



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,050 Newsy Stuff

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

**March 11 2014**



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### USA, WA, SEATTLE, FEBRUARY 27 2014. DUNLAP TOWING FINED FOR OIL SPILL IN SEATTLE >> ECOLOGY AIMS TO PROTECT WATERS VIA DETERRENCE

The Washington Department of Ecology (Ecology) recently issued Dunlap Towing Co. (Dunlap) of Everett a \$13,750 penalty for an oil spill to Seattle's Elliott Bay last year. The Dunlap tugboat, Taurus, spilled 24 gallons of diesel fuel to the bay while refueling at the north end of Harbor Island on May 9, 2013. The company promptly reported the spill and organized a cleanup response that recovered all but 1.5 gallons of diesel. "We appreciate the company's prompt response to the spill and their cooperation during the investigation," said Dale Jensen, program manager. "But we all have an obligation to protect the environment, and this spill was avoidable by the twist of a valve." Ecology strives to protect, preserve and enhance Washington's environment and promote wise management for current and future generations. When someone pollutes Washington's air, land or waters, Ecology enforces state and federal regulations in hopes of deterring future violations. The agency considers several factors when deciding the amount of the penalty. In this instance, one of the factors included a \$16,000 fine the company received for a similar incident in 2011. Penalties may be appealed to the Washington State Pollution Control Hearings Board. In a statement, Dunlap Towing Company said it deeply regrets this incident and has implemented many of the recommendations of the Department of Ecology and is continuing its efforts to address the causes of human error that resulted in this incident.

<http://goo.gl/BzDTGG>

### USA, WI, RACINE, FEBRUARY 27 2014. OSHA PROPOSES FINES FOR BECK ALUMINUM AFTER CHLORINE GAS EXPOSURE

michael burke



*Beck Aluminum Alloys on Wednesday, February 26, 2014. The company faces up to \$77,472 in fines from the U.S. Department of Labor's Occupational Safety and Health Administration for 13 "serious" violations, the agency announced Wednesday.*

Beck Aluminum Alloys faces up to \$77,472 in fines from the U.S. Department of Labor's Occupational Safety and Health Administration for 13 "serious" violations, the agency announced Wednesday. The company operates as Beck Aluminum Alloys Ltd., which has headquarters in Mayfield Heights, Ohio. "We are following OSHA protocol to discuss those. We are taking an active part in that. "We take any of these allegations from OSHA very seriously," Robertson added. She said whether or not to contest the violations is currently under evaluation. The company employs about 115 workers nationwide and about 40 workers in Racine, according to OSHA. "When a release of chlorine gas occurred, the company failed to remove employees immediately from potential exposure," stated Christine Zortman, OSHA's area director in Milwaukee. "This can cause severe health issues related to the skin and the respiratory and central nervous systems. Exposure to high concentrations can result in death." The company has 15 business days from receipt of its citations and penalties to comply, request an informal conference with OSHA's area director, or contest the findings before the independent Occupational Safety and Health Review Commission.

[http://journaltimes.com/business/local/osha-proposes-fines-for-beck-aluminum-after-chlorine-gas-exposure/article\\_f8301b34-9f1c-11e3-b762-001a4bcf887a.html](http://journaltimes.com/business/local/osha-proposes-fines-for-beck-aluminum-after-chlorine-gas-exposure/article_f8301b34-9f1c-11e3-b762-001a4bcf887a.html)



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### USA, WASHINGTON, FEBRUARY 27 2014. U.S. ORDERS TESTS ON RAIL SHIPMENTS OF OIL

*jad mouawadfeb*

Federal regulators on Tuesday ordered shippers to properly test and classify crude oil from the productive Bakken region before loading it onto freight trains, a move meant to tighten regulatory standards after a spate of derailments and explosions that highlighted the hazards of carrying crude oil on rails. The announcement from the office of secretary of transportation, Anthony Foxx, was the fourth emergency order or safety advisory issued in the last seven months related to the booming oil-by-rail trade. The Transportation Department is under pressure to beef up the safety of these trains, a business that has soared in the last two years thanks to the growth of domestic oil production in North Dakota. Recent accidents have drawn attention to the risks of shipping large quantities of crude oil in unpressurized railcars. The danger was highlighted in July when a runaway train derailed in Quebec, killing 47 people. On Friday, regulators announced that the major railroads had agreed to eight voluntary measures that would reduce the risk of rail shipments, including traveling at lower speeds and adding more braking mechanisms on freight trains. The latest order directed shippers to label crude oil as Packing Group I or II hazardous material. These terms designate the strongest safety groups used by shippers and require the use of "more robust tank cars," according to the department. The order effectively limits the shipping of oil to the most commonly used type of tank cars, known as DOT-111s. Even those cars, however, are known to break up too easily in a crash. Regulators are also working on new, tougher tank car standards. In practical terms, the order will help ensure that emergency responders are fully aware of the content of the tank cars in the [event](#) of a crash or derailment. Failure to comply is subject to civil fines of up to \$175,000 a day as well as criminal pursuits that carry jail terms of up to 10 years.

[http://www.nytimes.com/2014/02/26/business/us-orders-tests-on-oil-shipments.html?\\_r=0](http://www.nytimes.com/2014/02/26/business/us-orders-tests-on-oil-shipments.html?_r=0)

### USA, WASHINGTON, FEBRUARY 27 2014. RAIL CARS USED TO SHIP OIL CALLED 'UNACCEPTABLE'

*Joan lowy*



*File- In this Dec. 30, 2013 file photo, a fireball goes up at the site of an oil train derailment in Casselton, N.D. Rail cars being used to ship crude oil from North Dakota's Bakken region are an "unacceptable public risk," and even cars voluntarily upgraded by the industry may not be sufficient, a member of the National Transportation Safety Board said Wednesday, Feb. 16, 2014. The cars, known as DOT-111s, were involved in derailments of oil trains in Casselton, N.D., and Lac-Megantic, Quebec, just across the U.S. border, NTSB member Robert Sumwalt said at a House Transportation subcommittee hearing.*

Rail tank cars being used to ship crude oil from North Dakota's Bakken region are an "unacceptable public risk," and even cars voluntarily upgraded by the industry may not be sufficient, a member of the [National Transportation Safety Board](#) said

Wednesday. The cars, known as DOT-111s, were involved in derailments of oil trains in Casselton, N.D., and Lac-Megantic, Quebec, just across the U.S. border, NTSB member [Robert Sumwalt](#) told a [House Transportation](#) subcommittee hearing. Forty-seven people were killed and 30 buildings destroyed in the blaze ignited by the Lac-Megantic accident. The Casselton accident, which occurred half a mile outside the town, created a massive fire that burned for more than 24 hours. The NTSB has been urging replacing or retrofitting the tank cars since 1991, but the most recent federal effort to write tougher regulations for new cars didn't get underway until 2011. An initial public comment period closed in December, and regulators are currently at work writing proposed new standards, [Cynthia Quarterman](#), head of the [Transportation Department's Pipeline and Hazardous Materials Safety Administration](#), told the panel. She said she expects her agency to propose new tank car standards before the end of this year, but refused to be pinned down under questioning by lawmakers on when those rules might become final. "Right now, there is so much uncertainty that people aren't going to make investments in safer cars and they're going to keep running these crummy cars and killing people," Rep. [Peter DeFazio](#), D-Ore., complained. Quarterman said she expected her staff to finish writing proposed rules "very soon." All major regulations go to the White House before they are issued to ensure the safety benefits outweigh the cost to industry. It often takes months to years between when new rules are proposed and when they become final. [Ed Hamberger](#), president and CEO of the [Association of American Railroads](#), said the industry has strongly urged the government to set new tank car standards. "We believe there needs to be a safer tank car," he said. At least one major freight railroad has given up waiting. Last week, BNSF invited bids from manufacturers for 5,000 new tank cars made to new specifications that the company has developed. The aim is to make these latest tank cars safer than the voluntarily upgraded tank cars that the NTSB has questioned as possibly not safe enough. The NTSB has said



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vulnerabilities with the DOT-111s means they are easily ruptured during accidents, releasing crude oil or other hazardous liquids like ethanol that then ignites. U.S. crude oil production is forecast to reach 8.5 million barrels a day by the end of 2014, up from 5 million barrels a day in 2008. The increase is overwhelmingly due to the fracking boom in the Bakken region, which is mainly in North Dakota, but also extends into parts of Montana and Canada. U.S. freight railroads transported about 415,000 carloads of crude in 2013, up from just 9,500 in 2008, according to government and industry figures. The oil trains, some of which are 100 cars long, pass through or near scores of cities and towns. Sen. [Chuck Schumer](#), D-N.Y., called on the freight rail industry and the Transportation Department to amend a voluntary agreement reached last week to address oil train safety concerns. He said the agreement should be changed to require industry to develop a plan no later than July 1 to phase out or retrofit the DOT-111s. "Each week seems to come with another freight train derailment, and it is imperative we undertake every measure necessary to ensure the safety of our nation's communities through which these crude oil tank cars pass," he said in a statement. [Kevin Thompson](#), spokesman for the [Federal Railroad Administration](#), said the agreement was just one step in ongoing efforts to improve the safety of crude oil shipments by rail. "All communities will see a reduced risk of derailments because of increased track and mechanical inspections and the use of enhanced braking technology" under the safety agreement, Thompson said.

<http://www.sfgate.com/default/article/Rail-cars-used-to-ship-oil-called-unacceptable-5270398.php>

### USA, CA, MORGAN HILL, FEBRUARY 27 2014. OVERTURNED TANKER SPILL FORCES HIGHWAY CLOSURE, HOME EVACUATIONS IN MORGAN HILL

 [Watch the Video Overturned Tanker Spill Forces Highway Closure](#)



*An overturned fuel tanker shut down southbound highway 101 in Morgan Hill Thursday morning.*

Two of three lanes on southbound U.S. Highway 101 have opened in Morgan Hill Thursday morning as crews continued to remove spilled fuel after a gasoline tanker overturned, according to the California Highway Patrol. The two left lanes reopened shortly before 9 a.m. but the other southbound lane remained closed as of mid-morning and northbound lanes were not affected, according to the CHP. The tanker crash was reported at about 1 a.m. on southbound Highway 101 near Tennant Avenue. Cal Fire Battalion Chief Brandon Leitzke said that approximately 1,200 gallons of gasoline leaked out of the tanker. Crews from

Caltrans are in the process of removing the fuel remaining inside two tanks on the overturned truck before they can lift the vehicle back onto its wheels, Leitzke said. The truck was lying on its side partially on the shoulder and partially in one of the southbound lanes of the highway and it will take Caltrans hours to extract the spilled gas, Leitzke said. "They will be out there all day, just because of the cleanup work that Caltrans has to do," Leitzke said. Rainfall complicated the cleanup because the water on the ground spread the spill and the flammable gas can still be lit and can burn on top of water, according to Leitzke. Crews installed a dike to block the spill and are using absorbing pads to skim off the gas, which is floating on the surface of the water, Leitzke said. Fumes from the spill also prompted the evacuation of some residents living near the highway, he said. The evacuation was later lifted around 6 a.m. and the residents have been allowed to return home, Leitzke said. He said Cal Fire has accompanied several local fire departments in responding to the spill. There was no immediate estimate for when other southbound lane of the highway will be reopened, according to the CHP.

<http://sanfrancisco.cbslocal.com/2014/02/27/overturned-fuel-tanker-spills-thousands-of-gallons-shuts-down-southbound-101-in-morgan-hill/>

### ENGLAND, KNOWESOUTH, FEBRUARY 28 2014. CRASHED INTO FUEL TANKER

A driver lost control of his car and crashed into a fuel tanker on the A698 near Knowesouth. Glen Miller 26, of Wilson Drive, Hawick, admitted driving dangerously on the Hawick-Kelso road on November 8, 2012, when both front tyres were so worn they failed to grip the road surface. The tanker left the road and its tanks ruptured, while Miller's vehicle was written off. Explained defence solicitor Rory Bannerman at Jedburgh Sheriff Court last Friday: "He had taken the car to a local garage to have it checked and was told that the tyres needed replacing, but it was never suggested that he took it off the road. "He had been driving it every day from Hawick to Berwickshire for his work. He had booked the car in to get the tyres changed and it was during the intervening period that the accident happened. "The condition of the tyres played a significant part in this, and



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he lost control of the car on a corner." Miller was sentenced to a 12-month community payback order with 180 hours of unpaid work. He was also banned from driving for 18 months and ordered to resit an extended test.

<http://www.thesouthernreporter.co.uk/news/local-headlines/crashed-into-fuel-tanker-1-3321349>

### SPAIN, MAJORCA, FEBRUARY 28 2014. PENSIONER ACCIDENTALLY THROWS AWAY FIREWORKS, CAUSES EXPLOSION

A 73-year-old Spanish man caused an explosion when he accidentally threw away some fireworks, authorities said. The incident happened Wednesday in the town of Majorca, TheLocal.es reported. Police said when the man, whose name was not reported, threw a bag of garbage into an outdoor trash can, the bag exploded, causing several windows in the area to shatter, set off the airbags in one car and gave the man a bloody nose. Investigators said the trash bag contained firework materials which reacted with the metal trashcan, causing the explosion. Local residents said the suspect is a former fireworks specialist and 10 years ago caused a similar explosion.

[http://www.upi.com/Top\\_News/World-News/2014/02/27/Pensioner-accidentally-throws-away-fireworks-causes-explosion/UPI-22081393534759/?spt=rln&or=1](http://www.upi.com/Top_News/World-News/2014/02/27/Pensioner-accidentally-throws-away-fireworks-causes-explosion/UPI-22081393534759/?spt=rln&or=1)

### QATAR, DOHA, FEBRUARY 28 2014. 2 CHILDREN AMONG 12 PEOPLE KILLED WHEN GAS CYLINDER EXPLODES IN QATAR RESTAURANT OPPOSITE PETROL STATION

john hall

 **Watch the Video** [12 People Killed When Gas Cylinder Explodes](#)

 **Photo's [9]** [12 People Killed When Gas Cylinder Explodes](#)

- Incident happened at around 10am today at a restaurant in the capital Doha
- Faulty gas canister blamed for blast, which caused fire and building collapse
- 12 people believed to have died. At least two of them are said to be children
- 30 more said to be injured, with three of the wounded in a critical condition
- Roads surrounding the restaurant have been closed following the explosion



**Blast:** The explosion happened shortly after 10am this morning at a Turkish restaurant near Landmark Mall in the capital Doha. It left 12 people dead - at least two of them children.

A gas explosion at a restaurant in Qatar has killed 12 people, including two children, emergency services in the country said today. The blast happened shortly after 10am this morning at a Turkish restaurant near Landmark Mall in the capital Doha, and left 30 more people suffering serious injuries. Preliminary investigations suggest a faulty gas canister inside the restaurant may be to blame, with the explosion causing a fire that led to part of the building near a petrol station collapsing. Major General Saad bin Jassim al-Khalifi, Qatar's head of public security, said 'Arabs, Asians and one Qatari' were among the dead and wounded. 'It was a very big blast...It blew away cars and the shrapnel scattered 50 or 100 meters away,' he said. A security

source added that at least two Asian children are believed to have died and said investigations continue to look into what caused the gas tank to explode. Qatar's Ministry of Interior, which is responsible for police and emergency operations, said on its official Twitter feed that the blast has led to all roads in the area being shut down due to the risk posed by the proximity of the petrol station. Qatar's prime minister, Sheikh Abdullah bin Nasser al-Thani, confirmed there had been an explosion in remarks to state television. 'Some deaths occurred that were announced, and there will be a press conference through the Ministry of Interior to give more information about the incident,' said Sheikh Abdullah, who is also interior minister. Asked if security regulations would be tightened up after the incident, he replied that 'safety precautions are all there and the precautions for civil defence are there.' The area around the Istanbul restaurant is on the outskirts of the capital near Landmark mall, a well-known shopping complex usually busy area with families. From Hamad hospital, Abdul-Rahman Abdul-Kareem, an Indian driver who was eating in a restaurant nearby, told Reuters: 'I have too much damage now, my legs are broken and my head is open.' Hamad Medical Corporation, which manages eight hospitals in the country as well as the national ambulance service, put out a call for blood donations on social media shortly after the blast. They said all blood from all groups were desperately needed. The star-run Qatar TV aired pictures of damaged cars and smoke rising from near a gas



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station close to the shopping center. Injured bystanders were seen being wheeled to ambulances on stretchers while police officers examined the scene. The explosion is the worst in the country since May 2012, when nineteen foreign nationals - including 13 children - were killed in a fire at another Doha mall. A member of Qatar's ruling family was among five people sentenced to prison by a court last year for negligence over the fire. The blaze was caused by faulty wiring in Doha's Villagio Mall and quickly spread to a nursery, the court found. Qatar is a small, wealthy Gulf Arab state with abundant reserves of natural gas that will play host to the 2022 World Cup. The OPEC member state is generally safe, with little violent crime or civil unrest.

<http://www.dailymail.co.uk/news/article-2569231/Two-children-12-people-killed-gas-cylinder-explodes-Qatar-restaurant-opposite-petrol-station.html>

### USA, WYO, CHEYENNE, FEBRUARY 28 2014. I-80 NEAR WYOMING STATE LINE REOPENS AFTER AIR FORCE AMMO SPILL

leah todd



A stretch of Interstate 80 east of Cheyenne that closed this morning while officials cleared ammunition that spilled on the highway has reopened, F.E. Warren Air Force Base officials said. All ammunition and debris have been accounted for. The 40 mm rounds spilled on the highway were never expected to cause damage, officials said in a release. A team of F.E. Warren Air Force Base security forces lost "a small amount" of the ammunition from the rear of a Humvee on Thursday while traveling on I-80, according to the release. The Nebraska Department of Transportation closed I-80 from exits zero to nine in Nebraska, about 40 miles east of Cheyenne, from about 10:30 a.m. until 11:45 a.m. Thursday, according to news releases from the base Thursday morning.

[http://trib.com/news/state-and-regional/ammo-spill-closes-i--near-wyoming-state-line/article\\_54bfe509-e46b-5fee-b583-fda4d56a3533.html](http://trib.com/news/state-and-regional/ammo-spill-closes-i--near-wyoming-state-line/article_54bfe509-e46b-5fee-b583-fda4d56a3533.html)

### AUSTRALIA, NEW SOUTH WALES, BLAYNEY, FEBRUARY 28 2014. UPDATE: POLICE CONFIRM ORIGIN OF BLAYNEY CHEMICAL SPILL

 **Photo's [20]** [Nine Hospitalised after Blayney Chemical Spill](#)

**Thursday, 4.05pm:**

Police have confirmed the factory involved in Thursday's chemical spill is the Environmental Treatment Solutions facility in Marshalls Lane, Blayney. The spill has now been contained and the 500-metre exclusion zone lifted. At this stage the EPA are assisting Fire and Rescue NSW in their clean up operation.

**Thursday, 3.30pm:**

A Spokesperson for Fire and Rescue NSW has confirmed crews were called to the factory at around 11.46am after reports emerged that workers had been complaining of fumes inside the facility. Three crews were dispatched to the scene, one from Blayney and two from Bathurst. One of the crews from Bathurst were specialists in hazardous materials. They arrived to find there had been a chemical spill, measuring around 25 metres. The 500-metre exclusion zone was enacted as crews used other chemicals to neutralise the spill while wearing fully encapsulated suits.

**Thursday, 1.15pm:**

Two buses have been employed to evacuate students from St Joseph's Catholic School after this morning's chemical spill. The students are being taken to Centrepont Sport and Leisure Centre under direction from the police, who have established a command post at the corner of Marshalls Lane and Gerty Street to deal with the emergency, which started at 11.40am today. The four affected people taken to Orange Hospital for treatment are in a stable condition. A further eight people were treated for exposure to chemical fumes at the scene, five of whom were transported to Bathurst Hospital. Those five are also in a stable condition.

**Thursday, 12.45pm:**

A Chemical spill at a Blayney factory has forced the evacuation of nearby factories. According to Fire and Rescue NSW eight people have been "affected" by the spill, though the extent of their injuries is unknown at this point. Fire and Rescue NSW are also tweeting nearby factories are being evacuated and a 500-metre exclusion zone is in place. A command centre has been established, while at least four of the affected people being taken to Orange Hospital for treatment.

<http://www.blayneychronicle.com.au/story/2116924/update-police-confirm-origin-of-blayney-chemical-spill/?cs=519>



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### USA, KY, LINCOLN CO, FEBRUARY 28 2014. UPDATE: LINCOLN COUNTY OIL SPILL EXPECTED TO BE CLEANED UP BY FRIDAY

ian preston

 **Watch the Video** [Oil Spill Expected to be Cleaned Up by Friday](#)

Cleanup crews worked all day Thursday to clean up a crude oil spill in rural Lincoln County that happened on Wednesday. Emergency Management officials said the oil did not contaminate the local drinking water, but added that there was a concern the crude oil may have impacted the local environment, especially at the mouth of the Green River. EMA Director Don Gilliam said the oil mixed with a creek that flows into the mouth of the river. He said they inserted absorbent booms in the river which soaked up much of the oil. Gilliam said they also dammed the creek and rerouted the water to prevent further oil from reaching the river. Benny Scott, who owns the oil drill on the property, said he only lost a couple hundreds of gallons of oil, but said the cleanup cost would keep the drill from bringing in any profits. Scott said he does not know how the valve on his tanker truck was opened, which leaked the oil. He at first thought it was the work of vandals, but said now believed the cows in the field where the truck was parked may have nudged the valve open. Investigators said they were still looking into what caused the spill.

<http://www.wtvq.com/content/localnews/story/Update-Lincoln-County-Oil-Spill-Expected-To-Be-Cleaned-Up-By-Friday>

### USA, ILL, CRETE, FEBRUARY 28 2014. TANKER ROLLS OVER IN CRETE CRASH ON I-394, MULTIPLE INJURIES



Multiple people were injured in a crash involving a tanker truck Thursday morning on Interstate 394 near south suburban Crete. The crash involving a tanker truck and a passenger vehicle happened about 7 a.m. in the southbound lanes of the interstate near Burville Road, according to the Illinois State Police. Police said there were injuries in the crash, but further details were not immediately available. I-394 is closed south of Exchange Avenue, and no traffic is allowed on Burville Road between the interstate and Cottage Grove Avenue, police said.

<http://abclocal.go.com/wls/story?section=news/local&id=9447238>

### CANADA, QC, MONTREAL, FEBRUARY 28 2014. GAS TANKER BURNS FOR 9 HOURS AFTER CRASHING INTO SNOWPLOW ON HWY 175 NORTH OF QUEBEC CITY

A double-tanker gasoline truck burned for about nine hours after it struck a snowplow heading in the same direction north of Quebec City Wednesday evening, Sgt. Ronald McInnis of the Sûreté du Québec said. Investigators have determined the tanker driver "tried to pass the snowplow on the right side," McInnis said. "A part of the snowplow hit the tanker," piercing the front tank, he added. "After the impact, there was a leak." Combined with sparking from "metal on metal," ignition followed, McInnis said. While the male truck driver suffered burns, there was no fear for his life. Investigators hadn't yet been able to question him, McInnis said. The snowplow driver wasn't injured. The fire raged from 7 p.m. until about 4 a.m. Thursday, McInnis added, at Kilometre 111 along Highway 175, near Lac Jacques Cartier on the road to the Lac-St-Jean region.

<http://www.montrealgazette.com/news/tanker+burns+hours+after+crashing+into+snowplow+north+Quebec+City/9557489/story.html>

### TRINIDAD & TOBAGO, PORT OF SPAIN, FEBRUARY 28 2014. CHEMICAL LEAK AT PORT: WORKERS RUSHED TO HOSPITAL

A chemical leak aboard a vessel at the Port of Spain yesterday caused several workers to be rushed to hospital and a section of the port to be shut down for some five hours. According to reports, around 2 a.m., there was a leak of diluted sulphuric acid from a consignment belonging to Specialist Chemicals Ltd. The incident took place on Bay 13. Three workers complained about feeling unwell and were rushed to the Port of Spain General Hospital. The doctors gave the employees a clean bill of health and the trio all returned to work. One of the employees, however, complained of still feeling sick when he returned to work. He was sent back to the hospital for further examinations. The leak was said to have occurred on the deck of a vessel, which was moved to a section of the port that was evacuated. The area of the leak was "cleansed and sanitised" and



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measures were taken to avoid any further contamination. The deck was washed down. Public relations manager of the Port Authority of Trinidad and Tobago Betty Ann Gibbons yesterday confirmed the incident, saying a "very minor leak of diluted sulphuric acid had occurred". Gibbons said the safety officers at the port were able to get the situation under control. President of the Seamen and Waterfront Workers' Trade Union (SWWTU) Michael Annisette yesterday said the union's safety officer met with officials on the issue of the leak. An investigation is to be launched to determine the cause. Annisette said luckily for the affected workers, the sulphuric acid was diluted or else the repercussions could have been "dangerous and hazardous". Annisette called for mechanisms and processes to be put in place to avoid a recurrence.

<http://www.trinidadexpress.com/news/Chemical-leak-at-port-workers-rushed-to-hospital-247404531.html>

### INDIA, M MAHARASHTRA, RAIGAD, FEBRUARY 28 2014. FOUR KILLED IN FIREWORKS FACTORY BLAST

Four persons were today killed and six others injured when crackers exploded in a fireworks factory in Raigad district of Maharashtra, police said. The explosion took place around 4.30 PM at the Bhaimala village factory, 10 kms from Alibaug town, they said. The bodies of four persons, mostly workers, were pulled out from the rubble of the crackers unit that caught fire due to the explosion. Fire tenders have been rushed to the factory. The deceased have not been identified yet and the injured have been shifted to the civil hospital here, police added.

[http://www.business-standard.com/article/pti-stories/four-killed-in-fireworks-factory-blast-114022700802\\_1.html](http://www.business-standard.com/article/pti-stories/four-killed-in-fireworks-factory-blast-114022700802_1.html)

### USA, MA, BOSTON, FEBRUARY 28 2014. MASS. AG: SHELL AGREES TO REFUND SOME CLEANUP AID

[Shell Oil Co.](#) has agreed to pay \$4 million to resolve allegations it got Massachusetts funds to help upgrade underground gasoline storage tanks while also collecting from its insurers. Attorney General [Martha Coakley](#) said Thursday the claims by Shell and a joint venture company involved more than 100 Massachusetts gasoline stations. Coakley said the state fund is designed to help speed underground storage tank cleanups. Companies must disclose if they also make insurance claims for the same expenses, and reimburse the state if they get insurance payouts. She said Shell sued its insurers for the costs in 1993 and later settled, but didn't inform the state until 2012. Massachusetts has reached similar reimbursement agreements with other major oil companies. Shell said it's pleased to resolve the issue and looks forward to continued participation in the Massachusetts program.

<http://www.sfgate.com/news/article/Mass-AG-Shell-agrees-to-refund-some-cleanup-aid-5274883.php>

### USA, LA, BATON ROUGE, FEBRUARY 28 2014. NO INJURIES AFTER FLASH FIRE AT EXXONMOBIL REFINERY

 **Watch the Video** [No Injuries after Flash Fire at Exxonmobil Refinery](#)

Officials say no one was injured during a small fire that broke out at the ExxonMobil refinery in Baton Rouge. We're told the fire broke out at roughly 3 p.m. on Thursday, Feb. 27. The fire started on the East side of the plant. It took crews less than an hour to make sure that the flames were fully extinguished. There was no impact outside of the plant and no evacuations were needed. A representative with ExxonMobil say current air monitoring shows no hydrocarbons above detectable limits.

 **Related Stories** [Flash fire at Exxon Baton Rouge refinery contained](#)

<http://www.wafb.com/story/24844913/no-injuries-after-flash-fire-at-exxon-refinery>

### CANADA, ON, OTTAWA, MARCH 1 2014. CALYPSO WATER PARK FACING 8 CHARGES AFTER CHLORINE GAS SPILL >> CHARGES LAID IN NOVEMBER 2013 AFTER AUGUST 2012 CHLORINE GAS SPILL SENT 13 CHILDREN TO HOSPITAL

ashley burke.



*14 Children Playing At The Calypso Theme Waterpark were treated for symptoms of illness on Aug. 7, 2012. (CBC).*

- Calypso Theme Waterpark is facing eight charges under the Environmental Protection Act [after a chlorine gas spill that sent 13 children to hospital in August 2012](#). The Ministry of the Environment laid the charges in November, more than a year after the incident. On Aug. 7, 2012, paramedics responded to multiple reports of sickness at the water park. They ended up taking 13 children to the Children's Hospital of Eastern Ontario, while one child was assessed at the park and released to a parent, CBC News reported at the time. No one was seriously hurt. The charges include, that on



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Aug. 7, 2012, none of the allegations have been proven in court:

- Calypso and co-owner Guy Drouin discharged, caused the discharge or permitted the discharge of chlorine gas.
- Calypso and Drouin failed to notify the Ministry of Environment of the discharge.
- Drouin failed to take reasonable care to prevent the corporation from discharging the contaminant.
- Drouin failed to take reasonable care to prevent the corporation from failing to notify the ministry of the discharge.
- And that on Aug. 8, 2012, Calypso, Drouin and co-owner Sylvain Lauzon discharged, caused the discharge or permitted the discharge of chlorine gas.
- Calypso, Drouin and Lauzon failed to notify the Ministry of Environment of the discharge.
- Drouin failed to take reasonable care to prevent the corporation from discharging the contaminant.
- Drouin failed to take reasonable care to prevent the corporation from failing to notify the ministry of the discharge.

Calypso Theme Waterpark's lawyer, Lawrence Greenspon, says the chlorine gas spill was a "one-time malfunction." (CBC). Ottawa lawyer Lawrence Greenspon is defending Calypso. "This was a one-time malfunction and fortunately, although a number of children were taken to hospital as a precaution, no one was seriously injured and Calypso is very happy about that," Greenspon said in an interview this week. "I don't know why they decided to lay a charge about something that happened on a one-time basis and has since been remedied. And there haven't been any similar problems of that nature since." Greenspon also addressed the 20 charges against Calypso laid by the Technical Standards and Safety Authority, as well as several civil lawsuits the company is facing from customers who say they were injured at the park. "Calypso is the largest park of its kind in the area. Almost half a million people go through there. There's no doubt that there's going to be some scrapes and bruises, and some people going there for adventure may have some mishaps," Greenspon said. "The TSSA is in the business of enforcing health and safety regulations, they're doing their job, and I think Calypso — if you look at the millions of people that have come through the park — the relative, very very small number of incidents really, if anything, point out that the park has been a very safe and compliant operation."

### **Some Children Suffered Symptoms of Nausea, Vomiting, Airway Irritation**

The children, who ranged at the time from four to 14 years old, had problems breathing, paramedics said at the time of the incident. Three of them suffered from symptoms of nausea, vomiting and airway irritation. Paramedics said people reported a strong odour of chlorine in the pool, but park officials initially said chlorine was not the cause of any illness. The following day, the company said chlorine was indeed the cause. Just after 1 p.m., a water testing technician at the water park added 25 kilograms of 60-per-cent concentrated chlorine into the pool. An air leak was noted and the technician notified the workers responsible for fixing it. At 1:10 p.m. the filtration system was shut off by the workers while they retrieved a part and fixed the leak. Meanwhile, the chlorine pumps continued to dump chlorine into the pool. Filtration was restarted 15 minutes later. "Calypso Theme Waterpark team extends its deepest apologies for the incident that occurred...", a statement released by the company at the time said. "While this incident is regrettable, it had no serious effects on the health of those who were exposed, according to comments from CHEO Hospital. As of today, technicians have been given a new procedure to follow and must shut off all chlorine pumps whenever the filtration process is interrupted." The water park is scheduled to open for the season in early June. Calypso is next scheduled to appear in court on March 6.

### **Related Stories**

- [Why This Household Disinfectant is Harming Your Family](#)
- [Calypso to stand trial in September 2014](#)
- [Calypso water park facing 20 charges from safety watchdog](#)
- [Calypso water park facing 3 new injury lawsuits](#)
- [Excess chlorine caused sickness at Calypso water park](#)
- [14 children ill at Calypso water park](#)

<http://www.cbc.ca/news/canada/ottawa/calypso-water-park-facing-8-charges-after-chlorine-gas-spill-1.2555499>

### **USA, CA, PITTSBURG, MARCH 1 2014. CAL/OSHA INVESTIGATING CHLORINE GAS LEAK AT K2 PURE SOLUTIONS THAT SENT WORKER TO HOSPITAL**

*eve mitchell*

State officials are investigating an industrial accident at K2 Pure Solutions involving the release of a small amount of chlorine gas that sent a worker from another company to the hospital a few weeks ago. It's the second time in three months there has



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been a release of chlorine gas at the site. The K2 plant was shut down after an equipment malfunction in early December led to the release of a small amount of chlorine gas in its liquefaction unit. No one was hurt in that incident, and it was later determined that a failure in heat-exchanging equipment caused the leak. The liquefaction unit, which provides Dow Chemical's Pittsburg operations with chlorine, is expected to open in the next couple of weeks after repairs are completed. The main section of the plant that produces bleach products for other customers reopened in early January after repairs were made. The most recent incident was on Feb. 8, said Peter Melton, a spokesman for the state Division of Occupational Safety & Health, known as Cal/OSHA. He did not know where the leak occurred on the K2 Pure property. "This is a dual-employer situation," said Melton, adding that the three employees who were exposed to the chlorine gas work for the Benicia office of Corey Delta Constructors, which provides construction and maintenance services to industrial facilities in the western United States. One of the Corey Delta employees, a 34-year-old male, was taken to the hospital for more than 24 hours and later released, Melton said. Jake Witkowski, a safety manager at Corey Delta, could not be reached for comment. "We had a small incident. One guy was affected. He ended up in observation until he got released," said Leon Zaal, vice president and general manager of K2's Pittsburg plant. In September 2011, Toronto-based K2 opened its Pittsburg plant on a 13-acre parcel on Dow's Pittsburg property through a partnership between the two companies. The K2 plant's liquefaction unit provides Dow's Pittsburg operations with chlorine to make a variety of agricultural products, including pesticides. The closure of the liquefaction plant since December has not impacted operations at Dow. "We are able to get raw materials from out of state and are able to keep running," Dow spokesman Randy Fischback said.

[http://www.mercurynews.com/bay-area-news/ci\\_25243143/cal-osh-investigating-chlorine-gas-leak-at-k2](http://www.mercurynews.com/bay-area-news/ci_25243143/cal-osh-investigating-chlorine-gas-leak-at-k2)

### **BULGARIA, MAGLIZH, MARCH 1 2014. LAST IN A BULGARIAN EXPLOSIVES FACTORY KILLS ONE**

A worker was killed by a blast in the explosives shop of the Arsenal weapons factory near Bulgaria's town of Maglizh. According to the regional website Kazanlak.com, the man had multiple injuries and 98% burns to the body. Initial reports claimed that there were other injured workers, but later they were denied. The explosion occurred in the early afternoon and was heard in the entire area. It has caused the partial collapse of the building.

<http://www.novinite.com/articles/158577/Blast+In+A+Bulgarian+Explosives+Factory+Kills+One>

### **USA, AR, LITTLE ROCK, MARCH 1 2014. ARK. TELLS EXXON TO CLEAN SPILL'S PATHWAYS BETTER**

Arkansas' environmental agency has told Exxon Mobil that it must do more to correct oil-related contamination in a Lake Conway cove and three drainage ditches leading to it. The Arkansas Democrat-Gazette reports (<http://bit.ly/1hsc0Te>) that the Arkansas Department of Environmental Quality has given Exxon Mobil until March 11 to revise its recommendations for cleaning up the areas in Mayflower where the company's Pegasus pipeline cracked open last March. Exxon Mobil spokesman Aaron Stryk said Wednesday that the company is reviewing the comments. Exxon Mobil's Pegasus pipeline ruptured on March 29, spilling an estimated 210,000 gallons of heavy crude oil into a neighborhood and forcing residents to flee their homes. Some have never moved back. The pipeline was shut down shortly after the spill and has not restarted.

<http://www.wral.com/ark-tells-exxon-to-clean-spill-s-pathways-better/13434619/>

### **USA, WASHINGTON, MARCH 1 2014. HOUSE GOP PUSHES TOXIC CHEMICALS REFORM**

*megan r. wilson & tim devaney*

House Republicans are moving forward with a plan to reform decades-old chemical laws. Rep. John Shimkus (R-Ill.) introduced a discussion draft on Thursday that he says would strengthen chemical protections by, among other provisions, requiring the Environmental Protection Agency (EPA) to focus on high-priority chemicals that pose the greatest risk to the public. "The vast majority of chemicals are low priority, and we really want to free up the time and energy to focus on the more important chemicals," said Shimkus, chairman of the House Energy and Commerce Subcommittee that is working to update chemical standards. It is part of a longtime effort to reform the Toxic Chemicals Control Act (TSCA) from 1976, initially spearheaded by the late Sen. Frank Lautenberg (D-N.J.). The reforms have received renewed attention following a chemical spill in West Virginia earlier in the year, which involved a chemical with unknown health risks, due to lapses in the outdated EPA regulations. Shimkus touts the draft's ability to strengthen chemical protections and commerce, allow for regulatory certainty by creating national standards and to put more power in the hands of the EPA. But the draft has already attracted some opponents, in spite of Shimkus saying he intended for it to be a bipartisan measure. Rep. Henry Waxman (D-Calif.), ranking member of the House Energy and Commerce Committee, said the draft would weaken the country's chemical laws and "endanger public health," in a statement released shortly after the draft was posted online. "Bipartisan discussions have



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started and I'm hoping the draft can be significantly modified to provide the kind of reform that American families want," Waxman said. Some have already speculated that it would do nothing to help states identify unknown chemicals like MCHM – the one at the center of the West Virginia chemical spill from earlier this year. The Shimkus draft keeps a fair amount of content from the reform bill being debated in the Senate, but revises some technical details, which public health and business groups are still reviewing. "While we can't afford to risk waiting longer and allowing further toxic exposure, we have to ensure the new law is rooted in smart policy," said John Replogle, the chief executive of household products company Seventh Generation, in a statement. "The legislation should require public access to information regarding the safety of chemicals and the onus must be appropriately placed on chemical manufacturers to demonstrate the chemicals they use are safe." Seventh Generation is a member of the Companies for Safer Chemicals coalition that was formed last year to push for chemical reform. He added, "We also must ensure that the federal government has the regulatory tools and financial resources to protect consumers and uphold the law. If these conditions are not met, we should urge Congress to continue work on the legislation until they get it right." Environmental groups say they are encouraged by the proposal – because it signals an interest from House Republicans to complete the outdated reforms – but pointed to "serious concerns" about the draft's potential to not "fix key flaws" with the TSCA regulations. "This is a starting line in the House, not the finish," said Richard Denison, a senior scientist at the Environmental Defense Fund, in a statement. "For the first time since TSCA passed in 1976, members of both parties in both houses of Congress are calling for reform and advancing specific reform proposals," he added.

<http://thehill.com/blogs/regwatch/pending-regs/199528-house-gop-pushes-toxic-chemicals-reform>

### USA, FLA, ORLANDO, MARCH 1 2014. COMBATIVE OIL, ETHANOL INDUSTRIES FIND COMMON GROUND OVER TANK CARS

*blake sobczak & amanda peterka*

Fla., was home to a rare occurrence last week: The oil and ethanol industries, usually at each other's throats, publicly agreed on something. Addressing an ethanol industry conference there, American Petroleum Institute Downstream Director Bob Greco and Renewable Fuels Association President and CEO Bob Dinneen stood united on how federal regulators should approach rail car safety. Greco and Dinneen both said they worried that the Department of Transportation is putting too much emphasis on improving rail cars after high-profile oil accidents, instead of focusing on keeping the trains on the tracks. The significance of the event, which came amid arguments over just about every other issue in ethanol, was not lost on the pair. "This is an issue that is of increasing importance to our industry. It's something that I hold very near and dear to my heart because apparently it's the one issue that Bob Greco of the API and Bob Dinneen agree on," Dinneen said. "And that's not to be taken lightly." Dinneen often uses harsh rhetoric to denounce Big Oil's criticism of ethanol; just a few panels earlier in the conference, in fact, Dinneen gave a state of the industry speech accusing the oil industry of putting up a "wall of ignorance and misinformation" about ethanol. Greco, meanwhile, has pushed extensively for the elimination of the renewable fuel standard, the federal policy calling for increased amount of ethanol to be used in the fuel supply. But both the oil and ethanol industries have a major stake in DOT's actions, having increased their use of rail cars significantly over the last decade to transport their products. The ethanol industry went from shipping 40,000 carloads of ethanol a year in 2000 to 340,000 carloads in 2011, while the oil industry moved 415,000 rail cars of oil in 2013 compared to 9,500 in 2008, thanks to booming production in places such as North Dakota's Bakken Shale play. "There's a real concern out there that DOT, in the name of political expediency, is trying to strengthen existing tank cars without focusing on what's causing the accidents or, to quote Bob Dinneen, keeping the cars on the track," Greco said. "It's a really big challenge because both of our industries have invested billions of dollars in brand-new tank cars to move increased amounts of ethanol, increased amounts of crude oil." The fear is that the Pipeline and Hazardous Materials Safety Administration -- part of the DOT -- will require costly updates for the tank cars typically used to carry both crude and ethanol. The regulator is expected to rule on standards for model DOT-111 tank cars by early next year. The aggressive retrofit schedule regular groups and safety officials call for could stick tank car owners with a more than \$1 billion tab, according to some industry estimates. While most of the nation's tank cars are owned by leasing giants such as GATX Corp. and Union Tank Car Co., ethanol and oil producers have built up their own fleets to cut costs in the long run. But tougher federal requirements would put such companies in the uncomfortable position of having to retool or toss out cars that were originally expected to have a 30-plus-year lifespan. The cost-versus-benefit equation would look especially grim for oil and ethanol shippers who bought tank cars just before 2011, when the railway industry voluntarily adopted tougher tank car standards, such as thicker head shields and thermal jacketing. "The probability is that the retrofits will cost less if you have those newer cars," said Michael Baudendistel, a transportation equipment analyst at Stifel Nicolaus, in an interview this week. However, "it's possible that [PHMSA] will go above and beyond [Association of American Railroads' 2011 standards] -- that



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there will have to be even more safety features. We just don't know." Richard Kloster, senior vice president of business development and technical services at rail consultancy AllTranstek LLC, put it more bluntly. "I would really hate to be those ethanol guys who were on the late end, who bought their cars in 2008 and 2009." In some of those cases, "if you're going to require a thicker car, they're going to have to throw cars out," he said. Thus it came as no surprise to industry observers when the RFA and API came together to oppose tank car retrofits in [joint comments](#) filed with the PHMSA last September.

### Alike in Flames

Despite their leaders' vitriol, Big Oil and Big Ethanol look very similar when pumped into 30,000-gallon rail cars. Both flammable materials move around in type DOT-111 cars, long faulted by safety regulators for their pre-2011, puncture-prone design. Both ethanol and oil are typically shipped in "unit" trains of 80 to 120 cars, and both experienced a sudden, fairly recent rise to prominence on the tracks. Oil and ethanol are often even stamped with the same official safety designation -- Class 3, Packing Group II -- although crude's volatility and classification has been the focus of recent federal action ([E&ENews PM](#), Feb. 25). Most tellingly, both the oil and ethanol industries have grappled with devastating train disasters. Oil-by-rail movements have come under particular scrutiny following last year's July 6 derailment and explosion in Lac-Mégantic, Quebec, which claimed 47 lives. Additional oil-by-rail derailments and fires in Alabama, New Brunswick and North Dakota grabbed headlines but injured no one. "If all these things had leaked a little, this would be a debate, but it wouldn't be a front-page debate," said Anthony Hatch, principal of ABH Consulting, a New York-based freight transportation research firm. "The problem is that [the oil] exploded. And therefore it might explode again." But current concerns over oil by rail carry echoes of an earlier debate that followed a 2009 ethanol train derailment and fire near Cherry Valley, Ill. That incident killed one, injured several others and prompted the evacuation of more than 600 nearby residents, according to the National Transportation Safety Board's [final report](#). The NTSB's recommendations following the Cherry Valley crash were what spurred the AAR to toughen its tank car requirements in the first place three years ago. AAR spokeswoman Holly Arthur said the industry is "learning from both" oil and ethanol following recent accidents. Her group reports that more than 99.9 percent of all hazardous materials shipments reach their destination safely. "Any hazardous material is certainly handled, under our own operating rules, with a greater level of operational safety and with additional procedures," she said. But the ethanol industry feels it is being unfairly swept up in the recent regulatory focus on rail safety, given the lack of recent ethanol incidents. Dinneen sought to distinguish between the properties of crude and ethanol. "You have a highly volatile, highly explosive product that you're now moving, that truly is different than the product that had been shipped on the traditional DOT-111A car," Dinneen said last week, referring to Bakken crude oil. "Is there a way that we can distinguish between that product and impose some more safety control around that product and those cars, without having to impose a burden and a cost on our industry when there's no data to suggest it's necessary or it would help?" And that's when the agreement with the oil industry ended.

<http://www.eenews.net/stories/1059995177>

### USA, KY, BARBOURVILLE, MARCH 1 2014. POLICE RESPOND TO TANKER CRASH IN KNOX CO.

On Friday February 28th 2014 at 8:30 AM officer Mark Scott with Kentucky State Police-Vehicle Enforcement responded to a single vehicle commercial vehicle crash located near the 10 mile marker on KY 6 in Knox Co Kentucky. Upon arrival and through investigation officer Mark Scott determined that 29 year old Casey Vaughn of Barbourville was traveling on KY6 when he lost control of a 2001 MACK cargo tanker leaving the roadway causing him to overturn. The cargo tanker was able to contain all 3,450 lbs of the class 3 flammable hazmat load of Petroleum Crude Oil without any leaks and Vaughn was not hurt in the crash. Drug and alcohol are not suspected factors and Vaughn was wearing his seat belt at the time of the crash. Assisting on scene: Knox Co Sheriff Department and Knox Co. Emergency Management.

<http://www.wkyt.com/wymt/home/headlines/Police-respond-to-tanker-crash-in-Knox-Co-247836491.html>

### JAPAN, TOKYO, MARCH 1 2014. 60 YEARS AFTER NUCLEAR TESTS, MARSHALL ISLANDERS STILL WAITING TO RETURN HOME

*taro nakazaki/*

Banjo Joel fondly recalls his return home to Bikini Atoll after the U.S. government provided assurances that radiation from nuclear bomb testing no longer posed a threat to health. He said the wind gently blew over the tranquil island surrounded by pristine beaches and azure water. But despite the government's safety declarations, the wind was carrying an invisible threat that later forced Joel and other islanders to flee once more in the 1970s. Close to three years after the meltdowns at the Fukushima No. 1 nuclear power plant, thousands of evacuees are waiting for word on when they can safely return home. For former residents of Bikini Atoll in the Marshall Islands, the wait has continued for decades. Bikini Atoll, located about 4,000



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kilometers southeast of Tokyo, consists of 23 coral islets arranged in the shape of a necklace. On the northwest corner of the atoll lies a huge depression commonly known as Bravo Crater. The crater was created on March 1, 1954, when a 15-megaton bomb was detonated as part of the U.S. Castle Bravo project. The bomb was 1,000 times more powerful than the atomic bomb dropped on Hiroshima on Aug. 6, 1945, and it blasted a hole about 2 km in diameter and about 80 meters deep. Before the hydrogen bomb test, all 167 residents of Bikini Atoll were forced to move to other parts of the Marshall Islands. Since 1991, the U.S. government has worked with the Bikini local government on decontamination measures as part of a plan to have islanders return to their homes. But with the 60th anniversary of the hydrogen bomb test just two days away, there is still no indication of when the former residents can return. In 2010, UNESCO designated Bikini Atoll a world cultural heritage site. Although plans were drawn to use the designation to attract tourists, no specific progress has been made. The Bikini local government is still using offices in Majuro, the capital of the Republic of the Marshall Islands. Jason Aitab, 63, a Bikini council member, said the radiation on Bikini Atoll made it impossible to return. He also expressed distrust of the United States and recalled escorting U.S. scientists to the atoll on a number of occasions. None of the scientists would touch the local food prepared at welcoming receptions. The Bravo test spread radioactive materials over such a wide area that the fallout reached islands where residents had not been evacuated beforehand. One such island is Rongelap Atoll, where decontamination work has started. Plans have been made for the former residents to return home, but not one has done so. When islanders were moved from Bikini Atoll, they were told the hydrogen bomb test would be "for the good of mankind and to end all world wars." Some Bikinians relocated to Ejit Island, about 600 kilometers to the southeast. Now, all 280 or so residents of Ejit are Bikinians or their family members. The United States conducted 67 tests of nuclear weapons in the Marshall Islands, the site of the U.S. Pacific Proving Grounds, between 1946 and 1958. In 1968, U.S. President Lyndon Johnson declared Bikini Atoll safe and encouraged former islanders to return. About 100 of them returned to Bikini, including Banjo Joel, now 63, who stayed there for five years from 1974. In 1977, radioactive strontium-90 exceeding U.S. environmental standards was detected in well water. The following year, the U.S. Interior Department said cesium-137 levels on the atoll were so high that residents could not permanently live there. That forced the islanders to once again leave the atoll. Joel, who lives on Ejit, said he wants to return again, but he does not believe it is safe. His older brother, Korent, 65, lives on the outskirts of Majuro, the capital of the Marshall Islands. Korent still regrets that his family returned to Bikini. At that time, he was an itinerant worker in the Philippines. After returning to Bikini, Korent worked as a captain of a ship that was on a secret mission to measure radiation levels in the Marshall Islands. Around Bikini, the levels went beyond the limit of the dosimeters. Korent said he only realized how much radiation remained when he saw the measurements with his own eyes. Had he known about the radiation, he would never have allowed his family members to return. He has nine children but he feels young people should not return to Bikini because no one knows if the radiation has disappeared even 60 years after the nuclear tests.

### Slow Repatriation Process

About 180 km east of Bikini Atoll lies Rongelap, where plans are slowly moving forward to have residents return permanently. Soil contaminated with radioactive materials 60 years ago was dug up and buried under the runway on Rongelap. Newly paved roads wind through coconut palm forests before reaching what appears to be an exhibition ground for new homes. One neighborhood has about 40 white buildings with silver-colored tin roofs. The 50 or so people now living on Rongelap are in charge of maintaining and managing the social infrastructure needed for the return of residents. To generate jobs, experimental hog and chicken farms have been set up on the island. Decontamination work has continued since 1998. The United States contributed \$40 million (about 4 billion yen) toward a fund for the decontamination work. Coconut trees were cut down and topsoil removed using bulldozers. Still, only about 0.15 square kilometer of land has been decontaminated, or just 2 percent of the island's area. Construction of housing was completed last year, but many still stand empty. A total of 86 Rongelap islanders, including some in their mother's womb, were exposed to radiation from the Bravo test. The United States moved residents to other islands, but many returned home after Washington declared Rongelap safe in 1957. However, those residents again left the island in 1985 after an increase in miscarriages, stillbirths and thyroid gland disorders. Kenneth Kedi, 42, represents Rongelap in the Marshall Islands Senate. He said the history of spreading health damages by having residents return must not be forgotten. A former senator, Abacca Maddison, 47, said the United States wanted to wash its hands of the issue by completing the permanent return of residents.

### Island with Repatriated Residents

Enewetak Atoll, one of the Marshall Islands that was also used as a nuclear testing ground, has seen a return of former residents. Like Bikini and Rongelap, the United States set up a fund for decontamination work on Enewetak. Residents began moving back en masse in 1980. The northern part of the atoll is still off-limits because of high radiation levels. There are also restrictions on consuming food taken from that area. Neil Flores, 44, the city manager of the atoll, proudly states that about



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800 people, including children, have returned to Enewetak. He said only a few of them are still worried about radiation. Pointing to the fact that many people now live in Hiroshima and Nagasaki, Flores said it was pointless to be afraid of unseen dangers. Enewetak is also home to an unusual site. Visible from the sky are two adjacent circular shapes, one blue and the other gray. The shapes were originally craters with diameters of about 100 meters created by nuclear tests. The crater that appears blue from the water has been left untouched. But for the other crater, soil removed in the decontamination work was poured in and covered with concrete. The crater, which had a depth of about 9 meters, has turned into a gray dome about 7 meters in height.

[http://ajw.asahi.com/article/behind\\_news/social\\_affairs/AJ201402270075](http://ajw.asahi.com/article/behind_news/social_affairs/AJ201402270075)

### **SOUTH AFRICA, CAPE TOWN, MARCH 1 2014. DIESEL SPILL THREATENS PROTECTED AREA**

francesca villette



*Endangered: A fishing trawler spilt 10 000 litres of diesel after it ran aground 5km from the Stony Point penguin colony.*

A 10 000-litre diesel spill was threatening about 4 000 penguins near the Betty's Bay Marine Protected Area after a Hout Bay-based crayfish boat ran aground early on Thursday. The vessel Connect, also believed to be carrying 80 litres of engine oil, ran aground 5km from the Stony Point penguin colony. The Connect had eight men on board when it hit the rocks at 4am. National Sea Rescue Institute spokesman Craig Lambinon said five of the crew jumped aboard a life raft to safety and three stayed on board. They later tried to jump to safety, but one man, a 43-year-old, believed to be from Strandfontein, went missing. Emergency Medical Services, Fire and Rescue and the police diving unit searched for the missing man, but Skymed helicopter personnel found his body washed up against the rocks. A seabird and animal rescue team was stationed

on Thursday to observe the seabirds for diesel contamination, said CapeNature spokesman Justin Lawrence. The area is home to more than 400 nests of various seabirds. "What makes the situation dangerous is the fact that the diesel is not visible, therefore we cannot determine how far it has spread. We are trying to rescue as many penguins and seabirds as we can," Lawrence said. Rescuers cordoned off the penguin colony with fences about 5km from the spill yesterday. The fences would in turn steer the penguins away from the contaminated water and on shore, where they would be safe, Lawrence said. The spill was also being assessed for environmental control by the SA Maritime Safety Authority, CapeNature, the Overstrand Municipality and Western Cape Disaster Risk Management. No birds had been affected yet and the Stony Point penguin colony area would remain closed to the public until further notice. The dead man's identity was being withheld until his family had been told, said Lambinon. The police had opened an inquest docket. "It is believed that he suffered fatal head injuries," said EMS spokesman Robert Daniels. He said the seven others were treated for minor injuries.

<http://www.iol.co.za/scitech/science/environment/diesel-spill-threatens-protected-area-1.1654107#.UxFlldhDhX4>

### **USA, CA, CALAVERAS, MARCH 1 2014. TANKER OVERTURNS IN CALAVERAS COUNTY**

A 58-year-old Livermore man suffered major injuries Thursday when his tractor-trailer hauling sodium hypochlorite overturned in Calaveras County. According to the California Highway Patrol, the accident occurred at 8:22 a.m. on private property in the 600 block of Gold Oak Road. Larry Noble was making a right turn when part of his 2008 Peterbilt big rig went off the asphalt, dropping several inches onto a dirt shoulder. The tractor and trailer overturned onto their right sides. The tank carrying the disinfectant was not punctured, but as a precaution, nearby Calaveras High School canceled afternoon sports practices and outside activities. Noble was taken to Memorial Medical Center in Modesto.

<http://www.mercedsunstar.com/2014/02/28/3521702/tanker-overturms-in-calaveras.html>

### **USA, CT, HARTFORD, MARCH 1 2014. CONTAMINATED GASOLINE DAMAGES CARS IN HARTFORD**

ilana gold

Contaminated gasoline is costing drivers some big bucks. Dozens of cars have been affected and city inspectors uncovered the problem at a gas station in Hartford. Filling up at the Speedy Food Mart on New Britain Avenue and Broad Street, is something Charles Nelson regrets. "I'm pretty vexed right now," Nelson said. Nelson said he put premium gas in his car Sunday afternoon, and an hour later there were problems. "The car clunked out on me on Park Street," he explained. The next



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day he went back to Speedy Food Mart to find the owner. He said a handful of customers with engine failure were there looking for him too. "They were hysterical they couldn't believe their car stalled out because of the gas," Nelson added. After getting a few similar complaints, city inspectors showed up Thursday and checked out the tanks. They said water somehow got in, and the high grade gasoline was contaminated. "I won't be back at that gas station ever again," Nelson said. That was because fixing his engine won't be cheap. "It's costing me \$1,000 to get my car back," Nelson said. NBC Connecticut tried contacting the owner several times on his cell phone, but he did not return the phone calls. The Better Business Bureau said he should pay for the damages, and they are now investigating. "If there is a problem with the product the owner should resolve it with the consumer and reimburse them," said Howard Schwartz with BBB. Schwartz told NBC Connecticut, dozens of motorists could be affected. If you're one of them, he said Speedy Food Mart will need proof, so keep your receipt from the gas station and mechanic. "To make your case you have to have some sort of paperwork," Schwartz added. Charles Nelson just wanted this business to be accountable for the supposed damage caused at the pump. "You made a mistake...fix it," Nelson said. The city said the gas station owner was cooperating, and trying to figure out how water leaked into the gas tanks. If your car was damaged, the Better Business Bureau wants to hear from you. You can reach them at 203- 269-2700.

<http://www.nbcconnecticut.com/news/local/Contaminated-Gasoline-Damages-Cars-in-Hartford-247693061.html>

### USA, MO, DUENWEG, MARCH 1 2014. IOWA COMPANY PLEADS GUILTY TO NEGLIGENTLY RELEASING GASOLINE INTO DUENWEG SEWER >> GASOLINE VAPORS GOT HIGH ENOUGH TO THREATEN EXPLOSION UNDER DUENWEG ELEMENTARY SCHOOL

*wally kennedy*

A guilty plea on behalf of an Iowa company was entered Friday in federal court at Springfield to the release of thousands of gallons of gasoline-contaminated water in 2010 into Duenweg's sewer system. The plea for Seneca Companies, based in Des Moines, was entered before U.S. Magistrate Judge David P. Rush to the negligent introduction of a pollutant or hazardous substance into a publicly owned sewer system without a permit. The company will be required to pay a fine of \$75,000 that could go as high as \$200,000, and issue a public apology. The company's public relations spokeswoman in Des Moines was out of the office on Friday. Another company employee said she was not qualified to comment on the matter. Representatives of the company in Springfield could not be reached for comment. Vapors from the gasoline-contaminated water were so strong that they could have exploded near Duenweg Elementary School. The school's 150 students were evacuated after the vapors were detected. C.J. Huff, superintendent of schools, said he did not know at the time of the school's evacuation that an explosion might be possible. Said Huff: "I had no idea. There was a smell of gasoline fumes and we evacuated the students to East Middle School." The Joplin Fire Department was called to the scene after assistance was requested from the Duenweg Fire Department. Personnel from Joplin conducted atmospheric testing from various down-flow sewer manholes from Casey's and confirmed gasoline vapors above the lower explosive limit in the sewer near Duenweg Elementary. Allyn Reding, fire chief at Duenweg, said, "You could smell it. It was in the sewer line that runs to the treatment plant." Reding said only the school was evacuated because responders "pulled manholes to keep it out of residential areas. We neutralized it with water and soap, and told the treatment plant it was coming." Reding said the sewer main is directly behind the school. According to a statement released Friday by Tammy Dickinson, U.S. attorney for the Western District of Missouri, Seneca, a petroleum and hazardous materials handling company, had agreed to repair a gasoline line in December 2010 at Casey's General Store, 8084 E. Seventh St., in Duenweg. The gasoline line failure allowed gasoline to accumulate in a containment sump on Casey's property. On Dec. 16, 2010, two Seneca employees, Robert Morrison, 31, of Cowgill, and Greg Gill, 50, of Overland Park, Kan., pumped the gasoline-contaminated water out of Casey's containment sump and into the sewer system "negligently releasing a hazardous substance or pollutant (water tainted with gasoline), which was an illegal discharge," according to Dickinson's statement. Morrison, a technician, and Gill, a supervisor, were indicted by a federal grand jury in June 2013 at Springfield. The defendants were charged with one count of violating the Resource Conservation and Recovery Act by unlawfully disposing of a hazardous substance and one count of violating the Clean Water Act by introducing a hazardous substance into the sewer system. Don Ledford, spokesman for the U.S. attorney's office in Kansas City, said they still face those charges and that their status has not changed. He said the plea agreement reached on Friday was with the company. Approximately 30 to 40 minutes after the contaminated water was placed in the sewer system, Casey's employees detected a strong odor of gasoline and immediately notified the Duenweg Fire Department and the Seneca crew. Casey's employees and Seneca's crew immediately began pouring buckets of water into the sinks and floor drains to combat the fumes, according to the statement. Employees of the Rosebrough General Store, located west and downstream from Casey's, also detected strong gasoline odors inside their store and immediately vacated the store and notified the Duenweg Fire Department. The



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Duenweg Fire Department responded and immediately requested assistance from Joplin fire and hazmat personnel, who also responded. The Duenweg and Joplin fire departments pumped large quantities of water into the sewer system to dilute the gasoline. While it is impossible to know the exact amount discharged, a Missouri Department of Natural Resources estimate is that between 7,500 and 10,000 gallons were released into the city system. The plea agreement notes that Seneca had been involved in this type of repair work at Casey's in the past. In December 2009, Seneca applied to the city of Joplin for a permit to release treated water at the Casey's location in Duenweg. Seneca's application stated that, "due to the nature of gasoline sales at the site, the groundwater will be treated on-site with a portable air stripper system before discharging to the city's sanitary sewer system." Seneca received the permit to perform the work and completed it properly, using precisely the procedures they should have used on Dec. 16, 2010, according to authorities. Under the terms of the plea agreement, Seneca must pay a fine of at least \$75,000, and up to \$200,000, as well as restitution during a term of five years of probation. Seneca also must conduct annual training for all employees engaged in the repair of underground gasoline storage tanks on the proper and lawful disposal and removal of pollutants or hazardous materials from underground gasoline storage tanks.

### Apology

Seneca Companies must also publish a public apology consisting of an advertisement in The Joplin Globe for seven consecutive days. Public dissemination of Seneca's negligence, according to the agreement, will provide a deterrent effect for other potential violators of the Clean Water Act.

<http://www.joplinglobe.com/topstories/x1811676232/lowa-company-pleads-guilty-to-negligently-releasing-gasoline-into-Duenweg-sewer>

### JAPAN, KANAGAWA, KAWASAKI, MARCH 2 2014. TONENGENERAL KAWASAKI CRACKER ON FIRE, REFINING NORMAL ELSEWHERE



Japanese oil refiner TonenGeneral Sekiyu KK said several workers were injured when a fire broke out on Saturday in the residue hydrocracking unit of its Kawasaki plant near Tokyo, but that other refining units were operating normally. The fire originated from the reactor of the 31,000 barrel per day hydrocracking unit during cleaning work at around 0440 GMT, the company said in a statement. The unit, which processes low-priced heavy oil into lighter products such as gasoline, has been shut since early February for maintenance, a company spokesman said. The company has plans to raise the capacity of the unit to 34,500 bpd this month to meet government rules on improving efficiency. TonenGeneral said the fire had almost been brought under control by pumping nitrogen into the unit. Six workers were treated in hospital and one of them was been admitted. Local officials said the fire had not spread to the surrounding

facilities. TonenGeneral said it was continuing normal operations at crude distillation and other secondary units at the Kawasaki plant, which has a capacity of 335,000 barrels per day, and that there had been no impact to shipments from either its marine or truck terminals. However, it was not yet clear what had caused the fire, how much damage had been done to the hydrocracking unit, or when it would resume operations, a company spokesman said.

**Related Stories** [Japan's TonenGeneral Sekiyu says Several Injured in Refinery Fire](http://www.chicagotribune.com/news/sns-rt-us-japan-refinery-fire-20140301_0,4066788.story)

[http://www.chicagotribune.com/news/sns-rt-us-japan-refinery-fire-20140301\\_0,4066788.story](http://www.chicagotribune.com/news/sns-rt-us-japan-refinery-fire-20140301_0,4066788.story)

### USA, W.VA, CHARLESTON, MARCH 1 2014. DEP FINDS MORE CHEMICAL TANKS NEAR WATER

ken ward jr.

State inspectors have discovered 600 more above-ground chemical storage tanks located near public drinking water supplies, pushing their current inventory to more than 1,600 such tanks, according to data made public Thursday. West Virginia inspectors have discovered 600 more above-ground chemical storage tanks located near public drinking-water supplies, pushing their current inventory to more than 1,600 such tanks, according to data made public Thursday. The Department of Environmental Protection for the first time released lists of storage tanks that could be subject to new rules if lawmakers pass legislation drawn up in response to the January chemical leak on the Elk River. DEP officials cautioned that they could end up with a final inventory showing even more storage tanks located in or near the "zone of critical concern" near public water-supply intakes. "These lists obviously are not meant to be an official inventory of [above-ground storage tanks] in the state," agency spokesman Tom Aluisse said in an email message. "They're fluid documents and will change." DEP inspectors are still



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visiting more than 100 sites they believe have tanks located near drinking-water intakes, and plan to examine a much larger number -- 600 facilities with an estimated 3,000 tanks -- to confirm locations, double-check the number of tanks and examine the tank contents. "We're making good progress," said Scott Mandirola, director of the DEP's Division of Water and Waste Management, "but we didn't have an easy way to figure this out, knowing where all these are." After the Jan. 9 leak of Crude MCHM at Freedom Industries contaminated the drinking-water supply for 300,000 West Virginians, the DEP began putting together an inventory of above-ground chemical storage tanks across the state. They looked at water-pollution permit information, compared that to mapping data that pinpoint water-intake locations, and then went through permit files to identify facilities with plans showing storage tanks. DEP Secretary Randy Huffman told a U.S. Senate committee on Feb. 4 that the agency had put together a preliminary inventory of more than 100 sites with "as many as 1,000" above-ground storage tanks located "within an area that could impact a public drinking-water source." The latest numbers from the DEP show 595 facilities with an estimated 3,953 above-ground storage tanks. DEP officials estimate that 109 of those facilities, with 1,618 storage tanks, are located "within close proximity" to a public water supply. The DEP's new lists include a wide variety of sites, from coal-fired power stations and chemical plants to lumber mills and trucking operations. The lists released Thursday do not identify the chemicals in question, quantities stored in the tanks or any preliminary DEP analysis of the sites. To define tanks that could potentially impact public water systems, DEP officials expanded the area covered by the Bureau of Public Health's "zone of critical concern." The bureau defines the term to cover anything located within five hours upstream and within a 1,000-foot corridor around main-stem water supply streams and 500 feet alongside tributaries. The DEP added 500 feet to the main-stem and tributary zones to be more inclusive, officials said. "As we make our way to more and more of the sites in the zones of critical concern, we'll potentially discover fewer or more tanks than we originally estimated," Aluisse said. "Our focus right now is to get accurate information on the sites in the [zones of critical concern]."

<http://www.wvgazette.com/News/201402270066>

### USA, CA, MARTINEZ, MARCH 2 2014. COMPLIANCE HEARING MONDAY FOR PHILLIPS 66 RODEO REFINERY

*tom lochner*

The Contra Costa County Zoning Administrator will hold a compliance meeting Monday on the land use permit of the Phillips 66 refinery in Rodeo. At issue is whether a fence line pollution monitoring system, deemed deficient in October, has been fixed. The system is supposed to function 95 percent of the time, according to an agreement between the refinery and an environmental working group that is a condition of a Clean Fuels Expansion Project. County staff reports that the refinery has made significant progress toward meeting its compliance goals, but the environmental working group disagrees. According to the staff report, a contractor found the monitoring system exceeded the 95 percent standard during four months of a 10-month period, and failed to meet the standard during six of those months. The meeting begins at 1:30 p.m., 30 Muir Road, Martinez.

[http://www.conrastatimes.com/contra-costa-times/ci\\_25252066/compliance-hearing-monday-phillips-66-rodeo-refinery](http://www.conrastatimes.com/contra-costa-times/ci_25252066/compliance-hearing-monday-phillips-66-rodeo-refinery)

### USA, MA, SALEM, MARCH 2 2014. OWNER OF NORTHEAST SALEM GAS STATION CITED FOR UNREGISTERED TANKS

*tracy loew*

State environmental regulators have fined Salem resident Jeffrey Sawyer \$6,621 for abandoning four underground storage tanks he owns at a closed Texaco gas station. DEQ requires underground storage tanks to be certified in order to ensure they are not leaking petroleum or other toxic substances to the environment. After failing to pay annual tank permit fees for the tanks, located at 280 Pine St. NE in Salem, Sawyer received a temporary closure certificate for them in July 2012. The certificate expired in July 2013, but Sawyer failed to renew the certificate. In addition to the fine, DEQ has ordered Sawyer to either apply for a change-in-service or permanent closure certificate; apply for operational status; or apply for an extension of the temporary closure certificate. The gas station was built in 1964, and has delinquent county property taxes of \$27,767, according to the Marion County Assessor's office. Sawyer also owns adjoining Texaco Food Mart at 2255 Commercial St. NE. It also has a delinquent tax amount, of \$15,284. Sawyer could not be reached for comment.

[http://www.statemanjournal.com/article/20140228/UPDATE/140228013/Owner-Northeast-Salem-gas-station-cited-unregistered-tanks?nclink\\_check=1](http://www.statemanjournal.com/article/20140228/UPDATE/140228013/Owner-Northeast-Salem-gas-station-cited-unregistered-tanks?nclink_check=1)

### USA, N,Y, ALBANY, MARCH 2 2014. NYSDOT INVESTIGATING OIL CAR DERAILMENT AT SELKIRK RAIL YARD

The New York State Department of Transportation is investigating the derailment Friday night of thirteen tank cars carrying crude oil at the Selkirk Rail Yard south of Albany. All thirteen tank cars remain upright, no oil has spilled, and there were no



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injuries. The cause of the accident is under investigation. The Department of Environmental Conservation is also on the scene. CSX is working to re-rail the derailed cars.?

<http://readme.readmedia.com/NYSBOT-Investigating-Oil-Car-Derailment-at-Selkirk-Rail-Yard/8274067>

### USA, N.Y., JEFFERSON CO, HENDERSON, MARCH 2 2014. DEC SAYS HENDERSON MARINA NEEDS ANOTHER CLEANUP OF GAS CONTAMINATION

ted booker

**Document** [A summary of the DEC Proposal is Available Online](#)



An aerial photograph shows Lake Ontario Mariners Marina in the town of Henderson.

Groundwater contamination caused by gasoline and oil spills during the summer of 2000 continues to haunt Lake Ontario Mariners Marina. Despite a major cleanup effort in 2009, groundwater contamination is still pervasive underneath the marina building, according to a cleanup proposal released this week by the state Department of Environmental Conservation. On Wednesday, DEC opened a 30-day public comment period on its plan to cleanup groundwater contamination at the facility off County Route 178 owned by Jeffrey L. and Marla S. Cohen of Fayetteville. Following that period, DEC will release a report outlining action the marina must take to clean up the site. The move comes after 436 tons of petroleum-contaminated soil and five leaky underground storage

tanks were removed during the winter of 2009. Though much of the contamination was remediated by that effort, DEC later discovered that contamination exceeding acceptable levels still is present beneath the on-site building. The contamination mainly was caused by a gasoline leak at the marina's fuel station, along with the leak of a 275-gallon above-ground waste oil storage tank that occurred in August 2000, said Stephen W. Litwhiler, DEC spokesman for Region 6. The agency has had an ongoing investigation that began in 2010 following the initial 2009 cleanup, Mr. Litwhiler said. He said that contaminated soil beneath the building cannot be excavated, because the structure would have to be razed to do so. Instead, an air sparging system will be used to pump air into the groundwater and cause vapor contaminants to rise from the soil. Underground injection wells also would be used to capture contaminants. Because the contamination is in an isolated underground area, it does not pose a threat to fish and wildlife at the marina, Mr. Litwhiler said. "The problem is located at the groundwater immediately under the building, and there is no leeching of the petroleum that would contaminate the water," he said. "It's expected that contamination that isn't cleaned up will dissipate over the next several years, based on work that's already been done." The DEC proposal also calls for the installation of site cover, such as pavements or sidewalks, where contamination exists in the upper foot of exposed surface soil. The installation of a sub-slab depressurization system may be required to provide fan-powered ventilation inside the marina building. A call Friday was not returned by the Cohens, who also own Bayside Marina in Clayton. The Cohens bought the marina, 12548 Eastman Tract, for \$475,000 in March 2002 from George H. Colligan III, who died in 2005 at the age of 63. The marina, built in 1977, had an assessed market value of \$687,600 in 2013.

<http://www.watertowndailytimes.com/article/20140301/NEWS03/703019850>

### USA, WYO, GILLETTE, MARCH 2 2014. OIL TANK EXPLODES NORTHWEST OF TOWN; NO ONE HURT

daniel brenner



A tank battery at a well site northwest of Gillette burns Thursday evening.

No one was hurt when two oil tanks northwest of Gillette caught fire and blew up Thursday evening. One partially full tank and one empty tank exploded between 5 and 6 p.m, but the cause is still unknown. The explosion shook buildings in Gillette, and a black plume of smoke rose over the site that was visible throughout town. A group of onlookers gathered at the site after the explosion. Maxim Drilling and Exploration owns the well site and tank battery, but M&K Oil pumps and operates the well, said M&K corporate secretary and attorney Nathan McLeland. "We're glad no one was hurt, and we are going to look into it," he said. An M&K pumper was moving oil from a separator into the tank when



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it blew up, fire department Capt. Chris Beltz said. The pumper did not know what caused the explosion. A separator is used to remove production materials from oil before storing it in a tank battery, which is a group of holding tanks for crude near the well site. Beltz said lightning, welding or other work that creates a potential ignition source usually causes tank explosions, but none of those conditions apparently were present. The fire department is still investigating the cause. The M&K pumper left the scene to get help after the explosion, and another pumper who was in the area helped the fire department in shutting in the well before the M&K pumper returned to the scene. Jim McLeland, a partial owner of M&K and Maxim, also went to the site to help the fire department. The fire department received several calls by 5:45 p.m. and contained the fire by 7:11 p.m.. Remaining oil continued to burn for several hours after the well feeding the tanks was shut in, but the fire was under control. Damage was estimated at \$20,000 to \$25,000.

[http://www.gillette-newsrecord.com/news/local/article\\_696b90ae-a020-11e3-97aa-0017a43b2370.html](http://www.gillette-newsrecord.com/news/local/article_696b90ae-a020-11e3-97aa-0017a43b2370.html)

### USA, WA, SPOKANE, MARCH 2 2014. NEWSBREAK: CONCERNS RAISED ABOUT HANFORD TANKS

*nicholas k. geranios*



*In this Feb. 19, 2013 file photo, Sen. Ron Wyden, D-Ore., center, tours the Hanford Nuclear Reservation in Richland, Wash. Documents obtained by the Associated Press show that there are "significant construction flaws" in some newer, double-walled storage tanks at the nuclear waste complex. In a letter to Energy Secretary Ernest Moniz Friday, Feb. 28, 2014, Wyden called for better management of Hanford by the Dept. of Energy.*

There are "significant construction flaws" in some newer, double-walled storage tanks at Washington state's Hanford nuclear waste complex, which could lead to additional leaks, according to documents obtained by [The Associated Press](#). Those tanks hold some of the worst radioactive waste at the nation's most contaminated nuclear site. One of the 28 giant underground tanks was found to be leaking in 2012. But subsequent surveys of other double-walled tanks performed for the U.S. Department of Energy by one of its Hanford contractors found at least six shared defects with the leaking tank that could lead to future leaks, the documents said. Thirteen additional tanks also might be compromised, according to the documents. Questions about the storage tanks jeopardize efforts to clean up radioactive waste at the southeastern Washington site. Those efforts already cost taxpayers about \$2 billion a year. "It is time for the Department (of Energy) to stop hiding the ball and pretending that the situation at Hanford is being effectively managed," Sen. [Ron Wyden](#), D-Ore., wrote Friday in a letter to Energy Secretary [Ernest Moniz](#). [Energy Department](#) officials in Richland said the agency continues to make thorough inspections of the tanks, and has increased the frequency of those inspections. "They used to be reviewed every five to seven years," said [Tom Fletcher](#), the Energy Department's assistant manager for tank farms. "Now we are moving to a three-year time frame." The department is in the process of inspecting the final eight double-walled tanks at Hanford that have not been analyzed since the leak was detected in late 2012, Fletcher said Friday. No new leaks have been found, he said. "If there are changes or improvements we need to make in the program, based on what we learn, to make sure we capture the risks that exist on the tank farms, we will make them," Fletcher said. He added the Energy Department continues to examine the benefits of building new storage tanks at Hanford. [Tom Carpenter](#) of the citizen watchdog group Hanford Challenge said he wasn't surprised that more of the double-walled tanks are in danger of leaking. "These tanks have an engineered design life, and we are reaching the end," Carpenter said. "It's bad planning that they don't have new tanks up and running." While new tanks are expensive, cleaning up a leak is more expensive, he added. "The price for cleaning up the environment once this stuff gets out there is incalculable." Hanford contains some 53 million gallons of high-level radioactive wastes from the production of plutonium for nuclear weapons. They are stored in 177 underground storage tanks, many of which date back to World War II and are single-walled models that have leaked. The 28 double-walled tanks were built from the 1960s to the 1980s. Current plans call for transferring wastes from leaking single-walled tanks to the newer and bigger double-walled tanks, where the waste will be stored while a \$13 billion plant for treating the waste is constructed. But the treatment plant is plagued with design problems and construction has stalled. The situation did not appear dire until the news in October 2012 that the oldest of the double-walled tanks, called AY-102, had leaked, becoming the first of those 28 tanks to do so. At the time, the Energy Department blamed construction problems with this particular tank for the leak and said it "seems unlikely" that the other double-walled tanks would leak. However, Wyden said engineering reviews of six other double-walled tanks "found significant construction flaws in those six tanks essentially similar to those at the leaking tank." Those six



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tanks contain about 5 million gallons of radioactive wastes, wrote Wyden, who until recently was chairman of the [Senate Energy and Natural Resources Committee](#). For instance, one tank was found to have bulging "in the primary and secondary bottoms," according to the documents obtained through Wyden's office. The tank also had a high number of welds that were rejected by inspectors and done again during its construction. Additionally, a review of 13 other double-walled tanks found they were in better shape than the leaker. "But construction issues identified for these tanks, such as weld rejection rates, are cause for concern" and raise "uncertainty of long-term tank integrity," Wyden wrote. That means that 20 of the 28 double-walled tanks at Hanford raise some level of concern. Wyden said the Energy Department should take a new look at proposals by the governors of Washington and Oregon to build new storage tanks at Hanford. Such tanks are likely to cost more than \$100 million each. The senator also criticized the Energy Department for releasing a "framework" for the cleanup of Hanford in September that did not mention the construction flaws in the double-walled tanks. He called that "indefensible." "The citizens living along banks of the Columbia River deserve to know the full story of what is happening with the Hanford tanks," Wyden wrote. Wyden asked the Energy Department to respond with an action plan in 45 days. Hanford, located near Richland, stores about two-thirds of the nation's high-level radioactive waste. Officials have said the leaking materials pose no immediate risk to public safety or the environment because it would take perhaps years for the chemicals to reach groundwater. The federal government built Hanford at the height of World War II as part of the Manhattan Project to build the atomic bomb.

<http://www.sfgate.com/business/energy/article/AP-Newsbreak-Concerns-raised-about-Hanford-tanks-5278496.php>

### JAPAN, TOKYO, MARCH 2 2014. 'FORGOTTEN' VICTIMS OF U.S. H-BOMB TESTING DYING IN DESPAIR, HOPELESSNESS



*Mitsuyoshi Taira, second from right, Toyofusa Nakajima, third from right, around 1954 aboard the Yahiko Maru*

While the world marks the 60th anniversary of the crew of [the fishing boat Daigo Fukuryu Maru's deadly exposure to fallout from a U.S. hydrogen bomb test in the Pacific](#), hundreds of "forgotten" victims who were also exposed to the testing are reliving the painful memories. "It is too late (to seek out the truth)," said a former crew member of the Yahiko Maru, a cargo ship sailing in waters near the Castle Bravo test on March 1, 1954, one of the most powerful U.S. thermonuclear blasts. The Daigo Fukuryu Maru, a Japanese tuna fishing boat based in Shizuoka Prefecture, is memorialized as a victim of the Castle Bravo test, one of a succession of U.S. nuclear tests carried out in the mid-Pacific 60 years ago, with all of its crew members being exposed to radiation. When six nuclear tests were conducted between March and May 1954 on Bikini Atoll in the Marshall Islands, a total of 1,000 boats and ships are also estimated to have been sailing in nearby waters. Because the Daigo Fukuryu Maru incident occurred when Japan was about to introduce nuclear power plants from the United States, both Tokyo and Washington hoped to settle the issue as quickly as possible. They, therefore, limited acknowledging the consequences of radiation exposure from

the hydrogen bomb testing to the Daigo Fukuryu Maru, and ignored the crews of other boats and vessels possibly exposed to fallout. The Yahiko Maru, which set off from then Kuchinotsu town (present-day Minami-Shimabara city) in Nagasaki Prefecture in 1954, is one of the forgotten victims. At the port town located at the southern tip of the Shimabara Peninsula, which was known as the "town of sailors," Mitsuyoshi Taira, Toshiyuki Miura and Toyofusa Nakajima boarded the 7,000-ton cargo ship. Taira and Miura were 39 and 51 years old, respectively, when they climbed aboard the vessel, and worked as a steersman and the No. 1 oiler. Nakajima, then 50, was a cook. From January through May 1954, the Yahiko Maru twice shuttled between Japan and Makatea Island in French Polynesia. On March 1, 1954, the day of the Castle Bravo test, the vessel was on its first voyage, which began on Jan. 13, and was sailing 500 kilometers northeast of Bikini Atoll. After the journey, Taira, Miura and Nakajima were diagnosed with cancer and other afflictions, and died over the next 30 years. Although the government has not acknowledged their deaths were due to radiation exposure, their bereaved families suspect the cause was connected to the Castle Bravo test. "My father had contracted every disease (until his death)," said Taira's oldest daughter, Kyoko Nakagama, 68, who currently lives in Oita Prefecture. According to Nakagama, her father collapsed from a bout of sudden dizziness and nausea around 10 days before the Yahiko Maru returned to Tokyo Port from its second trip to the South Pacific on May 30, 1954. All 48 crew members underwent blood tests at medical centers in Tokyo or Tamano,



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Okayama Prefecture. Six of them, including Taira, were diagnosed as "having leukopenia caused possibly by exposure to radioactive substances," and hospitalized at Okayama University Hospital. Taira was discharged from the health-care center 20 days later, but subsequently suffered from anemia, angina and other afflictions, and was repeatedly hospitalized. In 1975, Taira submitted a shipping company-issued document that said "he was exposed to radiation on Bikini Atoll" as well as doctor's certification to apply for a "hibakusha" nuclear weapon survivor's certificate. But his application was refused because the certificate was intended only for victims of the 1945 U.S. atomic bombings of Hiroshima and Nagasaki. The former steersman passed away because of decreased cardiac function in January 1986. "I can't help but feel that the government had left the matter unresolved," said Nakagama. The eldest daughter of Miura, who died of lymph node cancer in October 1967, one and a half months after being hospitalized, also said her father would have been able to live longer if the state had acknowledged the relationship between his condition and his exposure to radiation. "If we had been able to prove he was exposed to radiation, my father could have been provided with better treatment," said Kuni Miyake, 80. Nakajima passed away in May 1973 due to gastric cancer. "If there are no records, one's cause of cancer is regarded as unexplained," said Kazue Oshima, 76, Nakajima's second daughter. "Unless continuous follow-up research is conducted, whatever happens in the future can be dismissed with the simple words, 'The cause cannot be identified.'" The Yahiko Maru's 48 crew members also included Kinya Yamamoto, the ship's doctor. The 32-year-old physician, who learned of Washington's nuclear testing over the radio, instructed other crew members to stay out of the rain. Yamamoto died of myelodysplastic syndrome, a type of hematopoietic disorder, in 2008. His oldest daughter, Yumiko Urayoshi, 55, said her father had repeatedly stressed that "my body is evidence" and continued taking detailed notes on changes in his condition until shortly before his death. As former crew members of the Yahiko Maru become increasingly elderly, the number of those who possibly bear witness to the dangers of radiation exposure declines--only six members were confirmed still living via the latest Asahi Shimbun research. The former Yahiko Maru sailor, who resides in Hiroshima Prefecture, said there is no choice for crew members but to accept the current situation. "Japan at that time made few complaints to the United States," said the man, who was hospitalized for a month after returning from the second 1954 voyage. "I feel sorry for those who died previously, but I could not endure the situation unless I delude myself into believing their ages at death were their natural life spans given by heaven."

[http://ajw.asahi.com/article/behind\\_news/social\\_affairs/AJ201402280079](http://ajw.asahi.com/article/behind_news/social_affairs/AJ201402280079)

### **MEXICO, MICHOACAN, ZAMORA, MARCH 2 2014. 8 SOLDIERS INJURED IN EXPLOSION AT MEXICO BARRACKS >> FIREWORKS**

Eight Mexican soldiers sustained injuries in an explosion at a military barracks in the western state of Michoacan, authorities said. Previous reports from emergency management officials had indicated that 17 people were injured in Friday's blast, although the Defense Secretariat subsequently lowered that number to eight, saying in a statement that the troops had suffered only "superficial injuries." The accident occurred at a barracks in the city of Zamora when soldiers were preparing to destroy fireworks that had previously been confiscated. The injured were taken to a military hospital in the neighboring state of Guanajuato and their condition was described as stable, the secretariat said, adding that an investigation has been launched to determine the cause of the blast. Zamora is far from the crime-ridden Tierra Caliente region, which straddles Michoacan, Guerrero and Mexico states. Vigilante groups sprang up in Tierra Caliente to protect their communities from the Los Caballeros Templarios (Knights Templar) drug cartel and fill a security vacuum that had existed in Michoacan until the recent deployment of federal forces.

<http://latino.foxnews.com/latino/politics/2014/03/01/8-soldiers-injured-in-explosion-at-mexico-barracks/>

### **USA, GA, DARIEN, MARCH 2 2014. COAST GUARD CLEANING UP DIESEL SPILL IN DARIEN**

The U.S. Coast Guard is overseeing the cleanup of a spill of about 100 gallons of diesel fuel into the Darien River that will keep the boat ramp at Skipper's Fish Camp closed until Monday. Coast Guard pollution responders from the Marine Safety Unit in Savannah went to the river Thursday night after residents complained of a strong smell of diesel near Brown's Seafood in Darien, the Coast Guard said in a release. They discovered that about 100 gallons of fuel had been released into the river from the fishing boat the Miss Lewis, the Coast Guard said. Since then, 680 feet of soft boom has been deployed onto the river surface to contain the spill and 150 gallons of a diesel-water mixture has been recovered. Also, 1,500 pounds of cleanup material and vegetation soaked with diesel have been disposed of, the Coast Guard said. Lt. Warren Fair of the Marine Safety Unit said all the fuel that can be recovered will have been removed by Monday at which time the boom will be taken from the river and the ramp reopened.

<http://chat.jacksonville.com/news/georgia/2014-02-28/story/coast-guard-cleaning-diesel-spill-darien>



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