



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,052 Newsy Stuff

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

March 16 2014



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AUSTRALIA, SYDNEY, MARCH 6 2014. COOTES TRANSPORT TRUCKS FACING NSW ROADS BAN OVER HUNDREDS OF SAFETY DEFECTS



A Cootes Transport fuel tanker in flames after a crash in Sydney's Mona Vale last year.

The New South Wales Government is moving to have Cootes Transport's dangerous goods fleet removed from the state's roads. Roads and Maritime Services (RMS) has given the company 14 days to show cause why it should not be deregistered. Cootes has been the focus of a major safety crackdown since one of its fuel tankers was involved in a fatal crash on Sydney's northern beaches in October. Two people died when the tanker exploded at Mona Vale. Last month, Roads Minister Duncan Gay recalled all Cootes trucks that pass through NSW for safety checks. Mr Gay told State Parliament today that only 179 of the 320 trucks inspected passed without a formal warning. "I have lost confidence in this company as an operator of dangerous goods movements on

New South Wales roads," he said. "Cootes Transport has been a repeat offender, and frankly enough is enough. "Roads and Maritime has given the company every reasonable opportunity to demonstrate it is worthy of operating in New South Wales, but the company so far has failed to do so." Mr Gay says that since the fatal crash in October, more than 300 charges have been laid against Cootes. He says two of the firm's trucks were found yesterday with major brake defects. At the end of the 14 days, RMS has the power to suspend or cancel the rights of Cootes trucks to travel on NSW roads. A Cootes spokesman says the company will respond to RMS within the allocated time. "While Cootes Transport has been cooperating with RMS and supports all moves to improve safety, we were surprised to receive a notice to show cause as we are in the process of exiting the majority of our NSW operation as part of a company-wide restructure," he said. "In Sydney alone, Cootes has reduced its fleet from 105 trucks to the current level of 67, which will further reduce to 44 trucks at the end of June. "Cootes has spent in excess of \$5 million in refurbishing its fleet and improving maintenance at its facilities. "Cootes takes its safety responsibilities extremely seriously and will continue to improve the standards of its operations."

'Substantial Disruption' to Petrol Deliveries

Opposition spokesman Walt Secord says Labor supports Mr Gay's action. "However I have worry and concern for the drivers who face uncertainty and possible unemployment due to the management of Cootes," he said. The deadline for Cootes has triggered concerns about potential impacts on fuel supplies. The company delivers fuel to BP, Shell, Coles Express and 7-Eleven. Service Station Association senior manager Colin Long says even though Cootes has already lost some forward contracts, it is still obliged to make deliveries until the end of June. "The Cootes company are contracted to deliver fuel to four major companies in the fuel industry," Mr Long said. "If the Cootes fleet is taken off the road, there will be substantial disruption to the delivery of petrol to service stations."

Related Stories

[Cootes fuel tankers pulled from road over safety concerns](#)

[Tanker company in fatal explosion 'cut corners on maintenance'](#)

[Cootes trucks owners 'working with police' over crash](#)

[Cootes Transport voluntarily halts entire Victorian fleet](#)

<http://www.abc.net.au/news/2014-03-06/cootes-transport-given-two-weeks-to-show-why-it-should-continue/5303716>

USA, PA, HARRISBURG, MARCH 5 2014. DEP PROPOSES \$2.3 MILLION FINE FOR 2008 GASOLINE SPILL FROM SUNOCO PIPELINE

laura legere

A 12,000-gallon gasoline spill from a ruptured pipeline in Westmoreland County in 2008 could cost Sunoco Logistics Partners more than \$2.3 million in civil penalties from the state. The Department of Environmental Protection [filed a complaint](#) Friday with the Pennsylvania Environmental Hearing Board asking it to impose a fine of at least \$2.38 million against Sunoco Logistics and its subsidiary Sunoco Pipeline. The November 2008 [spill](#) in Murrysville contaminated Turtle Creek and killed nearly all of the aquatic life in a three-mile stretch of the waterway, triggered evacuations of homes and businesses, and shut down U.S. Route 22 for hours in the community 20 miles east of Pittsburgh. Mistakes during maintenance on the 8-inch interstate pipeline caused a plug to blow out, which "forced the gasoline to fountain twenty (20) to thirty (30) feet into the air" and rain "down onto and into nearby businesses, parking lots, and the surrounding soils and surfaces," DEP said in its



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complaint. Federal pipeline regulators said the incident caused \$1.1 million in property damage but no injuries. "This was a major event," DEP spokesman John Poister said. "Most of the businesses affected had to be decontaminated and did not reopen for a month." Sunoco delayed operating a continuous pumping system that regulators had recommended until May 2010, so contaminants in a cutoff trench continued to leach into Turtle Creek long after the initial spill, DEP said in the complaint. Despite Sunoco's cleanup efforts, regulators found gasoline or its constituent chemicals in groundwater under or near the site on 189 separate occasions between November 2008 and June 2013. Sunoco has made progress, Poister said, but the site has not yet been completely cleaned up. Sunoco spokesman Jeff Shields said in a statement that the company disputes DEP's allegations as well as its characterization of the events in the complaint. "Sunoco Logistics acted quickly, aggressively and responsibly during this event, with human health, safety and protection of the environment our top priorities at all times," he said. "We look forward to the opportunity to respond to the complaint before the Environmental Hearing Board at the appropriate time." DEP calculated the proposed penalty by taking into account several violations of state laws worth \$1,985,000 in fines, the \$100,000 DEP spent responding to the spill, and an additional \$300,000 to deter companies from causing similar problems. DEP also asked the board to consider how much money the companies might have saved as a result of their violations and add it to the penalty, but that amount has not been calculated yet. The hearing board will ultimately determine the size of the fine. Sunoco has already paid [\\$232,900](#) to the federal Pipeline and Hazardous Materials Safety Administration and [\\$99,000](#) to the state Fish and Boat Commission to settle violations from the same incident.

<http://stateimpact.npr.org/pennsylvania/2014/03/05/dep-proposes-2-3-million-fine-for-2008-gasoline-spill-from-sunoco-pipeline/>

USA, N.Y, ALBANY, MARCH 5 2014. NY FINES CSX \$10,000 OVER 2 OIL TRAIN DERAILMENTS

The New York state Department of Transportation has fined CSX Railroad \$10,000, saying it failed to report two oil train derailments within an hour of when they happened as required by state law. A Feb. 25 derailment in Kingston involved empty rail cars that had contained crude oil. A Feb. 28 derailment at the Selkirk yard near Albany involved a train loaded with crude oil. The cars remained upright and nothing spilled. Transportation Commissioner Joan McDonald said Wednesday that CSX didn't notify the department of the Selkirk derailment until two hours later. Florida-based CSX Corp. said the derailments were "appropriately handled," and the company will work with the state and communities on improving communication. Oil trains have come under scrutiny after a series of disastrous accidents involving North Dakota crude.

<http://online.wsj.com/article/APa59f9f1bd6c24684bac3186710bf71c3.html>

NEPAL, JANAKPUR, RAMANAND CHOWK, JANAKPUR, MARCH 5 2014. 1 KILLED, ANOTHER INJURED IN ACCIDENT

A youth was killed and another one critically injured when a tanker hit them at Ramanand chowk in Janakpur on Tuesday morning. The deceased has been identified as Mukesh Kumar Sah, 18, of Kurtha VDC-7. He died on the spot. The victims were returning home from work in a cycle. According to injured Lal Babu Mahato, 15, of Kurtha-6, the speeding tanker hit their cycle this morning. Meanwhile, police have detained the driver and impounded the vehicle.

<http://www.ekantipur.com/2014/03/04/headlines/Tanker-hit-kills-one/386223/>

USA, DE, EDDYSTONE, MARCH 5 2014. HEARING AIRS DELCO FEARS ON CRUDE OIL ACCIDENTS

laura mccrystal

A waterfront rail terminal in Eddystone, a small Delaware County borough, will soon become a major center for transporting crude oil to area refineries. While officials applaud the project as a boost to the local economy, they also point to the threat of a disaster in the state's growing oil-by-rail industry. "Make no mistake," said former U.S. Rep. Curt Weldon. "An incident involving rail transport of oil will occur in the commonwealth, and lives, including first responders' lives, and property will be put at risk. These incidents have occurred in the past, and they will occur in the future." Weldon, also a former mayor and fire chief in Marcus Hook who has responded to emergencies at refineries in his borough, spoke to state lawmakers at a hearing Wednesday. The oil-by-rail project in Eddystone, set to open as early as this month, will bring 80,000 barrels of crude oil from North Dakota. Once in Eddystone, the oil will be transferred to barges on the Delaware for distribution to refineries. As the facility grows, it could accept as many as 160,000 barrels per day, Jack Galloway of Eddystone Rail Co. told members of the House Veterans Affairs and Emergency Preparedness Committee. State representatives called the hearing in Eddystone with local officials, railroad companies, and emergency responders after a train carrying crude oil was involved in a fiery crash in North Dakota in December. In January, train cars with crude oil derailed on a bridge over the Schuylkill. Another train derailment last month, in Western Pennsylvania, spilled more than 4,000 gallons of crude oil. Rep. Joe Hackett (R., Delaware)



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said the meeting was not called "to point fingers" at the crude oil industry, but to learn how the state could prepare for emergencies. In the event of a derailment, train crews call a company dispatcher, who then contacts the railroad's emergency response center. Local responders are called to the scene to assist the railroad's teams. Volunteer firefighters are not equipped to handle major disasters, said Bob Andrews, whose company plans to build a "mega-fire station" to respond to crude oil emergencies in Pennsylvania, New Jersey, and Delaware. Andrews, president and CEO of the Bob Andrews Group, based in San Antonio, Texas, said he was considering Delaware County and other sites for the facility. He would seek contracts with companies as well as state and local governments, and employ full-time firefighters, he said. Andrews said disasters are not frequent in the crude oil industry, but a proper emergency response requires specialized training and equipment. Railroad executives assured lawmakers they were already working to address safety concerns and train local firefighters. The U.S. Department of Transportation and major freight railroads signed an agreement last month to increase safety in crude oil transport.

http://www.philly.com/philly/news/local/20140306_Delaware_County_worried_about_crude_oil_accidents.html

USA, IA, DES MOINES, MARCH 5 2014. CREWS CLEANING UP FUEL SPILL AT HOSPITAL



The Des Moines Fire Department responded to a fuel leak outside of Iowa Methodist Medical Center on Wednesday morning.

Crews are working on cleaning up several hundred gallons of spilled fuel outside Iowa Methodist Medical Center in Des Moines, officials said. The hospital remains open and the public is not at risk, said Des Moines Fire Department Inspector Brian O'Keefe. The spill happened just after 10:30 a.m., when fuel intended for the facility's helicopter overflowed its underground tank while being refilled, officials said. Fuel spilled into the parking lot, hit some cars and made it into the storm drains. O'Keefe said crews stopped it from getting into the river and are working to see how far the fuel got into the sewer system.

The fuel truck was to pump 7,500 gallons into the 10,000-gallon tank, O'Keefe said. Officials aren't sure yet why the tank overflowed. Firefighters and hazmat members isolated the area near the spill, and used absorbent material to trap the fuel. They also sampled the air for hazardous conditions, officials said. Hospital visitors need to detour around a small area near the emergency room but the hospital remains completely open. Des Moines Public Works and a private contractor will work with the Iowa Department of Natural Resource for the fuel removal and cleanup.

http://www.desmoinesregister.com/article/20140305/NEWS/303050125/Update-Crews-cleaning-up-fuel-spill-hospital?nclink_check=1

USA, AR, MARION, MARCH 5 2014. AWNING COLLAPSE AT GAS STATION INJURES THREE

 **Watch the Video** [Gas Station Awning Collapses, Injures 3](#)



An awning collapsed onto gas pumps at the J&P Market, located at 200 State Highway 77 South in Marion, Ark. At least three people were injured in the collapse. Paragould police said.

An awning collapsed at J&P Market, located at 200 State Highway 77 South in Marion, Ark., damaging gas pumps and vehicles beneath it. Three people were injured. Several customers were either pumping gas or inside the convenience store when the roof came crashing down. "Sounded like somebody was shooting and all of a sudden, the whole thing went down," said Larry Gann, who was filling his pickup truck at the time. "I just got through telling my wife this morning, she was going to take my truck down here to the hospital. I told her, if

she put one scratch on my red truck, I was gonna be mad. Here I am putting gas in it, and look." Gann says the metal canopy scratched his arm as it collapsed on top of him. He says a man in an SUV was hurt the worst when the canopy fell. "That guy was right there," explained Gann. "It is a wonder it didn't kill him. He was covered up from head to toe and it took five of us lifting it off, so it had to be heavy." Marion police say the man was taken to The MED with serious leg injuries. He is expected to be OK. Two other people received minor injuries. The snow and ice buildup caused another canopy to fall in Marion Tuesday, but nobody was hurt in that collapse.

<http://www.kait8.com/story/24894740/awning-collapse-at-gas-station-injures-three>



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INDONESIA, PONDOK DAYUNG, MARCH 5 2014. NAVY WAREHOUSE BLAST CLAIMS ONE LIFE, INJURES DOZENS



Blast victim: An injured Indonesian Navy serviceman is being rushed into the Dr. Mintohardjo Navy General Hospital in Bendungan Hilir, Central Jakarta, on Wednesday. One Navy serviceman was killed while dozens others were injured after an explosion at the Navy's elite Frogmen Command (Kopaska) ammunition warehouse at Pondok Dayung, a small island off the Tanjung Priok Port in North Jakarta.

Indonesian Military (TNI) spokesman Rear Adm. Iskandar Sitompul says the recent explosion at the Navy's elite Frogmen Command (Kopaska)'s warehouse has claimed one life and injured dozens of others. "First, Sgt Iman, from the Naval Maintenance and Repair Facilities [Fasharkan] unit, died in the blast" Iskandar told a press conference held at the Dr. Mintohardjo Navy General Hospital in Central Jakarta on Wednesday as quoted by kompas.com. Besides

the casualty, he went on, the explosion also severely injured Chief Sgt. Midi, also from the Fasharkan. Midi, he added, had been hospitalized at the Navy hospital for further treatment. According to the Navy, the preliminary investigation found out that the explosion might have been caused by a short circuit that affected live ammunition at the warehouse. The explosion also affected the Water Police headquarters located next to it. The blast damaged windows and doors but no casualties were reported at the Water Police. (

<http://www.thejakartapost.com/news/2014/03/05/navy-warehouse-blast-claims-one-life-injures-dozens.html>

USA, HI, HONOLULU, MARCH 5 2014. HEALTH DEPARTMENT REQUESTED LEAK DETECTION AT RED HILL IN 2003

 **Watch the Video** [Health Department Requested Leak Detection at Red Hill In 2003](#)

Concern over dozens of leaks at the Red Hill fuel storage facility in Halawa Heights prompted the Department of Health to write a letter to the U.S. Navy on Oct. 10, 2003 that demanded a leak detection system for each of the 20 tanks buried underground. The letter was written more than a decade before a leak of 27,000 gallons of jet fuel was detected Jan. 13 at tank No. 5. Click [here to watch Andrew Pereira's story](#). "We were getting reports from the Navy about their investigations at the Red Hill tanks," said Steven Chang, chief of the Health Department's Solid and Hazardous Waste Branch, who wrote the letter. "So, we had lots of questions to ask about things that they were doing at the site." Navy Region Hawaii responded to Chang's inquiry nearly nine months later on July 8, 2004. However, the reply was less than what the Department of Health was hoping for. "Specific with respect to our leak detection, they said that they're currently working on reviewing technologies that could be employed," said Chang. "It was just a single line in their response." Unbeknownst to the Health Department, the Red Hill tanks were built with a leak release system in place, called the Telltale System, which consisted of a series of pipes that monitored any leaks on the outside wall of the steel tanks. Encased in concrete, the tanks stand 250 feet tall and can each hold 12.5 million gallons of fuel. "At that point in time, we had no knowledge of anything they were doing and based on the federal regulations, they were deferred from having release detection systems," said Chang. "So if anything, they would be doing something on a voluntary basis." According to sources familiar with leak detection at Red Hill, the Telltale system was eventually augmented by the AsterNet system in the early 80s, which was upgraded and refined through the 90s. The upgraded AsterNet system used a flotation device, probes and algorithms to more accurately determine how temperature and pressure could impact tank level readings. But despite the apparent success in detecting leaks, the more holistic AsterNet system was replaced by a Mass Tank Gauging System sometime in the early 2000s. The Mass Tank Gauging System uses indirect readings from probes every 9 feet to determine if there's a leak, and remains in use today. In 2003, the Department of Health had no way of knowing which system, AsterNet or MTGS, would more accurately portray tank fuel levels at Red Hill to indicate possible leaks. "We'd have to look at their documentation, justifying one system over the other," said Chang. "One can never know how effective they are until they're actually put in the field and worked on." In response to KITV4's inquiry about the Department of Health letter, Navy Region Hawaii Public Affairs spokesman Tom Clements issued a statement saying a market survey of the best leak detection systems available was conducted in 2008. Clements said the Navy chose a system used in 2009, 2011 and 2013 to perform biennial tank integrity tests. The system is known as the Automated Fuel Handling Equipment system, or AFHE. "We continue to improve our system of monitoring and detection and incorporate new technologies whenever possible," Clements said of fuel leak detection at Red Hill. Meanwhile, the Navy's lag in providing pertinent information to the state about the most recent leak at Red Hill and what was done to monitor the massive tanks in previous years, continues to be a sore spot with lawmakers. Sen. Mike Gabbard, who chairs the Energy and Environment



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Committee, will lead a joint House and Senate briefing Friday about January's leak from tank No. 5. "I'm very concerned and that's why at the meeting on Friday I want to bring up these issues and hear directly first hand from the Navy," Gabbard told KITV4. The January leak and dozens of others dating back to 1947 could threaten the Pearl Harbor aquifer, which supplies drinking water to Oahu. Last month, the Health Department announced low levels of lead and other chemicals were found in the Joint Base Pearl Harbor-Hickam water system, but the chemicals did not pose a threat to public health. From 2002 through 2009, the Navy began drilling ground water monitoring wells near the Red Hill complex to exam the effects of petroleum product releases on groundwater. Chang said one of several computer models given to the Health Department by the Navy showed the nearby aquifer could be impacted in a matter of years. "One of the early models suggested that a release, if it occurred in the neighborhood of 16,000 gallons of fuel, could result in a migration to the Red Hill source waters in six to eight years," he said. After the January fuel spill, the Board of Water Supply temporarily shut down five drinking water wells near the Red Hill facility and has increased regular monitoring. A test conducted Feb. 13 turned up negative, with another round of tests scheduled later this month and April. A BWS spokeswoman said quarterly testing of the wells will continue through December, 2015. "There seems to be more and more revelations about environmental problems that are taking place at the Red Hill fuel facility, and I think the most important issue is public safety, what can we do to prevent any future leaks," said Gabbard. Friday's information briefing about the latest Red Hill fuel leak will be held at the state Capitol in room 329 at 1 p.m.

<http://www.kitv.com/news/hawaii/health-department-requested-leak-detection-at-red-hill-in-2003/24809782>

USA, ILL, LEMONT, MARCH 5 2014. ETHANOL TRUCK CAUSES TRAFFIC DELAYS IN LEMONT

susan demar lafferty

One truck driver was ticketed and traffic was snarled for a few hours after a truck carrying ethanol failed to make a turn at 127th and High Road and tipped over in Lemont Tuesday afternoon, police said. The driver's name and charges were not available from the Illinois State Police. There were no injuries and no leakage, but emergency crews had to take high risk precautions in flipping the truck back over, Lemont Police Chief Kevin Shaughnessy said. Traffic was cleared by 4 p.m. The truck was en route to a delivery, and was westbound on 127th Street and tried to turn onto southbound High Road, when it turned over, the chief said.

<http://southtownstar.suntimes.com/news/25987525-418/ethanol-truck-causes-traffic-delays-in-lemont.html>

USA, AZ, LAKE HAVASU CITY, MARCH 5 2014. CALIFORNIA MAN DIES FROM FIREWORKS EXPLOSION INJURIES

randy feldman



A California motorist's fireworks-filled trunk exploded Feb. 12 while driving north on State Route 95. The man died from his injuries last week in a Las Vegas hospital.

Lake Havasu City police and fire officials confirmed the death of a California man whose trunk loaded with fireworks exploded Feb. 12 as he drove on State Route 95, in Havasu. Randy Feldman, 59, of Menlo Park, Calif., died Thursday at Sunrise Hospital in Las Vegas. Feldman was evacuated by air to Las Vegas Feb. 12 after he was severely burned in the fireworks explosion. He remained there until his death. Lake Havasu City Fire Marshal Chip Shilosky said there wasn't an investigation into the explosion other than the initial on-scene investigation. "It was a chemical reaction," Shilosky said. "They were carrying fireworks and some mixing compounds in the backseat." At the time, eyewitnesses likened the sound of the explosion to that of detonating bombs. The fireworks' casings were strewn along about 100 feet of the highway before the driver turned right onto Kiowa Boulevard, stopped and got out of the car to investigate. "That's when the back (of the car) blew up," said Battalion Chief Mike Quijada, of Lake Havasu City Fire Department, in an earlier news report. "He walked into a big fire bomb." The fireworks were described as 10-inch bundles of fireworks and sparklers and other ground display-type concoctions. At the time of the explosion, Feldman and his twin brother were in Havasu for the Western Pyrotechnics Association's Winter Blast 25 annual aerial-fireworks event. Organizers of the event say Feldman is one of WPA's longest members. In all, there are about 800 members worldwide.



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"I didn't know him personally," said Keif Adler, WPA president. "He was a member of WPA for nearly all 25 years. He's one of our oldest (longest-running) members. It is unfortunate. He's been involved in pyrotechnics for many years and in the club for many years. Our thoughts and prayers go out to his family and friends." Adler said Feldman was scheduled to be a seminar-presenter at Winter Blast 25 but the day before his presentation he was injured in the explosion. The incident closed both northbound lanes of State Route 95 at Kiowa for a few hours.

http://www.havasunews.com/news/california-man-dies-from-fireworks-explosion-injuries/article_b201db88-a427-11e3-87fb-0019bb2963f4.html

INDIA, KARNATAKA, MANDYA, MARCH 6 2014. FIVE WORKERS SUFFOCATE TO DEATH IN MANDYA FACTORY

m. t. shiva kumar



They had been working as daily wage employees at Sampath Refinery Private Limited, at Tubinakere Industrial Area, where the tragedy occurred. Five men from Bihar, aged between 22 and 30 years, died due to asphyxiation when they entered a waste oil storage tank in a private factory at Tubinakere Industrial Area on the outskirts of Mandya city on Thursday. The deceased have been identified as Bablu (26), Gamma (23), Chitu (24), Raju (27) and Shriram (25). They had been working as daily wage employees at Sampath Refinery Private Limited, where the tragedy occurred. The victims entered the tank one by one and fell unconscious after inhaling toxic gas, Mr. Manjunath, Fire Station Officer, Mandya, told The Hindu. Fire and Emergency Services personnel used gas cutters to cut open the tank and extricate the bodies. The bodies were later shifted to the Mandya Institute of Medical Sciences (MIMS). The refinery unit, situated near Sir M. Visvesvaraya Post Graduate Centre of Mysore University, has been functioning since the last four years and is used to refine waste engine

oil from different parts of the state. The refinery plant has four oil tanks, refining nearly one lakh litres of waste oil every month, an employee at the unit, who wished to remain anonymous, told The Hindu.

Related Stories

- [Five workers die of suffocation at Mandya factory](#)
- [Five workers suffocate to death in Mandya refinery](#)

<http://www.thehindu.com/news/national/karnataka/five-workers-suffocate-to-death-in-mandya-factory/article5756851.ece?homepage=true>

USA, MI, SAGINAW, MARCH 5 2014. OWNER OF NOW-CLOSED MILES PETROLEUM IN MERRILL ORDERED TO PAY FINE FOR UNDERGROUND STORAGE TANK VIOLATIONS

heather jordan



Barry Marlow

The owner of shuttered Miles Petroleum Inc. in Merrill will pay fines. Barry M. Marlow on Tuesday, March 4, appeared before Saginaw County District Judge A.T. Frank, who ordered him to pay a \$725 fine for underground storage tank violations. Marlow pleaded guilty in January. Miles Petroleum unexpectedly closed last year, and some customers said they were owed money and/or product they had prepaid for but had not received, including [Joel Wardin, co-owner of Wardin Brothers Dairy in Hemlock](#), who told The Saginaw News he's out \$10,000 as a result of Miles Petroleum's unexpected closure. The Michigan Attorney General's office has received numerous complaints pertaining to the closure. As of Sept. 24, the [Attorney General's office had received 51 such complaints](#) from the public. On Jan. 14, Barry M. Marlow [pleaded guilty to two counts of underground storage tank violation](#). He originally [faced four counts of the violation](#), but two were dismissed as part of a plea agreement. Authorities said

Marlow used underground storage tanks after they were red-tagged by the Michigan Department of Environmental Quality. Erick Thorson, a detective with the state Department of Natural Resources, previously told The Saginaw News the DEQ red-tagged the four tanks several years ago. He said underground storage tanks can be red-tagged for a variety of reasons, including not passing inspection or not having up-to-date registration. Thorson said Marlow was storing liquid industrial waste



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in the tanks after they were red-tagged. Following Marlow's January hearing, Saginaw-based attorney James Gust, who represented him, said "there was an emergency situation where they had some fuel in some trucks that were in danger of freezing" because of the cold weather, so Marlow used the underground storage tanks as a temporary measure. Complaints by former Miles Petroleum customers can be filed with the Attorney General's office online at www.michigan.gov/ag.
http://www.mlive.com/news/saginaw/index.ssf/2014/03/owner_of_now-closed_miles_petr.html

USA, TX, JEFFERSON CO, MARCH 5 2014. FAMILY SEEKS \$1M AFTER BARGE WORKER DIES FROM SUFFOCATION

melody dareing

The family of a barge worker is suing a company after a man suffocated while working on a barge that was charged with nitrogen. Carolyn Sue Hammerly, the executor of the state of Joe Randal Hammerly, and Hammerly's survivors Melanie Nicole Hammerly Schlemmer and Joseph Randall "Randy" Hammerly filed suit Feb. 5 in the Jefferson County District Court against Tubal-Cain Marine Services, citing negligence and wrongful death. The lawsuit states Joe Hammerly was working as an employee of Marine Operations Management LLC at Vessel Repair Inc. in Port Arthur on Oct. 27, on board barge No. DBL-119, owned by Devall Towing and Boat Service. Tubal-Cain filled the barge with nitrogen, but the suit alleges the company failed to tag the barge or warn anyone. According to the lawsuit, Hammerly opened and entered the first hatch to make sure a blind flange had been properly secured and was overcome by the nitrogen and died by suffocation. The Hammerly family is seeking damages in excess of \$1 million. They are being represented by Larry Hunter of Provost Umphrey Law Firm LLP in Beaumont. Jefferson County District Court Case No. A195-195

<http://setexasrecord.com/news/294613-family-seeks-1m-after-barge-worker-dies-from-suffocation>

USA, PA, LAKE ARIEL, MARCH 5 2014. DEP INVESTIGATING LAKE OIL SPILL

kevin kearney



Two local companies are being investigated after an undetermined amount of fuel oil leaked into Lake Ariel, said Colleen Connolly, a spokeswoman for the state Department of Environmental Protection, on Tuesday. The spill happened at Howe Oil Company on Route 191, causing a multi-colored slick across the street on the lake. The dyed number 2 oil came from an above-ground storage tank that overflowed on Friday, Connolly said Tuesday. Howe tried to clean up the fuel by itself and initially didn't contact DEP. "We're looking into that," Connolly said. She added, "They thought they cleaned it all up." DEP received a report Monday of fuel in the lake. The impact to the aquatic life was not clear on Tuesday. "It's too early to tell," said the DEP spokeswoman. The DEP is investigating Howe and Aaron Henneforth Trucking of Newfoundland, which delivered the fuel, Connolly said. A worker at Howe declined comment on Tuesday and Henneforth could not be reached. Cleanup work was being done by Datom Products, an environmental

protection and remediation company based in Dunmore, Lackawanna County. Officials there could not be reached for comment. The company was using absorbent pads to sop up the oil and also created interceptor trenches to divert the fuel. Connolly also said the ice and snow on the lake acts as a barrier. Connolly said Howe will be issued a notice of violation and will need to submit a remediation plan to DEP. It is too early to tell what the penalty will be. Lake Ariel is a 300-acre spring-fed motor boating lake with four miles of shoreline and more than 200 private homes. It has a depth of over 100 feet deep and has an elevation of 1,440 feet above sea level. The waterway is in the Lake Wallenpaupack Watershed Management District, where water quality is a concern throughout the watershed region. Nick Spinelli, the district's executive director, said he was monitoring the situation but the district is not a regulatory body. The fuel oil spill comes about eight months after 10,000 fish died in Lake Ariel. The DEP determined an improper application of lake treatment chemicals killed the fish

<http://www.wayneindependent.com/article/20140304/NEWS/140309858/1001/NEWS>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 5 2014. SHELL SHELVES LNG FOR TRANSPORT

Royal Dutch Shell has put its Australian-based LNG for transport project on hold, which had planned to supply LNG to refuelling stations along the Hume Highway between Melbourne and Sydney. The decision follows the sale of Shell's downstream assets to Vitol. Eight LNG refuelling sites that were in the design phase will not be constructed at this point. Gas



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was to be cooled by BOC in Dandenong, with APA Group supplying the LNG. Shell Australia spokesperson Paul Zennaro said "Shell still sees considerable opportunity for LNG as a transport fuel." Gas Energy Australia CEO and Director Mike Carmody said that Shell's decision doesn't mean the Federal Government should abandon its commitment to LNG as a transport fuel, with LNG transport mentioned in the Federal Government's Policy for Resources and Energy, released in September 2013. The document states that the Coalition "will work with industry to facilitate the development of logistics systems for LNG as a transport fuel, particularly in the Brisbane, Sydney and Melbourne transport corridors". Mr Carmody said Shell's announcement shouldn't change that commitment. "Significant LNG refuelling infrastructure already exists in Western Australia, New South Wales, Victoria and Tasmania," he said. "Westfarmers and BOC already have a total of 17 LNG stations with plans for another eight. The future of LNG in Australia is not solely dependent on Shell." An NRMA-commissioned report Australia's Liquid Fuel Security Part Two was released last week, highlighting the need for Australia to embrace alternative fuels to improve its fuel security. According to the report, Australia is now more than 90 per cent dependent on imported liquid fuel and oil for transport, and there's no plan in place to stop our dependence from increasing. "The industry recognises the potential for LNG, CNG and LPG as a transport fuel in Australia," Mr Carmody said. "In response, Gas Energy Australia, as the industry's national peak representative body, has formed an LNG Transport Taskforce that's working on increasing the fuel's profile, uptake and infrastructure. "The Federal Government must stay true to its policy and work with us to make it happen." Gas Energy Australia is also contributing to research on gas transport fuels improving Australia's energy security, being led by University of NSW (UNSW), along with the Australian Strategic Policy Institute, CSIRO, Geoscience Australia and the Grattan Institute.

<http://goo.gl/RQeJSd>

USA, N.Y, MARCH 5 2014. BIG VICTORY FOR CHEVRON OVER CLAIMS IN ECUADOR

clifford kraussmarch



Workers attempt to clean up an oil spill in Ecuador, in a 2011 file photo. A judge on Tuesday ruled that an effort to punish Chevron for polluting the Ecuadorean rain forest was marred by fraud and corruption.

Since losing a \$19 billion judgment in an Ecuadorean court three years ago, Chevron has drawn the condemnation of human rights and environmental activists by refusing to pay anything in fines or accept blame for polluting the Ecuadorean rain forest. The award against Chevron was one of the largest judgments ever imposed by a court for environmental pollution, and it appeared to pit a mighty corporate Goliath against powerless peasants and the principal lawyer who represented them, Steven R. Donziger, as a brave David. But on Tuesday, Chevron won a major victory. A federal judge in Manhattan ruled that a two-decade legal effort to punish the company was marred by fraud and

corruption, making it increasingly likely that the oil company would be ultimately successful in beating back the legal and financial challenge. In his nearly [500-page ruling](#), United States District Judge Lewis A. Kaplan did not dispute that pollution occurred in the Ecuadorean Amazon. But he did support Chevron's complaint that Mr. Donziger, a Manhattan lawyer, and his litigation team engaged in a conspiracy and criminal conduct. Mr. Donziger and two other representatives are barred by Judge Kaplan "from profiting from the egregious fraud that occurred." The ruling accepted Chevron's arguments that Mr. Donziger and his associates had ghostwritten a crucial environmental report by an independent expert to the Ecuadorean court deciding the case and even participated in the bribing of the deciding judge. The decision does not bar enforcement of the Ecuadorean judgment in courts in Canada, Brazil and Argentina where lawyers representing indigenous Amazonian farmers have sued Chevron to seize assets. But legal experts say that the decision should provide Chevron with at least a partial shield unless Judge Kaplan's decision is overruled on appeal. Judge Kaplan ruled that "an innocent defendant is no more entitled to submit false evidence, to co-opt and pay off a court-appointed expert or to coerce or bribe a judge or jury than a guilty one." Ralph G. Steinhardt, professor of law and international affairs at George Washington University, said: "It means Chevron is in the clear with a few qualifications. American courts are likely to recognize the impact of Judge Kaplan's order unless and until an appeals court rules otherwise. It may also lead foreign courts to take a second look at the enforceability of the Ecuador judgment." Mr. Donziger and the Ecuadorean farmers he represents insist that Texaco, before it was bought by Chevron, spilled millions of gallons of toxic wastewater into waters of the Ecuadorean Amazon in the 1970s and 1980s and left unlined waste pits filled with toxic sludge, ruining the lives and culture of several indigenous groups. Chevron says that Texaco



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cleaned up its mess, and that most of the pollution in the Ecuadorean jungle was caused by the Ecuadorean national oil company. Chevron was originally ordered to pay \$19 billion to the Amazonian farmers by an Ecuadorean court in 2011. But last year the Ecuadorean National Court of Justice, Ecuador's highest court, reduced the fine to \$9.5 billion, although it upheld the original decision despite Chevron's cries of fraud. The Ecuadorean government has strongly supported the case against Chevron. During the Manhattan trial, Mr. Donziger challenged the legitimacy of the proceeding and repeatedly accused Chevron of engaging in a "well-funded corporate retaliation campaign." He has been consistently supported by influential environmental activists, including Michael Brune, the executive director of the Sierra Club. Mr. Donziger said in a statement that he would appeal. "This is an appalling decision from a deeply flawed proceeding that overturns a unanimous ruling by Ecuador's Supreme Court," he said. "The decision is full of vitriol, based on paid evidence from a corrupt former judge." Chevron's star witness was Alberto Guerra, a former Ecuadorean judge who testified that plaintiffs paid him \$1,000 a month to ghostwrite favorable opinions for the presiding judge, Nicolas Zambrano. He also testified that Judge Zambrano told him that Mr. Donziger and his allies promised to pay Judge Zambrano \$500,000 out of the eventual damages as long as he agreed to a favorable verdict. Mr. Guerra acknowledged taking substantial amounts of money from Chevron. The company paid for the relocation of his family from Ecuador to the United States, and paid for his expenses. He was removed from the bench in 2008 on charges of improprieties. But on Tuesday, Chevron declared victory, and lawyers said they believed the ruling would hold great weight in foreign courts. "This decision is a vindication of what we have been saying all along," said Randy M. Mastro, a lawyer for Chevron. Mr. Mastro said the company was "a victim of a travesty of justice," adding, "That's a truth that will now be heard around the world." John S. Watson, Chevron's chief executive, called the ruling "a resounding victory for Chevron and its shareholders" at an appearance at the IHS Energy Cerawee conference in Houston. Mr. Mastro, a former federal prosecutor, refused to answer questions about whether he has spoken with the Justice Department about the accusations that Mr. Donziger and others were involved in bribery of a foreign judge. In his testimony to the court Mr. Donziger [conceded that he had made mistakes](#), but he denied involvement in any bribery, witness tampering or fraud. A former reporter, Mr. Donziger is a Harvard Law School graduate with a knack for public relations. He gained prominence in [the film "Crude,"](#) which portrayed him in a favorable light crusading for the Ecuadorean downtrodden. But Chevron turned the tables on him by gaining access in Judge Kaplan's court to outtakes of the film that highlighted his unorthodox style. One outtake filmed in an Ecuadorean restaurant showed a consultant telling Mr. Donziger that there was no evidence that contamination had spread from the oil pits. But Mr. Donziger was unpersuaded. "This is Ecuador, O.K.," he said. "At the end of the day, there are a thousand people around the courthouse; you will get whatever you want. Sorry, but it's true." In his ruling, Judge Kaplan said Mr. Donziger "began his involvement in this controversy with a desire to improve conditions in the area in which his Ecuadorean clients live." But in the end, he and his associates "submitted fraudulent evidence" and otherwise subverted justice. "If ever there were a case warranting equitable relief with respect to a judgment procured by fraud, this is it."

Related Stories

- [Chevron Assails Lawyer Who Led Multibillion-Dollar Suit Against It NOV. 19, 2013](#)
- [Lawyer Concedes Mistakes in Chevron Case NOV. 13, 2013](#)

http://www.nytimes.com/2014/03/05/business/federal-judge-rules-for-chevron-in-ecuadorean-pollution-case.html?_r=1

USA, N.C, SOUTH ASHEVILLE, MARCH 5 2014. INVESTIGATIVE REPORT: CTS LAWSUIT HEADED TO SUPREME COURT



A toxic Superfund site in South Asheville is getting national attention. A lawsuit filed by residents against CTS Corporation is now set to go before the United States Supreme Court. The outcome of this case will impact victims of alleged corporate contamination nationwide and will determine how much time people are given to sue a company accused of contamination. Both sides have a solid argument. Some victims didn't realize they were sick until decades later but corporations feel there should be a time limit on how long they can sue them. Residents living near the old CTS plant say they're still suffering from exposure to toxic chemicals, such as TCE, which were used by the company thirty years ago. Dot Rice recalls, "One of my tumors, I couldn't speak for four months. In April of

'99, my husband had been diagnosed with a brain tumor." Kent Stahle grew up next to the CTS site and also has health problems saying, "In August of '98, I was diagnosed with CML, which is chronic myelogenous leukemia." Stahle moved away from Asheville for most of his life but recently returned. After watching a News 13 investigation last November, he felt his



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cancer could also be linked to contamination from CTS. He tells us, "I saw a little segment that you were doing, 'Buried Secrets', on the CTS plant. First I'd heard of it." Stahle now hopes to join dozens of other residents who filed a civil lawsuit against CTS in 2011, claiming the contamination hurt both their health and property values. That case is now going before the US Supreme Court. The question is whether this case exceeds the statute of limitations. According to federal "Superfund law", time only begins 'after' a person learns what caused their injury. Attorney Joseph Anderson says, "They wanted you to have notice you were hurt and who had hurt you before the statute of limitations began to run." Anderson represents the plaintiffs who are suing CTS. He says the "Superfund law" protects people like Stahle who didn't know about the contamination, or his cancer, until decades after CTS closed its Asheville plant. But CTS's attorneys say this case should be dismissed because North Carolina has a "statute of repose" which states people only have ten years to sue a company even if they develop health problems later in life. Anderson disagrees saying, "What CTS is arguing is whether the statute of limitations can run before you even get hurt, and therefore CTS gets to walk away scott-free." On Monday, the US Department of Justice filed court documents supporting CTS stating, "The United States has a substantial interest in the proper resolution" (of the CTS case) "because of ongoing litigation against the United States...involving allegations of contaminated drinking water at Camp LeJeune." The Camp LeJeune case alone involves thousands of former Marines and their families. Their lawsuits are now pending and are awaiting the outcome of the CTS case. Anderson stresses the importance of this case, "It sets precedent and I think it'll have a big impact on the development of the law and other people's potential claims." Ironically, the Department of Justice is currently supporting CTS in this case, while opposing it in another. In a separate case, CTS is challenging the United States Environmental Protection Agency's (USEPA) decision to place the Superfund site on the 'National Priorities List'. The US government has been defending the EPA in that case since 2012. Plaintiff Laura Carson reacted saying, "That doesn't seem right." Carson is one of the original plaintiff's in the civil case against CTS. In 2005 she bought a high-end condo at Southside Village, which is adjacent to the CTS site. Carson didn't know about the contamination at that time stating, "I would not have bought here if I had any idea that was a contaminated site over there." Carson never thought her backyard would now become center stage for such an important issue. Anderson says, "What's at stake here is literally millions of future latent injury claims." The case against CTS is set to go before the Supreme Court on April 23rd and a decision is expected by June. Despite numerous requests, CTS officials have refused to speak with News 13 about any issues involving the company.

http://www.wlos.com/shared/news/features/top-stories/stories/wlos_investigative-report-cts-lawsuit-headed-supreme-court-15395.shtml

USA, B.C, WARFIELD, MARCH 5 2014. WARFIELD CRISIS AVERTED DUE TO "TEXTBOOK" EMERGENCY MANAGMENT, SAYS CHIEF

kyra hoggan



A potential very volatile situation near Warfield yesterday had minimal impact because of emergency crews' textbook management of the crisis, according to Kootenay Boundary Region Fire Rescue Chief Terry Martin. Martin said they got the 9-1-1 call at 1:30 p.m., informing them that a tanker truck containing 24,000 litres of gas and 5,000 litres of diesel was sliding backward down the Warfield Hill (Highway 3). "The driver was doing everything right, he had his chains on, and Emcon was all over the road – it's no one's fault, it was just an intense snow storm," he said. "The driver made it almost to the top of the hill, then started to spin out, so he pulled over." The driver was hauling two tankers of fuel, so when he pulled over, he disconnected the second tank and drove the single remaining tank to a safe offloading place, then returned for the second tank. "Unfortunately, when he was backing up, he bumped it, and it slid 30 or 40 feet down the highway. The front jacks were damaged as well," Martin said, adding the plumbing to facilitate offloading the fuel was also damaged. Emergency crews shut down the highway, activated the regional district emergency plan, and issued evacuation alert for about 25 nearby homes. Emcon brought in two truckloads of gravel, allowing crews to construct a berm downhill of truck, in case any fuel leaked onto the highway, and a company was called in to offload the gas (leaving the diesel, as it was easier for the tow-truck driver if the tanker still had some weight). In the event, Martin said, no fuel at all was spilled on the highway, no one was injured, and the event culminated as successfully as they could have hoped. "I couldn't be more happy with the result," he said. The evacuation alert was lifted at about 10 p.m., and the highway was reopened shortly



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thereafter. "It's one of those incidents that escalate very quickly," he said, adding a shout-out to all the agencies who stepped in to help: RCMP, BCAS, Emcon, MoT, City of Trail and Village of Warfield Public Works.

<http://castlegarsource.com/news/warfield-crisis-averted-due-textbook-emergency-managment-says-chief-29487#.UxkUEthDhX4>

USA, N.C, SANFORD, MARCH 7 2014. FUEL TANK PUNCTURE SHUTS DOWN CITY HALL

anna johnson

The Sanford Municipal Center was forced to close early Wednesday after a contractor reportedly pierced city hall's fuel tank for its emergency generator, contaminating the center's air and water lines. The center, located at 225 E. Weatherspoon St., is expected to open later this afternoon or Friday, said Sanford City Manager Hal Hegwer. Sanford Fire Department Division Commander and Fire Marshal Ken Cotten said authorities are unsure how much diesel fuel was spilled during the incident, but the tank holds 3,000 gallons. The nearby creeks were not contaminated, he said, and there were no injuries. Hegwer said the city's 911 center and the police department would remain open despite not having water or heating and air. Cotten said the police department's mobile unit was called in to help. A contractor was digging underground near the center for the backup 911 Emergency System lines when the tank was hit shortly after 2 p.m., Cotten said. The incident occurred on city property and should not impact water use by city residents, Hegwer said. "We are trying to find out what [other] damage might be done to any other lines," he said Wednesday. "We don't have water and sewer, so you can't use the restrooms or drink the water here. We can't be open if people can't use those facilities."

<http://www.sanfordherald.com/news/x398964595/Fuel-tank-puncture-shuts-down-city-hall>

USA, LA, NEW ORLEANS, MARCH 7 2014. TANKER TRUCK CARRYING GAS OVERTURNS ON I-10 NEAR IRISH BAYOU

 **Watch the Video** [Tanker Truck Carrying Gas OvertURNS](#)

A tanker truck overturned, shutting down part of Interstate 10 in New Orleans East on Thursday morning. The Irish Bayou exit ramp was shut down, but traffic was able to pass on both sides of Interstate 10. However, onlookers of the accident brought traffic to a crawl. Hazmat crews were at the scene, along with several tow trucks in order to lift the tanker back to its upright position. Police said the driver was injured but was able to speak to officers at the scene. There was no information on what caused the crash.

<http://www.wdsu.com/news/local-news/new-orleans/tanker-truck-carrying-gas-overtURNS-on-i10-near-irish-bayou/24834484>

CANADA, QC, GATINEAU, MARCH 7 2014. LAC-MÉGANTIC CRUDE AS EXPLOSIVE AS GASOLINE, SAYS TSB

david thomas

 **Document** The full report can be [accessed here](#).



The crude oil aboard the ill-fated train that destroyed downtown Lac-Mégantic was as explosive as gasoline, Canada's Transportation Safety Board revealed on March 6, 2014, eight months to the day after the catastrophe that killed 47.

The analysis dashes theories that the crude may have been contaminated by hydrogen sulfide or fracking fluids, theories that could have led to focused technical solutions to the crisis of exploding oil trains. No hydrogen sulfide was detected in the vapor space above the liquid contents of the surviving tank cars, says the TSB. Nor was there any evidence that chemicals used in hydraulic fracturing played any part in the cargo's explosion. "The occurrence crude oil's properties were consistent with those of a light sweet crude oil, with volatility comparable to that of a condensate or gasoline product," the report says. The test results establish that the cargo was indeed typical "light, sweet" crude from

North Dakota and had not been contaminated by the souring that has affected some wells in the mid-continent Bakken shale formation. The tests also confirmed the TSB's earlier emergency finding that the oil had been misrepresented at the point of loading as Class 3, Packing Group III when it should have been the more hazardous Packing Group II. But there was nothing to make the doomed consist chemically exceptional among other shipments of Bakken crude. "The large quantities of spilled crude oil, the rapid rate of release, and the oil's high volatility and low viscosity were likely the major contributors to the large post-derailment fireball and pool fire," TSB said. The oil's high vapor pressure, a measure of evaporation rate for volatile



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compounds, contributed to the ferocity of the explosions at Lac-Mégantic. Combined with poor containment, the conditions were right for the creation of the fireball explosions observed as the runaway DOT-111 tank cars piled up at high speed. The analysis warns that higher-speed derailments mean bigger initial fireballs and subsequent "pool fires" from accumulations of leaking oil: "In the present case, a large number of tank cars sustained large ruptures during the derailment and released their content very rapidly. The spilled crude oil had high vapor pressure and a low flash point (less than -35 °C) that was much lower than the temperature at the time of the occurrence (21 °C), indicating it was readily ignitable. "Multiple sources of ignition were present at the derailment site such as damaged power lines, derailed equipment, etc. Therefore, all of the conditions required for ignition to occur were present. "When the release is a large spill accompanied by immediate ignition, the result is usually a fireball. The size of this fireball will depend strongly on the amount of flash vaporization and liquid entrainment that occur during the release. This suggests that more volatile materials (with higher vapor pressure) and high speed derailments (with more energetic impacts and release of lading) will result in larger fireballs. Spilled material that does not ignite immediately will spread and accumulate into a pool. The size of this pool will continue to increase until a physical boundary is reached or the material is ignited and burns, resulting in a pool fire." The report's technical conclusions are presented here in full:



The flash point obtained for the occurrence crude oil samples was significantly less than 23 °C and the IBP determined using the ASTM D86 method ranged from 43.9 to 50.0 °C. Consequently, the crude oil samples clearly met the federal regulatory criteria for being classified as a flammable liquid of Class 3, Packing Group II. The occurrence crude oil samples gave low density (815.9 to 821.9 kg/m³), low total sulphur (0.096 to 0.117 mass %), low viscosity (2.882 to 3.259 cSt at 20 °C), low pour point (less than -65 °C), low flash point (less than -35 °C) and high Reid vapor pressure (62.3 to 66.1 kPa) results. The occurrence crude oil's properties were consistent with those of a light sweet crude oil, with volatility comparable to that of a condensate or gasoline product. There was no indication that the occurrence crude oil's properties had been affected by contamination from fracturing process fluid additives. The occurrence crude oil samples were taken at atmospheric pressure. This could lead to an underestimation of the crude oil's volatility due to evaporation loss of very light constituents. The large quantities of spilled crude oil, the rapid rate of release, and the oil's high volatility and low viscosity were likely the major contributors to the large post-derailment fireball and pool fire. The occurrence crude oil contained concentrations of BTEX that were comparable to typical values reported for crude oils. This explains why concentrations of

benzene and other VOCs well above exposure limits were detected at the derailment site.

TSB added, "If at any stage during the remainder of the investigation the TSB identifies additional safety deficiencies, it will communicate directly with regulators and the industry, and inform the public."

Related Stories

- [Lac-Mégantic spill tests confirm oil was as flammable as gasoline](#)
- [Canada Regulators Find Volatility of Oil in Train Accident Similar to Gasoline](#)

<http://www.railwayage.com/index.php/safety/tsb-analysis-of-lac-megantic-crude-oil-samples-released.html>

USA, CO, BOULDER CANYON, MARCH 7 2014. CDOT FINISHES CLEANING UP DECEMBER DIESEL SPILL IN BOULDER CANYON

mitchell byars,

The Colorado Department of Transportation has finished its 2-month-long cleanup effort in Boulder Canyon after a fuel tanker was involved in a roll-over accident in December. Boulder Canyon Drive has been reduced to one lane by CDOT at the 34.6 mile marker 3 miles west of Magnolia Road while crews worked to clean up the area after a truck carrying 4,000 gallons of diesel fuel was involved in a roll-over accident at that site. The work initially was only supposed to last until January, but CDOT said the cleanup took longer than expected due to the amount of fuel that spilled and then spread in a narrow section of the highway. There may still be intermittent lane closures while CDOT finish the final work on the highway. According to the Colorado State Patrol, speed and "driver inexperience" may have led to the crash on Dec. 2. The driver of the truck, Reed



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Kreutzer, of Thornton, was wearing a seatbelt and was not injured, but was cited for careless driving, according to the state patrol. For more information on the closure visit coloradodot.info.

http://www.dailycamera.com/boulder-county-news/ci_25287920/cdot-finishes-cleaning-up-december-diesel-spill-boulder

USA, UT, SALT LAKE CITY, MARCH 7 2014. UTAH'S LEAKY TANK FUND NEEDS AN UPGRADE, LAWMAKER SAYS ENVIRONMENT » FUND COVERS UNDERGROUND FUEL TANKS, BUT IT NOW FACES INSOLVENCY AS SAFER OPERATORS LEAVE PROGRAM.

brian maffly

A state-administered fund for cleaning up leaks from underground petroleum tanks is at risk of insolvency because of its "one-size-fits-all" premium schedule, according to recent legislative testimony. Service stations with safer, new tanks, typically made of double-walled fiberglass, have pulled out of the [Petroleum Storage Tank Fund](#), leaving the fund on the hook for mostly older corrodible steel tanks. This situation is what actuaries call "adverse selection," and the Legislature needs to do something about it, according to Rep. Steve Eliason, R-Sandy. His [HB138](#), now awaiting action on the House floor, would adjust the premiums participants pay so that fees reflect the risks their tanks actually pose. The bill is endorsed by the industries participating in the fund. "This is incentivizing good behaviors. If you are a good operator with good controls this is going to reduce the fees you are charged. That's the way a private market ought to work," Dave Davis, president of the Utah Food Industry Association, told the House Natural Resources Committee on Wednesday. The fund has been tapped hundreds of times to clean up gas station leaks. The worst was a Gunnison convenience store that sent a hydrocarbon plume, detected in 2007, under downtown and infiltrated homes and businesses. Six other leaks have required cleanups that exceeded the \$1 million limit on fund payouts. That cap was doubled to \$2 million in response to the Gunnison catastrophe. An analysis commissioned by the Utah Department of Environmental Quality (DEQ) has found the tank fund faces a \$15 million "negative equity balance." This means its current \$12 million balance is insufficient to cover the \$27 million in payouts that the fund is expected to face. Meanwhile, [improper payouts](#) have helped deplete the fund, according to lawsuits the state filed against major gasoline retailers. The state established the fund in 1989 to help gas stations and other tank operators meet federal financial requirements. It is sustained by a half-cent fee levied on every gallon of fuel passing through the tanks. Since participation became voluntary in 1997, one-fourth of the state's 3,700 tanks opted to pursue private coverage, according to the DEQ study. Eliason's bill would correct the adverse selection by increasing the per-gallon fee slightly and rebating some of this revenue to the less-risky tank operators. It would also impose an additional fee on tanks that distribute a low number of gallons.

<http://www.sltrib.com/sltrib/politics/57642965-90/fund-tanks-million-tank.html.csp>

USA, N.M, AZTEC, MARCH 7 2014. ENVIRONMENT DEPARTMENT CURRENTLY MONITORING FOUR LEAKING TANK SITES IN AZTEC

james fenton

Four wells drilled to monitor petroleum leaked into the ground from underground storage tanks are still undergoing testing by the state's Environment Department. Some of the leaks started decades ago and the tests show contamination remains, said Jim Winchester, the Environment Department's public information officer. The Petroleum Storage Tank Bureau has active monitoring of groundwater conditions at two sites on North Main Avenue, Permco Aztec at Main and Chaco and Sundial market #2 at 417 N. Main Ave. The bureau is also running tests at two sites on Aztec Boulevard, Circle K #469, at 101 Aztec Blvd. and 7-2-11 Food Store #38, at 201 Aztec Blvd. Bureau chief Dana Bahar said recent testing confirmed that all four have yet to meet ground-water-quality standards by the state, but she believes all four are on track to be cleared of any threat of contamination. The question is, when? "All these sites did at one point have a release from a petroleum tank, most of them in the early 1990s," Bahar said. "Per regulations, they have to be investigated and cleaned up until all contaminants are to standard (acceptable levels). We are aware of these sites. We feel there's no immediate threat to human health or to the environment. "Should we see something in our sampling, we will take action." The 7-2-11 Food Store release was identified in 1998. Samples are taken from those monitoring wells every three months, with the most recent in January. The Circle K had a release recorded in 1993. The last sampling was taken by the bureau in 2011. "We are working to do additional monitoring (at Circle K) this year," Bahar said. "We will replace two of three monitoring wells because they were lost, possibly due to paving over them." The Sundial gas station was most recently sampled in November of last year, Bahar said. A release was recorded in 1992, the cause of a lawsuit brought against Dial Oil by Linn and Tweeti Blancett, owners of the Step Back Inn across Aztec Boulevard from Sundial. The Blancetts recently settled a multi-year case against Dial. Sundial is on quarterly groundwater



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monitoring. Stuart Faith, an Albuquerque-based environmental engineer, investigated the Sundial leak for the Blancetts for 10 years. He said that monitoring, as opposed to active clean-up of leaks has become the norm, influenced by economic pressures rather than negligence. "Sometime in the late 1990s, the Environment Department was not making enough money to pay for all the clean-ups. The \$15 (million) to \$16 million a year, called the Corrective Action Fund, was insufficient to pay for all the clean-up at the time," Faith said. "What's happened since, the state has adopted a kind of risk-based approach. In other words if you're not eating it or drinking it or breathing it, they're not going to clean it up. They're only going to monitor it. ... I think most people would agree that they would rather see it cleaned up, but the fiscal reality is that it's quite expensive." A site called Permco Aztec had a release in 1987, Bahar said. It was last tested in January. "All we're talking about is (monitoring) ground water contamination so that clean water quality standards are met," Bahar said. "Ground water can be as shallow as four or as much as 20 feet deep. Aztec's ground (water) level is shallow." Despite the length of these sites' clean-up process, Bahar is confident they will ultimately be meet the standards. "We're cleaning up the ground water in the soil as a resource protection, so in the future this water is available for use," Bahar said. "There is no impact to or threat to human health or the environment. We are monitoring to make sure that is the case."

http://www.daily-times.com/four_corners-news/ci_25282853/environment-department-currently-monitoring-four-leaking-tank-sites

USA, MI, FENTON TWP, MARCH 7 2014. FUEL TANKER LEAKS GAS AT GENESEE COUNTY REST AREA

wesley goheen

A fuel tanker carrying gasoline was forced to pull into a Genesee County rest area after gas leaked out of the tanker of the truck Thursday. The incident happened on northbound U.S. 23 in the Fenton area. The tanker was from Webster and Garner Oil Company, based out of Clio, MI. The driver alerted 911 officials of the leak and began filling a 5-gallon bucket with the fluid as it spilled from the tanker. The bucket quickly began overflowing and over 300 gallons of gasoline then began spilling onto the pavement. Fenton Township Fire and Police showed up on the scene, stopped the leak and contained the fuel. Officers then put down an absorbent to help soak up the mess. Another tanker truck was called in to help transfer the fuel.

<http://www.wnem.com/story/24907902/fuel-tanker-leaks-gas-at-genesee-county-rest-area>

USA, CT, WESTPORT, MARCH 7 2014. GAS TANK REMOVAL LEADS TO CHARGES

The unauthorized removal of an underground gasoline tank at Boccanfuso Brothers, Inc., a longtime Westport automotive repair business located at 940 Post Road East, led to charges against Giuseppe D. Boccanfuso, a 29-year-old Fairfield resident, police said today. According to police, Boccanfuso turned himself in Monday to face charges stemming from the unauthorized removal in April 2013 of the tank at his family business. Capt. Vincent Penna said Boccanfuso was charged with first-degree reckless endangerment and violating a state law concerning the abatement of a fire hazard. He was released on a promise to appear in Norwalk Superior Court on Thursday, March 13.

http://www.westportnow.com/index.php?v2_5/comments/47651/

TAIWAN, TAIPEI, MARCH 7 2014. FIRE AT FORMOSA OIL REFINERY IN MAILIAO INJURES TWO WORKERS

stacy hsu



This fire at Formosa Plastics in Taiwan in late July 2010 was eighth in series of fires. Two employees at Formosa Petrochemical Corp's naphtha cracker complex in Yunlin County's Mailiao Township yesterday suffered minor burns after a hydrogen leak at the second oil refinery caused a fire. According to the company's Mailiao administration department, the fire broke out at about 2:10pm after hydrogen and steam started leaking from the flanges of a flow meter in the plant's No. 2 residue desulfurizer (RDS) unit. The fire was extinguished by about 2:30pm, but the company is still trying to determine what caused the leakage. The two staff members, surnamed Tien and Liao rushed to examine the unit shortly after they detected the leak, but both suffered minor burns when they attempted to fix the problem, the company said. The company added that the pair were rushed to Chang Gung Memorial Hospital's Mailiao Branch for treatment and returned to the plant at 3:10pm. Yunlin County

Government's Environmental Protection Bureau Director Yeh Te-hui said the bureau would discipline the company for the



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accident in accordance with the Air Pollution Control Act. "In the meantime, we are to analyze trace evidence collected from the scene to ascertain whether toxic chemicals or hazardous gas also leaked from the unit," Yeh said. "If so, then the bureau might fine the company based on the Toxic Chemical Substances Control Act instead," Yeh said. According to the county government, there were eight fires at the naphtha cracker complex between July 2010 and September 2011.

 **Related Stories** [After a Refinery Fire: Inside the Plant Safety Assessment Process](#)

<http://www.taipeitimes.com/News/taiwan/archives/2014/03/06/2003585004>

USA, HI, HONOLULU, MARCH 7 2014. NAVY TO BRIEF LAWMAKERS ON RED HILL FUEL TANKS >> NAVY SAYS DRINKING WATER DRAWN FROM AREA IS SAFE

Two commanding officers and their subject matter experts will brief Senator Mike Gabbard, Chair of the Senate Energy and Environment Committee, and other Hawaii lawmakers on Friday about the Red Hill Fuel Storage Facility. The Navy representatives' main point is that the drinking water drawn from the area is safe. Captain Mike Williamson, commanding officer of Naval Facilities Engineering Command Hawai'i and regional engineer for Commander, Navy Region Hawai'i, will give an update to state senators and house representatives about efforts to locate and repair a petroleum leak discovered earlier this year at the Navy's Red Hill fuel facility and on the steps to improve monitoring technology of tanks, conduct soil sampling and protect groundwater. "We are wholly committed to protecting the environment and our vital fresh water sources," Williamson said. "I believe we have taken prudent measures to ensure the water remains safe to drink and we look forward to working collaboratively with all stakeholders to ensure public safety while maintaining this critical national strategic asset." Captain Mark Wheeler, commanding officer of Fleet Logistics Command Pearl Harbor, will explain how a fuel level discrepancy in Tank 5 at Red Hill was detected, leading to a mitigation response and immediate notification. "It was our fuel operators at Red Hill who noticed and reported a discrepancy in the fuel inventory level of JP-8 aviation fuel in Tank 5, which led us to discover the leak," Wheeler said. "As soon as the suspected leak was reported, we began moving fuel out of Tank 5, while at the same time notifying local, state, federal, Navy and Department of Defense agencies." Wheeler added, "Tank 5 had been off-line for four years for a 'clean, inspect and repair' maintenance cycle. The Navy received Tank 5 back from the repair contractor 'certified' that all repairs were completed and Tank 5 was ready to fill." Experts are looking into how, where and why the tank developed the leak. Engineers from NAVFAC and FLC will participate in the joint Senate-House informational briefing to provide technical details about the status of Tank 5, operations and storage of bulk fuel, and latest monitoring technology as well as long-term plans. The Navy is working with the State Department of Health and the City & County of Honolulu Board of Water Supply to maintain an open dialogue to ensure the safety of drinking water. Wheeler said, "We take our environmental stewardship seriously - we all rely on fresh, safe drinking water for ourselves and our families. We take great pride in being part of the Hawai'i community and we will continue to keep the public informed." He added, "We will continue to work closely with our City, State and Federal partners to assess, monitor and take every prudent action in order to protect public safety." KITV will have a livestream of the hearing on KITV.com at on the KITV mobile apps on Friday at 1 p.m.

<http://www.kitv.com/news/hawaii/navy-to-brief-lawmakers-on-red-hill-fuel-tanks/24851550>

USA, CA, MORGAN HILL, MARCH 7 2014. HWY 101 GAS SPILL DIDN'T ENTER CREEKS, OFFICIAL SAYS

michael moore

State water regulators said it doesn't appear that gasoline ran off into the nearby Madrone Channel or East Little Llagas Creek following a Feb. 27 gasoline tanker spill on Highway 101 in Morgan Hill.



The company that owns a tanker truck that spilled more than 1,000 gallons of gasoline onto Highway 101 last week has already shelled out \$27,000 in cleanup costs and expects the total bill for the accident to continue growing. Williams Tank Lines Safety Director David Ray doesn't expect the driver of a Nissan who was allegedly at fault in the collision with Williams' 2012 Peterbilt tractor-trailer to be held accountable because the initial police report of the crash indicates he was unlicensed and uninsured, Ray said. "Probably this will all be out of our pocket," Ray said. "We put 200 of these (trucks) on the road every single day. For the most part we have an excellent safety record." The fuel contamination seemed to be isolated to the dirt and grass area on the shoulder of the freeway immediately to the west of the scene of the accident, according to Dean Thomas of the Central Coast Regional Water Quality Control Board. Authorities are



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awaiting the latest soil sample results before determining if anymore cleanup is necessary. The accident happened about 1 a.m. Feb. 27 on southbound U.S. 101 between the Tennant and Middle Avenue overpasses, according to authorities. A Nissan 350Z - allegedly speeding - collided with a tractor-trailer carrying a 8,500-gallon capacity tank. The collision caused the truck to crash off the west side of the roadway, spilling about 1,100 gallons (Ray's latest estimate as of Wednesday) of gasoline, according to authorities who responded to the accident. That resulted in a complete closure of the freeway for about seven hours following the accident, until the threat of an explosion was mitigated. The driver of the tractor-trailer was transported to a nearby hospital with a complaint of pain, according to authorities. Cleanup activities consisted of crews digging up the topsoil onto which the gasoline spilled and removing it from the environment, Thomas said. That soil is being temporarily stored in Gilroy until it gets moved to a permanent, safe disposal site. Thomas, who examined the scene shortly after the accident, said it didn't look like any of the gasoline ran off into the nearby Madrone Channel or East Little Llagas Creek, which he found "surprising." He expects to receive the latest completed soil results for the contaminated excavated soil by Thursday. "Depending on those results, they'll get back out there and either back-fill or dig out some more soil if it has not met the cleanup standard," Thomas said. Involved in the response and cleanup are the Central Coast Water Quality Control Board, Santa Clara County Department of Environmental Health, state Fish and Game, Cal Trans, CAL FIRE, CHP and private contractors. Ray said Williams Tank Lines was "very pleased with the emergency response personnel, and how they conducted themselves. Everything went the way it should have, and we don't get that type of support everywhere in the state." Ray expects Williams' total cleanup costs to rise to about \$50,000, plus up to another \$20,000 for disposal of the contaminated soil removed from the spill site. On top of that, the accident resulted in the loss of the \$100,000 truck and a \$70,000 tank - both of which were totaled - and about \$30,000 worth of damage to the trailer component of the rig. Plus, each time a lane closure is required on the freeway - as it was at various times Friday through Tuesday following the accident - the company will be billed \$3,000 by Cal Trans, Ray added. The CHP has placed the driver of the Nissan at fault for the accident, but that driver has not been cited, CHP Officer Herb Kellogg said. "It's up to the (responding) officer if he will cite the Nissan for a moving violation or any other violation," he said.

http://www.morganhilltimes.com/articles_from_gilroy/update-hwy-gas-spill-didn-t-enter-creeks-official-says/article_a8826c24-8b9a-5f50-a36d-3129cc86e081.html

SOUTH KOREA, SEOUL, MARCH 7 2014. SPEEDING CAUSED VLCC TO CRASH INTO PIPELINE

moyoun jin

The Korea Coast Guard has announced that a Singapore-flagged VLCC was going too fast when it came into contact with GS Caltex's three pipelines in Yeosu last month. The accident involved Ocean Tankers' Wu Yi San after it arrived in Yeosu on 31 January, the first day of Lunar New Year. Wu Yi San was loaded with 278,584 tonnes of crude oil from Hound Point, the United Kingdom. The punctured pipelines leaked 164 tonnes of oil into the sea and it took almost two weeks for the coast guard to clean up the leak. The coast guard chief Kim Sang Bae said that Wu Yi San was speeding, adding that proper response in the initial stage to prevent oil spill spreading was not enough.

<http://goo.gl/khgFN4>

JAPAN, CHIBA PREFECTURE, MARCH 8 2014. THREE YEARS AFTER: RADIOACTIVE WASTE PILES UP IN TOKYO AREA WITH NO PLACE TO GO



Bags of radioactive waste lie under a tent at the garbage incineration site in Nagareyama, Chiba Prefecture.

Kikuji Enomoto wanted to live his retirement in peace while helping to beautify his neighborhood, but he is now stuck residing near more than 500 tons of radioactive waste. The waste, consisting of incinerator ash, is being stored at the Teganuma disposal site, about 800 meters from Enomoto's home in Abiko, Chiba Prefecture. It is part of the thousands of tons of radioactive waste that remain in temporary storage in the Tokyo area nearly three years after the triple meltdown at the Fukushima No. 1 nuclear power plant. Enomoto, 73, has run out of patience waiting for the prefecture to decide on a final disposal site for the waste. He heads a group of 32 residents who filed a lawsuit in January against the Chiba prefectural government, demanding that the radioactive waste temporarily stored in their neighborhood be removed immediately. "A major



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problem would arise if the incinerator ash leaked out due to the effects of a natural disaster and contaminated the surrounding rice fields," Enomoto said. The temporarily stored waste contains more than 8,000 becquerels of radioactive cesium per kilogram and has been designated for special processing. At the end of last year, 12 prefectures were storing a total of 140,843 tons of the waste. The basic rule is to have each prefectural government find a final disposal site for radioactive waste produced within its jurisdiction through garbage incineration or sewage treatment. The central government plans to build final disposal sites in five prefectures--including Chiba--that have a dearth of storage sites, but no significant progress has been made. The other seven prefectures have still not decided how to handle radioactive waste within their boundaries. Chiba Prefecture designated 3,612 tons of radioactive waste, mainly from the northwestern part of the prefecture, where many hot spots with high radiation levels were detected following the 2011 Fukushima nuclear accident. The three cities of Kashiwa, Matsudo and Nagareyama incinerated a large part of that waste, producing 2,564 tons of ash that could not be sufficiently stored. The prefectural government allowed 526 tons of the ash to be brought to the Teganuma site at the end of 2012. Incineration does not destroy radioactive substances, so the ash still falls under the designation for special disposal. The central government plans to construct a final disposal site in Chiba Prefecture by the end of March 2015, the deadline set under an agreement between the prefectural government and the three municipal governments to end temporary storage at Teganuma. However, the selection process has not gone smoothly, and the residents filed the lawsuit because they feared the temporary storage site would become the permanent one. Enomoto, who has won an award from the Abiko government for his efforts to beautify the city, said the central government must become more involved. "Unless a final disposal site operated by the central government is constructed, there would be no place to keep the incinerator ash," he said. "I want them to take back this waste as soon as possible." Kashiwa Mayor Hiroyasu Akiyama stressed the urgency of the situation. "If a location for the final disposal site is not chosen by around September, we will have to begin considering a temporary storage site for the waste that will be returned," Akiyama said. The Tokyo metropolitan government has designated about 982 tons as radioactive waste. All but one ton is now being temporarily stored at a land reclamation site. "We were lucky to have a disposal site surrounded by the ocean," an official in charge said. "There has been no strong opposition from residents. We want to now wait for the central government to take care of the matter." Saitama is the only prefecture in the greater Tokyo area that has not designated any radioactive waste. But that does not mean there is no such waste in the prefecture just north of the capital. In fact, the prefecture is temporarily storing 245 tons of incinerator ash with radiation levels that would qualify it as radioactive waste at its sewage processing facility in Toda. Saitama Prefecture has not applied for the designation to avoid being obliged to process the waste within the prefecture. "If we received the designation, we would have to ask a municipality to bear the burden of being chosen for the final disposal site," a prefectural government official said. An official with the prefectural government section in charge of sewage management said if radiation levels of the waste decreased to a certain level, it could be turned over to a company handling industrial waste for transport outside of Saitama.

http://ajw.asahi.com/article/behind_news/social_affairs/AJ201403070026

USA, TX, PORT NECHES, MARCH 8 2014. SHELL PIPELINE HIT, SPILLS 100 BARRELS OF CRUDE OIL IN PORT NECHES

A Shell spokeswoman says a crew is working to clean up 100 barrels of crude oil that spilled during an accidental pipeline break. The pipeline is in an open pasture on Huntsman plant property, near the intersection of State Highway 136 and Farm to Market Road 366 in Port Neches. A Huntsman shift supervisor said a Shell contractor hit the Shell crude oil pipeline, which caused it to break. Destin Singleton, a Shell spokeswoman, says Shell immediately shut down and isolated the pipeline. Huntsman shift supervisor Charles Downs explained that the Shell contractor hit the Shell crude pipeline and that's when the line broke. Downs said the break happened at about 3:30 p.m. or 4 p.m. Thursday. He said Shell workers were on site and that no injuries had been reported. Downs said the oil spill hasn't affected Huntsman's operations. Singleton said crews are using equipment including absorbent booms to contain the crude.

See shell's original statement below:

"I can confirm that on the afternoon of March 6, crew members working in the vicinity of the Houston-to-Houma pipeline, accidentally pierced the line in an open pasture near the intersection of Highway 136 and Interstate 366 in Port Neches, TX. As a result, approximately 100 barrels of crude oil was released in the vicinity. Shell Pipeline immediately shut down and isolated the line following the incident. Emergency crews and first responders have been deployed and are on the scene using equipment including absorbent booms to contain the crude. The appropriate local, state and federal agencies have been notified. A release of any amount of oil is something Shell takes very seriously. We will continue to work closely with Federal,



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State and local authorities as we move forward in our response efforts. Protection of the workers, the communities where we operate, and the environment remain our top priorities," said Destin Singleton, a Shell spokeswoman.

http://www.kfdm.com/shared/news/top-stories/stories/kwbb_vid_9140.shtml

NEW ZEALAND, LYTTLETON, MARCH 8 2014. SPILLED FUEL ESCAPES INTO LYTTLETON HARBOUR

nicole mathewson



Damaged: A slip has damaged a fuel tank at Lyttelton.

Firefighters are still pumping leaked jet fuel off the ground in Lyttelton, but about 1500 litres has already leaked into the harbour. The Mobil jet fuel tank, containing 1.2 million litres of fuel, was severely damaged from a landslide next to the Lyttelton terminal about 2pm on Wednesday following heavy rainfall. The leak was contained yesterday and a Fire Service spokesman said firefighters were working with Mobil to continue pumping spilled fuel into other tanks at the terminal today. They hoped to complete the work today, he said. Brittan Tce - the main link between Lyttelton and Governors Bay - remained closed, but Cressy Tce was open as a detour for light vehicles. A detour was also available via State Highway 75 and Gebbies Pass. Eleven of the 19 households evacuated following the slip were still not allowed to go back to their homes on Cressy, Brittan and Park terraces last night. An Environment Canterbury (ECan) spokeswoman said the stormwater system near the damaged fuel tanks had been sealed yesterday. About 40,000 litres of jet fuel was removed from the stormwater system near the tank, but a small amount of fuel was still getting in. A boom had been placed in Lyttelton Harbour around the stormwater outlet to capture any more jet fuel that spilled into the sea. It would then be removed with special equipment. "Small amounts of a rainbow-coloured sheen of kerosene were observed in several locations which indicates that while kerosene is present, [it is] very thin and is dispersing naturally," the spokeswoman said. ECan's marine oil spill team carried out a second on-water assessment yesterday afternoon focused on Quail Island, finding no signs of jet fuel near the island. An earlier assessment from the water and the air found no sign of birds in distress, she said. "The situation is continuing

to be monitored and a full reassessment will be conducted [this morning]." Mobil said its priority was to prevent any further release of fuel into the water. "We apologise for any disruption or inconvenience that this is causing. Our concern continues to be the safety of our employees, contractors and the community," the company said in a statement. An inspection of the Woolston pipeline yesterday found it did not suffer any damage in the storm and it was turned back on about 3pm. Mobil has a community information line for any residents with questions or concerns, 0800 777 979.

<http://www.stuff.co.nz/national/9802271/Spilled-fuel-escapes-into-Lyttelton-harbour>

KAZAKHSTAN, ATYRAU PROVINCE, MARCH 8 2014. ATYRAU OIL REFINERY FINED \$132 MILLION FOR POLLUTING ENVIRONMENT; PLANT CLAIMS INSPECTORS IGNORANT OF FLARING SYSTEMS



Atyrau oil refinery has been charged with a fine of nearly \$132 million over environmental pollution, Tengrinews reports citing the press-service of the Ministry of Environment and Water Resources of Kazakhstan. "The Ministry's Ecology Department for Atyrau Oblast filed a claim demanding that Atyrau Oil Refinery compensates the damages caused by discharge of polluting substances into the air and excessive flaring of sour gas. The damage caused to the environment is estimated at \$132 million based on the rules of calculation of damages from pollution of the environment," the Ministry reports. The violations were discovered when the Prosecutor's Office of Atyrau Oblast and experts from the Ecology Department for Atyrau Oblast made an unscheduled

inspection of the plant's compliance with the ecological regulations. "The inspection was made from November 29 to December 28, 2013. It revealed that Atyrau Oil Refinery exceeded the permitted amounts of sour gas flaring through the



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system of the sulphur plant tail gas discharge. The excessively flared amount made 693,753.1 cubic meters," the message says. The refinery disagrees with the Department's claims. "There was no excessive flaring made and none of it is being made now," the plant says. "According to the rules of use of the flaring systems, heating or inert gases are supplied into the flare header in questions. None of these gases contain any hydrogen sulfide (flaring of the sulphur containing gas is limited by the environmental relations). Whereas all the sour gas (that does contain hydrogen sulphide) is channeled into production of liquid sulphur," Chief Engineer of Atyrau Oil Refinery Denis Kozyrev explains. The Department's claims are based on the data recorded by the gas meter installed on the flaring system in question. The meter shows that 693,753.1 cubic meters of some gas was flared. But it does not show which gas it was, the plant says. According to the engineers, sour gas is redirected into the flaring system only in cases of emergency, but no such cases took place during the period in question. "The meter is meant for control of the amount of flare header purge gas that passes through the system, it cannot be used to calculate flaring of sour gases. The Atyrau plant has invited experts from Atyrau Institute of Oil and Gas, Institute of Petroleum Refining and Petrochemistry of Bashkortostan, Russia, Iprogazoochistka JSC (a leading Russian air ecology engineering company), Yokogawa Electric Kazakhstan Ltd and Kazakh Institute of Oil and Gas to make a new inspection and draw their statements. Besides, it has filed a request to ONHP JSC, an Omsk-based oil and gas engineering company that designed the refinery's flaring systems. Atyrau Oil Refinery was created in 1945. It focuses on processing oil into fuels. It is 99.5 owned by KazMunaiGas Processing and Marketing, a subsidiary of state-run KazMunaiGas Kazakhstan national oil and gas company.

<http://en.tengrinews.kz/environment/Atyrau-oil-refinery-fined-132-million-for-polluting-environment-plant-claims-26540/>

REPUBLIC OF TATARSTAN, RUSSIA, MARCH 8 2014. FIRE HITS AT TATARSTAN REFINERY

An investigation is under way into a fire that broke out on Mar. 3 at [TAIF Group's](#) 7 million tonne/year Nizhnekamsk refinery in Tatarstan, Russia. The fire, which occurred at the catalytic cracking unit of the refinery's gasoline plant, was quickly extinguished, with no injuries reported as a result of the incident, according to recent releases from TAIF subsidiary [PSC-TAIF-NK](#) and Tatarstan's Ministry of Civil Defense and Emergency Situations. Damage assessments as well as an investigation into the cause of the fire remain ongoing, but preliminary indications show the fire may have erupted following a release of heavy fuel oil from a depressurization flange on the unit, PSC-TAIF-NK said. While production at the refinery's gasoline plant has been suspended, other production units continue to operate normally, the company said. The Nizhnekamsk refinery, which is Tatarstan's largest, includes a gasoline plant and gas-condensate processing plant.

<http://www.ogj.com/articles/2014/03/fire-hits-at-tatarstan-refinery.html>

AUSTRALIA, TASMANIA, DEVONPORT, MARCH 8 2014. WORK STARTS ON DEPOT REMOVAL

Caltex has started dismantling its former bulk storage depot in Devonport on the southern side of Victoria Bridge.



A Caltex Australia spokesman said yesterday this involved removing two disused fuel tanks and warehousing. The work was expected to take six to seven weeks to complete. Caltex was looking to sell the site. The demolition company moved in with heavy equipment and started to get rid of the redundant facilities. "This work is being conducted safely in accordance with the required approvals, including from the local council and the environmental regulator," the Caltex spokesman said. Devonport City Council assistant general manager Matthew Atkins said yesterday Caltex had a permit to demolish and remediate the site it owned. Mr Atkins said as part of the demolition process, Caltex had to get an environmental management plan that addressed the methodology required to test for any contaminated soil or other issues that might be found. Seven years ago, The Advocate reported that Caltex was preparing plans to remove the disused tanks, which had become an eyesore on the Mersey River.

<http://www.theadvocate.com.au/story/2136583/work-starts-on-depot-removal/?cs=86#slide=2>



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Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,052 Newsy Stuff

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

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Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

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USA, GU, SPANISH STEPS, MARCH 8 2014. HAZMAT TRANSPORTED FROM SHIPWRECK FOR PROPER DISPOSAL

jesse leon guerrero



Daiki Maru 7

The U.S. Navy, in partnership with the U.S. Coast Guard and civilian contractors, safely removed 49 55-gallon drums filled with hazardous materials from the grounded Japanese commercial fishing vessel Daiki Maru 7 at the Spanish Steps on Naval Base Guam (NBG) March 6. The Navy-led unified command consisting of representatives from the base, U.S. Coast Guard Sector Guam, Guam Environmental Protection Agency (EPA) and the responsible party have worked together daily to secure the site and coordinate removal of the hazardous waste since the vessel ran aground Feb. 13. Capt. Casey White, U.S. Coast Guard Sector Guam commanding officer, said the focus of the unified command was to remove hazardous materials from the vessel and protect the environment. "The next phase is looking at salvage, how we can get

this vessel safely removed without doing additional damage to the reef and the surrounding areas and get it off as quickly as we can," she said. "The ongoing third phase would be how can we restore the area to what it was prior. It's a phased approach and everyone continues to work towards those efforts." A contracted helicopter transported the fuel-filled drums from the beach below Spanish Steps to the Orote Point helicopter pad. The drums were then loaded onto a truck for proper disposal. Joint Region Marianas Regional Environmental Coordinator Mark Cruz said the disposal operation focused on the safe and speedy removal of the materials due to the potential hazard they pose to the environment. "The Navy has been doing everything it can to expedite the operation," he said. "We've allowed access to the installation. We made sure the right people were there on scene as needed. Contractors and resource agencies were able to go down and assess the site and basically move forward with the operation unimpeded." The Navy consulted and worked with Guam EPA, U.S. Fish and Wildlife Service and NOAA to ensure all environmental regulations and concerns were addressed.

<http://www.marinelink.com/news/transported-shipwreck365205.aspx>

USA, N.D, MANDAN, MARCH 8 2014. MANDAN DIESEL SPILL CLEANUP NEARING COMPLETION

The city of Mandan this spring plans to shut down nearly all of the wells that have been sucking up an underground diesel fuel spill for nearly a decade. The spill was discovered in 1984. BNSF Railway agreed 20 years later to pay more than \$30 million in cash and real estate to settle a lawsuit brought by the city and state. The railroad did not admit to any liability in the deal, which was the largest environmental settlement in North Dakota history. The city used some of the money to hire Leggette, Brashears & Graham Inc., to handle the cleanup of the spill that was estimated at as much as 4 million gallons. The consultant installed about 300 recovery wells downtown to go with another 60 that had previously been installed by BNSF and other contractors before LBG was hired in 2004. LBG Senior Vice President Tim Kenyon said the city has gone from a 4 feet deep pool of diesel under a large part of the downtown area to only a handful of wells still collecting fuel. He said 322 wells will be shut down this spring, monitored for a year and likely decommissioned in spring 2015, according to The Bismarck Tribune (<http://bit.ly/1q5L7oo>). Fifty-five wells will continue to operate because there are some pockets of diesel left. Those will continue to be monitored, Kenyon said. "The best case is we'll be decommissioning those wells in the summer of 2016, and we'll be out of your hair and the Mandan remediation will be complete," he said. City commissioner Sandra Tibke said the decommissioning of all of the wells will mark the end of "a lot of difficult years."

<http://www.kansascity.com/2014/03/07/4872177/mandan-diesel-spill-cleanup-nearing.html>

USA, N.H, PORTSMOUTH, MARCH 8 2014. OIL SPILL AT IRVING CONTAINED

crystal a. weyers

Three hundred gallons of heating oil were spilled at Irving Oil Corp. on Thursday night, but the spill occurred in a contained area designed to catch it. Fire Capt. Mike Hogan said a transfer motor malfunctioned while the oil was being transferred from one tank to another, causing a leak. "Approximately 300 gallons were spilled onto the ground," he said. "But the area was designed to catch spills and worked just as it should." The spill occurred at 9:06 p.m.

<http://www.seacoastonline.com/articles/20140307-NEWS-403070460>



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