



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,053 Newsy Stuff

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**March 19 2014**



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### CANADA, AB, PEACE RIVER, MARCH 8 2014. SPILL AT BAYTEX CONTAINED, SAYS AER

*adam dietrich*

A recent spill at a Baytex Energy pumping station, which leaked about 60 barrels of oil and water, near Peace River, is no cause for alarm say both Baytex and the Alberta Energy Regulator. The spill was reported to the AER by Baytex shortly after it occurred on March 2. "A line on the pumping station, which carries the crude from the pump to a storage tank froze and broke," said Baytex Production Superintendent Len March. "It leaked about 14 cubic metres of emulsion [an oil and water mix]." Darin Barter, a spokesperson with the AER, said that it wasn't considered an emergency because the leak was contained to the company's lease. "In this instance the spill was contained to the lease and we had no complaints of foul odours," said Barter. "Typically we consider it an emergency if it overflows the lease, then we will go immediately to make sure the company is following procedure." "We do have inspectors in the Peace River area," said Barter. "Because the spill was confined, we didn't send some immediately, but by now one of our inspectors has likely been there to see." "Yes we have product that shouldn't be on the land," said Barter. "But it can be remediated." March said the pumping stations have a berm, which helps contain spills. He said in this instance the spill didn't even reach the berm. Clean-up efforts have so far been aided by the cold. "Because the ground is so cold it's actually frozen and keeping the mixture from contaminating the soil too much," said Barter. The vacuum trucks are able to suck up most of the mix that's on the ground without much trouble." Barter said that the AER records and makes public all spills, and that they respond to emergency situations as they crop up.

<http://www.prrrecordgazette.com/2014/03/07/spill-at-baytex-contained-says-aer>

### USA, WASHINGTON, DC, MARCH 8 2014. NRDC REPORT: U.S. NUCLEAR SAFETY REGULATORS IGNORE SEVERE ACCIDENT HYDROGEN EXPLOSION RISKS DESPITE FUKUSHIMA TRAGEDY

Three years after hydrogen explosions wreaked havoc in the Fukushima nuclear disaster, the U.S. Nuclear Regulatory Commission (NRC) is still not adequately protecting American nuclear reactors from the risk of similar hydrogen blasts in a severe accident, according to a new [report](#) by the Natural Resources Defense Council (NRDC). As the report explains in detail, tons of combustible hydrogen can be produced in severe loss-of-coolant nuclear accidents when uranium-filled fuel rods, made of zirconium, react with steam. In the March, 2011, Fukushima accident, the accumulation and subsequent detonation of hydrogen gas breached the reactors' containment structures, spewing radioactive contamination into the air, forcing evacuations and intensifying the disaster emergency. Yet the NRC, relying on outdated computer models that don't accurately account for the rapid buildup of explosive hydrogen gas, has ordered American utilities to take only token steps to address the problem and left in place safety systems which, the NRDC report argues, are just as likely to trigger a hydrogen detonation as prevent one. "U.S. reactors remain vulnerable to the threat of runaway hydrogen production and leakage in a severe nuclear accident, with little or no capacity to safely reduce or vent potentially explosive concentrations of this gas before it explodes and contaminates the surrounding region," said Christopher Paine, senior policy adviser in NRDC's nuclear program and contributing editor to the report. Despite the three devastating hydrogen explosions at Fukushima Daiichi, the NRC has relegated severe-accident hydrogen safety issues to the least proactive stage of its post-Fukushima regulatory responses to the accident (termed "Tier 3"). Important steps can be taken to minimize the risk of hydrogen explosions in severe nuclear accidents, and the NRDC report offers six recommendations for agency action:

- The NRC should develop and validate accurate, conservative computer safety models to predict rates of hydrogen generation in severe nuclear accidents;
- The safety of one type of device for hydrogen control in reactors—Passive Autocatalytic Recombiners (PARs)—should be reassessed, with their use potentially discontinued until technical improvements are developed and certified. There is evidence that they are as likely to cause an explosion as prevent one;
- Oxygen and hydrogen monitoring instruments at nuclear plants should be significantly improved;
- Reactor core diagnostic capabilities should be upgraded to provide plant operators with a better signal for when to transition from emergency operating procedures (designed to protect the reactor core) to severe accident management guidelines (intended to contain and limit the damage from an accident);
- The NRC should require that periodic reactor containment leak rate test data be used to help predict the rate of severe accident hydrogen leaks from the primary containments of the 31 U.S. Mark I and Mark II boiling water reactors (BWR) under a range of accident scenarios; and
- The NRC should require all nuclear power plants to develop and install systems to control the total quantity of hydrogen that could be generated in a severe accident.



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"The primary containments of the Mark I BWRs, the oldest design still operating, have failed a number of leak rate tests; such tests are used to determine how much radiation would leak in an accident. New Jersey's Oyster Creek, similar to Fukushima Daiichi Unit 1, has failed at least five tests. In one case it leaked air at a rate 18 times greater than allowed," explained Mark Leyse, a technical consultant to NRDC and lead author of the report. "In the U.S. there are over 20 BWR Mark I reactors in operation; any of them could leak a large amount of hydrogen in a severe accident—the gas would most likely detonate, as happened at Fukushima. The NRC needs to address this problem." As the NRDC report documents, in the aftermath of the Fukushima Daiichi accident the NRC has simply declared that severe nuclear accidents are vanishingly rare events that can either be prevented or sharply limited in scope, thereby avoiding any significant buildup of hydrogen and the attendant explosion risk. However the risk of hydrogen explosions remains an unresolved safety problem for the U.S. nuclear industry. "It is clear from this report that it will be costly to maintain the safety of the aging reactors in the current U.S. nuclear fleet, which will increasingly operate beyond their 40-year initial license terms," said Paine. "Nuclear power faces significant competition from lower-cost electricity sources, creating an unsettling tradeoff between economic viability and public safety." For more information, see Chris Paine's blog: [http://switchboard.nrdc.org/blogs/cpaine/us\\_nuclear\\_safety\\_regulators\\_c.html](http://switchboard.nrdc.org/blogs/cpaine/us_nuclear_safety_regulators_c.html) The Natural Resources Defense Council (NRDC) is an international nonprofit environmental organization with more than 1.4 million members and online activists. Since 1970, our lawyers, scientists, and other environmental specialists have worked to protect the world's natural resources, public health, and the environment. NRDC has offices in New York City, Washington, D.C., Los Angeles, San Francisco, Chicago, Bozeman, MT, and Beijing. Visit us at [www.nrdc.org](http://www.nrdc.org) <http://www.ewspsf.com/opinion/analysis/50805-nrdc-report-u-s-nuclear-safety-regulators-ignore-severe-accident-hydrogen-explosion-risks-despite-fukushima-tragedy.html>

**INDIA, NEW DELHI, MARCH 8 2014. EXPLOSION ONBOARD INS KOLKATA IN NAVAL DOCKYARD; ONE COMMANDER DIES**



*he explosion occurred while a firefighting system was being tested. A gas leakage is reported to have occurred during machinery trials.*

The Indian Navy was hit by yet another mishap on Friday with gas leakage taking place on a ship in Mazagaon Dock Limited (MDL) in Mumbai, leading to the death of a Commander-rank officer and hospitalisation of some others. INS Kolkata-class destroyer ship Yard-701, being built by the MDL, suffered malfunction in its Carbon Dioxide unit while undergoing machinery trials, leading to gas leakage, sources said. One Navy commander died and some others were taken ill and hospitalised

<http://economictimes.indiatimes.com/news/politics-and-nation/explosion-onboard-ins-kolkata-in-naval-dockyard-one-commander-dies/articleshow/31605174.cms>

**USA, CA, SAN DIEGO, MARCH 8 2014. CAMP PENDLETON EXPLOSION THAT KILLED 4 MARINES CAUSED BY ORDNANCE MISHANDLING**



An explosion that killed four Marines at Camp Pendleton last fall likely occurred when a service member accidentally mishandled a piece of ordnance, according to military investigative results released Thursday. In light of the findings, the officer and staff non-commissioned officer in charge of the base explosive-ordnance disposal section were relieved from duty this week by Brig. Gen. John Bullard, commander of Marine Corps Installations West, according to a statement from the Oceanside-area USMC installation. The stated reasons for removing the squad leaders from their posts Tuesday were "loss of trust and confidence in their ability to ensure proper preparation for and conduct of EOD proficiency training, and lack of adherence to the established norms." A base spokesman said regulations precluded him from releasing the names of the officers who lost their assignments due to the



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explosion. The Nov. 13 blast claimed the lives of Sgt. Miguel Ortiz, 27, of Vista; Staff Sgt. Mathew R. Marsh, 28, of Long Beach; Gunnery Sgt. Gregory J. Mullins, 31, of Bayou L'Ourse, La.; and Staff Sgt. Eric W. Summers, 32, of Poplar Bluff, Mo. Two other Marines and a Navy corpsman suffered non-fatal injuries in the accident. The detonation occurred while personnel were sweeping an artillery range for unexploded munitions. "The investigation established that the exact cause of the explosion is indeterminate, as the only individuals with direct observation are deceased," according to the statement. "Based on the findings of the investigation, the most probable cause of the explosion is a M430/A1 40 mm high-explosive dual-purpose round was dropped, kicked or bumped in the demolition pit." In addition to removing the officers from the ordnance-disposal unit, Bullard ordered an immediate review and revision of existing policies and procedures for EOD training at all Marine Corps Installations West ranges. Revisions will include a requirement for more focused risk-management training, specific coordination rules for all EOD training requests, mandatory adherence to range survey requirements and more safety training for EOD personnel, officials said. USMC officials were "deeply saddened" by the deaths of the four personnel during their "inherently dangerous" training at Camp Pendleton, Bullard said. "Their loss is felt throughout the Marine Corps."

<http://www.sandiego6.com/story/camp-pendleton-explosion-that-killed-4-marines-caused-by-ordnance-mishandling-20140306>

### USA, N.Y, BUFFALO, MARCH 8 2014. FIRE KILLS OWNER AT GENESEE STREET AUTO-REPAIR SHOP

jane kwiatkowski

 **Photo's [9]** [Fire at Auto Shop](#)



*The scene at Genesee Street and East End in Buffalo this afternoon.*

The proprietor of a popular Genesee Street auto-repair shop died Friday afternoon from injuries sustained in a rapidly moving fire that broke out while he and an employee were fixing a car, according to witnesses at the scene. Steve Pawlowski, 56, of the Town of Tonawanda, died in Erie County Medical Center, where he was taken after neighbors reportedly dragged his burning body out of Steve's Auto Service, 2280 Genesee St. Several witnesses at the scene talked to the shaken employee, who told them he and Pawlowski were working on a fuel pump in the garage when the office phone rang. "The employee ran inside the office to answer it," said Coleman Jones, one of the many neighbors who gathered at the scene. "Seconds later Steve screamed 'fire' and the whole shop was engulfed in flames." Forty-five Buffalo firefighters responded to the fire reported at 1:10 p.m., according to Fire Commissioner Garnell Whitfield, who

also was at the scene. A second person believed to have suffered a knee injury during the fire was also transported to ECMC, Whitfield said. His injury was not believed to be life-threatening. After the neighbors dragged Pawlowski from the garage, they ran across East End Street to a restaurant for help, said Frederick Sanders, 32, a cook at Pine Hill Halal Market, 2286 Genesee St. "Someone came in here screaming that a guy was on fire and burning," Sanders said. "My first reaction was to grab a bucket, fill it with water and run outside. He was on fire, so I poured the water on him. Someone else was rubbing snow on his back. Then we heard popping, and we thought the building was going to blow up so we dragged him further away from the fire." Whitfield said that reports of an explosion were unconfirmed. "The combustible and flammable properties of the contents presented additional challenges to the firefighters," said Whitfield. The one-story garage was fully engulfed with flames that spewed heavy smoke. Damages were estimated at \$200,000 to the structure and \$110,000 to its contents. The auto repair shop had been a fixture in the neighborhood on the border of Buffalo and Cheektowaga. Cheektowaga Police Lt. Anthony Filipski, who grew up a few streets away from the garage on Barbara Street, described the business as a former Texaco station. "He had gas pumps," said Filipski. "This place was always open and always busy. There were always cars there. They were always working on them." Filipski was one of the first people on the scene. "He was in bad shape at that point. You could tell he was burned badly. They were working on him for a long time, performing CPR before putting him in the ambulance." Filipski, who was on patrol at Genesee and Union Road, said Buffalo firefighters responded within minutes. The radio call, he said, came over as a house explosion. As many firefighters remained on the scene to clean up, homicide detectives sifted through the nearby snow and recovered what appeared to be parts of clothing. Because of the fatality in the fire, it was standard procedure to summon members from the Buffalo Police Homicide Squad to investigate, Whitfield confirmed. As firefighters worked to clear the scene, David Novak, 36, of Humason Street stood watching with his son Dylan, 7. "It definitely had to be hot in there for it to look like that," said Novak, an auto mechanic for 15 years, referring to the smoke-blackened areas above each of the garage's three bays. "A couple of times, I've had close calls working in fuel pumps. If



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you're not careful, the fumes will ignite everything. I mean something had to ignite it. It's a very tricky and dangerous business to be in." As word of Pawlowski's death passed through the neighborhood, many people gathered at nearby taverns to talk about the tragic fire and loss of their friend. At the Edge of Town Restaurant, patrons including Don Gerstenmeyer, 70, bemoaned the loss of a good mechanic and trustworthy man who was fair with his prices. Pawlowski, they said, was a community mechanic. "I've been going there for about 30 years," said Gerstenmeyer, a retired chief engineer for the City of Buffalo. "Gas tanks, transmissions – he could fix it all. His father had it before him. Steve was a great guy. You couldn't find a better place to take your car."

<http://www.buffalonews.com/city-region/east-side/fire-kills-owner-at-genesee-street-auto-repair-shop-20140307>

### CANADA, AB, CALGARY, MARCH 8 2014. OIL LEAK NEAR COLD LAKE ALMOST CLEANED UP, SAYS COMPANY >> CANADIAN NATURAL RESOURCES SAYS PRIMROSE OIL LEAK MOSTLY UNDER CONTROL



CNRL President Steve Laut tours the Primrose operation in Cold Lake. (CBC) Canadian Natural Resources Ltd. (CNRL) executives tried to reassure shareholders Thursday that an [oil spill](#) at their Primrose oilsands operation near Cold Lake is mostly under control. [Bitumen leak cleanup underway near Cold Lake, Alta](#) Since last May, 1,277 cubic metres of oil have leaked to the surface at the Primrose operation. Dozens of animals have been killed. The company uses high-pressure steam in the area to extract bitumen from underground. CNRL President Steve Laut said three of the four sites have been cleaned up at a cost of \$60 million. "At this point in time there is no oil leaking to the surface," he said. "I suspect this cold weather has sealed it off for now. We'll see what

happens in the spring when it warms up, but the leaks were very small before the freeze-up." The Alberta Energy Regulator is investigating the cause of the leaks. The company says it appears to be a mechanical problem with faulty wells. However, environmental groups are not so sure. There was an underground blowout at the site in 2009 and they question whether that indicates a bigger problem.

#### Related Stories

- [Bitumen leak cleanup underway near Cold Lake, Alta.](#)
- [Alberta Primrose oilsands leaks contained, says CNRL](#)

<http://www.cbc.ca/news/canada/calgary/oil-leak-near-cold-lake-almost-cleaned-up-says-company-1.2563366>

### USA, CT, ANSONIA, MARCH 8 2014. CRASH, CHEMICAL SPILL ON ROUTE 8 PARALYZES TRAFFIC



*The truck involved with a March 6 chemical spill on Route 8 in Ansonia.*

State environmental officials announced late Thursday that a portion of Route 8 north near exit 19 in Ansonia would be stripped and repaved because of a chemical spill after a truck crash. Route 8 north was closed until about 4:30 a.m. Friday, according to the state Department of Transportation. Residents in nearby houses were not in danger from the chemical spill. "This is very isolated. The hazards are localized to the immediate vicinity of the truck. There is no airborne risk, and what has spilled is just on the highway," Dwayne Gardner, a spokesman for the state Department of Energy and Environmental Protection, said in an e-mail late Thursday. "We are erring on the extreme side of caution by milling the highway. The only concern to nearby residents should just be the traffic headaches this is causing."

#### The Wrecks

A heavy duty pick-up truck with a box trailer attached was carrying chemicals used in spray foam insulation when it crashed at about 2 p.m. Thursday. An unknown

amount of the chemical, described as [isocyanate derivatives](#), spilled onto the road. The chemicals can pose significant health issues, both by inhalation and skin contact, according to a prepared statement from state environmental officials. At roughly the same time or immediately after the pick-up truck crash, a tractor-trailer heading toward the pick-up jack-knifed on the highway. That resulted in a diesel spill. The cause of the crashes were not known Thursday night. Police are investigating, as



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is the Department of Transportation. No injuries were reported. The two wrecks were on Route 8 just north of the Emmett Avenue/Division Street ramp in Derby.

### The Response

Ansonia Fire Department Assistant Chief Michael Ehemann said there were eight 55-gallon drums in the box trailer, and at least two had been breached. He said emergency responders were lucky Thursday was precipitation-free due to the chemical involved. "It reacts with water so we were fortunate there was no snow on the ground or anything like that," Ehemann said. Fifteen hazmat technicians from Connecticut Tank Removal Inc. of Bridgeport responded to clean the spill. At about 10 p.m. Thursday, state environmental officials announced a portion of Route 8 at the crash would have to be torn up because of a public safety concern. "The material that was spilled during today's accident has hardened to the roadway as the temperature has dropped," Gardner, the spokesman, said in an e-mail. "Due to its melting temperature, with the warm weather approaching, there could be an exposure to people if sanded and allowed to remain."

[http://valley.newhavenindependent.org/archives/entry/crash\\_on\\_route\\_8\\_paralyzes\\_traffic](http://valley.newhavenindependent.org/archives/entry/crash_on_route_8_paralyzes_traffic)

### CANADA, ONT, OTTAWA, MARCH 8 2014. FIREFIGHTERS CONTAIN RIDEAU ROAD GASOLINE SPILL

blair crawford

 **Photo's [3]** [Firefighters Contain Gasoline Spill](#)



*Ottawa firefighters scrambled Friday afternoon to contain a large leak of gasoline from a tanker truck on River Road.*

Emergency crews scrambled to contain a large fuel spill on River Road south of Manotick Friday afternoon. Firefighters were called to 1980 River Rd. at about 1:30 p.m. after a Drummond Fuels tanker truck began leaking gasoline. The fire services' hazardous material teams were sent to contain the spill, which occurred just a few metres from the Rideau River. An estimated 1,000 gallons (3,800 litres) leaked before firefighters were able to plug the leak, said Marc Messier, the fire service's public information officer. Crews used foam, booms and absorbant material to stop the spill from spreading. "The good news is that they were able to contain it before it got into any waterways," he said. The leak

occurred in a system used to purge water from the tank, likely because of a frozen or worn pipe, he said. The Ontario Ministry of the Environment was also at the scene and ordered the company to do an assessment to see if the spill affected in drinking wells in the area, Messier said. River Road was closed for most of the afternoon because of the spill.

<http://www.ottawacitizen.com/news/ottawa/Firefighters+work+contain+Manotick+area+gasoline+spill/9591981/story.html>

### CANADA, MAN, SELKIRK, MARCH 9 2014. ROTTING CRUISE SHIP CONTAMINATING RED RIVER



The MS Lord Selkirk II is leaching hazardous materials into the Red River, including arsenic and lead, a new report says. University of Winnipeg biology professor Eva Pip found there is significant leaching and contamination occurring in the vicinity of the derelict cruise ship, which has been rotting in the river's slough since 1990. Pip said the pollution poses a risk to aquatic life. "These contaminants cannot be degraded and their fate is limited to flushing and deposition downstream, sequestration in sediments, or entrance into aquatic life," the report says. Water samples collected from seven test sites "indicate significant environmental contamination." The pocket in front of the boat's front hull is the worst of the sample sites, with the highest levels of mercury, lead, chromium, manganese, cobalt, nickel, rubidium, strontium, and barium. The ship also has an "excessive" amount of asbestos-containing

materials and mould everywhere. "The proof is in the paperwork and as much as I hate to see that, it is something that didn't come unexpected," Mayor Larry Johannson said. He said his city just north of Winnipeg has been preaching for the removal of this "eyesore" from its park for years. "We've been on radio, we've been on TV, we've been in papers and people now have to listen to us," Johannson said. "The other levels of government have to listen, we have to work together here, and this spring we have to get this boat out of there."

<http://www.torontosun.com/2014/03/07/rotting-cruise-ship-contaminating-red-river>



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### AUSTRALIA, QUEENSLAND, ETON, MARCH 9 2014. ONE MAN DEAD AFTER FIERY FUEL TANKER CRASH IN NORTH QUEENSLAND

[Map: Eton 4741](#)

One man is dead after a fiery road crash in north Queensland last night, involving a fuel tanker, a truck and a horse float. Another two people were taken to hospital in a serious condition with burns. Police say a semi-trailer carrying scrap metal collided head-on with a fuel tanker on the Peak Downs Highway, about 50 kilometres south-west of Mackay. The petrol tanker then rolled onto a four-wheel drive towing a horse float, before it ruptured, sparking a major fire that burned for hours, police say. "As a result of the crash the fuel tanker was opened up spilling diesel out which has ignited setting fire to both the fuel tanker and the semi-trailer and obviously engulfing the four-wheel drive and horse float as well," Sergeant Dave Parnell said. "The two occupants of the four-wheel drive and horse float managed to escape. They have got burns to their bodies." Forensic crash investigators will investigate that but it appears at this stage that one vehicle may have travelled on the incorrect side of the road." Police are appealing for witnesses as part of their investigations into the crash. The Peak Downs Highway was still closed this morning, with a two kilometre exclusion zone around the scene. Police say motorists intending to travel through the area should use an alternative route or delay their trip.

 **Related Stories** [1 Person Killed in Qld Fuel Tanker Crash](#)

<http://www.abc.net.au/news/2014-03-09/one-dead-after-fuel-tanker-crash-in-qld/5308366>

### USA, MI, FENTON TWP, MARCH 9 2014. BROKEN HOSE TO BLAME FOR TANKER LEAK

tim jagielo



*Broken hose to blame for tanker leak.*

The Fenton Township Fire Department, the Michigan State Police and Genesee County Sheriff's Department responded to the rest area along northbound U.S. 23, just south of Lahring Road in Fenton Township at 1:20 p.m. Thursday for a tanker truck leaking fuel. A hose on the tanker truck that was carrying 12,000 gallons of fuel broke, causing about 200 gallons of fuel to leak from a compartment holding 4,000 gallons of fuel. A hazmat crew cleaned up the spill, and the Fenton Fire Department was on standby.

[http://www.tctimes.com/living/features/broken-hose-to-blame-for-tanker-leak/article\\_7d6b1856-a640-11e3-870e-001a4bcf887a.html](http://www.tctimes.com/living/features/broken-hose-to-blame-for-tanker-leak/article_7d6b1856-a640-11e3-870e-001a4bcf887a.html)

### USA, AKA, JUNEAU, MARCH 9 2014. STATE FILES LAWSUIT OVER NORTH POLE REFINERY CONTAMINATION

 **Document** [State's Full Complaint](#)

matt buxton

The state has filed a lawsuit against the current and former owners of the Flint Hills refinery in North Pole, charging that the two caused and failed to stop the spill and spread of chemicals into the area's groundwater. The lawsuit filed by the state Attorney General's office on Thursday alleges that current owner Flint Hills Resources and former owner Williams Alaska are responsible for sulfolane plume seeping from the North Pole refinery and should foot the bill for the cleanup and mitigation for the spill. The lawsuit holds that the two "have caused or permitted the release of sulfolane" at the refinery, "rendering the ground water impure and unfit for human consumption or use." It charges that both "have not taken reasonable efforts to contain and clean up the releases of sulfolane promptly after learning of the releases." It also seeks to hold both financially responsible for the cleanup, any clean-water system needed if a cleanup is not feasible, the state's legal costs and ongoing research on the chemical. A statement released by the Department of Law on Friday explained the lawsuit's ultimate goal is to determine where exactly the responsibility for the cleanup and mitigation of the groundwater contamination rests: "Yesterday, the State filed a complaint in Fairbanks Superior Court seeking to allocate responsibility for contamination at the Flint Hills refinery pursuant to the State's environmental laws. Resolution of this matter will help ensure that the contamination is properly cleaned up and advance the sale of the refinery to a new operator." Responsibility for the spill has been a contentious issue. Flint Hills has shouldered the costs of mitigation so far, contributing \$25 million of its own money and \$50 million of insurance



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money. The Koch Industries Inc.-owned Flint Hills Resources, however, has argued that it shouldn't be responsible because the spill occurred under the refinery's ownership of Williams Alaska, when the land was being leased from the state. That was reiterated by Flint Hills spokesman Jeff Cook in response to the lawsuit Friday. "We view this as a positive development. We have said from the beginning that the contamination was caused when the refinery was owned and operated by Williams and the land under the refinery was owned by the state of Alaska," he said. "We consider Williams and the state of Alaska to be the responsible parties in this matter. We look forward to our day in court." The court documents detailing the history of the soon-to-be-closed plant paint a more complicated picture. The court documents filed in Fairbanks Superior Court outline the history of the refinery from its opening in 1977 under Earth Resources of Alaska, its 1970 sale of the refinery to MAPCO, the 1998 purchase of MAPCO by Williams of Alaska and the 2004 sale of the refinery to Flint Hills. During that time, it references nearly 400 documented spills of petroleum products at the refinery, 177 of which occurred under the past 10 years of Flint Hills' ownership and 126 that occurred during Williams' six-year ownership. It notes that Williams is believed to have intentionally under-reported its spills. The court documents say sulfolane was discovered in the on-site testing in 2001 by an environmental consultant hired by Williams Alaska. At that time, little was known about the chemical, but the company continued to monitor sulfolane levels. Flint Hills purchased the refinery in April 2004, keeping Williams Alaska's environmental consultant and reportedly "agreed to take responsibility for the sulfolane that was 'existing, known and disclosed.'" In 2006, the environmental consultant delivered a report stating that sulfolane levels were increasing, suggesting that it was a continuous leak. Flint Hills took another two years to react, according to the documents, opting to hire a second consultant that returned the same report. When Flint Hills finally moved into action in 2008, the sulfolane had migrated off-site and started to affect the local water supply. Some 550 properties have received clean water from Flint Hills since 2009. While the court briefing doesn't directly link Flint Hills' gap in action as the source of its responsibility for the spill, it was a point addressed by Gov. Sean Parnell earlier this week to Flint Hills. Parnell rejected an offer to settle Flint Hills' responsibility in return for the company to pay 10 percent of a piped water system. "This appears to support the argument that the migration and impacts of the sulfolane contamination would not have been as great had FHR followed through with its responsibilities at the site," he wrote. Flint Hills CEO Brad Razook fired back on Tuesday to say that he believes "Alaska has no interest in seeing this refinery operate in the future without extracting unreasonable concessions from Flint Hills." Cook declined to comment on the state's allegations. However, both the Department of Law and Flint Hills appeared to believe that a settlement is in the cards. The Department of Law statement said, "Alaska Attorney General Michael Geraghty has notified the parties of the filing. They expressed interest in sitting down with the state to find a path forward." Cook pointed to that language, too. "There's always a chance for a settlement, so certainly we're open to that," he said. Flint Hills announced plans to shutter its refinery in North Pole earlier this year, citing the cost of cleanup and mitigation for the site as the key factor in the decision. The move would eliminate 80 jobs and the decommissioning of the facility is expected to begin in May. Flint Hills has since signaled that it has a number of buyers interested in purchasing the refinery to keep it operating but has requested the state find a way to release Flint Hills and the purchaser from legal liability for the spill. Flint Hills offered to pay 10 percent, capped at \$25 million, for a distributed water system for the affected properties, some of which would need to be annexed into the city of North Pole or a service district. Parnell declined the offer for a piped water system, saying such a decision is premature because Flint Hills has not yet completed a feasibility study of the cleanup. He also cited the political challenges of forcing people into a tax district to pay for the ongoing operation of the piped water system. Parnell did, however, clear any potential buyer of the plant by agreeing not to sue as long as a potential purchaser continues efforts to stop any further chemicals from leaking off-site.

### Related Stories

- [State's lawsuit claims North Pole refinery has long history of spills](#)
- [New hope for the North Pole refinery? Governor's action about spill liability is good, but more likely is needed](#)
- [House committee hearing focuses on how much sulfolane is safe](#)
- [State has options to fix Flint Hills](#)

[http://www.newsminer.com/news/local\\_news/state-files-lawsuit-over-north-pole-refinery-contamination/article\\_c2b15270-a6a1-11e3-b7bc-001a4bc6878.html](http://www.newsminer.com/news/local_news/state-files-lawsuit-over-north-pole-refinery-contamination/article_c2b15270-a6a1-11e3-b7bc-001a4bc6878.html)

### INDIA, KARNATAKA, MANDYA, MARCH 9 2014. THREE HELD FOR MANDYA OIL REFINING UNIT TRAGEDY >> KSPCB HAS DECIDED TO RECOMMEND CLOSURE OF THE FACTORY

The police on Friday arrested three persons in connection with the death of five workers at a waste oil refining unit at Tubinakere Industrial Area on the outskirts of Mandya on Thursday. Arun and Kumar, the owners of Sampath Refinery Pvt. Ltd., and Amritraj, a senior employee of the unit, were arrested on the charge of failing to adhere to safety measures while



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carrying out operations at the unit. They were produced in a local court, which remanded them in judicial custody. Munna, a friend of the workers who were asphyxiated, had filed a complaint against the three people with the Mandya Rural police. District Environmental Officer Shakunthala Bai, who visited the unit on Friday, told The Hindu that the Karnataka State Pollution Control Board had decided to recommend closure of the factory as it failed to adhere to safety norms recommended by the Water (Prevention and Control of Pollution) Act, 1974, the Air (Prevention and Control of Pollution) Act, 1981, and the Environment (Protection) Act 1986. "The board will also ask the local authorities to disconnect water and power supply to the factory," she said. The bodies of Bablu Singhasan (26), his brother Gamma Singhasan (23), Chetu Munnar (24) and Shriram Boch (25), all from Mustafabad village in Bihar, and Raju Mitayal (27) of Logrora village in Madhya Pradesh were handed over to the respective families.

<http://www.thehindu.com/news/national/karnataka/three-held-for-mandya-oil-refining-unit-tragedy/article5761565.ece>

### USA, CT, HAQRTFORD, MARCH 9 2014. BBB RECEIVING COMPLAINTS ABOUT TAINTED GASOLINE

*howard schwartz*

Connecticut Better Business Bureau is receiving calls and complaints from consumers who say they had problems with their vehicles after filling-up their tanks at a Hartford gas station with what they believe is tainted gasoline. In some cases, gasoline containing ethanol, which is sold in many states including Connecticut, may contain traces of water after prolonged storage, although BBB has not been informed of the composition of the suspected contaminant. The symptoms of tainted gasoline include stalling, hesitation and difficulty starting the engine. In some cases, the vehicle won't start at all. The problem can be fixed by a mechanic by flushing the fuel. The first of three complaints was filed Feb. 24, and Connecticut Better Business Bureau continues to receive calls from consumers who say they believe their vehicles were similarly affected. BBB recommends consumers who think they filled-up with contaminated gasoline keep their receipts and file a complaint with Better Business Bureau at [www.bbb.org](http://www.bbb.org).

<http://www.theridgefieldpress.com/26911/bbb-receiving-complaints-about-tainted-gasoline/>

### USA, MA, SPRINGFIELD, MARCH 9 2014. CHEMICAL SPILL AT CSX YARD IN WESTERN MASSACHUSETTS

*cadence acquaviva*

Crews are working to clean up an acid spill that halted rail traffic at the CSX yard at 151 Day Street in West Springfield early Saturday morning. According to the West Springfield Fire Department, the call came in around 2:37am. Officials say a tractor trailer carrying an organic peroxide was dropped off at the yard to be transferred to rail when it began leaking the chemical. Massachusetts Department of Environmental Protection also responded to the scene. There are no reports of injuries. Officials say they evacuated the yard and closed down surrounding roads after some people in the area reported burning sensations in their eyes and nose. All roadways and rail service were reopened by 7:00am. Contractors are working to clean up the remaining chemical.

<http://wnyt.com/article/stories/S3354404.shtml?cat=10114>

### INDIA, KARNATAKA, UDUPI, MARCH 9 2014. CAR DRIVER LOSES LIFE IN TANKER COLLISION AT KAUP



The driver of a tourist car died on the spot after a tanker collided head on with his vehicle at Koppalangadi in Kaup on national highway 66 on the evening of Friday March 7. The Maruti Swift car in which driver, Koosappa Salian (52) was returning from the town after dropping off some passengers who had landed at Bajpe airport, was hit by a tanker head-on. It is said that the tanker was being driven in rash manner, and it was moving on wrong side of the road. Salian, who worked as tourist car driver at Bajpe airport, was from Pejavar near Bajpe. Salian, it is learnt, started working as driver at a very young, and his poor family, of which he was the lone breadwinner, is facing a stark future. He is survived by mother, wife, and daughter. The driver was taken out of the badly damaged car with great difficulty as the car was very badly damaged in the accident, and was transported immediately to a hospital in the town by ambulance. However, he

was pronounced brought dead. On account of the sudden accident, tyres of the tanker burst, and the tanker blocked the highway after turning across as a result. Traffic on the highway was paralyzed for sometime thereafter. Policemen from Kaup



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station faced the daunting task of regulating the traffic on the highway. The tanker driver, identified as Jayaram from Kundapur, has been taken into custody by kaup police. A case stands registered, and Jayaram is being questioned, [http://www.daijiworld.com/news/news\\_disp.asp?n\\_id=221851](http://www.daijiworld.com/news/news_disp.asp?n_id=221851)

### USA, N.H, PORTSMOUTH, MARCH 8 2014. OIL TANKER STRIKES MEMORIAL BRIDGE >> THERE WAS NO SERIOUS DAMAGE AND IT REMAINS OPEN TO VEHICLE TRAFFIC.

*marc fortier*

An oil tanker ship struck the Memorial Bridge in Portsmouth on Friday, according to the New Hampshire Department of Transportation. NHDOT spokesman William Boynton said the incident happened at 5:15 a.m. when an oil tanker struck a pier on the bridge that carries Route 1 between Portsmouth and Kittery, ME. The 600-foot long oil tanker "Seapride" was outbound on the Piscataqua River when it struck a pier of the lift bridge. Boynton said preliminary inspections have found no apparent structural damage to the bridge. However, the fender system designed to protect each bridge pier was damaged. The struck pier was pier 3 on the Maine side of the channel. The incident has not affected lift operations at the Memorial Bridge and the bridge remains open to motor vehicle traffic, Boynton said. New Hampshire Department of Transportation and Maine Department of Transportation engineers are on site to further evaluate the situation. The U.S. Coast Guard is also investigating the incident.

<http://exeter.patch.com/groups/politics-and-elections/p/ship-strikes-memorial-bridge>

### USA, IN, FISHERS, MARCH 9 2014. FIRE BREAKS OUT AT FISHERS GAS STATION

 **Watch the Video** [Fire Breaks Out at Fishers Gas Station](#)

Fishers firefighters were battling flames Saturday afternoon at a 116th Street gas station. At around 1:30 p.m., firefighters were called to the Circle K Shell Gas Station on East 116th Street near I-69 in Fishers. Early reports indicated that an unattached car wash on the property had caught fire. The fire had been subdued as of 1:45 p.m. It wasn't immediately clear what started the blaze.

<http://www.theindychannel.com/news/local-news/fire-breaks-out-at-fishers-gas-station>

### USA, FLA, POLK CO, LAKE LAND, MARCH 10 2014. PEDESTRIAN STRUCK, KILLED BY TANKER TRUCK ON DARK LAKE LAND ROAD

A 58-year-old Lakeland man walking on a dark road was struck and killed by a tanker truck early Sunday, authorities said. Thomas Edwards Brown was wearing dark clothing and walking with his back to traffic on Pipkin Road W around 5 a.m. He was struck by a Kenan Fuel Company truck driven William J. House, 44, of Lakeland, the Polk County Sheriff's Office said. House stopped, discovered the pedestrian in the road and called 911, deputies said. Brown was dead when first responders arrived. Family members told deputies Brown had been hit by a vehicle once previously on the road. House was not suspected of speeding or being impaired, and no charges are pending, the sheriff's office said. The crash remains under investigation, though.

[http://www.baynews9.com/content/news/baynews9/news/article.html/content/news/articles/bn9/2014/3/9/pedestrian\\_struck\\_ki.html](http://www.baynews9.com/content/news/baynews9/news/article.html/content/news/articles/bn9/2014/3/9/pedestrian_struck_ki.html)

### NEW ZEALAND, BAY OF PLENTY, MARCH 10 2014. SOIL REMOVED FROM CRASH SITE



*A tanker crashed spilling some of its load on Old Coach Road.*

Soil contaminated by spilt petrol and diesel is being removed from a Paengaroa roadside where an overturned tanker lost some of it's load last month. The McFall fuel tanker crashed on Old Coach Road on 22 February, spilling about 9500 litres of diesel and 400 litres of petrol before it could be pumped out. Bay of Plenty Regional Council advised residents with bores or water takes to check for signs of contamination from the spill, but have received no reports. BOP Regional Council Acting Team Leader Pollution Prevention David Ede says about 50 metres of soil, 2 metres deep, will be removed from the roadside spill site starting today, and taken to a specialised contaminated waste facility. The operation should take about two days. Old Coach Road will be reduced to one lane while the work is completed. David says it is likely there will be ongoing



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monitoring of bores in the area as part of the remediation action plan being developed. The Regional Council is still advising residents with bores or water takes near the petrol tanker crash at Paengaroa to check for signs of contamination from the spill. Residents in the area should check for petrol films or odour in water bores or water takes and if they think the water might be contaminated call the Regional Council's Pollution Prevention Hotline 0800 884 883. If the water is used as a drinking water source residents should notify Toi Te Ora Public Health on 0800 221 555.

<http://www.sunlive.co.nz/news/66251-soil-removed-from-crash-site.html>

### USA, IA, SIOUX CITY, MARCH 10 2014. SIOUX CITY, CORPS AT ODDS OVER CONTAMINATION CLEANUP AT AIRPORT

nick hytrek

 **Documents:**

- [Read the June 2005 Report.](#)
- [EPA may help mediate Sioux City fuel cleanup dispute](#)

 **Photo's [5] Sioux City Airbase**



*Airport Monitoring Wells: Sioux Gateway Airport Director Curt Miller shows monitoring wells at the airport on Monday. City leaders continue to believe the U.S. Army Corps of Engineers should pay part of the \$1.47 million cost to clean up soil and water contamination at the facility. Some may date to when the airport was a World War II military base.*

During World War II, bombers zoomed through the skies of Siouxland as young pilots and their crews trained to go to war at the air base on the south side of Sioux City. Once the war was over, the bombers left, and much of the air base property eventually became Sioux Gateway Airport. Few structures from those days remain, but the long runways are still there, as are memories of Sioux City's role in the long-ago war effort. City leaders believe that era left behind more than just memories. Soil and groundwater contamination caused by fuel spills was discovered at the airport in the early 1990s, leading to a dispute still to be resolved over who should be responsible for the \$1.47 million that cleaning up the pollution is expected to cost. The city believes the U.S. Army Corps of Engineers should pay part of the cost. But the corps appears unwilling to help clean up the fuel spills, which may date to the 1940s, when B-17 and B-29 bombers ruled Sioux City's skies. The city and corps disagree about when the fuel leaks occurred. The corps claims the pollution was caused by city and private users after the site was no longer an air base. "The corps' stance at this time is we have not yet seen any evidence that the petroleum product is tied to the Department of Defense use in the 1940s or 1950s. There's nothing that's linking the contamination now to use by a Department of Defense entity," said Tom Tracy, deputy district counsel with the corps, which handles environmental cleanup at former Department of Defense installations. The city claims that one of the two polluted sites has not been used by the airport or private entities since the military left. "Our contention is we have documentation that on at least one site, the city or fixed-base operator never used it," said Rick Mach, Sioux City Water Plant superintendent. Both sides have asked the U.S. Environmental Protection Agency Region 7 office in Lenexa, Kan., to help resolve the dispute. "EPA Region 7 has exchanged information with the agencies involved and is currently evaluating all available information to determine the next steps," EPA spokesman David Bryan said. Sioux City Mayor Bob Scott said the city awaits an EPA decision to decide how to proceed. "I've suggested we probably begin litigation (against the corps)," Scott said, adding that would probably be a last resort. The corps seems content to wait for an EPA opinion. "That's kind of where we're at right now. We're cooperating with (the EPA)," Tracy said. "The corps' position has always been we're willing to look at any new information or facts that may indicate why we should become actively involved." Groundwater and soil contamination were found at the airport in the early 1990s, when 110 underground fuel tanks, most of them dating to World War II, were removed. Airport Director Curt Miller said fuel had leaked from the tanks and the pipe system that connected them. Some of the contamination also could stem from fuel being dumped on the ground. The corps participated in the tank removal and some cleanup work, but notified the city and state regulators in 2005 that it did not believe it had the responsibility to continue to participate. "They have participated up to a certain point. They just kind of shut their wallets," Mach said. The two sites are the only ones to be cleaned up, Miller said. One is near the Tee Hangar south of the terminal. The other is north of the air control tower. Miller's fiscal year 2015 budget includes the \$1.47 million cleanup project. The city has budgeted \$500,000 of the total to come from the corps, \$300,000 from leftover state funds from previous cleanups and the remaining \$670,000 from the



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airport's budget. Miller said the city continues to look for grants and other funding sources to pay for cleanup. "Eventually, we'll have to clean it up," Miller said. "We are trying to exhaust every avenue to get participation in the cost." The airport has spent \$25,000-\$30,000 annually maintaining monitoring wells and skimmer pumps that remove 50-100 gallons of fuel off the top of the groundwater each year. The monitoring wells bracket the contamination plumes so that any movement in the plumes will be detected. The contamination currently poses no threat to the Missouri River or drinking water sources. "It's pretty flat topographics at the airport, so the plumes don't move around very much," Mach said. State regulators say the city's ongoing removal of fuel floating on the groundwater is adequate action while waiting for an EPA decision. "The city is meeting state requirements at this time," said Julie Sievers, environmental specialist senior with the Iowa Department of Natural Resources, the state agency tasked with regulating cleanup of fuel leaks. Miller said it's hard to determine how much fuel is in the ground. The cleanup will include removal of the fuel from the water and possibly some soil removal. Only a couple of underground fuel tanks remain at the airport, Miller said, and they were upgraded or replaced in the 1980s. All other airport and private fuel tanks are above ground, he said. The contamination poses no hindrance to airport operations or future development, and the airport currently faces no cleanup deadlines, Miller said. Still, it would be nice to get funding answers so the cleanup can progress. "We just want to make sure we have it cleaned up," he said. "It's one of those nagging projects."

### Related Stories

- [Airport fuel contamination carries hefty price-tag](#)
- [How safe is your well water?](#)
- [United States Army Corps of Engineers](#)

[http://siouxcityjournal.com/news/local/govt-and-politics/sioux-city-corps-at-odds-over-contamination-cleanup-at-airport/article\\_f8f6004c-77df-5cd6-afd3-7c0578bd9e00.html](http://siouxcityjournal.com/news/local/govt-and-politics/sioux-city-corps-at-odds-over-contamination-cleanup-at-airport/article_f8f6004c-77df-5cd6-afd3-7c0578bd9e00.html)

### INDIA, MUMBAI, MARCH 10 2014. LPG TANKER TURNS TURTLE, TRAFFIC ON OLD MUMBAI-PUNE HIGHWAY



*The LPG tanker which overturned on the Mumbai-Pune highway on Friday*  
Vehicular movement on the old Pune-Mumbai highway was disrupted for more than three hours after a tanker carrying liquid petroleum gas (LPG) hit a sugarcane tractor, which resulted in its rear wheel bursting, after which the tanker turtled. The incident took place near the Somatane Phata toll booth at midnight on Friday. A minor gas leakage was reported from the LPG tanker, which was full to its capacity, but it was plugged immediately. However, it took more than 15 hours for the highway traffic police to remove the gas tanker from the spot. Being a weekend, vehicular movement on the highway was comparatively higher. Commuters who preferred to take the old highway to avoid traffic choke up on the expressway faced a tough time, as the traffic was moving at snail's pace. Rohit Singhania (35), resident of Aundh said, "In order to avoid traffic jam on the expressway, I preferred to travel on the old highway. However, it was a nightmare for me as I was stranded in a traffic jam for more than two hours." Ajit Shinde (44), resident of Viman Nagar said, "I prefer to travel in the night as there is less traffic. However, it took more than five hours to travel from Mumbai to Pune. Only a handful of traffic police were managing the traffic,

which resulted into traffic choke-up." As many as 100 highway traffic policemen were supposed to undergo disaster management training to help them tackle situations involving LPG leakage from a tanker. They should be the first one to reach the spot, while earlier they had to wait for a team of experts to reach the spot and stop the leakage, due to which the traffic used to be stranded for minimum two to three hours. As the traffic police will be ready to take precautionary measures, it will ensure that such accidents have minimal affect on traffic flow on the highway Superintendent of police (highways) Dilip Bhujbal said, "It is very important that the highway traffic police are trained about the safety measures and they are aware how to stop the leakage from the gas container at the earliest so that there is less affect on the traffic movement along the highway. I will ensure that the training programme begins by the end of this month." More than 70 traffic officials have undergone the training program at various oil companies based at Loni, Chakan and Aurngababad. Once the training is over, the highway traffic cops will be well equipped and be aware what all safety steps to take during any kind of disaster.

<http://www.dnaindia.com/mumbai/report-lpg-tanker-turns-turtle-traffic-on-old-mumbai-pune-highway-disrupted-for-over-3-hours-1967968>



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### UAE, DUBAI, MARCH 10 2014. MOTORISTS CLAIM WATER IN TANK AFTER FUEL STOP AT PETROL STATION >> POLICE CALLED IN AFTER A NUMBER OF CAR BREAKDOWNS REPORTED ON SUNDAY MORNING

faisal masudi



*Some cars reportedly stalled after refuelling at a Dubai petrol station where water was said to be in some fuel pumps on Sunday. At least five motorists called police to Emarat's Ibn Battuta station where they said they had refuelled in the morning.*

Some cars reportedly stalled after refuelling at a Dubai petrol station where water was said to be in some fuel pumps on Sunday. At least five motorists called police to Emarat's Ibn Battuta station where they said they had refuelled in the morning. Apparently only those who requested the Super variety were affected. It was not immediately clear what caused the breakdowns. The station manager declined to comment. Emarat could not be reached for a response on Sunday afternoon. Staff could be seen probing underground fuel storage spaces at around 2.30pm. One motorist said the problems started as early as 8.45am.

There were at least four stalled cars — a Jaguar, Mercedes, Land Cruiser and a minivan — when Gulf News visited the station. Police could be seen taking reports from complainants. An affected motorist said they were later asked to visit Jebel Ali police station and follow up on Monday. One motorist, who did not wish to be named, said his car stalled soon after leaving the station. He had it towed to a garage where a mechanic confirmed there was water in the tank and engine. Another motorist said he called a mechanic over after his car broke down a few hundred feet from the station — who also blamed it on water in the tank. Other cars' engines had also reportedly 'died' soon after pulling out of the station on Shaikh Zayed Road. "There were a few of us on the hard shoulder of the road. We had seen each other refuelling at the station. When my mechanic came over and said there was water in the tank, we decided to tow our cars back," said one motorist. The motorists included Indians, a Westerner and an Arab. One driver said: "The station staff ignored us at first. They should have closed down the pumps immediately after the first complaint to investigate what was going on." He added: "Other motorists suffered because staff didn't take the earliest complaints seriously and continued to operate the pumps for at least two hours between 9am and 11am." A third motorist said his car insurer told him to get in touch with the petrol station's insurance carrier "because it's not the driver's fault". He added: "More people whose cars stopped will come back after they get their cars checked and if they find a watery solution in the tank."

<http://gulfnews.com/news/gulf/uae/general/motorists-claim-water-in-tank-after-fuel-stop-at-petrol-station-1.1301581>

### USA, W.VA, WEST UNION, MARCH 10 2014. STATE INVESTIGATES SPILL FROM WELL NEAR WEST UNION

State regulators are investigating an oil spill from a private well near West Union. [Department of Environmental Protection](http://www.epa.gov) spokesman [Tom Aluise](http://www.wboytv.com) tells WBOY-TV (<http://bit.ly/1fflu4L>) that between 800 and 1,000 gallons of crude oil spilled from the well into a tributary of Tom's Fork Creek. The DEP was notified about the spill on Thursday afternoon. The DEP and Ryan Environmental planned to work throughout the weekend to contain the spill and remove the oil from the waterway. Preliminary reports indicate that a pipe on the well might have frozen and then burst. The spill occurred about 10 miles upstream from West Union. That's where the nearest public water intake is located. Aluise says officials don't believe there's any threat to public water.

<http://www.seattlepi.com/news/science/article/State-investigates-spill-from-well-near-West-Union-5301650.php>

### USA, PA, DERRY TWP, MARCH 10 2014. LATROBE HOSPITAL SOURCE OF FUEL SPILL

The source of a fuel spill Saturday was traced to Excelsa Health Latrobe Hospital, where spokeswoman Robin Jennings said about 30 gallons of fuel leaked into Loyahanna Creek. The spill stretched about two miles from Latrobe into Derry Township after the leak from a diesel fuel tank that feeds a generator near the hospital's emergency department was noticed, she said. Hospital officials are looking into the cause of the leak. Area firefighters, the county's HAZMAT team and officials from the state Department of Environmental Protection and Fish and Boat Commission responded to the scene. Jennings said the hospital enlisted the help of a mitigation company to assist on-site through Monday. The tank that leaked holds 150 gallons, she said.

<http://triblive.com/news/westmoreland/5734773-74/hospital-fuel-latrobe#axzz2vY7NZkRP>



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### AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 11 2014. NSW TO FORCE OLD FUEL TANKERS TO BE RETROFITTED WITH ELECTRONIC STABILITY CONTROL

ann arnold

[Map: Mona Vale 2103](#)



*2 people were killed when a Cootes fuel tanker exploded on a road at Mona Vale in Sydney last October.*

New South Wales is set to make it compulsory for all fuel tankers to be fitted with an electronic system which helps prevent rollovers. In a move which is expected to force the hand of other states and territories, NSW will require all dangerous goods tankers, new and old, to be fitted with electronic stability control (ESC) by 2019. That will include any tankers passing through NSW. The announcement was made quietly last Thursday at a Sydney forum of the National Bulk Tanker Association (NBTA). The NBTA had two weeks ago called for ESC to be made mandatory, Australia-wide, on all new heavy [vehicles](#). A public announcement about the NSW initiative will likely be made "within days", Background Briefing has been told. Craig Lamberton, the director of hazardous incidents and

[environmental health](#) at the NSW Environment Protection Authority, says it will apply to every dangerous goods tanker that comes through NSW from January 1, 2019. He says the move to include existing [vehicles](#) would make "people hanging onto older vehicles realise it's time to move on". "This will be the catalyst for everyone else in Australia to change as well," he said. The proposal has won support from Justin Keast, who heads up McColl's tanker division, one of the largest tanker fleets in the country, and is chairman of the NBTA. "Anything that makes the industry safer, being mandated in NSW, will force it to go to other states to ask the same questions as well," he said.

#### **Inquest Recommended ESC be made Mandatory**

There has been frustration in some sectors of the heavy vehicle industry that this proven safety system has not been made mandatory. A 2011 inquest into the deaths of four people in a fuel tanker crash on the NSW South Coast recommended that ESC be mandatory for dangerous goods trailers. ESC alerts drivers to a loss of directional control, or that their trailer is starting to tip. In 2009, sisters Jordan, 13, and Makeely, 11, and their father David Bridge, all from Ulladulla, died when their car was struck by a Cootes tanker on the Princes Highway, just south of Ulladulla. The tanker had taken a bend too fast and lost control. The girls' mother, Debbie Bridge, received burns to 80 per cent of her body. She [later](#) spoke powerfully at the Batemans Bay inquest and to Cootes drivers in Melbourne, about the need for extra care with fuel tankers. The tanker driver, David Carolan, also died in the crash. Ms Bridge died two years [later](#).

#### **Father of burns victim angered by lack of action**

Deputy state coroner Carmel Forbes recommended that all dangerous goods tankers be fitted with ESC, to help prevent rollovers. That had not happened when another Cootes tanker crashed and exploded on Sydney's Mona Vale Road, in September last year. Two people died in that accident. Investigations into the cause of the accident are still underway. Debbie Bridge's father, Jack Murray, from Wangaratta in Victoria, has been angered and saddened at the lack of action. Mr Murray says he can not see how the cost of retrofitting older fuel tanker trailers should be a barrier. "Retrofit the old [vehicles](#) or don't go on the road," he said. "They're booking them for minor [details](#) and that sort of thing. Why worry about minor details with the trucks not filling in their log book and such like, if you don't turn around and get to the crux of the matter?"

#### **NSW Legislation Currently Exempts Existing Vehicles**

After the Mona Vale tragedy, NSW Transport Minister Duncan Gay had urged his state and federal counterparts to expedite stability control. Dangerous goods carriers are covered by a national body called the Competent Authorities Panel. Late last year the panel agreed in principle to make ESC mandatory for all new tankers. NSW drew up legislation for that, which comes into effect on July 1 this year. Existing vehicles were exempted. When NSW presented its "determination" for [new vehicles](#) to the panel in February, it was expected that other states and territories would adopt it as a model. Instead they rejected it, opting for no mandatory ESC. NSW is now wielding its power as the most populous state, and as a thoroughfare, to force the others into line.

#### **Requirement to Retrofit Gives Industry 'Even Playing Field'**

The requirement to retrofit older tankers will be more expensive, and controversial, but Mr Keats says the move was ultimately in the industry's interests. "At the moment as a business we do it because we believe it's a good operating decision, we look at it from a safety perspective," he said. "The outlay is more expensive but we believe in the longer term that will save us in



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accident and emergency response costs. "If it's forced upon us as an industry, it becomes an even playing field." Mr Lamberton said the January 1, 2019, timeframe would give all operators time to comply. He said a public reporting system of progress would be established, so that all road users could see which companies had [installed](#) ESC. Most [new trucks](#) now come with ESC.

<http://www.abc.net.au/news/2014-03-10/nsw-to-force-fuel-tankers-fitted-electronic-stability-control/5311142?section=nsw>

### USA, CA, MARTINEZ, MARCH 11 2014. 2 WORKERS BURNED BY ACID AT TESORO REFINERY

Two workers were burned by acid at a Tesoro refinery processing unit where a similar incident occurred last month. The San Francisco Chronicle reports (<http://bit.ly/1IPmGPV>) that sulfuric acid spilled on two contract workers Monday at the company's Golden Eagle Refinery in Contra Costa County. County hazard materials specialist Maria Duazo says both workers escaped serious injury because they were wearing protective garments. A company said in a statement that the workers were decontaminated in a shower before being taken to the hospital. The company said the incident is unrelated to last month's chemical release, where two workers not wearing protective gear sustained first-and-second degree burns. The U.S. Chemical Safety Board, which is investigating the previous incident, said it will also look at the latest accident.

[http://www.recorderonline.com/news/state\\_news/workers-burned-by-acid-at-tesoro-refinery/article\\_1cb04322-6a55-5285-8f63-47e33a3575ae.html](http://www.recorderonline.com/news/state_news/workers-burned-by-acid-at-tesoro-refinery/article_1cb04322-6a55-5285-8f63-47e33a3575ae.html)

### USA, CA, RODEO, MARCH 11 2014. PHILLIPS 66 OIL REFINERY IN RODEO TO PAY \$230,900 FOR AIR POLLUTION VIOLATIONS

*denis cuff*



*Phillips 66 refinery in Rodeo, Calif.*

The Phillips 66 oil refinery in Rodeo has agreed to pay \$230,900 in air pollution penalties for 19 air quality violations in 2008 and 2009. The Bay Area Air Quality Management District announced Monday that it reached the civil settlement with the oil refinery in West Contra Costa County. The violations included late or missed flare gas samples, failure to install and inspect required emission controls on the wastewater system, and operating a storage tank while control valves were open. The refinery also exceeded hydrogen sulfide limits in fuel gas. As part of the settlement, Phillips 66 agreed to make changes to correct the pollution problems, air district officials said. "The air district has the responsibility to ensure that refineries operate their facilities in full compliance of air quality regulations to protect the health of local residents," said Jack Broadbent, the air

district's executive officer. "Any violation of these regulations, no matter how minor, will not be tolerated."

[http://www.contracostatimes.com/contracosta-times/ci\\_25315213/phillips-66-oil-refinery-rodeo-pay-230-900](http://www.contracostatimes.com/contracosta-times/ci_25315213/phillips-66-oil-refinery-rodeo-pay-230-900)

### NIGERIA, DELTA STATE, MARCH 12 2014. PETROL TANKER FIRE DESTROYS 12 TCN FACILITIES

*chika izuora*

The Transmission Company of Nigeria (TCN) has said that it has lost one of its 330KV transmission lines from Sapele to Ughelli in Delta State and 12 towers along the route, to a fire incident caused by a petrol tanker which caught fire between Towers 88 and 89 at about 9:42am on Sunday. The company said the damage will require about N1billion to fix. A statement signed by the general manager (Public Affairs), TCN, Mrs Seun Olagunju, said that the loaded petrol tanker which fell and caught fire at Ogborode Junction, near Warri in Delta State destroyed the 330KV Sapele- Ughelli transmission line and brought down TCN's Towers 82 to 93 along its route. It added that with the collapse of the 12 towers, TCN has temporarily lost power evacuation from that line as all power generated by Delta and Sapele Power Stations would now only be evacuated through the second 500MW capacity 330KV transmission line from Ughelli to Benin. The transmission limitation notwithstanding, the company assured that the second 330kV transmission line from Ughelli to Benin and the 132kV transmission lines one and two from Benin to Ughelli, will adequately evacuate power generated from the power stations to Benin. It has also put in place plans to ensure that the transmission lines are free of encumbrances to ensure continued efficient wheeling of power generated. The statement further noted that TCN's quick response engineering team and its transmission contractors are already at the accident site to fully assess the level of damage to the system with the view to putting in place quick remedial plans, pending the re-construction of the 12 transmission towers. It also noted that it has put in



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place security operatives, to guard the collapsed tower from vandals. The company, however, pleaded with vehicle drivers especially those that haul highly inflammable items such as petrol to drive with care and also to ensure that their vehicles are in good order always, to avoid such massive losses to the company and the nation, pointing out that with this singular incidence, the company has incurred huge losses to the tune of One Billion Naira for the reconstruction of 12 towers and rehabilitation of tower No 81. It also pledged to do all it can to reconstruct the 330kV transmission line as quickly as possible to check further losses to the nation.

<http://leadership.ng/news/354021/petrol-tanker-fire-destroys-12-tcn-facilities>

### SCOTLAND, SHETLAND ISLANDS, SCALLOWAY HARBOR, MARCH 12 2014. SCALLOWAY OIL SPILL

Environment agencies have spent the past two days investigating the source of a small oil spill in Scalloway harbour at the weekend. The sheen of light oil, possibly diesel, was reported to the Scottish Environment Protection Agency on Sunday. SEPA then notified Scottish Natural Heritage, the bird charity RSPB and local SSPCA inspector Ron Patterson, but no wildlife casualties have been reported. SEPA unit manager Philip Dinsdale said: "We are still investigating but it looks like we are talking about a few litres of diesel which have left a bit of a sheen in the water. "We've had calls from people in Scalloway who said they could still smell it. "It could be a result of a bit of refueling, but there is nothing to prove it."

<http://www.shetnews.co.uk/newsbites/8132-scalloway-oil-spill>

### USA, LA, JEAN LAFITTE, MARCH 12 2014. BARGE CATCHES FIRE NEAR JEAN LAFITTE, SPILLING FUEL INTO BAYOU

*stephen babcock*

A [barge](#) caught fire Monday evening along Bayou Barataria south of [Jean Lafitte](#), spilling diesel fuel and oil into the waterway, said Deputy Chief Brant Thompson of the state fire marshal's office. Several small fires started about 5:30 p.m. in the [3000 block of Jean Lafitte Boulevard](#), where a worker was using a blowtorch to cut up a barge that was to be scrapped. The worker and a man spotting him put out several of the fires by filling an excavator and buckets with water from the bayou. However, one of the fires grew too large to contain, Thompson said. The workers then called the fire department, which extinguished the fire by 7 p.m., Thompson said. The U.S. Coast Guard and officials from the state Department of Environmental Quality and State Police were notified of the fuel and oil leak. Thompson said boom was deployed to contain the spill. Information about the boat's owner and an estimate of how much spilled was not immediately available.

[http://www.nola.com/traffic/index.ssf/2014/03/barge\\_catches\\_fire\\_near\\_jean\\_l.html](http://www.nola.com/traffic/index.ssf/2014/03/barge_catches_fire_near_jean_l.html)

### USA, KY, CATLETTSBURG, MARCH 12 2014. FOUR TREATED FOR CHEMICAL EXPOSURE ON BARGE

 [Watch the Video 4 Treated for Chemical Exposure](#)

Four people hospitalized after exposure to a dangerous chemical on board a barge Tuesday are expected to be OK. The exposure was reported shortly after 10 a.m. Tuesday. Four workers on the barge, which belongs to Ingram Barge Company, were exposed to vapors from the chemical methyl methacrylate, an irritant that can cause burning to the eyes, shortness of breath, and even respiratory failure in extreme cases. "As weather warms up, certain chemicals produce more and more vapor, depending on how hot it is, what happens in the tank is pressure," Tom Adams, executive director of Boyd County EMS, said. "There are safety vents that prevent the tank from rupturing that will vent the gas." Adams said he was not sure whether the vents opened in this case or whether workers opened a manhole that released vapors, and representatives from the Ingram Barge Company were not releasing any information about what happened as of Tuesday evening. Hazmat crews helped the men off the boat Tuesday shortly before noon. The first man, who EMS crews say was in the worst condition, was taken out on a stretcher with a breathing mask over his face. Workers helped him stand up and poured what appeared to be water on his head and body. The other men walked out on their own and were stripped of their clothes and decontaminated before being taken to the hospital. "Burning eyes – that had cleared up a lot by the time we'd gotten three of them," Adams said of the symptoms the men were experiencing. "One, however, was still complaining of shortness of breath, some difficulty breathing, some lightheadedness." Adams told WSAZ.com all agencies – EMS, fire and police – are required to do hazmat training several times a year as prescribed by the Occupational Safety and Health Administration. In particular, he said, the Ashland Fire Department trains frequently and was able to respond quickly in this case. On a typically quiet street in Catlettsburg, Tuesday morning was an unusual scene. "I kind of freaked out," Kristen Johnson, who lives on Center Street across from the barge landing, said. "I thought about the chemical spill in West Virginia. I instantly thought, like, is there something going on with the water, do I need to be concerned or did somebody fall in the river?" Johnson said she had worked



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a midnight shift and was napping when she heard sirens and alarms. Her concern gave way to relief when she heard all four workers were expected to be OK. "It was shocking, cause it's so quiet over here," Johnson said. EMS workers tell WSAZ.com there is no danger to the public and that the vapors were contained to the barge. A representative from the Ingram Barge Company arrived in Catlettsburg to investigate the barge and find out how the chemical vapor leaked, but as of Tuesday evening, the only information the company released to WSAZ.com was that the workers who were hospitalized will remain overnight for observation.

<http://www.wsaz.com/news/headlines/Multiple-People-Exposed-To-Chemical-On-Barge-249449031.html>

### ISRAEL, HAIFA, MARCH 12 2014. FIRE HITS ISRAELI PETROCHEMICAL PLANT

[Gadiv Petrochemicals Industries Ltd.](http://www.gadiv.com), a wholly owned subsidiary of [Oil Refineries Ltd. \(Bazan\)](http://www.bazan.com), currently is evaluating impacts from a fire that broke out on Mar. 7 in one of the xylene furnaces at the plant, which lies in Bazan's 180,000-b/d refining complex in the Haifa Bay area of northern Israel along the eastern Mediterranean Sea. Early indications show the fire apparently started as a result of a puncture in a xylene tube in the combustion section of the furnace, which produces aromatics and solvents, according to Bazan. The fire, which was quickly extinguished by company [employees](#), after isolating the oven, caused no reported injuries or damages to the environment, Bazan said. While economic impacts of the incident still are under evaluation, Bazan anticipates Gadiv will [resume](#) normal operations this week at most of the plant's sectors and that there will be no significant impact on fulfilling existing supply obligations to its customers, according to the company.

<http://www.oqj.com/articles/2014/03/fire-hits-israeli-petrochemical-plant.html>

### USA, TX, ODESSA, MARCH 12 2014. XYLENE REPORTEDLY DUMPED INTO ODESSA WATER PLANT

"In January and February this year, utilities workers detected xylene in our waste water treatment plant, the Bob Derrington Water Reclamation Plant", says Odessa Public Information Officer Andrea Goodson. Xylene is a flammable hydrocarbon obtained from wood and coal tar. A common chemical used in the oil industry. An ample amount was found that caused disruption, but not enough to be out of compliance by the state. "The result of that started an investigation in coordination with the police department's environmental officers as well as the Ector county attorney's office, environmental officers", said Goodson. The lawsuit filed by Travis County says that Roywell Services Incorporated used equipment to lift a manhole cover and pour xylene into our city's sewer system, apparently 90 barrels worth. Each barrel contains nearly 31.6 gallons. Some of this hazardous material could connect with our water. "Some of that is going to go into the Monahan's draw, and then part of the property was located in Ector County outside of the incorporated city limits", said Goodson. The waste could back up into the Colorado River and ultimately into the Gulf Coast. According to the lawsuit, some of the chemicals have leaked into the some parts of Ector County along Interstate 20. "The City of Odessa's water reclamation plant prohibited the organisms that are used out at the plant from breaking down the ammonia that's in the waste of the water", said Goodson. "Those high levels of ammonia are not a good thing for aquatic life", said Goodson.

[http://www.permianbasin360.com/news-article/d/story/xylene-reportedly-dumped-into-odessa-water-plant/35960/0mYdeHJWMOK53jun\\_sGb1q](http://www.permianbasin360.com/news-article/d/story/xylene-reportedly-dumped-into-odessa-water-plant/35960/0mYdeHJWMOK53jun_sGb1q)

### ENGLAND, KEADBY, MARCH 12 2014. 'DON'T STORE POTENTIALLY LETHAL EXPLOSIVES NEAR HOMES', VILLAGERS PLEAD



*Residents and campaigners from Keadby have set up a petition against a plan by PD Ports to store explosive fertiliser in the village.*

Villagers are launching a protest after a company applied to store potentially lethal explosives near their homes. PD Port Services has applied for approval from North Lincolnshire Council to store up to 4,999 tons of ammonium nitrate at its depot on Station Road, Keadby. But residents have been angered by what they see as the company trying to "sneak" the compound into the village. Ammonium nitrate is commonly used as a fertiliser, but is also a key component

in explosives. A blast last year killed 15 people and destroyed more than 150 buildings in the Texan town of West. Keadby resident Karen Whieldon, of Station Road, organised a meeting to discuss the plan. "The blast in Texas killed 15 people and that was around 300 tons – they want to store almost 20 times that here," she said. "There have been explosions in America, France, North Korea – and it can be used in terrorist attacks. "It isn't supposed to be stored within four miles of a residential area, it's so volatile." She added that ammonium nitrate could affect the village in the event of further floods. She said: "If we



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get flooded again, this is going to go straight into the water supply. "We don't want it here, and we don't want PD Ports to try to sneak it in." The residents also claim the firm has made little effort to inform them, with the deadline for objections passing today (Thursday, March 6). A petition has gathered more than 200 signatures in the first two days. Councillor Trevor Barker said: "The fact that they've applied to store 4,999 tons when there are stricter regulations at 5,000 tells me everything. "I hadn't heard anything about it until Karen contacted me. They haven't spoken to the council at all. "Keadby is the wrong place for this entirely – it's just up the road from the school. "I've been round knocking on people's doors trying to let them know, and every single person has been astounded. "I'm supporting the petition, and if it gets ratified I'll be speaking against it at council." Paul McGrath, general manager and director at PD Port Services, said the firm was very open to meeting with residents. He said: "At the moment we're at the very beginning of the process, and if the application is approved we'll continue to address concerns. "I'm very happy to speak to residents, whether that's by e-mail or in person, and we're looking at having some time in the village hall when people can drop in and ask us any questions they may have. "There is a lot online about ammonium nitrate, but if you look online you can find terrifying stories about almost anything. "It's a well-known product, we have a lot of experience with it at our sites in Howden and Teesside, and we meet all the licensing requirements, so we know we can store the product safely."

<http://www.scunthorpetelegraph.co.uk/Don-t-store-lethal-explosives-village/story-20770256-detail/story.html>

### AUSTRALIA, NEW SOUTH WALES, GUNNEDAH, MARCH 13 2014. LPG GAS LEAK AT GUNNEDAH PETROL STATION

 **Photo's [16]** [Gunnedah Gas Leak](#)

**Map:** [Gunnedah 2380](#)



#### *The scene of the gas leak.*

Parts of the Gunnedah CBD were evacuated on Wednesday afternoon after LPG gas started pouring from an ageing underground tank at the Woolworths Caltex Service Station. About 11:00am, emergency services were called to the petrol station on Tempest Street following the high-pressure leak. An exclusion zone was established around the scene with Tempest Street, Conadilly Street and Little Barber Street blocked to all traffic. About a dozen businesses were closed and 55 people evacuated as a precaution. The operation to contain the leak involved crews from Fire and Rescue NSW, local police, gas technicians and officers from the Environment Protection Authority, based in Armidale. Acting

Zone Commander with Fire and Rescue NSW, Acting Superintendent Rod Chetwynd, says LPG gas is potentially highly explosive. He says the underground tank had a capacity of 17,000 litres, but was only about one-third full when the gas started leaking. "It's very rare that we come across a bulk cylinder of this magnitude leaking this much gas," he said. Initially, a tanker was to be brought from Newcastle to transfer the unstable contents from the underground container to the mobile tanker. But Acting Superintendent Chetwynd says, upon inspection, technicians quickly established they could isolate the gas and repair the damage. "The technician actually found that between a valve and a manifold a gasket had blown out," he said. "He was able to isolate the gas and is confident the manifold can be fixed and the gas cylinder will be able to be recharged and carry out its normal functions." The area was declared safe around 5:00pm.

<http://www.abc.net.au/news/2014-03-13/lpg-gas-leak-at-gunnedah-petrol-station/5316852>

### CANADA, HALIFAX, MARCH 13 2014. DIVERS BEGIN TO REMOVE DIESEL FROM SUNKEN TRAWLER IN LAHAVE RIVER

 **Photo's [5]** [Divers Begin to Remove Diesel from Sunken Trawler](#)



*Cape Rouge sank in the LaHave River near Bridgewater on Tuesday evening. Divers with a Dartmouth marine services firm attached a hose to the ship's fuel tank late Wednesday morning.*

Divers are pumping diesel fuel from the sunken Cape Rouge in Bridgewater. It was expected to take about a day to pump out the fuel and then about two days to raise the vessel. A diver is in the hull of a sea trawler this afternoon that's sitting on the riverbed in Bridgewater after it sank Tuesday evening. He has a camera with a powerful light and a microphone so that his supervisor can watch



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and listen to what he's doing as he hooks up a line to the fuel tank. That line will empty the diesel into a pumper truck on the wharf beside the semi-submerged vessel. Keith Laidlaw, senior response officer with the Canadian Coast Guard, said the water is about 5.5 metres deep and there's a 1.5- to 1.8-metre tide range. An employee with RMI Marine Limited of Eastern Passage said the diver could be underwater for up to a couple of hours at a time. Another diver is on standby for safety reasons, and the company also has a boat in the water in case help is needed. The coast guard set up a mobile command post this morning and had a response boat in the water placing absorbent oil pads in the water and scooping them out as they each soaked up about one litre of fuel. Laidlaw said it won't be clear why the boat sank until it is raised. "It would have to be a hole that water came into (in) the engine room," he said. Laidlaw said he does not believe there has been any environmental damage because of the coast guard's response in containing fuel. He said the owner isn't clear how much is in the vessel. "We've had reports from the owner 1,000 gallons of diesel and 40 gallons of lube oils, up to 2,000 gallons of diesel so somewhere in between there we figure is the amount that we have on board. "Any amount of product that gets into the environment is a concern to us, that's why we have the absorbent boom around the vessel as well as a hard containment boom you see there." The ship's Nova Scotia owner, whom Laidlaw won't name, is responsible for paying for the cleanup. "He has been notified. He does understand what has been going on but he has not shown up." He said that is not common. "In most cases the owners are very responsible and looked after their vessels and they'll hire appropriate agencies to respond for them." It will take at least today to pump the fuel out of the tank, Laidlaw said. "It's a slow process because as we remove the fuel we have to fill the tank with water otherwise we could end up collapsing the tank." The diver is hooking a line up to the fill pipe on the fuel tank. There's a 1.8-meter high vent on top of the tank that allows air in as fuel gets used. "As we suck fuel out of the tank from the fill pipe water will be sucked in through the vents and down into the tank" to prevent it from collapsing, Laidlaw said. Once the fuel is out, it will take a couple of days to stabilize the vessel, "bringing it up as much as we can, pumping out the stern of the vessel, pumping out the bow, ... so that we can remove any other contaminants that are on board the vessel. ... It's a very slow process, we have to do it carefully." Once it is raised and the coast guard is sure it no longer poses a pollution threat, it is up to the owner to decide what he wants to do with it, Laidlaw said. Tonight's heavy rainfall is not expected to affect the operation.

[http://thechronicleherald.ca/novascotia/1192986-divers-begin-to-remove-diesel-from-sunken-trawler-in-lahave-river?from=most\\_read&most\\_read=1192986](http://thechronicleherald.ca/novascotia/1192986-divers-begin-to-remove-diesel-from-sunken-trawler-in-lahave-river?from=most_read&most_read=1192986)

### USA, TX, JOINT BASE SAN ANTONIO-LACKLAND, MARCH 13 2014. ENVIRONMENTAL CLEANUP STATUS NOW A CLICK AWAY

*jennifer schneider*

In the past, getting details on the environmental cleanup progress at an Air Force installation typically called for a drive to the base or local library to flip through pages of documentation. Today, with the help of a new online system, administrative record documents are now available electronically in a centralized location for over 170 active and closed installations in the continental United States. The online database, available at <http://afcec.publicadmin-record.us.af.mil>, makes the documents easily accessible to the general public, as well as to regulators and other officials. Administrative records typically include an extensive array of documents to include records of decision, or ROD, engineering and cost evaluations, site inspection reports, state closure documents, and other documentation as dictated by the Comprehensive Environmental Response, Compensation, and Liability Act, or CERCLA, and the Resource Conservation and Recovery Act, or RCRA. "An installation's administrative record is meant to be available for public viewing," said Victor Lyke, program manager at the Air Force Civil Engineer Center's Environmental Restoration Division. "Up until now, the files were typically only available at the base or under limited space at the library. In addition, some bases had a current electronic file administrative record system while others only had little or no established administrative record at the base. Now, electronically, every installation is on the same level." Electronic documentation is not only more accessible - it saves on storage space at the base and the local library, complies with the Paperwork Reduction Act of 1980, and preserves the integrity of administrative record documents. "Having only hard copies available to check out at a base or library means more potential for pages to be damaged or lost, which isn't an issue with the electronic system," Lyke said. The system is the culmination of a three-year process, which included converting all existing installation documents into electronic files and developing a database for centralized storage. With the system in place, each installation is now tasked with maintaining the files that make up its administrative record.

<http://www.af.mil/News/ArticleDisplay/tabid/223/Article/473699/environmental-cleanup-status-now-a-click-away.aspx>



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**March 19 2014**



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### USA, ORE, SEASIDE, MARCH 13 2014. VICTIMS IDENTIFIED IN 11-VEHICLE HWY 26 CRASH

 **Watch the Video** [Victims Identified in 11-Vehicle Hwy 26 Crash](#)

 **Photo's [7]** [Victims Identified in 11-Vehicle Hwy 26 Crash](#)



Investigators have identified the people involved in the multi-vehicle crash on Highway 26 that shut down lanes in both directions at milepost 24 for about 4 hours Tuesday. The chain reaction crash developed after a pickup slammed into an oncoming truck, according to Oregon State Police. Investigators said alcohol may have been a factor. At approximately 9 a.m. Tuesday, a Toyota pickup truck driven by McKenzie Fidler, 29, of Gresham, crossed the center line near the Quartz Street Bridge and crashed into an eastbound GMC pickup, police said. Fidler was then rear-ended by a passenger car and pushed into an oncoming tanker truck. The GMC pickup then caught fire with driver John Olsen, 75, and his wife Jerrie Olson, 70, of Astoria inside, according to Sgt. Dennis Thomas of

the OSP. A number of good Samaritans jumped in to help. "I grabbed the fire extinguisher off the tanker truck and tried to put out the fire," said witness Chris Weller. "I'm just lucky that myself and a couple other people were there who were reacting and helping." Witnesses pulled the Olsons and Fidler from their vehicles. The Olsons and Fidler were taken by ambulance to Legacy Emmanuel Hospital in Portland. John Olson had critical injuries, according to Thomas. Investigators believe that alcohol use by Fidler may have been a factor in the initial crash, police said.

<http://www.kgw.com/news/Hwy-26-closed-in-Coast-Range-after-12-vehicle-wreck-249511801.html>

### USA, WI, JUNEAU CO, MARCH 13 2014. NECEDAH ETHANOL PLANT FINED \$125,000

*peter rebhahn*

The operator of a Juneau County ethanol plant will pay the state \$125,000 in fines and costs to settle violations of Wisconsin's air-pollution laws. Marquis Energy violated emission limits and other pollution-control requirements at the company's Necedah ethanol plant, Attorney General J.B. Van Hollen said Monday. The state's complaint alleges the company operated without a valid permit for 144 days from July 1 to Nov. 22, 2010, exceeded production levels specified in its operating permit for six days in 2010 and 2011, and operated below an approved temperature range for 43 days between July 2010 and November 2011. Mark Marquis is chief executive officer and owner of Hennepin, Ill.-based Marquis Energy. He said Monday the violations and fine were a known and unavoidable complication of his purchase of the Necedah plant from Castle Rock Renewable Fuels on July 1, 2010. "We're not surprised there was a penalty," Marquis said. Marquis said the plant, which makes ethanol from corn, was operating with a lapsed permit from the state Department of Natural Resources when the previous owners put it up for sale. "So we immediately filed for one but it took 144 days to get the permit," Marquis said. "We needed to operate the plant while we were waiting to get the permit." The previous owners ran into financial problems, Marquis said, in part because their permit capped annual ethanol production at 55 million gallons. "But in order for the plant to be profitable it needed to operate at numbers greater than that," Marquis said. "So we immediately filed for a higher permit level and started operating the plant profitably." The plant's new operating permit sets an annual ethanol cap of 75 million gallons. Marquis cooperated with the DNR and the Department of Justice to resolve the violations and bring the plant into compliance, Van Hollen said. "The plant, even during the previous ownership, never had any issues that were any kind of threat to human health," Marquis said. "Basically, they just didn't get their paperwork done." The Necedah plant is classified as a major source under air-pollution laws because it has the potential to emit greenhouse gases in annual amounts equivalent to 100,000 tons or more of carbon dioxide. Jeffery Johnson, environmental engineer and compliance supervisor for the DNR's West Central Region Air Management Program, said the chief pollutants emitted by the Necedah plant are classified as "volatile organic compounds," or VOCs. Johnson said the VOCs emitted by the Necedah plant are mostly alcohols – methanol and ethanol – as well as far smaller amounts of other compounds, such as formaldehyde. Regulators do not know whether the permit violations, especially the failure to operate within the temperature range specified in the lapsed permit, resulted in unsafe releases of pollutants. "No one can say that definitively," Johnson said. "That's because without another stack test being done at the lower temperatures, no one really knows. It's theoretical." Marquis said he has gone beyond minimum requirements to bring the plant up-to-speed with permit requirements. "It's now in compliance and we intend to keep it that way," Marquis said.

[http://lacrosetribune.com/tomahjournal/news/local/necedah-ethanol-plan-fined/article\\_1c878315-dcf5-5679-8cb0-a5144e37565c.html](http://lacrosetribune.com/tomahjournal/news/local/necedah-ethanol-plan-fined/article_1c878315-dcf5-5679-8cb0-a5144e37565c.html)



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### USA, MN, FERGUS FALLS, MARCH 13 2014. ETHANOL PLANT SHUT DOWN WHILE DAMAGE ASSESSED



*The Green Plains ethanol plant in Fergus Falls remains shut down following a fire in the dryer building Monday. Firefighters extinguished the blaze Monday evening.*

The Green Plains ethanol plant in Fergus Falls remains shut down after an explosion and fire in the dryer building area Monday. Investigators have yet to determine a cause. "We are still assessing the damage," said Jim Stark, company spokesperson for Green Plains. "Nothing really to this magnitude has happened at any of our other plants." The company is hopeful that within the next couple days it can determine how long the plant will be down, Stark said. They want to assess the damage, then make a decision that's best for the employees

and community, he said. The original call came in at 4:20 p.m. for a fire at the ethanol plant, located at 24096 170th Ave. on the west side of Fergus Falls. The explosion happened after fire crews arrived on the scene, according to Fergus Falls Fire Chief Mark Hovland. No one was injured. The cause of the fire and explosion is under investigation. The plant produces 60 million gallons of ethanol annually. That's about 165,000 gallons per day, according to Stark. "We wouldn't expect it's going to cause us a big loss," Stark said. The fire and explosion happened in the dryer, in a separate building away from the ethanol. The dryer is about 60 to 70 feet long, Stark said. What's left over after making the ethanol at the plant is taken and dried there. The plant dries and sells about one-third of every bushel of corn used there, according to Stark. The Fergus Falls plant opened in 2008 and is one of two that Omaha-based Green Plains has in Minnesota, and is one of 12 total. A total of 43 employees work there. However, since the fire happened after peak operating hours, only seven employees were there, according to Hicks, and no one was in the area of the explosion. Along with Fergus Falls, three other area fire departments and a total of 52 firefighters responded. The Fergus Falls Police Department, Otter Tail County Sheriff's Office, Ringdahl Ambulance and Minnesota State Patrol also responded to the scene. Anthony Hicks, general manager for Green Plains, said they're grateful for the support of the local emergency crews. "We do drills and we do tabletop discussions on preparing for incidents like last night," he said. "Everybody kept calm and did their job."

<http://www.fergusfallsjournal.com/2014/03/12/ethanol-plant-shut-down-while-damage-assessed/>

### USA, MS, HATTIESBURG, MARCH 13 2014. DANGEROUS FUEL SPILL ON INTERSTATE 59 AFTER TANKER OVERTURNS



*Emergency officials continued to offload dangerous chemicals from an overturned tanker on I-59 in Hattiesburg before noon Wednesday.*

A tanker hauling the volatile liquid acrylonitrile overturned at exit 60 on I-59 in Hattiesburg Tuesday night. Acrylonitrile is a highly flammable liquid that may be fatal if inhaled, ingested or absorbed through the skin. Authorities have shut down the north and south bound lanes at exit 60 and north and south bound lanes of Highway 11 at the overpass. Hattiesburg Fire Department Battalion Chief Tony Patterson said that the roads will not be open until the morning and advised motorists to avoid the area. United States Environmental Service crews out of Jackson are on the way to the wreck site to assess the scene and assist in the cleanup process.

<http://www.wdam.com/story/24948342/dangerous-fuel-spill-on-interstate-59-after-tanker-overtURNS>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 13 2014. EPA QUESTIONED OVER ITS HANDLING OF AQUIFER CONTAMINATION

A chemical manager with 30 years experience is questioning why the New South Wales EPA didn't request follow up testing be done on Australia's first case of aquifer contamination from coal seam gas operations. The National Toxics Network says testing should have been done on radioactivity in the water after Santos reported uranium levels - nearly 20 times those recommended - had leaked from a waste water pond.

<http://www.abc.net.au/news/2014-03-12/epa-questioned-over-its-handling-of-aquifer/5315440?section=nsW>



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