate Flare Found On Beach](#)



Many beach goers witnessed an explosion Wednesday, June 4, near the Gulf State Park Pier. It was one of two detonations of two different military-grade phosphorous flares that had washed up on to West Beach. One of the flares was detonated Wednesday morning by military officials, and the second was just detonated around 8:45 p.m. Wednesday night. The explosions were controlled, and necessary safety precautions, as the phosphorous flares are highly flammable, and burn at an extremely hot temperature. They are designed to even burn underwater. Comments on social media about the explosion spread quickly, with many people wondering what happened. Passerby's on West Beach found the first flare Wednesday morning. They noticed the military warnings and markings posted on the flare, and called police. Gulf Shores Police then notified the Hurlburt Explosive Ordnance Disposal unit, and military officials moved the flare from West Beach to Gulf State Park Pier. Officials brought the device to a

less populated area of Gulf State Park so they could detonate the device in a safer manner. Later in the day, around 3 p.m., a group of teens found another device identical to the flare found earlier Wednesday morning, while they were boogie boarding. "We actually thought it was a message in a bottle, or something like that, so we pick it up, and obviously it wasn't, and we saw



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U.S. Navy on it, and so we're like, okay maybe we should call a non-emergency number, let them know, and then we came here and found out it was more of an explosive," said Lucy Dunderman, a tourist who spotted the device. FOX10 asked police how often something like this happens. They said it happens a little more than you would think. "Just looking over records it may be a once a year occurrence," said Josh Coleman, with Gulf Shores Police. Nonetheless, the teens said it was definitely not an ordinary day at the beach. "It was a big surprise, that you wouldn't expect on a beach day!" Said Dunderman.

<http://fox10tv.com/2014/06/04/navy-fire-department-detonate-flare-found-on-beach/>

CANADA, N.B, SAINT JOHN, JUNE 6 2014. INDUSTRIAL LEAK FIXED, ROADBLOCKS END NEAR IRVING OIL REFINERY

A leak in a Saint John industrial park has been fixed and traffic is now flowing again, according to the Saint John Police. Saint John Police had been diverting traffic in the city's east end on Wednesday morning because of a leak at Praxair, near the Irving Oil Ltd. refinery. Saint John Police Sgt. Jay Henderson said an unknown white gas was leaking sporadically from the company's facility. "Just recently, employees with Praxair have arrived at the business and have sealed off that sporadic leak and we have now taken down all of the roadblocks and opened up the area," Henderson said. Praxair sells a variety of industrial gases such as those used in welding. Traffic reports say vehicles on the city's east side is backed up along Loch Lommond Road due to the earlier closures. The police had shut down Grandview Avenue from the lights at Bayside Drive up to Champlain Heights while fire crews investigate. The Saint John Police received a call at 6 a.m. about a leak from a self-contained tank on Praxair's property. The police and members of the Saint John Fire Department sealed off the area. The police had also evacuated other businesses around Praxair as a precautionary measure. Police originally indicated the leak came from a rail car leaking.

<http://www.cbc.ca/news/canada/new-brunswick/industrial-leak-fixed-roadblocks-end-near-irving-oil-refinery-1.2664199>

USA, PA, PLUM TOWNSHIP, JUNE 6 2014. WITNESS FEET AWAY FROM TANKER WRECK

joshua sterling



The home and garage belonging to Victor Bienio, at 1348 Meadville Road (state Route 27), Plum Township, received such intense heat caused by a tractor trailer's cargo fuel on Monday afternoon that the siding of both buildings was melted and peeled away.

Diamond resident Victor Bienio was sitting just outside of his garage shortly before 4 p.m., Monday, watching traffic, when a semi-truck loaded with approximately 3,000 gallons of gasoline approached on state Route 27. What happened next made Bienio nervous for his life. The truck hit its brakes to avoid a school bus stopped just ahead, rolled off the highway and struck a utility pole, soon becoming engulfed in exploding flames. "I was sitting right here and watched it happen," he said from a chair in his garage's shadow, not more than 30 feet from the side of road. "There's a school bus that comes at ten to four

every day, and it was stopped right there," he said, pointing. "The trailer came down off the hill and hit his trailer brakes, and that trailer swung around and took out that pole. "I stood here and watched the whole thing, with about 20 other neighbors." The ensuing fire fight lasted several hours, with rounds of explosions, into the late evening hours, with as many as 19 emergency response agencies descending on the scene. Bienio said the first half hour following the crash was tense before the truck's load ignited. "When it first happened, there weren't any explosions, until about 30 minutes later. "The transformers were popping, and there was gas leaking everywhere." He said that once the blaze erupted, "the flames were probably 100 feet in the air. And that's not exaggerating." Bienio said that he immediately ran into his home, at 1348 Meadville Road, to call 911, only to find the crash had cut phone and power lines. He then returned to his side yard, where he and about 20 neighbors watched events unfold. "I ran out to the side yard and the wires were popping and I could smell gasoline. I knew I didn't want to be too close." Bienio said the tanker truck's driver, 55-year-old Albert Prosser, was conscious and alert, and trapped inside the cab of his burning rig for about an hour. "He was talking and waving out the window the whole time," Bienio said, "and the fire was right behind the cab of the truck. He was in there for an hour. They (emergency crews) couldn't get close enough to get him out." Bienio said that once the fuel ignited, he feared for his safety, living directly across the road from the fiery scene. "There was fear, when those explosions started happening. I was over behind the barn. "One of the explosions made a whistling sound, like something was shot through the air. So I was afraid of shrapnel. "It was pretty crazy." Bienio said that



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without the bravery of area fire crews, he doesn't think the driver would have made it out of the truck alive — let alone avoiding serious injury. "They saved his life, no doubt about it." Bienio added that the stretch of road has been the scene of several crashes in his 13 years in Diamond. "I've lived here 13 years, and there have probably been eight accidents right here." Prosser was listed in stable condition at Meadville Medical Center Monday night, and was expected to be transferred to an Erie hospital for specialty treatment. He was cited by state police in Franklin for driving at an unsafe speed.

<http://www.titusvilleherald.com/articles/2014/06/04/news/doc538e8eda4d462757246923.txt>

USA, AZ, FOUNTAIN HILLS, JUNE 6 2014. CLEANUP WORK REMAINS 6 MONTHS AFTER FOUNTAIN HILLS FUEL SPILL

edward gately

Key Points:

- The Fort McDowell Indian Community is conducting testing to detect any remaining contamination.
- Remediation work remains on Trevino Drive and at a storm drain on Saguaro Boulevard.
- United Petroleum Transports has said it will pay all cleanup costs.

More than six months after a fuel-truck spill in Fountain Hills, remediation still hasn't been completed and concerns remain over possible lingering contamination on the nearby Fort McDowell Reservation. On Nov. 17, a ruptured United Petroleum Transports tanker spilled 2,300 gallons of gasoline at the drive-through between a McDonald's and Señor Taco restaurant at Shea and Saguaro boulevards. The fuel flowed onto Trevino Drive and continued north on Saguaro, affecting a drainage structure and Nicholas Wash. According to United Petroleum Transports, the tanker hit a dumpster enclosure, causing the rupture and spill. The town has been accepted in the Arizona Department of Environmental Quality's Voluntary Remediation Program, which allows interested parties to work with the agency to clean up contaminated properties in a cost-effective manner. The cost to clean up the spill is being paid by the tanker company. The cost had exceeded \$500,000 within a month after the spill. The company said it still is compiling the overall cost for cleanup and could not provide an updated amount. "We did a site walk-through with them to discuss what they needed to do about the groundwater-protection levels and soil-remediation levels," said Mark Shaffer, Department of Environmental Quality spokesman. "That's as far as we have gotten with it on our side. But the town did a lot of work previously before entering the program." Paul Mood, Fountain Hills' development-services director, said the town does not have a current time line for remediation because United Petroleum Transports is working through the agency. "Staff met with representatives from United Petroleum Transports and the department outlining the outstanding work on town property," he said. "This includes remediation on Trevino Drive and at the storm drain on Saguaro Boulevard. All remediation efforts will be approved by the (ADEQ) going forward." The town has sent the tanker company copies of invoices totaling \$32,001 for confirmation sampling, and reimbursement is still pending, Mood said. The company specifically asked for all invoices so it can submit them for reimbursement, he said. Robert Moore, United Petroleum Transports vice president of risk management, said his company is waiting for the department to complete its review and return with its recommendations for remediation along Trevino. "Remediation work essentially has been wrapped up otherwise," he said. "They will review not only the work completed today but what steps, if any, are necessary to complete remediation. With respect to the impacted areas within the boundaries of Fountain Hills, Trevino would be the remaining area." A Jan. 28 letter sent to Moore from Ruben Balderas, president of the Fort McDowell Yavapai Nation, said the tribe's environmental team determined that the fuel spill flowed about 90 feet onto tribal land. Mark Frank, acting environmental manager for the tribe, said the primary concern is any long-term, negative effects associated with the spill. "We've set up a long-term monitoring effort ... to determine what, if any, contaminants have moved beyond the initial point," he said. "United Petroleum Transports months ago said they would pick up all the costs associated with what we're doing, so we're assuming that will happen once we collect and send it to them." Samples will be taken both during the next rainstorm and beneath the surface during dry periods, Frank said. Moore said he hasn't seen any documents about any impact on tribal land.

<http://www.azcentral.com/story/news/local/scottsdale/2014/06/03/remediation-work-remains-months-fountain-hills-fuel-spill/9942887/>

CANADA, ONT, OTTAWA, JUNE 6 2014. OTTAWA, AIRLINES WEIGH RISKS OF HAZARDOUS GOODS ON COMMERCIAL FLIGHTS

kathryn blaze carlson

Compressed gas. Radioactive medical isotopes. Dry ice. Ammunition. On any given day, Canadians might travel in the company of those items on commercial flights. Major airlines have long been in the business of transporting dangerous goods,



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but on Tuesday their safety practices were at the centre of a parliamentary study of Canada's transportation regime across all modes, including air. On Tuesday, representatives from Air Canada, WestJet, Jazz Aviation and Air Transat testified before the transport committee, which had been tasked by Transport Minister Lisa Raitt with striking a wide-ranging study after a deadly train derailment in Lac-Mégantic, Que. Tens of millions of dangerous-goods shipments are transported in Canada each year. While air transport is a small slice of the dangerous-goods game – less than 1 per cent, based on tonnage – more and more shipments are being moved across the country. Air Canada alone says it operates 1,500 flights daily, carrying 20,000 shipments annually that contain some dangerous goods. "It's everything from hairspray to a battery used for a mobility device," Samuel Elfassy, an Air Canada's senior director, said after testifying Tuesday. Dangerous goods are divided into nine classes, including explosives, flammable liquids and radioactive materials. Federal legislation, which incorporates technical instructions from the International Civil Aviation Organization, regulates the transport of those goods. Transport Canada audits and inspects operators at airport ramps, check-in areas and cargo acceptance locations. Mr. Elfassy said employees undergo rigorous dangerous-goods training, and noted that operators are required to deal only with licensed shippers. Air Canada spokesman Peter Fitzpatrick said across all the airline's shipments last year, it saw reportable incidents for 0.000146 per cent of them. "None of these were serious," he said. The Canadian Transport Emergency Centre, a 24/7 advisory service staffed with bilingual scientists, fields thousands of calls annually related to dangerous goods, hundreds of which are in response to emergencies across all modes of transportation and in preparation for it. According to Transport Canada, the centre took 19 emergency calls related to air transport in 2011. That year, the federal Auditor-General studied the transportation of dangerous goods and found Transport Canada lacked consistency in implementing compliance activities. It also found the department hadn't ensured corrective action following noncompliance. Last year Ms. Raitt asked the committee to consider whether the Safety Management System regime needs to be adjusted to "provide greater focus on the transportation of dangerous goods." (Since 2008, the government has required air operators whose planes carry 20 or more passengers to develop in-house safety management systems.) The National Airlines Council of Canada, which also testified, said it's confident the SMS regime is effective. The council said it believes WestJet is its only member that has chosen not to carry dangerous goods. A WestJet spokesman said that simply wasn't part of the airline's business model when it launched. A spokeswoman for Ms. Raitt said the minister will examine the committee's findings once the study is completed.

<http://www.theglobeandmail.com/news/politics/ottawa-airlines-weigh-risks-of-hazardous-goods-on-commercial-flights/article18982197/?cmpid=rss1>

USA, TX, SAN ANTONIO, JUNE 6 2014. MORE PIPELINES IN TEXAS FOR A SMELLY, DEADLY GAS

dave fehling



Oil field workers wear these safety alert devices that detect hydrogen sulfide gas.

Hydrogen sulfide — a gas that smells like rotten eggs — can be insidious in its lethality. Its odor will be unmistakable to its victim. But the gas can quickly numb the sense of smell, leading to the belief that the threat has passed. Unconsciousness and [death can follow](#). "Unfortunately, if you come in contact with hydrogen sulfide there are not a lot of second chances," said Sheldon McKee, director of business development at AMGAS, a Canadian company that makes equipment to [remove hydrogen sulfide in the oilfields](#), where it can be a deadly risk for workers. AMGAS opened an office last year in San Antonio to serve what the company sees as a growing need. Drilling for oil has surged just south of San Antonio in a swath of rural counties that comprise the [Eagle Ford Shale](#). It's an area known for what's called "sour gas:" [natural gas and crude oil](#)

with high amounts of hydrogen sulfide. Sour gas can also be found in parts of West Texas and in East Texas. "The one thing that's really changing in Texas is, a lot of the oil is being moved by truck and rail. Now you have introduced a release point of the hydrogen sulfide. So it's just kind of how the boom has happened," McKee told StatelImpact Texas. According to federal statistics, hydrogen sulfide has killed 10 workers in Texas in the past decade. They included [drivers of tanker trucks](#) hauling hazardous waste, as well as a worker in a [gas processing plant](#).

Pipelines for the Deadly Gas

Another measure of the increased need to handle hydrogen sulfide gas is the number of applications for pipeline permits coming before the [Railroad Commission of Texas](#). The permits are sought by oil and gas well operators who need to move



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sour gas from well sites to processing plants. Those facilities remove the hydrogen sulfide, making the gas "sweet" and therefore acceptable to be sent to pipelines that feed the natural gas market. In 2009, the Railroad Commission approved four such applications. In 2011, the number shot up to 18. The commission has now approved a total of 42 hydrogen sulfide pipelines in the past five years. There have been no applications denied. That was the case last month, when commissioners approved an 11-mile hydrogen sulfide gas pipeline that will run past 25 homes and 15 public roads near the town of Levelland, just west of Lubbock. According to testimony from the commission's staff, those homes and roads are within the "radius of exposure" should the gas leak. The staff estimated that in a radius under one mile there would be potential exposure of 100 to 500 parts per million (ppm) of the gas. Federal guidelines say such exposures could mean a loss of smell and lung irritation at the low end, with death possible after breathing higher concentrations for 30 minutes to an hour. The commission staff member said the pipeline met the state requirements, and commissioners quickly approved it. Those safety requirements are part of [Statewide Rule 36](#) which Texas adopted in 1976, the year after nine people — including eight family members gathered at a house for reunion — [died in Denver City](#) in West Texas when hydrogen sulfide gas leaked from a nearby oilfield site.

Less than Lethal Amounts Cause Concern

Even at tiny amounts — parts per billion — research has suggested there might be an impact on people living in an affected area. A [2001 study by the University of Texas Medical Branch](#) in Galveston looked at residents in Odessa, where ponds of industrial wastewater were emitting hydrogen sulfide gas. The researchers said they found people suffering from disorders like dizziness and shortness of breath. And while stopping short of a definitive link, the researchers wrote: "... our results, providing evidence of the elevated prevalence of adverse health symptoms in communities potentially exposed to low levels of H₂S (hydrogen sulfide), emphasize the need for further studies on the effects of this toxin."

Air Monitors Missing from Oil Fields

There have been efforts to tighten regulation of emissions from drilling in urban and suburban areas of Texas. A [new set of requirements took effect in 2012 for oil and gas operations](#) in the [Barnett Shale](#) region of North Texas. But monitoring for hydrogen sulfide is virtually non-existent in areas of the state where drilling and production of oil and gas has dramatically increased in the past five years. According to the [Texas Commission on Environmental Quality](#) it has 13 air monitors that measure hydrogen sulfide. They are all in or near urban areas including Houston, Beaumont, El Paso, around Corpus Christi and south of Dallas-Fort Worth. Hydrogen sulfide is a concern in places where industries like oil refining are also sources of the gas. TCEQ said the state standard of .08 ppm was violated 22 times so far this year at two monitoring sites: one in Corpus Christi and one in El Paso.

<http://stateimpact.npr.org/texas/2014/06/04/more-pipelines-in-texas-for-a-smelly-deadly-gas/>

USA, PA, TOWANDA, JUNE 6 2014. CLEAN-UP COMPLETE AFTER SOLVENT SPILL IN BRADFORD COUNTY

 [Watch the Video Clean-Up Complete](#)



First responders in Bradford County say they've been able to contain a chemical that spilled into the Susquehanna River near Towanda. Roughly 100 gallons of a solvent, which state officials describe as a kerosene-based petroleum product spilled into the river Wednesday afternoon. Fire crews and EMA officials first got the call around 5:00 PM. They spent until roughly 1:00 PM Thursday on the river trying to clean-up the mess. The good news is, the Pennsylvania Department of Environmental Protection says there has been no evidence of a fish kill and the agency hasn't found the liquid further down the river. As Wendy Bedford walked along the Susquehanna River Thursday, she saw the final clean-up from the solvent spill take place. "I did see some guys dressed in, it looked like

underwater suits or they were dressed for the water but I wasn't sure what it was about," Wendy Bedford of Towanda said. Wednesday afternoon, Global Tungsten & Powders Corporation in North Towanda reported that a power outage caused a wastewater storage tank inside the plant to overflow. Roughly 100 gallons of a solvent went into a storm drain and spilled into the Susquehanna River. The Pennsylvania Department of Environmental Protection identifies the solvent as "naptha," a kerosene-based petroleum product that floats on water. Nathan Milarta lives right next to the GTP plant. "It's the first time I've heard anything about that happening so otherwise it's a small community, we would have heard something about it I would think," Milarta said. Robert Barnes, Director of Public Safety for Bradford County, said seven fire companies from Athens down to Laceyville assisted with the spill clean-up. Crews put out absorbent booms along the river. "We were probably 95-percent successful in getting ahead of it at that point. There was a small amount that had gone and got out to the shorelines but that



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now has been controlled," Barnes said. Emergency officials also told people living in the area that they might be able to smell the solvent and several people that Eyewitness News talked to Thursday afternoon said that was the case. Air monitoring was conducted but nothing dangerous was detected. Environmental officials say because of the size and flow of the Susquehanna River, there would have been significant dilution of the solvent that spilled and there is no risk to the public. "As you follow the river and go down to Wyalusing rocks and everything, that's what makes the scenery so pretty, that's why this area is so beautiful," Bedford said. Boating and river travel was restricted along the river for a time, mainly overnight so that nobody drove into the booms that were set-up. The Pennsylvania Department of Environmental Protection says its too early to say if the company will face any fines associated with the spill.

http://www.pahomepage.com/story/d/story/clean-up-complete-after-solvent-spill-in-bradford/36944/H2ofLypQ_EGhjaMY7pjDbA

USA, PA, TOWANDA, JUNE 6 2014. CHEMICAL SPILL REPORTED AT GTP CAUSES RESTRICTION ON BOAT TRAVEL ON SUSQUEHANNA RIVER

james loewenstein

At approximately 4:45 p.m. on Wednesday, June 4, there was a spill of a solvent at Global Tungsten & Powders Corp. in Towanda, according to a press release from the company. The best estimate at this time is that approximately 100 gallons of the solvent was released into the Susquehanna River, North Towanda Fire Chief Terry Sheets said. This solvent is similar to a kerosene based product and presents no risks to the general public, GTP said. Representatives from the Pennsylvania Department of Environmental Protection and the state Fish & Boat Commission were on scene, Sheets said. Sheets also said the presence of the solvent in the river poses no danger to the public. "It will be diluted," he said. The nearest water supply that draws water from the river is 25 to 30 miles downriver, he said. The DEP is satisfied that the effect of the solvent on drinking water "won't be an issue," he said. "An aromatic odor may be experienced downstream but, again, this presents no risk to the public," GTP's press release states. GTP is coordinating cleanup efforts with Bradford County emergency service agencies and state agencies, the release said. These efforts include using absorbent materials to remove the solvent from the water and air monitoring. For the next 24 hours, boating and river travel is restricted between Hornbrook Park river access in Sheshequin Township and the river access in Wysox that is beneath the bridge that carries state Route 187 over the Susquehanna River, the press release said. The Fish & Boat Commission is recommending that no one fish between the Hornbrook Park and the Wysox boat launch "at this time," Sheets said. "We anticipate the situation to be completely resolved by the end of the business day on Thursday, June 5," the press release said. The spill occurred when a power outage occurred at the plant, which caused a tank containing the solvent to overflow, Sheets said. The spilled solvent went into a storm drain which carried it to an outfall along the Susquehanna River, he said. Sheets said he did not know the name of the solvent. The Review was unsuccessful in obtaining further information from GTP.

<http://thedailyreview.com/news/chemical-spill-reported-at-gtp-causes-restriction-on-boat-travel-on-susquehanna-river-1.1698098>

USA, OH, MOAB, JUNE 6 2014. OIL SPILL CLEAN-UP CONTINUES

lindsey bartosh

Crews will work the rest of the week to continue clean up efforts on an oil spill in the Salt Wash area of Grand County that happened on Wednesday, May 21, but Bureau of Land Management officials say reclamation on the area will be an on-going effort. The 45-year-old well, operated by S.W. Energy Corp. of Salt Lake City, was reported leaking on Wednesday, May 21 at a site about 12 miles southeast of the town of Green River. At one point, BLM Moab field manager Beth Ransel said 3,000 to 4,000 gallons per hour were leaking from the well. The leak was reported as contained by Thursday, May 22. However, heavy rains moved in to the area on Friday, May 23 and caused the contained areas to overflow, with some of the material running down the wash and into the Green River. Ransel said the entire amount of the spill and the amount that entered the river are still unknown. "The amount of fluid that flowed from the well before it was brought under control on May 22 is unknown. The fluid consisted of primarily produced water with some oil mixed in at an estimated ratio of 2:1 produced water to oil," Ransel said. "The amount of oil residues within the wash that mobilized during the severe storm event and overcame prevention measures on the evening of May 23 and entered the river is unknown." The well operator was not utilizing a monitoring device known as SCADA (supervisory control and data acquisition system), which alerts operators to problems. Ransel did not indicated if the device would have minimized the leak time. "Operators generally utilize contract staff to regularly monitor their well facilities, though some operators choose to monitor utilizing a SCADA system," she said. "In this case, it is thought that



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S.W. Energy's contract staff that were monitoring the well site observed and reported the leak in a timely manner." When asked why a containment berm was not constructed around the well pad and head, Ransel said that because accidents at well heads are unusual, the placement of berms around well heads is a newer practice for well operators. According to Fidelity Exploration and Production Company, placing a containment berm around the well pad could hold in precipitation and could lead to unsafe conditions. "Typical well pads have spill containment berms around the tank facilities and oil and gas processing equipment, which is where the majority of pad spills occur," Fidelity's Mike said. "Drilling pads, and specifically the well head area, are required to be easily accessible for the drilling rig, workover rig and ancillary equipment and personnel. This area must be flat, clean and dry for safe and efficient well operations. A submerged or bermed well head would collect fluids, precipitation, and could be a settling point for heavier than air natural gases, in the unlikely event there was an undetected gas leak. The size of a standard well pad typically provides an adequate buffer zone to contain a spill until it is identified. It is fairly standard for operators to have daily surveillance of each well pad, especially in areas of elevated environmental sensitivity." The BLM is working with S.W. Energy Corp, the Utah Department of Environmental Quality (DEQ), and Division of Water Quality (DWQ) to clean up and assess the area for damage, but Ransel said the immediate impact to the environment is still being evaluated. Ransel said the DEQ and DWQ have collected water samples from the Green River to determine impact on resources from the spill. "Water samples were collected by a representative from the (DEQ and DWQ) the day immediately following the severe storm event," she said. "Additionally, as part of assessing potential resource impacts within the river corridor, the BLM boated the river on (Saturday) May 31, along with representatives from the (DEQ and DWQ) and water samples were collected." The results taken by the DWQ were analyzed and results from those tests are available on the DWQ website, said Bethany Hyatt, communication specialist for the DEQ. The website for the DEQ is www.deq.utah.gov/locations/G/greenriver/greenriversaltwash.htm. The DEQ report said: "Analytical test results from the sampling on May 24, 2014, did not show any hydrocarbons present in the Green River or in the confluence area of Salt Wash as it flows into the Green River." Representatives from the Utah Rivers Council, Sierra Club, and Living Rivers said they are not pleased with the BLM's response to the spill. In a press release Friday, May 30, Living Rivers executive director John Weisheit questioned why water samples had not been collected downstream from the site of the spill. "Even a child would look at the swollen Green River and know the oil had moved quickly downstream," he said. "It's absolutely ridiculous no one traveled downstream to look for oil." The groups said an amateur photographer in the Salt Wash area during the time of the spill captured images of what appears to be a "giant plume" of oil floating down the Green River. "It's offensive to hear the BLM say they're 'pleased' after a large quantity of oil entered the water supply for millions of people," Utah Rivers Council executive director Zach Frankel said. "The BLM failed the public and it's high time to acknowledge their mistakes instead of green-washing this pollution. They should be warning the public about exposure to this oil, instead of pretending it's not there." University of Utah professor of geology and geophysics William P. Johnson said the potential for long-term effects from the spill in the area's soil and ground water depend on the amount of hydrocarbons that were contained within the spill. Hydrocarbons are a compound of hydrogen and carbon that make up fossil fuels, such as petroleum and natural gas. "A big consideration is that it wasn't just fuel, it was water with hydrocarbons in it, and effects depend to a large extent on how much fuel was actually in the water," he said. "There can be a huge range. You can have water with dissolved hydrocarbons in it or water that has globs of fuel in it. Those are two very different things. The effects are going to be very different depending on if it is stuff that dissolves in water or is carried in the water." Johnson said fuel spills usually contain a mixture of smaller hydrocarbon molecules that dissolve in water and larger molecules that tend not to dissolve and will not degrade away on their own. "The primary concern is how much of the hydrocarbon was entrained in the water or dissolved in the water," he said. Soil contains a bacteria, often termed as a "bug," that is capable of consuming oil. The bugs survive on hydrocarbons and do not leave behind any type of toxic residue. The bugs have helped clean up oil spills as big as the 800-million-liter oil spill in the Gulf of Mexico in 2010. Johnson said the bugs' ability to clean up oil spills depends on how dense the hydrocarbons are in the water and fuel mixture. "If it was the vapor stuff, bugs know how to eat hydrocarbon," he said. "That stuff shouldn't take a lot to self-remediate. If it was the globbier stuff that was entrained in water, it will be a bit more difficult." Johnson said that any hydrocarbons that do not make it down to groundwater will readily degrade from the bacteria. He said the bugs would also be capable of consuming hydrocarbons that reach ground water. "Bugs are much more versatile than we are," he said. "If it did go into the groundwater, the bugs can breathe other things, such as nitrate and sulfate, or the iron coatings on the sediments. They will use those things to degrade the hydrocarbon." While he has not visited this particular spill, Johnson said the chances for long-term effects from an oil spill like this are not high. "Nobody likes to have these spills, but in the long-term, there are most likely low consequences," he said. "I don't know the site, but the chances of things degrading are pretty high. The (chances of this) stuff cleaning itself up pretty good should be quite high. Bugs are so good at degrading the compounds." Liz



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Thomas, an attorney for the Southern Utah Wilderness Alliance (SUWA), said the spill shows that the BLM needs to take accidents like this into consideration as it prepare its Master Leasing Plan (MLP). "The Green River's Labyrinth Canyon is world renowned for its scenic beauty and its outstanding river recreation opportunities for visitors and local families and businesses alike," she said. "And, there's no question that oil and gas wells and facilities do leak and have accidents. The spill along the Green River emphasizes the need for BLM to make smarter decisions about where to issue oil and gas leases – which is one of the purposes of the BLM's current review of leasing areas, via the Moab Master Leasing Plan." SUWA also expects the BLM to follow through with pursuing penalties against S.W. Energy Corp for the accident, Thomas said. "This spill highlights the need for more vigorous enforcement by the BLM, particularly for older wells like this one, and those with a history of problems," she said. "SUWA expects the BLM to ensure that appropriate penalties are applied and that clean-up costs are recouped." When asked about potential penalties against S.W. Energy Corp for the accident, Ransel said the BLM is pleased with the clean-up efforts put forth by the company and made no mention of repercussion against the company. "The BLM is pleased with the responsiveness of S.W. Energy to the incident and the BLM will continue to work with them through the clean-up, remediation, and reclamation phases of this incident," she said. Hyatt said the DWQ will be issuing a citation to the company soon. "DWQ expects to issue a Notice of Violation to S.W. Energy in the near future," she said. "Penalties could result, depending on their response."

http://www.moabsunnews.com/news/article_a4e2b8a0-eb53-11e3-9caf-001a4bcf6878.html

USA, TX, HOUSTON, JUNE 6, 2014. CSB RELEASES NEW COMPUTER ANIMATION OF 2010 DEEPWATER HORIZON BLOWOUT



U.S. CHEMICAL SAFETY BOARD

An independent federal agency investigating chemical accidents to protect workers, the public, and the environment.

The CSB today released [a narrated computer animation](#) recreating the Deepwater Horizon blowout on April 20, 2010. The video depicts how high-pressure oil and gas from the Macondo well in the Gulf of Mexico caused an explosion on the drilling rig that killed 11 workers and seriously injured 17 others. The rig burned for two days, eventually sinking and triggering the largest oil spill in U.S. history. [The 11-minute animation](#) illustrates how the Deepwater Horizon's blowout preventer failed to seal the well on the night of the accident because drill pipe buckled due to a mechanism known as "effective compression." The video shows that the blowout preventer's blind shear ram – an emergency hydraulic device with two sharp cutting blades meant to cut the drill pipe and seal the well – likely did activate on the night of the accident. However, because the drill pipe was buckled and off-center inside the blowout preventer, it was trapped and only partially cut. The video explains how this failure directly led to the massive oil spill and contributed to the severity of the incident on the drilling rig. The video notes that although effective compression has previously been identified as a hazard in other drilling operations, it has never before been recognized as a problem affecting drill pipe during well operations. CSB investigators say this is an important finding because the same conditions that buckled the drill pipe during the Deepwater Horizon accident could occur at other drilling rigs – even if a crew successfully shuts in a well. The video warns this could make existing blowout preventer designs less effective in emergency situations.

<http://www.csb.gov/csb-releases-new-computer-animation-of-2010-deepwater-horizon-blowout/>

GHANA, ACCRA, JUNE 6 2014. FUEL TANKER OVERTURNS ON ACCRA-TEMA MOTORWAY



<http://www.gbcghana.com/1.1752592>

Traffic is mounting on the Accra-Tema motorway as the Police try to lift a fuel tanker which fell on the median about 500 metres from the toll booth on the Accra to Tema lane of the Motorway. Reports say the tanker which was heading towards Tema fell around 8:pm last night. The Airport MTTU and the Fire Service have spilled the fuel and are hoping to lift the tanker before the rush hour this morning. The situation has created a diversion for motorists using the Tema side of the motorway. The Airport MTTU Commander, DSP William Asante gave the assurance that the police will remain on site till the situation comes down.



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CANADA, B.C, KAMLOOPS, JUNE 6 2014. DRIVER HURT AFTER TANKER OVERTURNS ON KAMLOOPS ROAD, SPILLING MAGNESIUM CHLORIDE

A tanker truck carrying magnesium chloride — a chemical used to contain road dust — has overturned north of Kamloops, spilling part of the load. The truck's driver is in serious condition and had to be airlifted to hospital. B.C. Environment Ministry spokesman Rick Wagner says a tanker with an attached pup trailer overturned spilling about 30,000 litres of the chemical. Wagner says the spill has been contained to a ditch and small area of the farmer's field. He says no waterways have been affected. The strength of the magnesium chloride solution was at 30 per cent and Wagner says it's not considered dangerous to humans. The chemical is used to control dust on roads and isn't considered dangerous to human health.

<http://www.theprovince.com/news/Driver+hurt+after+tanker+overturns+Kamloops+road+spilling/9911044/story.html>

USA, VA, PRINCE GEORGE CO, JUNE 6 2014. DISPUTANTA RESIDENTS EVACUATED AS A PRECAUTION AFTER TANKER TRUCK WRECK

alix bryan

 **Watch the Video** [Disputanta Residents Evacuated](#)

A tanker truck has overturned on Thweatt Drive in Prince George County. The road will remain closed as crews offload the gasoline and diesel fuel on board the tanker and then upright it. The process is expected to take several hours. The truck was carrying 700 gallons of diesel fuel and 500 gallons of gasoline. Officials said that around 10 gallons of the liquid spilled onto the roadway. Hamzat are on scene helping to clean up. The tanker overturned at Thweatt Drive and Prince George Drive. Officers tell CBS 6 that the driver was ejected from the truck, but officers haven't declared what caused the wreck. Some residents were evacuated as a precaution, but officials say there is no immediate threat to anyone. "We have Hazmat crews in right now to put a clamp on top of it to stop the leak all together," said Chief Brad Owens, with Prince George County Fire & EMS. A neighbor in the area expressed his frustration that these trucks — that he called big-rigs — are using Thweatt Drive as a short-cut to get around Interstate 95. "You have a lot of vehicles here that have no business here," Franz Artis said. "I want to see the speed limit and weight limit on the trucks going through here."

<http://wttv.com/2014/06/04/disputana-tanker-truck-overturns-1/>

USA, FLA, PENSACOLA, JUNE 6 2014. GULF BEACH HIGHWAY OPENS AFTER CRASH, DIESEL LEAK

kevin robinson

Gulf Beach Highway has reopened, according to Escambia County Officials. A collision near Weller Avenue this morning caused a water truck to leak diesel fuel into a ditch. Two patients involved in the crash were taken to Baptist Hospital with non-life threatening injuries. Gulf Beach Highway from Weller Avenue to Wade Avenue were closed for about an hour while contract crew cleaned up the scene. The Department of Environmental Protection has been notified of the spill.

Original Story Below:

A crash resulting in a diesel fuel leak has temporarily closed Gulf Beach Highway, according to Escambia County officials. At 7:57 a.m., there was a collision at the intersection of Gulf Beach Highway and Weller Avenue. Three people were injured in the crash, county spokesperson said. Emergency responders are currently extracting one victim from a vehicle. One person has refused medical treatment and the condition of the third is currently unknown. There is no word yet on the severity of the leak or the amount of time until the road will be reopened.

<http://www.pnj.com/story/news/2014/06/05/crash-closes-gulf-beach-highway/10004557/>

USA, MA, DIGHTON, JUNE 6 2014. COAST GUARD, DEP RESPOND TO TAUNTON RIVER FUEL SPILL IN DIGHTON

rory schuler

Key Point:

- A Fall River man has been ordered to remove his boat from the protected waterway after a large diesel spill leak was discovered.

Norman Ouellette's boat failed to live up to its name Wednesday. U.S. Coast Guard and state Department of Environmental Protection officials ordered the Fall River man to remove his boat "Not Stressing" from the Taunton River. "And I'm really stressing right now," he said on the shoreline, an orange harbor boom extending in a large semicircle behind him across the water's surface, barricading his pale-green ocean cruiser. Between the floating oil obstacle and the grassy bank, thin white absorption pads the size of pizza boxes gently bobbed on rainbow-stained ripples. According to Dighton Fire Chief Antonio Roderick Jr., residents living near the shoreline along Pleasant Street reported a strong, foul odor in the area on Tuesday



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night. "Neighbors called last night to report the smell of diesel fuel," Roderick said Wednesday, adding that responders quickly noticed a gleam on the water's surface near Ouelette's boat. Dighton Harbormaster Ron Marino smelled the fuel from his home about an eighth of a mile away from Ouelette's private pier, next door to 9025 Pleasant St. "We're lucky it's not a lot worse," Marino told the group gathered by the pier. "We're not in New Bedford Harbor. This is a protected waterway." A 40-mile stretch of the Taunton River was designated a Wild and Scenic River by the federal government in 2009. Town, state and federal officials weighed their options for handling the boat and its fuel leak. Marino told Ouelette he needed to remove the boat from the water as soon as possible. Ouelette said he has owned the 28-year-old boat for more than a decade. "This entire neighborhood was saturated with the smell of diesel fuel," he said. "The problem needs to be found and fixed." Emergency responders extended the orange harbor boom around the spill location to contain the spread of fuel across the water's surface. DEP's Branch Chief for Emergency Response Julie Hutcheson dropped absorbent pads into the water to see if they'd soak up some of the shimmer. "The boom has contained it and prevented it from spreading," she said. "There's not a lot out there, so that's a good thing. It didn't dissipate. I dropped a few pads to see if it would absorb, but it would not, which is a good indication that it's limited to the surface." Hutcheson said spills like this are a "fairly rare" occurrence in her branch, which extends across 85 Bay State towns with "a lot of coastline." "Every single one is unique and needs to be addressed," she said. Marine Science Technician 3rd Class Daniel Purse, with the U.S. Coast Guard, was alerted once reports of the spill reached the National Response Center. "When he starts the engine it spits out a few gallons," Purse said of Ouelette's boat. "It hasn't lost that much fuel, but in a marshland like this you really don't want any." Investigators on scene would not rule out citations or further action. They said the investigation and emergency response were ongoing. "This is a violation of the Federal Water Pollution Control Act when a boat leaks oil into the water," Purse said. "All we care about is that it doesn't pollute more." Ouellette, faced with penalties and a boat with a fuel leakage of unknown origin, went to work looking for someone to help him pull the vessel from the water. "At this point, we've instructed the boat owner to have the boat removed immediately," Marino said. "Failure to comply with directives of the Coast Guard, DEP or the harbormaster could result in citations. But this is a local issue and we want to work this out."

<http://www.heraldnews.com/article/20140604/NEWS/140608672>

USA, CA, HUMBOLDT CO, JUNE 6 2014. DIESEL SPILL CLOSES ONE LANE OF HIGHWAY 299 NEAR BUCKHORN SUMMIT

County health and state wildlife officials were notified after a truck loaded with hot asphalt went off Highway 299 near Buckhorn Summit and dumped about 100 gallons of diesel fuel into a creek this morning. The incident was reported about 4 a.m. The driver suffered minor injuries, according to the California Highway Patrol Traffic incident website. The spill occurred about a mile west of the summit near the turnoff to Lewiston. The truck went about 150 feet down a ravine and came to rest on its side, becoming tangled in trees. Authorities closed the right lane of eastbound Highway 299 as they cleaned up the spill.

<http://www.redding.com/news/2014/jun/05/hazardous-spill-closes-one-lane-highway-299-near-b/>

AUSTRALIA, NORTHERN TERRITORY, KAKADU, JUNE 6 2014. DOCUMENTS SHOWING INSPECTIONS AT RANGER URANIUM MINE GO MISSING

xavier la canna

Key Point:

- Despite a big diesel spill at the Northern Territory's Ranger uranium mine in 1995, an investigation into the operation has found paperwork to show diesel tanks are being routinely inspected has gone missing.



One of the pits at the Ranger uranium mine.

On Thursday giving Energy Resources of Australia (ERA) was given the green light to recommence processing operations at Ranger after a one-million litre radio-active spill last year sparked a shut-down. ERA claimed there had been no environmental damage was caused by the spill, but processing was suspended in the wake of the incident. It is understood processing operations will recommence immediately following the decision by the federal and NT governments. But 19 years after a 12,000 litre diesel spill at the site caused bird deaths, the review found problems with the documentation of diesel tank inspections. "Diesel Tanks A and B are missing documentation relating to their

one-monthly routine inspections and five-yearly external inspections," the review found. It said that in the future the inspection



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documents would be scanned and put into an information management system. The failure would not affect the return to service though, the report said, and a 10-yearly inspection report had been done. A joint statement from Federal Industry Minister Ian Macfarlane and NT Mines Minister Willem Westra van Holthe said the report had recommended that ERA be given approval to commence the implementation of the company's restart plan. "This decision follows an intensive investigation of the leach tank circuit and other critical infrastructure by independent experts Noetic Risk Solution and HRL Technology," the statement said. Dave Sweeney from the Australian Conservation Foundation said he was disappointed Ranger was allowed to recommence processing even though a report into the cause of the failure had not been publicly tabled. Mr Sweeney said the government had a well-worn path of refusing to comment when incidents happened at Ranger because it could jeopardize the independence of inquiries, then refusing to release the full findings of reports because it was "commercial in confidence". Ranger, which began production in 1981, is one of the world's largest uranium mines and is located within the World Heritage listed Kakadu National Park.

<http://www.abc.net.au/local/stories/2014/06/05/4019591.htm?site=darwin>

USA, PA, CHESTNUTHILL TWP, JUNE 67 20`4. MAN DIES AFTER CRASHING CAR INTO GAS STATION

A New Jersey man was killed late Monday night after slamming his car into a sign at a service station on Route 209. The accident happened about 11:50 p.m. just north of Frable Road. Police say Michael Melascaglia, 36, was speeding and lost control, hitting the base of the large sign. He died at the scene. Police at Fern Ridge are asking witnesses to call them at 570-646-2271.

<http://webcache.googleusercontent.com/search?q=cache:http://www.pocononews.net/news/2014/June/04/04Jun14-1.html>

USA, MA, SPRINGFIELD, JUNE 6 2014. SENSOR MALFUNCTION TRIGGERS OVERHEAD FIRE EXTINGUISHERS AT SPRINGFIELD GAS STATION

patrick johnson

A faulty sensor apparently tripped the overhead fire extinguishers at a Carew Street gas station Tuesday afternoon, covering the station with a layer of white powder and sending a white plume into the sky over Liberty Heights, a fire official said. Dennis Leger, aide to Fire Commissioner Joseph Conant, said no one was injured in the 2:15 p.m. incident nor was there a fire. But the Cumberland Farms gas station and convenience store is closed until the powder can be cleaned up and the fire extinguishers recharged. The Fire Department responded to the scene as did its Emergency Preparedness Division, which is overseeing the cleanup. The city Health Department was also called to the scene. Some of the power got inside the store and officials need to check to see if any food items were contaminated, he said. Leger said the powder is essentially baking powder and not harmful unless someone were to be exposed to a massive amount of it. Leger said the sensors on the system apparently malfunctioned and acted as if there were a fire. The malfunction may have been a result of the combination of heat and humidity. He said he recalls between three and four such accident trips at service stations over the past few years.

http://www.masslive.com/news/index.ssf/2014/06/sensor_malfunction_triggers_ov.html

NIGERIA, DELTA, WARRI, JUNE 6 2014. WARRI FIRE OUTBREAK: GMD QUERIES REFINERY BOSS

sola adebayo



Heads may roll at the ailing Warri Refinery and Petrochemical Company (WRPC) over a fire incident which ravaged the refining complex yesterday. Already, Leadership learnt that the group managing director of the Nigerian National Petroleum Corporation (NNPC), Mr Andrew Yakubu, has summoned the managing director of one of the NNPC's strategic business units, Mr Paul Obelley, to its corporate headquarters in Abuja, over the fire incident. Yakubu, a former managing director of the WRPC, had issued a query to Obelley over the fire which erupted from the Fluid Catalytic Cracking (FCC) unit of the plant. The unit is regarded in the oil industry as the heart of refining operation. Leadership also learnt that the management of the WRPC was asked to provide a detailed explanation about the cause of the fire. Reliable sources at the WRPC told our correspondent yesterday that the NNPC headquarters was disturbed about the fire incident which had led to the suspension of operation by the plant. One of our sources in the plant said the NNPC was worried that the management of the WRPC led by Obelley could not put the plant



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in the line of steady operation. Fire had razed the complex twice within one year. The official residence of the managing director in Warri was also ravaged by fire a few months ago. Another source who pleaded anonymity, said, "The corporate headquarters of NNPC has summoned our managing director, Mr Paul Obelley, to Abuja over the fire outbreak of last week. The NNPC management was apparently not pleased that we are always having issues at the Warri Refinery since the present management came on board. "They are demanding a detailed report about the fire incident from our managing director because the ugly trend in Warri Refinery is becoming unbearable. The refinery can't operate uninterruptedly for one week without having an issue and the corporate headquarters in Abuja is seeking explanation from our management in that regard." The fire ravaged the FCC unit and its sister component, the Topping Unit (TU). The fate of the FCC and TU led to the suspension of production of the automotive gas oil (AGO), popularly known as diesel, and dual purpose kerosene (DPK), popularly known as kerosene. Only the Reforming Unit (RU) survived the fire outbreak but the RU is still running after the incident. Leadership learnt. The latest fate of the WRPC spiked fears of fresh acute shortage of petroleum products nationwide. Obelley, could not be reached for comment but a senior public affairs personnel in the plant confirmed the report. The official, who also pleaded anonymity, further confirmed that Yakubu had ordered investigation into the fire outbreak. The WRPC, the first government-owned refinery was inaugurated in 1978 to process 100,000 barrels of crude oil per day. However, it was redesigned in 1987 to process 125,000 barrels of crude oil per day. But the plant had operated epileptically since inception due to poor maintenance of its strategic component units. The authorities had consistently failed to carry out mandatory Turn-Around Maintenance (TAM), which is expected to be done every four years. This development had forced the plant to operate at less than 60 per cent of its installed capacity. The last TAM carried out in the plant in 1994 ended in controversial circumstances as the exercise was marred by corruption and led to the setting up of the probe panel headed by the late GMD of the NNPC, Aret Adams.

<http://leadership.ng/news/373261/warri-fire-outbreak-gmd-queries-refinery-boss>

USA, MI, KALAMAZOO, JUNE 6 2014. FOUR PEOPLE TAKEN TO HOSPITAL AFTER CHLORINE GAS TANK PUNCTURED AT KALAMAZOO METAL RECYCLERS

aaron mueller

Four people were taken to the hospital with trouble breathing after a chlorine gas cylinder was punctured at Kalamazoo Metal Recyclers Wednesday morning. Kalamazoo Public Safety officers were dispatched to the business in the 1500 block of King Highway at 9:20 a.m. on a report of several people having trouble breathing after being exposed to a cloud of gas, according to a news release. Officers determined that workers accidentally punctured a tank containing chlorine, releasing the gas into the air. The [Kalamazoo County Hazmat Team was called to the scene](#) to help with cleanup. At least four people were taken to the hospital for evaluation, police say. The business was evacuated for several hours until the area was deemed safe.

http://www.mlive.com/news/kalamazoo/index.ssf/2014/06/four_people_taken_to_hospital.html

USA, MO, ST. CHARLES CO, JUNE 6 2014. OVERTURNED TANKER BLOCKS TRAFFIC

 **Watch the Video** [Overturned Tanker Blocks Traffic](#)

An overturned gasoline tanker is backing up traffic after overturning along Highway N at Castleview Road in Cottleville. Cottleville Fire Department's public information officer, Dan Faulkner, says around 1 p.m. Tuesday an 8,000 gallon fuel tanker overturned on Highway N at Castleview Road. The tanker was divided into sections, so it could have been carrying gasoline and/or diesel fuel. The exact contents are unknown at this time. There is a small spill at the crash site. A hazmat team and the Missouri Department of Natural Resources are at the scene. They will clean up the spill and pump out the remaining fuel from the tanker before moving it. The driver of the truck was taken to Mercy Hospital with non-life threatening injuries. Investigators say right now they do not know the cause of the accident. Highway N reopened around 7:45 p.m. Tuesday.

<http://www.ksdk.com/story/news/traffic/2014/06/03/highway-n-overturned-tanker/9925931/>

CHINA, CHONGQING, JUNE 6 2014. GAS EXPLOSION AT CHINESE COAL MINE KILLS 22 WORKERS

At least 22 workers have been killed during a gas explosion at a coal mine in China's southwestern municipality of Chongqing. Regional authorities say the accident, which reportedly occurred at 5:40pm local time at the Yanshitai Coal Mine in Wansheng District, was caused by a "gas incident" "I heard a big sound of gas explosion over the steps," said He Xiaogang, one of the injured miners. "(I realized) something horrible happened, and we escaped the shaft from where thick smoke was coming out." The Chongqing Municipal Administration of Coal Mine Safety said a total of 28 miners were working down the shaft at the time of the accident. Six of them managed to escape, with two injured in the process. Doctors at a local hospital treating injured



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miners said that the miners sustained burns and carbon monoxide poisoning during their escape from the mine. Local authorities are dealing with the aftermath of the accident, including an investigation into the cause of the accident. The state-owned Nantong Mining Co Ltd, which owns the mine, is yet to comment on the incident. China's mines are considered the deadliest in the world because of lax enforcement of safety standards and a rush to fuel demand from a rapidly growing economy.

<http://www.abc.net.au/news/2014-06-04/an-china-mine-explosion/5500620>

USA, VA, RICHMOND, JUNE 6 2014. POSTAL SERVICE, EPA SETTLE ALLEGED UNDERGROUND STORAGE TANK VIOLATIONS AT 5 FACILITIES IN VA.

The U.S. Postal Service has settled alleged underground storage tank violations at five facilities in Virginia. The [U.S. Environmental Protection Agency](http://www.epa.gov) says the Postal Service agreed to pay civil penalties totaling \$55,258. The Postal Service also took corrective measures and certified that the facilities are now in compliance with federal and state underground storage tank regulations. The EPA had alleged that the Postal Service failed to conduct tests to detect leaks, failed to test line tightness, and failed to investigate or report a suspected leak. Violations were alleged at the Prince William Branch in Woodbridge, the Woodbridge Main Branch, the Dulles Vehicle Maintenance Facility in Sterling, the Cave Springs Facility in Roanoke and the Hampton Vehicle Maintenance Facility in Hampton. The Postal Service didn't admit liability in the settlements.

<http://www.therepublic.com/view/story/15331301b0a74d3eb3fe1965ac024308/VA--Postal-Service-Tanks>

NEW ZEALAND, NELSON, JUNE 6 2014. WOMAN BURNT BY FUEL FIRE

A 37-year-old Taumarunui woman suffered serious burns yesterday when residual fuel ignited from a fuel tank her partner was welding. She suffered third-degree burns on her legs and was transported to Waikato Hospital for treatment by the Waikato-King Country Westpac Rescue Helicopter.

<http://www.stuff.co.nz/nelson-mail/news/national-news/10126603/Woman-burnt-by-fuel-fire>

USA, TX, ANNONA, JUNE 6 2014. RESPONDERS PLAN TO SAVE ANNONA

marcia davis

Since the West fertilizer plant explosion April 17, 2013, corporations and communities have taken closer looks at the threats of such disasters looming in their own backyards. First responders in Red River County have developed a plan to respond to and evacuate the communities located near the fertilizer plant in Annona, and continue to fine tune that plan, working with the Texas State Fire Marshal's office, city and county public officials, Avery school administrators and emergency management staff of the El Dorado Chemical Company and its parent company LSB Industries Inc. headquartered in Oklahoma City. El Dorado Chemical stands as one of the largest ammonium nitrate dealers in Texas. Ammonium nitrate was determined to be the cause of the West plant explosion, and is reportedly stored in substantial amounts in more than 100 facilities in Texas, including the El Dorado plant off US Highway 82, in the Annona city limits. According to Annona Volunteer Fire Chief Devin McEwin, "Every fire department in this county has an evacuation plan for El Dorado Chemical [in Annona] and step-by-step instructions on responding to a fire at that plant. All fire departments know and have a book and procedures in place on the evacuation process and the tactical process including Avery and Clarksville fire departments. We know exactly what's there in the plant." McEwin said the point of emergency contact plant manager at the Annona facility reports inventory levels to him monthly. "I can always tell you approximately how many tons of ammonium nitrate they store and what they have on hand - give or take a ton or two." Red River County Emergency Coordinator Tonya Martin said, "We are not unique in developing a plan after West. Now there's a state requirement for this type of thing when you're dealing with hazardous materials. We submit the plans to the Texas Department of Emergency Management. "After West, the main volunteer fire departments surrounding the Annona plant, and El Dorado officials at the plant got together. A safety officer from El Dorado came down from corporate and explained some things and we had a meeting with the fire departments to discuss the danger," Martin said. John Carver, from the LSB headquarters in Oklahoma City, serves as vice president of safety and environmental compliance for the El Dorado parent company. He says he remembers attending and addressing the meeting in Annona last year after the incident in West. "We invited the local fire departments at all of our locations out to each plant. We gave them a tour of the plants and showed them what we had and where we kept it." Carver said he couldn't comment further on these matters since the companies are currently involved in litigation over the West incident. He did say the El Dorado plants that store ammonium nitrate are wooden structures. "Nearly all locations that store ammonium nitrate - the vast majority - are wooden structures



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

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that were built back in the 1960s. Annona is no different." El Dorado Chemical plants in Texas are located in Bells, Newbern, Corsicana, Annona, Whitewright, Dublin, Greenville, Terrell, Athens, Marquez, Tyler, Cooper, Waxahachie, Bryan, Pittsburg, Trinity and Itasca. The Pittsburg plant, according to state fire officials, stores ammonium nitrate in volumes that dwarf what was stored at West; and possibly what is stored at the other plants in the state. Connealy said state fire officials strive to use what's known and what was learned from the West disaster to avert further disasters. He attributes last week's response to the fire in the El Dorado Chemical Plant in Athens - which resulted in no explosion, nor any casualties - as proof of lessons learned and applied. "We have no authority to inspect these facilities. But we do provide voluntary consultations and information on what we identify as to deficiencies related to fire code. We have been to all the facilities in Texas in 2013 and 2014 and the facility in Annona," Connealy said. "I can't give you a lot of specific information about the plant in Annona, because we are restricted by the attorney general's office, based on security concerns." Connealy said after the West disaster, the attorney general sent down the ruling that no levels of inventory for facilities that store ammonium nitrate could be given out, even for inquiries submitted through an open records request. "We are not allowed to give inventory levels because the attorney general tries to protect this information from people with ill intentions." He did say that plant inventory levels don't necessarily respect safety concerns: "All these facilities have different levels of inventory, depending on business need and not safety." Connealy said the Office of the Texas State Chemist does monitor and regulate these plants, making inspections, requiring the plants to have proper permits and maintain appropriate security, do necessary employee training and keep record of ammonium nitrate sales and inventory levels. He said after the West disaster, officials re-thought statutes and regulations, but no new statutes regarding ammonium nitrate storage have been passed. "My challenge is the educational campaign. We go county-by-county bringing the plant management together with local officials and first responders to recognize a facility plan for emergency. I am personally doing those meetings in all 67 counties in the state that have 10,000 pounds of ammonium nitrate stored. Connealy's office along with the Texas Department of Insurance has scheduled a meeting at the Avery High School cafeteria at 6 p.m., Monday, June 30, to review the lessons learned from the West disaster, review the best practices for ammonium nitrate storage and response techniques and strategies of first responders for incidents involving storage facilities. The meeting is also sponsored by the Texas Division of Emergency Management, the Texas Department of State Health Services, the Texas Office of the State Chemist and Texas A&M Engineering and Extension Service.

<http://www.clarksvillenews.net/articles/2014/06/05/news/doc5390831070a2d332464166.txt>

USA, LA, LAFAYETTE, JUNE 7 2014. UPDATE ON LEAKING RAIL CAR IN LAFAYETTE ON WALKER ROAD

letitia walker

Firefighters say all residents are in their homes tonight, but two businesses were evacuated after chlorine was found leaking from a rail car in the 1300 block of Walker Road in Lafayette. Employees at both LUS and ABF Trucking company were asked to leave while HazMat continues their investigation on how to stop the leak. Firefighters say their timetable depends on if the leak is a release valve malfunction or if the car was overfilled. The valve issue can be fixed quickly, but if it's overfilled an empty tank needs to be brought in to offload it. LUS employees reportedly called 911 saying they were nauseous and smelled chemicals. Homeland Security, DEQ, Lafayette Police, Lafayette Firefighters and Hazmat are all on the scene.

<http://www.katc.com/news/update-on-leaking-rail-car-in-lafayette-on-walker-road/>

USA, ARK, HOT SPRINGS, JUNE 7 2014. A HOT SPRINGS MAN CUTTING OPEN A LARGE PROPANE TANK DIED WHEN THE WORK CAUSED AN EXPLOSION

A Hot Springs man cutting open a large propane tank died when the work caused an explosion. Hot Springs police say 65-year-old Phillip Landry was cutting the tank on a sidewalk when the explosion occurred Thursday. Landry worked for a business that makes barbecue grills and smokers. Police say Landry was almost finished cutting what was supposed to be an empty tank when it exploded. Landry was outside a building where four other tanks were stored. No citations were issued — but the city's planning department tagged the building as unusable due to code violations. Officials say the tanks could not be stored at the building and they were removed. Code administrator Bart Jones says the building wasn't approved for the work being done there.

<http://www.baxterbulletin.com/story/news/2014/06/06/hot-springs-man-dies-in-propane-tank-explosion/10078655/>



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