



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,067 Newsy Stuff

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

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USA – NATIONAL FIRE PROTECTION ASSOCIATION, APRIL 30 2014. THE FIRE RISK OF INTERMEDIATE BULK CONTAINERS (IBCS)

 **Watch the Video** [Contain IBC Fire Risk](#)

[Intermediate Bulk Containers \(IBCs\) containing combustible or flammable fluids can cause dangerous fires when improperly stored in warehouses and chemical facilities. Industry and public safety officials are currently working together to help reduce this risk.](#)



Plastic Intermediate Bulk Containers (IBCs) are popular for shipping large quantities of liquids. But some of these containers also create a dangerous hazard. When unlisted composite IBCs (those that have not been inspected or certified to provide any fire endurance) containing combustible and flammable liquids are stored in large quantities they pose a high risk for pool fires. They melt quickly in fires, allowing large pools of liquid to spill and rapidly spread the fire. Additionally, once the IBC is emptied, the composite may ignite and contribute to the fire. Pool fires can occur faster than the fire protection system can respond and control them, and become catastrophic events as a result.

Limited Compliance with Rules that Reduce the Risk

Chapters 9, 12 and 16 of [NFPA 30, Flammable and Combustible Liquids Code](#), published by the National Fire Protection Association, establish rules for reducing this risk. But compliance is limited.

Misunderstood Rules

- Many believe U.S. Department of Transportation (DOT) and United Nations regulations permitting shipping of combustible and some flammable liquids in IBCs also apply to their storage. But DOT has no jurisdiction over commodities in storage.
- Unawareness of the Risk
- Warehouse or facility personnel responsible for accepting or storing goods often don't know of the serious fire danger created by unlisted composite IBCs containing combustible and flammable liquids. As a result, improper storage often goes unrecognized.

Use this website to learn more about complying with [NFPA 30](#) and how you can help [reduce the risk for dangerous pool fires](#).

What is an Intermediate Bulk Container (IBC)?

Intermediate bulk containers are closed shipping vessels with a liquid capacity from 450 up to 3,000 L (119 to 793 gallons). They are intended for storing and transporting liquids defined in the Code of Federal Regulations and the United Nations' Recommendations on the Transport of Dangerous Goods, which include combustible and flammable liquids. These rules, however, do not require any fire testing of IBCs.

<http://www.nfpa.org/ibc>

ENGLAND, DOWLAND, APRIL 30 2014. EXPLOSIONS AND BURNING DIESEL TANKS IN WINKLEIGH FIRE

- A diesel tank ruptured creating a "Runninf Fuel Fire" and several propane cylinders at the site exploded during the fire.
- One propane cylinder ignited under pressure and flew 41 metres away from the site of the fire.

 **Photo's [7]** [Explosions & Burning Diesel Tanks in Winkleigh Fire](#)



At around 1.40pm the fire service received reports of a fire at Newland Farm in Dowland, near Winkleigh.

At around 1.40pm the fire service received reports of a fire at Newland Farm in Dowland, near Winkleigh. A fire tore through a commercial premises near Winkleigh on Monday, destroying the building and damaging others nearby. At around 1.40pm the fire service received reports of a fire at Newland Farm in Dowland, near Winkleigh. Fire engines from Hatherleigh, Torrington and North Tawton were sent out as well as the water bowser from Barnstaple. Further crews were called for when firefighters spotted a large plume of smoke from several miles away. A fourth engine from Chulmleigh came to the fire as well as an incident comment vehicle and a support pump from Ilfracombe. They found the fire was at a commercial building measuring 100metres by 40metres which

sold pet bedding. During the fire further crews including two engines from Okehampton, a support pump from South Molton and another water bowser attended the fire. Western Power Distribution also went to the fire as they had electrical equipment



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nearby and Torridge District Council's environmental health department and the Environment Agency were informed. A diesel tank and several propane cylinders at the site exploded during the fire, which also spread to two nearby buildings. The fire was brought under control at around 11.30pm and it was scaled down to two fire engines. The building was destroyed and another was 25% damaged. Firefighters used three main jets, one foam jet, four people wearing breathing apparatus, a telehandler, a portable dam, a thermal imaging camera and small tools to extinguish the fire. Jon Chalk, group manager for response, resilience and training at Devon and Somerset Fire and Rescue Service, said safety cordons had to be set up because of the danger of exploding cylinders. "Exploding cylinders can travel significant distances," he said. "One ignited under pressure and flew 41 metres away from the site of the fire. "We also had a running fuel fire when a diesel tank ruptured." The fire service said it attended hundreds of fires at farms every year and asked people to follow the relevant safety steps which can be found on its website: www.dsfire.gov.uk

<http://www.exeterexpressandecho.co.uk/PHOTOS-Explosions-burning-diesel-tanks-Winkleigh/story-21029536-detail/story.html>

USA, WA, RICHLAND, APRIL 30 2014. TANK VAPORS CAUSE EVACUATION OF HANFORD C TANK FARM



Work underway at the Hanford tank farms.

Two workers at Hanford's C Tank Farm reported smelling chemical vapors at about 1 p.m. Monday, leading to the evacuation of the seven workers in the tank farm. The incident happened after work began Sunday night to retrieve waste from single-shell Tank C-102, said Rob Roxburgh, spokesman for Washington River Protection Solutions. C Tank Farm is the only area at Hanford where waste is being retrieved from Hanford's 149 single-shell tanks. Waste retrieval disturbs the waste, increasing the chances that workers will smell vapors vented into the air. The two workers were taken to the Hanford occupational medical provider for evaluation and cleared to return to work later in the day, according to Washington River Protection Solutions. They bring the number of workers evaluated this spring for possible exposure to chemical vapors from Hanford

tank waste to 28. Access to C Tank Farm has been restricted until more is known after an investigation planned for this morning and the implementation of any additional protections for workers. Work was moving quickly on Tank C-102 as retrieval began, which is typical as work begins to empty tanks, Roxburgh said. The tank contains 319,000 gallons of radioactive and hazardous chemical waste and is not one of the single-shell tanks suspected of having leaked. Washington River Protection Solutions is using two enhanced-reach sluicing systems in the tank. They were inserted down risers into the underground tank to pump up waste to be sent to a double-shell tank, where it will be stored until it can be treated for disposal. The systems spray water or liquid waste on the sludge in the tank and move it to a pump for removal. Unlike earlier sluicing systems, the enhanced-reach systems telescope to get nozzles closer to the waste, helping remove more waste.

<http://www.bellinghamherald.com/2014/04/28/3612977/tank-vapors-cause-evacuation-of.html>

CHINA, HONG KONG, APRIL 30 2014. DCHL 'KEPT DANGEROUS GOODS WITH NO LICENCE'



DCHL 'kept dangerous goods with no licence'.

A multilevel-marketing firm kept more than 1,500 litres of flammable aroma oils in an alleyway next to its Causeway Bay offices without a licence for the dangerous goods, Eastern Court heard yesterday. The oils were allegedly found by a Fire Services Department officer who had received an unspecified complaint against Digital Crown Holdings (DCHL). The officer told the court that he arrived with a colleague to DCHL's offices on the evening of May 31 last year. Accompanied by a DCHL staff member, the officer found 1,474 one-litre bottles and 132 quarter-litre bottles of fragrant oils - a total of 1,507 litres - in an alleyway near the offices, he said. In subsequent meetings with officers, the firm said the goods had already been sold and were awaiting collection, and so no

longer belonged to the company, the court heard. The officer said government laboratory tests confirmed the oils contained an organic peroxide oxidising agent, which means they are categorised as dangerous goods. Lawyer Albert Luk Wai-hung, for DCHL, questioned why the officer had not recorded his conversations with DCHL staff members, and noted discrepancies in his reports. In the original report the officer filed, he wrote that he had found a total of 1,540 litres of oils in the alley, while in



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subsequent reports the total was changed to 1,507, Luk said. The officer said he had mistaken the quarter-litre bottles as half-litre bottles, leading to the mistake in the first report. A second hearing of the case will be held next month before Deputy Special Magistrate Stephen Yeung Shu-bun, when the defence and prosecution will deliver their closing statements. DCHL has been the subject of protests since October last year by disgruntled mainlanders who said, among other complaints, that they had been misled into buying up products from the company to be sold on to others, only to find the items had little to no resale value.

<http://www.scmp.com/news/hong-kong/article/1499418/dchl-kept-dangerous-goods-no-licence>

USA, WASHINGTON DC, APRIL 30 2014. U.S. COURT REVIVES OIL COMPANIES' LAWSUIT OVER WWII SITE CLEANUP

- jonathan stempel bernadette baum & lisa shumaker)
- Federal Circuit revives claim by BP, Chevron, Shell
- Oil companies dumped toxic sludge near Los Angeles
- Litigation began in 1991

A divided U.S. appeals court on Monday revived efforts by oil companies to force the federal government to reimburse them for the cost to clean up a southern California site where they had dumped toxic sludge during World War Two. By a 2-1 vote, the U.S. Court of Appeals for the Federal Circuit reversed the dismissal of claims by BP Plc, Chevron Corp and Royal Dutch Shell Plc in a now 23-year-old case that their wartime contracts to produce gas to fuel military aircraft entitled them to reimbursement. The appeals court returned the case to Judge Thomas Wheeler of the U.S. Court of Federal Claims for a damages trial, saying the amount of environmental harm from the contracts remains in dispute. The oil companies are seeking roughly \$100 million. "We're very pleased with the court's decision, recognizing the United States' contractual obligation to reimburse the oil companies for costs arising from their fulfillment of these World War Two contracts," said Michael Kirk, a partner at Cooper & Kirk representing the oil companies. Allison Price, a U.S. Department of Justice spokeswoman, said the agency declined to comment. The "acid sludge" was dumped at a site set up by former Shell engineer Eli McColl in Fullerton, California, about 30 miles (50 km) southeast of Los Angeles, and was a byproduct of efforts to produce high-octane aviation gas. That site was later put on the U.S. Environmental Protection Agency's Superfund list in 1983, and now houses a golf course. (EPA: r.reuters.com/geh88v) In 2002, a federal appeals court in California rejected the oil companies' bid to make the government pay for cleanup costs at the site under the federal Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"). The companies' breach of contract counterclaim was later sent to the Court of Federal Claims, and dismissed by Wheeler in February 2013. Writing for the Federal Circuit majority, Circuit Judge Evan Wallach said it was wrong to conclude that cleanup costs were not among the "taxes, fees, or charges" that the government had promised to reimburse. The United States "needed the oil companies' cooperation to construct new production facilities to meet the extraordinary demand for avgas," Wallach wrote. "The oil companies agreed to the avgas contracts' low profits in return for the government's assumption of certain risks outside of the oil companies' control. The CERCLA charges in this case are one such risk." Circuit Judge Jimmie Reyna dissented, saying the majority turned the disputed clause into a "catch-all indemnification provision" that the "sophisticated" oil companies did not negotiate, and would have known not to negotiate. The named plaintiffs include Shell; Atlantic Richfield Co, which is now part of BP; and Texaco Inc and Union Oil Co of California, which are now part of Chevron. Exxon Mobil Corp, which said it had won favorable court rulings in similar cases over sites in Baytown, Texas, and Baton Rouge, Louisiana, filed a brief supporting the oil companies' appeal. The case is Shell Oil co et al v. U.S., U.S. Federal Circuit Court of Appeals, No. 2013-5051.

<http://in.reuters.com/article/2014/04/28/environment-cleanup-decision-idINL2N0NK1L420140428>

USA, HI, HONOLULU, APRIL 30 2014. NAVY PRESSED TO ADDRESS SAFETY OF RED HILL TANKS

Three months after an underground storage tank leaked up to 27,000 gallons of jet fuel, Navy contractors last week began to inspect the tank at Red Hill. Meanwhile, Honolulu City Council members joined the chorus of officials urging the Navy to make improvements quickly to prevent what Honolulu Board of Water Supply Manager Ernest Lau said could be a harrowing hazard to Oahu's water supply if a powerful earthquake were to disturb the ground in the area. The leak at Tank 5 of the Navy's Red Hill bulk fuel storage facility was discovered Jan. 13. Navy, state Department of Health and Board of Water Supply officials have said to date there are no indications that fuel has contaminated the groundwater aquifer. Elevated levels of hydrocarbons were found in soil vapor samples at nearby monitoring points. The cause of the leak has not been determined. Tom Clements, environmental public affairs officer for Navy Region Hawaii, said the 2 45-foot-tall tank holds 12,500 gallons and could envelop



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a structure the size of Aloha Tower. The inspection is "a large endeavor" that required the tank to be vented before lighting, scaffolding and other safety features could be put in place, he said. The inspection, which began Thursday, is expected to take several weeks, Clements said. Capt. Mike Williamson, commanding officer of Naval Facilities Engineering Command Hawaii, in a release Thursday said all drinking water samples have been in compliance with state and federal regulations. "We are wholly committed to protecting the environment and our vital fresh water resources," Williamson said. "I believe we have taken prudent measures to ensure the water remains safe to drink and we look forward to continue working collaboratively with all stakeholders to ensure public safety while maintaining this critical national strategic asset." The 20-tank storage facility, built during World War II, provides fuel for ships and aircraft at Joint Base Pearl Harbor-Hickam about 2.5 miles away. An initial release response report that the Navy submitted to the Health Department Thursday sums up the history of the facility, outlines what happened and details actions the military has taken so far. A risk summary states there is no way for the underground fuel to reach the surface because there are no connecting seeps. But the fuel could conceivably reach the water table, which "may result in unacceptable concentrations of petroleum in the Red Hill sub-basin," the report says. The sub-basin feeds a nearby Navy-run water system, so such a release could decrease the amount of potable water available to Pearl Harbor-Hickam consumers, the report says. The well provides 24 percent of the potable water to the Pearl Harbor system, which serves 52,200 military consumers. The report concludes: "Additional release response actions, including site characterization, remediation of contamination, and installation of additional groundwater monitoring wells, are recommended to protect drinking water sources located down-gradient of the facility." Down gradient refers to the movement of liquid from areas of high concentration to areas of lower concentration. The report's executive summary says a contractor is looking at modifying the existing groundwater protection plan and related work. Additionally, the Navy is seeking a contractor to "define the nature, extent and magnitude of soil and groundwater contamination beneath Tank 5" and related work. The report notes that a four-year project to clean, inspect and repair Tank 5 was completed in December and that fuel was added to the tank on Dec. 9, just over a month before the leak was detected. At Honolulu Hale Wednesday, the Council Public Works and Sustainability Committee heard BWS Manager Lau and Water Quality Division Chief Erwin Kawata voice their worries about the situation and the need for the city to press the Navy for more improvements promptly. Five wells that provide up to 11.5 percent of the 140 million gallons used daily by Oahu consumers are within several miles of the storage facility, Lau said. The board's Halawa Shaft is 5,000 feet northwest of Red Hill while the Moanalua wells are about 1.3 miles away. Collectively, the two water sources account for more than 25 percent of the water serving the area between Moanalua and Hawaii Kai. If a large earthquake occurs, "when you think about the large volume of fuel that's currently stored there ... even if you leaked a small percentage of that, you would still have a significant volume that would reach the groundwater aquifer," Lau said. "And keep in mind the bottom of the tank itself is only roughly about 100 feet above the drinking water aquifer table, so it doesn't have very far to travel. So we are very concerned." He said records show that a 1948 earthquake on Oahu that measured 4.6 in magnitude occurred about the same time that a 1,100-gallon leak happened at one of the fuel tanks. The Navy put up five groundwater monitoring wells from 2005 to 2009, but there needs to be more, Lau said. A 2010 study paid for by the Navy indicates that groundwater in the Red Hill area flows in a northwesterly pattern, which puts its path in the direction of the Halawa Shaft, Kawata said. There are no water monitoring wells along the way, he said. The water officials also said the Navy has reported there have been dozens of fuel releases in the past totaling 1.2 million gallons, and that the Health Department did not tell BWS officials about this until the recent leak was discussed. "I'm just extremely concerned by what I perceive to be a slow response from the Navy," Councilman Breene Harimoto said during a briefing given by Lau at a Council Public Works and Sustainability Committee meeting. Harimoto, who represents an area between Aiea and Waipahu, said he is also troubled that city officials were not informed of previous leaks until the January leak. Noting the frequency of earthquakes around the Pacific Rim in recent weeks, Harimoto said he is authoring a resolution urging the Navy to take more and more immediate action. The state Legislature has passed a similar resolution. "There's a lot of concerns and uncertainty, partly because there are so few hard answers that we've received on the remediation measures, next steps and best practices that should be taken next." Council Public Works Chairman Stanley Chang said. Lau said the Navy seems to be "open to a few monitoring wells at this point," although he indicated there is disagreement over how many. Clements said the Navy is working with the Health Department and BWS to make improvements, and is talking to the Environmental Protection Agency and Health Department about the possibility of stricter regulations involving the tanks. A 2008 Navy report obtained by the Honolulu Star-Advertiser last month noted that steps have been taken to improve monitoring for leaks, but also raised concerns about the age of the facility and the potential for leaks from the tanks.

<http://www.military.com/daily-news/2014/04/28/navy-pressed-to-address-safety-of-red-hill-tanks.html?comp=7000023468025&rank=1>



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PHILIPPINES, SUBIC NAVAL BASE, APRIL 30 2014. TOXIC TRAIL SHADOWS US-PHILIPPINE BASES DEAL



Luisa Devillena believes her son Romar died as a result of exposure to contaminants.

As US and Philippines sign a military pact ahead of Obama's visit, worries over the toxic legacy of US bases resurface. It has been 13 years since Luisa Devillena's son Romar died of leukaemia at the age of four. She remembers how "sweet" Romar was, recalling how he frequently ran a fever and had swollen joints even as a one-year-old. Devillena's eyes turned watery recounting how her firstborn would insist on playing, even when a catheter tube from chemotherapy dangled from his arm. Despite medical advice, the family insisted that Romar receive full treatment for Stage 3 cancer of the bone marrow - even if that meant selling his paternal grandparents' small piece of land and moving into rental housing in Olongapo City, a highland slum north of

Manila. Romar's doctors could not be certain about the cause of his cancer. But they told Devillena that exposure to carcinogenic contaminants was likely to blame. She suspects that frequent trips during her pregnancy to the beach in nearby Subic, a former US naval base, was a contributing factor. Her suspicions grew after learning about the death of a neighbourhood child with cerebral palsy and other recorded cases of child abnormalities in Olongapo. On Monday, the United States and the Philippines signed [a new military agreement expanding the presence of American troops in the country](#), shortly before the arrival of President Barack Obama in Manila.

'A Legacy of Toxic Waste'?

But environmentalists and watchdog groups are urging a closer look at the provisions of the new deal. They note that the US refused to clean up toxic waste it left behind at former bases under the old agreement, which they believe caused serious health issues in nearby communities. "When they left the two bases, it became apparent to us and many other groups that the US also left behind a legacy of toxic waste," Von Hernandez, executive director of Greenpeace Southeast Asia, told Al Jazeera. "This was associated with irresponsible use, storage, as well as disposal of hazardous materials inside those former bases." As the Philippines enters into a new military deal with the US, Hernandez said it should use the opportunity "to remind the US government of their responsibilities, and their liabilities, over these toxic legacies". [In a 1992 report to the US Congress](#), the US government acknowledged that it had "identified contaminated sites and facilities that would not be in compliance with US environmental standards" at Subic and Clark, two of the largest military bases outside of the US until 1992. The report said that "only 25 percent of the five million gallons of sewage generated daily" was treated. Lead and other heavy metals used in ship repair were drained directly into Subic Bay, or buried as landfill - in violation of US standards which require that such heavy metals "be handled and disposed of as hazardous waste". The report also revealed that during its operation, Subic's power plant contained "unknown amounts of polychlorinated biphenyl (PCB) and emits untreated pollutants directly into the air", in conflict with the US' own clean air standards. Al Jazeera sought comment, by phone and email, from Kurt Hoyer, spokesman for the US embassy in Manila. Hoyer did not respond to the requests. Al Jazeera also visited the US embassy but was told that the request would be forwarded to the communications office.

Contaminants that 'Just Won't Go Away'

Because US troops were forced out of the Philippines after the 1991 eruption of Mount Pinatubo and a subsequent vote by the Philippine Senate to reject the bases treaty, the US military did not continue its investigations into the toxic contamination. But communities near the base have reported a "high incidence" of birth abnormalities and "impaired intelligence" among local children. There were also reportedly high levels of kidney diseases [among some 700 families](#) monitored by the International Institute of Concern for Public Health near Clark Air Base in Angeles City, as well as reported cases of asbestosis among shipyard workers. "There is a preponderance of evidence that it is a heavily polluted base," said Myrla Baldonado, a Chicago-based leader of the People's Task Force on Bases Cleanup, an environmental watchdog group. "These contaminants just won't go away," she said. "They will keep coming up, because the sites have not been cleaned up." In 2000, [a group of individuals filed a class action lawsuit](#) in the Philippines against the governments of the Philippines and the US, claiming damages for health complications and even death. One complainant, Virginia Guevarra of Olongapo, said her daughter's cerebral palsy was caused by contaminants at Subic. The lawsuit was not successful.

No Obligations

Saul Bloom, executive director of Arc Ecology, a technical services provider to communities affected by environmental problems, has conducted studies on former US military bases in San Francisco and the Philippines. The previous bases



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agreement between the Philippines and US stipulated that the latter "is not obligated to return relinquished facilities to their original condition", he said, thus allowing the US government to refuse to clean up. In a study conducted at Clark and Subic, Bloom told Al Jazeera that he identified at least 50 sites with potential toxic contaminants. However, Bloom added, no studies were conducted to determine whether there was a pattern of health problems in the affected communities. Doctor Gene Nisperos, of the Health Alliance for Democracy in the Philippines, told Al Jazeera that despite the merits of the case, the Philippines "has no power" to hold the US military accountable in court for dumping the toxic waste. Bloom agreed, saying the US government holds that it is "exempted" from prosecution because of the bases agreement's legal provisions. According to the US General Accounting Office, the agreement also does not contain a claims provision, which would cover injuries to persons and property arising from environmental problems caused by the US presence. The Philippine government has been reticent in pressing the US to take responsibility for the cleanup, said Greenpeace's Hernandez. In 2012, the US was [accused](#) of dumping 189,500 liters of domestic waste and about 760 litres of a mixture of water, oil and grease from a naval ship. But, Hernandez said: "The problem has been conveniently swept under the carpet by both parties."

'We Don't Really Need the US troops'

Bloom said the Philippines would be better off negotiating a military agreement with cleanup provisions. "Get a good, signed environmental agreement right now, early in the process, before the problems arise later," he said. Yet both the Philippine and US governments refused to release the details of the agreement - a move that alarms activists. Devillena, the mother who lost her son to cancer, is unhappy at the return of US troops - and still worries about her family's health. Since the death of Romar, it took her and her husband Ronald another four years to have a baby, because they were worried about birth defects. Their son Vince Jay is now a healthy 10-year-old. According to Devillena, he is the spitting image of Romar - who would have been 18 in June. In 2007, they had another child, Maria Ceelyn, who is now in first grade. "If you ask me, we don't really need the US troops," Devillena said. "We can stand on our own. Not everyone benefited from their presence here before. When they left, we still managed to survive. So I don't think their return will make a difference."

<http://www.aljazeera.com/indepth/features/2014/04/toxic-trail-shadows-us-philippine-military-bases-deal-20144286574888208.html>

USA, TX, SAN ANTONIO, APRIL 30 2014. SOUTH SIDE REFINERY HAS LONG HISTORY OF TROUBLE

scott huddleston

 **Photo's [10]** [South Side Refinery has Long History of Trouble](#)



Workers are seen by the main entrance of the Calumet Specialty Products Partners plant near the Mission Reach of the San Antonio River on April 17. According to the company's website, it has a capacity of processing 14,500 barrels of crude oil. The plant produces jet fuel, ultra-low sulfur diesel and other products.

Two recent fuel spills on the San Antonio River's Mission Reach have put a spotlight back on a nearly 60-year-old refinery with a history of industrial accidents and disputes with regulators. The refinery, at 7811 S. Presa St., is close to the Mission Reach, an eight-mile stretch of the river south of Lone Star Boulevard that was recently restored at a cost of more than \$270 million. The river has become a magnet for recreation — hiking, biking, boating, birdwatching

— and could help spur economic development on the South Side. Mission San Juan, one of the five San Antonio missions that make up a World Heritage Site nomination, is just a mile south of the plant. Calumet Specialty Products Partner of Indianapolis, which acquired the refinery last year, is the latest owner to fail to live up to promises of being prepared for accidents, SARA General Manager [Suzanne Scott](#) told her board last week. "When it comes time to put those procedures in place, we don't see that high level of stewardship" expected of a refinery by a river, Scott said. There have been two spills in five weeks. The company issued a statement, saying Calumet "is committed to operating in a manner that ensures plantwide compliance with environmental and regulatory guidelines." "Refinery personnel will be cooperating with SAFD, SARA and TCEQ to address current and future concerns and implement any corrective actions identified in that process," the statement read. Calumet, founded in 1919, bills itself as an independent producer of specialty hydrocarbon products, such as diesel and jet fuel, gasoline, solvents and lubricants. Calumet officials have said a new eight-inch, 50-mile pipeline will begin transporting Eagle Ford crude from Karnes City to a terminal in Elmendorf, southeast of San Antonio, by the fall. The pipeline will provide more than 10,000 barrels daily to the San Antonio plant, improving its long-term profitability, Calumet said in November. Plans



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call for the refinery's capacity to increase from the current 14,500 barrels daily to 17,500. In a recent conference call with investors, Calumet president and COO [Jennifer Straumins](#) said the recent expansion of the plant's crude unit allowed the refinery to run "at record rates" in January. "We see a lot of potential upside in this refinery over time," she said. But the recent spills have stirred new concerns at SARA, which has clashed with past owners of the refinery for nearly 45 years. "It seems to me that that property, that refinery is plagued," SARA Trustee [Michael Lackey](#) said last week. Troubles at the circa 1955 plant first surfaced about the time Earth Day was first observed April 22, 1970. SARA sued the original operator, Howell Refining, claiming the Houston company had illegally discharged oil into the river. Howell settled the lawsuit after installing a system to clean its effluent and put it in the city sewer system. The plant, which for years provided jet fuel to area military bases, continued to make news with fires, accidents and pollution claims until AGE Refining of Dallas bought it in the 1990s. AGE owner and CEO [Al Gonzalez](#) was credited with cleaning up the site and increasing production. The company used its status as a Hispanic-owned small business to land contracts to supply jet fuel through defense contracts and provide diesel fuel to [VIA Metropolitan Transit](#). But after Gonzalez handed over the reins to his family, AGE filed for Chapter 11 bankruptcy protection in early 2010. A few months later, on May 5, 2010, a tanker truck explosion and a series of other blasts at the plant left a driver badly burned and sent thick black smoke skyward. It took firefighters nearly six hours to contain the fire. In April 2011, NuStar Energy of San Antonio bought the plant out of bankruptcy. NuStar said it spent \$54 million on improvements, including building a pipeline connecting the refinery with the terminal in Elmendorf, reducing the number of trucks rolling in and out of the plant by up to 70 per day, officials said. Calumet acquired the plant from NuStar for \$115 million in January 2013. Aside from the recent spills, Calumet, which lists 10 refineries on its website, has had little bad publicity. [Susana Segura](#), a community organizer in San Antonio who participated in a demonstration outside the South Side plant after the March spill, said she has little faith in Calumet. The plant, with flames shooting from its flare stack to release excess hydrocarbon gases, emits a gasoline smell. Critics of the refinery feel they're "fighting an uphill battle" against the economic wave of hydraulic fracturing, Segura said.

<http://www.mysanantonio.com/news/local/communities/southside/article/South-Side-refinery-has-long-history-of-trouble-5436561.php>

SOUTH KOREA, SEOUL, APRIL 30 2014. SOUTH KOREA TO BE BIG WINNER FROM AUSTRALIA REFINERY CLOSURES

jane chung & meeyoung cho

- Australia expected to become top net importer of diesel in Asia
- South Korean refiners most aggressive targeting Australia
- Refiners such as GS Caltex and S-Oil have spare capacity
- Also able to make the clean-burning fuel Australia wants

South Korean oil refiners look the best placed to meet extra demand in Asia created by a series of plant closures in Australia, given they are building up capacity and produce the high-quality gasoline and diesel Australia uses. Other major suppliers in the region of these cleaner-burning fuels include Singapore and Japan, but industry sources say South Korean refiners have been the most aggressive targeting Australia after doubling exports in the past two years. The extra Australian demand offers a new market at time when Asia's fuel demand has weakened due to a slowdown in the economies of top fuel consumers China and India. Singapore is the top fuel supplier to Australia, meeting about half of its imports, while South Korea accounts for nearly a fifth and Japan around 12 percent. "But as the Australian import requirement rises, that leaves more space for Korean refiners to come in," said Alex Yap, energy consultant at FGE Singapore, adding that Korean refiners could easily meet the specifications and had the spare capacity. Australia has seen a series of refinery closures and in some cases facilities are being converted into fuel terminals. BP was the latest example after it said on April 2 it would shut its 102,000 barrel-per-day (bpd) plant in Brisbane by 2015, blaming competition from new mega-refineries in Asia. Royal Dutch Shell, Chevron Corp's Caltex Australia and Exxon Mobil Corp have also shut refineries in Australia over the last few years. The closures mean by 2015 Australia will have only four refineries with a combined capacity of 448,500 bpd and is expected to become the largest net importer of diesel and second-largest net importer of gasoline in Asia, importing more than half of its fuel needs.

New Market

South Korea's top refiners SK Energy, GS Caltex, S-Oil Corp, and Hyundai Oilbank have been investing to boost output of fuels such as gasoline and diesel. They are also prepared to offer fuel at a small profit margin to expand market share in Australia, according to sources at refiners with direct knowledge of the matter. On the other hand, Japan has been closing



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ageing refineries and Singapore is also not in a strong position to hike exports as international oil firms have contracted much of its fuel to ship between their own refineries. "Korean refiners have been preparing for a long time, expecting higher demand from Australia where refineries will be shifting to import terminals," said a source at S-Oil, who declined to be named as he was not authorized to speak to media. An S-Oil spokesman declined to comment on its plans, but the firm last year renewed a term deal worth \$1.7 billion to 2015 with Australian petrol and convenience store retailer United Petroleum to supply up to 531,000 tonnes per year (12,366 bpd) of gasoline and up to 334,000 tonnes per year (6,863 bpd) of diesel in addition to spot sales. Stronger Australian demand could support weaker Asian cracks, or margins from refining a barrel of crude into fuel. For example, margins on the low-sulphur diesel used by Australia were \$18.98 a barrel, down from \$21.09 a year ago, according to Reuters calculations based on the prices of 10 parts per million sulphur diesel and Dubai crude.

Jump in South Korean Exports

Asian refiners have a clear advantage on shipping costs to Australia compared to regions such as Europe. Singapore, South Korea and Japan jointly supplied 84 percent of Australia's 517,969 bpd fuel imports in the last financial year, up from 78 percent a year earlier, Australian data showed. South Korea saw by far the biggest rise as its exports to Australia rose 60 percent to 94,816 bpd, moving ahead of Japan's 63,173 bpd although still well below Singapore's 274,770 bpd. Japan's ability to lift exports could be limited as it shuts refineries and since it mainly exports diesel. Its refining capacity has fallen to 3.95 million bpd by the end of March, from 4.89 million bpd in April 2008. South Korea's capacity is 2.95 million bpd, while Singapore's refining capacity is 1.4 million bpd.

(\$1 = 1037.6000 Korean Won)

<http://in.reuters.com/article/2014/04/29/australia-refineries-asia-idINL4N0MW0BQ20140429>

USA, FLA, DELEON SPRINGS, APRIL 30 2014. CLEANUP OF DECADES-OLD DELEON SPRINGS GASOLINE LEAK HAS STARTED AGAIN >> DECONTAMINATION RESUMES FOR A FUEL SPILL IN GROUNDWATER AT DELEON SPRINGS — ONE OF THE COSTLIEST CLEANUPS IN THE STATE

dinah voyles pulver

The next round of work, at a cost of \$7.1 million, has started on an underground fuel leak in DeLeon Springs that was first discovered when a resident smelled gasoline in his well water nearly 30 years ago. An attempt to clean up gasoline in the groundwater near DeLeon Springs has entered a new phase, continuing a project that began when the late Ellis Johnson smelled gasoline in his well water nearly 30 years ago. Workers with Southland Construction have set up detours that will reroute northbound traffic to southbound lanes on U.S. 17 for the next six months as they undertake a \$7.1 million project to remove the pavement and the petroleum-laden soil underneath. Leaking underground fuel tanks were found at the former Gas-N-Shop on U.S. 17 after Johnson called the Volusia County Health Department in June 1985 to report that he smelled gasoline in his well water. Over the years, the contamination leached away from the site in two different directions, including toward the town's namesake, DeLeon Springs, a popular state park just about a mile to the west. For nearby residents and business owners, it seems efforts to clean up the creeping pollution have taken far too long. "Oh my gosh, it has been 30 years in the waiting," said Amy Munizzi, with the DeLeon Springs Community Association Inc. Johnson passed away in the late 1980s, before the cleanup got underway. His family later sold the home. The Association, formed in 2008, has "hammered this as hard as we can," Munizzi said. Two local businessmen — Bob Ford and Don Malmberg — have been instrumental with the association in staying on top of state officials to get the project completed, she said. Not everyone, though, is happy with the start of another round of work. "This is a big mess but there is nothing we can do about it," said Foysal Ahmed, standing next to a semi-circle of cones around his Joy Grocery Store in DeLeon Springs. "It's going to be miserable for business." "We just have to be patient," said Mark Snell, the owner of Snell Motors, a pre-owned car dealership at the corner of Spring Street and U.S. 17. In the 23 years since he's had his car dealership near the Valero gas station, Snell said he has seen four or five different cleaning methods in the same spot without success. "They say (the cleanup) is for the good of the community," Snell said, "But I guess we will have to wait and hear what the results are after this is all over." The site is one of 17,377 possibly contaminated storage tank sites identified on a list by the Florida Department of Environmental Protection. Many of those were like this one, where old-fashioned single-walled fuel tanks likely deteriorated and allowed fuel to leach into the surrounding soil and groundwater. "Cleaning up groundwater contamination is more complicated and slower than virtually anybody would expect," said Rob Cowdery, chief engineer for the department's storage tank program. More than 7,200 sites have been assessed and cleaned up statewide, according to department officials, including 400 that have been finalized in the past year. The state lists 3,167 sites with cleanup underway and another 5,579 sites awaiting assessment. The DeLeon Springs project is among the 10 most costly statewide in terms of cleanup costs, DEP officials said. The location was listed as an imminent



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threat to resources in 2008. Contractors at first attempted a groundwater recovery and treatment in the 1990s but the work was never completely successful, according to state documents. That's when the state and its consultants decided the excavations would be necessary. The state and contractor monitor the spread of the contamination through between 60 and 70 wells that have been drilled in the community. Cowdery said at its worst in 2009, the fuel floating on the water below ground had extended as much as 770 feet away from the contamination site. But now, the fuel contamination in the ground water is no longer spreading and is actually shrinking or retreating back toward the source, he said. In two previous phases of the cleanup project, contaminated soil was removed on the east side of U.S. 17 in 2009 and on the west side in 2011-2012, at a total cost of \$4.9 million. More than 29 tons of soil were removed. Those projects helped, Cowdery said. And within two years the plume of gasoline floating on water in the shallow aquifer underground had receded to less than 500 feet. This six-month phase of the project will stretch about two-tenths of a mile, between Baxter and Spring streets, said Joe Matrai, an owner of Universal Solutions, the contractor overseeing the work for DEP. The company will dig as deep as 35 to 40 feet in some places to remove the soil, he said, and expects to remove around 25,000 cubic yards of contaminated soil. The work is being paid for out of the state's Inland Protection Trust Fund for petroleum contaminated sites. Once the northbound lanes have been repaved, the traffic will be shifted to the other side of the road. The amount of soil — and the costs — could go up as the project continues and the consultants determine the full extent of the contaminated soil, DEP officials said last week. Even after this phase is complete, contamination will remain in the groundwater around the site, Matrai said. The company has stated any cleanup efforts should be "expedited," but any decisions on further cleanup efforts will be up to DEP. Cowdery said this project will address the remaining "major point of concern." Once it's completed, he said they'll look at the results from the network of monitoring wells to examine the project's impact and look at the distribution of any contamination remaining in the water and soil. Cowdery said that information will help them "target our future actions much more accurately."

Facts Florida's Storage Tank Program at a Glance

- 17,377 Storage tank sites eligible for state cleanup
- 7,258 Sites assessed and cleaned up since 1986
- 3,167 Cleanups underway
- 5,580 Sites awaiting assessment
- 1,372 Sites assessed between July 2012 and March 2014

<http://www.news-journalonline.com/article/20140429/NEWS/140429413?Title=Cleanup-of-decades-old-DeLeon-Springs-gasoline-leak-has-started-again>

USA, N.D, KILLDEER, APRIL 30 2014. OIL TANKER ROLLOVER TEMPORARILY SHUTS DOWN HIGHWAY 200

Both lanes of Highway 200 near mile 92 were closed temporarily Monday afternoon while crews worked to move an oil tanker that had rolled into a ditch. The driver of the truck, Ray Waldner of Dickinson, was uninjured. Ray Waldner, of Dickinson, was driving east just outside of Killdeer when a car in front him went to make a left-hand turn from the highway onto a northbound road. He tried to drive to the right of the turning car, but his truck hit a snowy patch of grass on the shoulder and slid into the ditch, where it came to rest on its right side. Waldner, 37, was uninjured. Some crews will remain to clean up the scene and a small amount of oil that leaked into the ditch. The North Dakota Highway Patrol is currently investigating the accident.

<http://www.thedickinsonpress.com/content/oil-tanker-rollover-temporarily-shuts-down-highway-200>

UK, ISLE OF MAN, MANX, APRIL 30 2014. MANX TANKER IN DRAMATIC RESCUE

joanne clague



The crew of an Isle of Man registered tanker saved a British couple and their dog after their yacht sank in a storm. The gas tanker was en route from the UK to Mexico when it received a distress call. The Tilda Kosan was one of three vessels in the vicinity, about 900 miles north west of Bermuda, to respond and diverted its court to search for the yacht's liferaft. The couple and their dog, along with one Belgian crewman, had been clinging to the liferaft for hours amid 25ft waves. It took three attempts for the Tilda Kosan to get alongside and mount a rescue. Mr and Mrs Rorke from Northamptonshire, their dog Dexter and crewman Henri Worthlater, are pictured with the crew. Mr Rorke said the rescue had been 'nothing short of a miracle'. Director of the Isle of Man Ship Registry, Dick Welsh said: 'We are very proud of the actions of the Master and crew on board the Tilda Kosan.'



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This demonstrates the skills and bravery of ship's crew to divert from their course to rescue stricken sailors in very difficult conditions. As soon as a Mayday alert is received there is never a thought other than to go to the rescue, often in extreme conditions. We are delighted that there was a happy to ending to this incident and commend the Captain and his crew for their rescue efforts.'

<http://www.isleofman.com/News/details/63419/manx-tanker-in-dramatic-rescue>

USA, CA, LOS ANGELES, LA HABRA, APRIL 30 2014. BLAST AT LOS ANGELES-AREA POLISHING SHOP INJURES 11

Eleven workers were injured, two critically, on Tuesday in an explosion and fire at a Los Angeles-area metal polishing shop apparently caused by an accumulation of dust and lint in an air duct, officials said. The blast at Gorilla's Polishing in an industrial area of La Habra, about 20 miles southeast of Los Angeles, does not appear to have been caused by any intentional act, said Los Angeles County Fire Department inspector Scott Miller. One of the two critically injured workers had burns over about 90 percent of his body, Miller said. He did not have details on the other one. Eight other workers at the shop needed medical attention for injuries such as smoke inhalation, while one had only minor injuries, he said. The shop polishes vehicle wheels and may also manufacture them, Miller said. The California Division of Occupational Safety and Health is investigating the blast, which appears to have been caused by a buildup of particles in an air conditioning duct, said agency spokesman Greg Siggins. Those particles included dust and lint, Miller said.

Related Stories:

["We know there was magnesium inside the building for the polishing they do. It's not really an explosive, but mixed with other chemicals it has the potential to be flammable."](http://www.chicagotribune.com/news/sns-rt-us-usa-industrial-blast-20140429_0_1790241.story)

http://www.chicagotribune.com/news/sns-rt-us-usa-industrial-blast-20140429_0_1790241.story

USA, N.M. ALBUQUERQUE, APRIL 30 2014. NEW MEXICO WARNS AIR FORCE ON GROUNDWATER CLEANUP OF CONTAMINATION FROM KIRTLAND FUEL SPILL

New Mexico environmental regulators say the Air Force could face \$10,000-per-day state fines if the service misses a June 30 deadline to start cleaning groundwater contaminated by a decades-old fuel spill. A state Environment Department letter says the Air Force's current plan to use bacteria to break down the fuel could miss the June 30 date by up to a year. The Albuquerque Journal (<http://ow.ly/whAJk>) reports that it obtained the letter sent last week through a public records request. Kirtland spokesman Carl Grusnick declined comment on the letter, saying Kirtland remains committed to ensuring that Albuquerque's drinking water remains safe. The spill was discovered in 1999. Contamination has been found about a mile from the initial leak but no contamination has been detected in municipal drinking water.

<http://www.therepublic.com/view/story/9cf50ffb55624135b9e25f219ac6a434/NM--Kirtland-Cleanup>

CZECH REPUBLIC, PRAGUE, APRIL 30 2014. HUNGARY'S MOL TO BUY AGIP PETROL STATIONS IN CZECH REPUBLIC

jan richter



Hungarian refinery giant MOL is about to seal a deal with AGIP to buy the Italian's firm 124 petrol stations in the Czech Republic, the Czech daily Hospodářské Noviny reported. If the deal goes through, MOL will become the second biggest player on the Czech market. It could also spark further consolidation. Dubbed the deal of the year by the daily, the transaction is reportedly close to completion. MOL is set to acquire 124 petrol stations across the Czech Republic from AGIP, owned by the Rome-based multinational oil and gas company ENI. MOL international relations spokesman Tamas Berzi refused to confirm or deny the deal, according to the report which cited unnamed sources. MOL already owns 125 Pap Oil petrol stations in the Czech Republic as well as 24 which belong to its subsidiary Slovnaft. The acquisition of the AGIP stations would make it the second biggest retailer after Benzina, a network

owned indirectly by Poland's PKN Orlen. MOL declared that after taking over the Pap Oil petrol stations in 2012, its mid-term goal was to double its share of the Czech retail market from around 5 percent to 10 percent. The daily also reported that part of the payment for the petrol stations will be the transfer of MOL-owned Mantova refinery to AGIP parent company ENI. The



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Mantova refinery specialises in the heavy crude oils, has a capacity of 2.6 million tonnes per annum, and had been reportedly threatened with closure by MOL. AGIP has been considering selling its loss-making Czech operation for some time, the newspaper says. The firm is also said to be planning to sell its stake in Česká rafinérská, a refinery it co-owns with PKN Orlen. The Polish company meanwhile was also reportedly interested in acquiring AGIP's Czech petrol stations. Several other firms have exited the Czech market before AGIP including Aral, Esso, Jet as well as Pap Oil which sold its petrol stations to AGIP in 2012. With over 3,700 stations, analysts say the Czech network is too dense and the country's strong illegal, or grey, market is eroding profits for above-board retailers. Ivan Indráček, the head of SCS, an industry group, told Hospodářské noviny that he expected more firms to leave the Czech Republic, including Shell and OMV, the third and fifth biggest players on the market. Changes to the petrol retail market are not likely to affect oil prices for end consumers, according to SCS, as a majority of petrol stations are owned by small independent firms. However, PKN Orlen's efforts to acquire control of Čepro and Mero, Czech state-owned fuel distribution and petrol station firm and oil pipeline operator, respectively, could worsen conditions for independent petrol stations operators on the wholesale market.

<http://www.radio.cz/en/section/business/hungarys-mol-to-buy-agip-petrol-stations-in-czech-republic>

USA, N.C., HIGH POINT, APRIL 30 2014. CAROLINA CONTAINER EMPLOYEE INJURED IN PROPANE TANK EXPLOSION IN HIGH POINT

sarah newell williamson

A man was injured early this morning in a propane tank explosion. An employee at the building was taken to Thomasville Medical Center for burns to his hands, arm and face, High Point Fire Department Deputy Chief Tim Wright said. The man was then transferred to Wake Forest Baptist Medical Center. High Point firefighters were called to a two-alarm fire shortly after midnight this morning at Carolina Container at 909 Prospect St. Firefighters responded about 12:30 a.m. to a fire. A second alarm was called about five minutes later, due to the size of the building, the amount of fire and explosions from gas cylinders, said Wright. "The man was filling a (liquid petroleum) tank for a tow motor and something went wrong," Wright said. Carolina Container, which makes corrugated cardboard, has its own fuel center at its facility. The employee was filling up a tank when it caught fire. The gas at the tank fueled the fire, Wright said. Officials are still uncertain what caused the fire, and will have to interview the employee when he is feeling better to determine what happened. Most of the building at Carolina Container was saved, Wright said. Only a small portion suffered water damage, and a section of the roof was cut off to better access the fire. Firefighters cleared the business about 7:45 a.m.

http://www.news-record.com/news/article_bc5bf35c-cf92-11e3-87e8-0017a43b2370.html

USA, CA, POMONA, APRIL 30 2014. WORKERS SICKENED BY CHEMICAL ODOR >> INVESTIGATORS DETERMINED THAT THE ODOR STEMMED FROM AN ADHESIVE REMOVER

willian avila & jacob rascon

Five people were hospitalized after coming in contact with a chemical at an office building in Pomona on Tuesday, fire officials said. The chemical was apparently released at the five-story Verizon building in the 200 block of South Locust Street, according to the Los Angeles County Fire Department. People were complaining of minor eye irritation, rashes and coughing, officials said. Workers at the building told NBC4 that the odor caused some people to vomit. After evacuating 300 people from the building, investigators determined that the odor stemmed from an adhesive remover in a construction area on the building's third floor. Some employees told NBC4 that the smell had been there for weeks and suddenly became stronger Tuesday. "Verizon is committed to providing a safe and environmentally sound workplace for our employees," Verizon spokesman Harry J. Mitchell said in a statement. "We will thoroughly clean the building tonight, and we also will increase fresh air ventilation, replace air filters and closely monitor the building in coming days to ensure conditions are safe. In addition, we will work with the construction contractors to make sure that they are taking appropriate measures." The people who were hospitalized were expected to be OK, fire officials said.

<http://www.nbclaosangeles.com/news/local/Possible-Chemical-Leak-Causes-Injuries-Evacuations-in-Pomona-257240711.html>

USA, AKA, ANCHORAGE, MAY 1 2014. CLEANUP UNDERWAY AT NORTH SLOPE SPILL

State officials have increased the size of an oil leak on the North Slope. Officials on Wednesday said an oily mist was sprayed over 33 acres of snow-covered tundra and 2 acres of gravel pad because of a pipeline failure. Initial reports said 27 acres of tundra were affected. Authorities say the release of natural gas and water containing crude oil was found during routine inspections Monday. The spray was active for about two hours before the line was isolated and depressurized. Crews are



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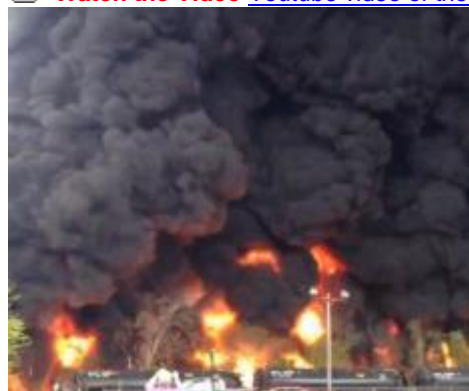
working in two shifts to clean the area of oil The spill happened at the BP Exploration (Alaska) west operating area in Prudhoe Bay, at H Pad Well 8. No wildlife has been impacted.

<http://www.kansascity.com/2014/04/30/4993933/cleanup-underway-at-north-slope.html>

USA, VA, LUNCHBURG, MAY 1 2014. TRAIN CARRYING CRUDE OIL DERAILS AND CAUSES EXPLOSION

murielle ungricht

 **Watch the Video** [Youtube video of the train crash by Daily News New York](#)



I just read on the Daily News New York's website that around 2 p.m. EST today, a train carrying crude oil derailed and crashed in Lunchburg, Virginia. Following the derailment, residents of downtown Lunchburg were immediately evacuated as explosions, fire and heavy smoke were overtaking the area of the train crash. According to city officials so far no injuries have been reported. It is still unclear why the train derailed. What we do know is that out of the 12 to 14 tanker cars that were carrying crude oil, three or four tanker cars were breached. These breached tanker cars are the ones that caused the fire and the thick black smoke that is still raging over downtown Lunchburg. Incidentally this train crash happens to coincide with a report co-produced by the New York State Department of Health entitled Transporting Crude Oil in New York State: A review of Incident Prevention and Response Capacity and with a letter sent by Governor Cuomo to the White House the same day asking urgent federal action to prevent just this type of disasters with crude oil transport. Accidents like this

raise many questions. Obviously it is a miracle that there are no injuries or severe casualties, although that is without taking the environment into account. In the report mentioned above it is stated that the production of crude oil in North America has boomed in the past five years, helping make the United States the leading producer of crude oil in the world. I will spare you the comments about how bad this crude oil production peak is for the environment and only focus on transport for a moment. Unfortunately the oil pipelines did not magically appear alongside the crude oil production spike, making railroads to refineries and ports across the United States the number one transportation method. So like any boom in production of any type of product this sudden explosion in crude oil manufacturing raises not only serious public safety issues as we can see today, but equally so raises important environmental concerns. Everything about crude oil is dirty, even the accidents it causes. So the more reason to get rid of the oil addiction and go for clean, renewable energy.

 **Document** [Transporting Crude Oil in New York State: A review of Incident Prevention and Response Capacity](#)

 **Related Story** [Cleanup Begins After Crude Oil Spills Into James River in Train Derailment](#)

<http://www.greenfudge.org/2014/04/30/train-carrying-crude-oil-derails-causes-explosion-lunchburg-virginia/>

USA, PA, MOON TWP, MAY 1 2014. SUPERFUND CLEANUP IN MOON TO CLOSE SECTION OF MONTOUR TRAIL

len barcousky

Land polluted with industrial chemicals in the vicinity of mile post 0 on the Montour Trail in Moon will be confined in a giant covered "bathtub," according to federal officials overseeing cleanup of the 7-acre Breslube-Penn Superfund site. "What will occur is that crews will dig a large trench around the perimeter of the area where contamination exists," Bonnie Smith, spokeswoman for the federal Environmental Protection Agency, said. "That trench will be filled with an impermeable, cement-like material that will hold the contaminants." The bottom of the "tub" will be natural bedrock and the top will have a similarly waterproof cover. Like a bathtub, the containment vessel will have a small drain, according to Bhupi Khona, remedial project manager for the EPA. Water coming out of the tub will pass through an active carbon filter designed to hold pollutants. While no start date has been announced for the project, EPA officials said they remain hopeful that work can begin this summer. "It would be best to do this project within one construction season," Ms. Smith said. Private contractors will do the work and the cleanup will be under the supervision of the EPA. Federal officials are working with the state Department of Environmental Protection and the Montour Trail Council. Project monitoring will involve collecting and testing water samples inside and outside the site. "We want to make sure the contaminants remain inside the waste containment area," she said. A portion of the popular biking-and-hiking trail and the large parking lot at its "Mile 0" marker adjacent to Route 51 will be closed for varying periods once the Superfund environmental remediation project gets underway. "We understand why this area has to be closed off for the safety of everyone," Trail Council president Dennis Pfeiffer said. His organization will work to keep trail users up-to-



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date on the status of the project with signs and website information. Sarah Vergenes, who lives in Coraopolis near the trailhead, said she recognized the logic behind the need for a temporary shutdown of the trail. "It will be inconvenient, but they have to do what they have to do," she said. She and her young son, Cameron, are regular walkers on the trail. The Justice Department and the EPA announced almost five years ago that they had reached an agreement with 36 companies linked to contamination at the Breslube-Penn site. The settlement provides \$12 million for future cleanup costs, a \$3 million reimbursement to the EPA for its past expenses and \$41,000 to the state for its enforcement and response costs. The government previously had reached \$4.2 million in settlements with other companies. The Breslube-Penn property adjoins the Montour Trail and is within 50 feet of Montour Run, a tributary of the Ohio River that is popular with anglers. Warning signs posted on the fence around the property identify it as a federal cleanup site. The land was home to a fat-rendering plant and later used for fuel oil recycling. The trench planned around the property will be as much 15 feet deep and 3 feet wide. Excavation will be done with heavy construction equipment, officials said. "When crews are digging, there will be dust in the air and heavy truck traffic," Mr. Khona said. "You don't want people nearby." A tentative calendar indicates that once work commences, the trail and the "Mile 0" parking lot will be off-limits for more than a month. The lot and trail may be open on Sundays. With the trailhead spaces unavailable, the closest parking lots are at Hassam Road (Mile 1.4), Beaver Grade Road (Mile 3.1) and Montour Run Road (Mile 4.4). A trail map and driving instructions are available at the website www.montourtrail.org. Congress created the Superfund program in 1980 in response to the Love Canal chemical-storage scandal in New York. The law charged the EPA with identifying those responsible for industrial pollution sites and reaching agreements with them to correct problems. The EPA then oversees the remediation. The Breslube-Penn settlement said that the rendering plant and oil recycling operations had contaminated soil and groundwater with a variety of chemicals and other pollutants. They include volatile organic compounds, semi-volatile organic compounds, polychlorinated biphenyls, metals and cyanide.

<http://www.post-gazette.com/local/west/2014/05/01/Superfund-cleanup-in-Moon-to-close-section-of-Montour-Trail/stories/201405010052>

ENGLAND, HAMPSHIRE, MAY 1 2014. BLAZE AT M3 FLEET SERVICE STATION AS LORRY CATCHES FIRE



Hampshire Fire Service said the lorry was carrying 16 tonnes of straw and 250 litres of diesel.

A fire on a lorry that was transporting 16 tonnes of straw has forced a motorway service station to be closed for more than 12 hours. The blaze on the exit slip road on the westbound carriageway of the M3 at Fleet, Hampshire, began at about 17:30 BST on Wednesday. The Highways Agency say the slip road

between junction 4a and junction 5 would reopen at 06:30. Hampshire Fire Service said at one point 20 firefighters fought the fire. In addition to the straw, the large goods vehicle had a 250-litre tank of diesel. Eyewitness Mark Harvey told BBC News: "I took the photo as I left the services, I think I was one of the last to get out before they closed the slip road."

 **Related Stories** [Dramatic lorry fire on M3 at Fleet Services](http://www.bbc.com/news/uk-england-berkshire-27231984)

<http://www.bbc.com/news/uk-england-berkshire-27231984>

USA, MN, WINONA, MAY 1 2014. PETROLEUM SPILL AT JEFFERSON SCHOOL

amelia wedemeyer

Homeowners near Jefferson Elementary School might have been shocked and a little concerned, recently, after they received surveys about a petroleum leak at the school. The seepage happened last summer when Peer Engineering was removing an underground storage tank at the site. "What we did last summer is we took out the underground storage tanks at Jefferson, and we determined we had a little seepage from the ground," Winona Area Public Schools (WAPS) director of buildings and grounds Bill O'Laughlin explained. "There was very little. We'll be receiving the full report in a couple of weeks." According to O'Laughlin, the surveys are handed out to residents, usually within 500 feet of the seepage, which is a state requirement for a petroleum spill. "It had to be reported," WAPS superintendent Scott Hannon said of the leak, reiterating O'Laughlin's statement. "I don't think it is anything to worry about, but it had to be reported. [Peer Engineering] sends out a letter to homeowners within 500 feet that says to report if anyone notices a smell or anything unusual." Matt Erickson, an environmental professional at Peer Engineering based in Eden Prairie, did not directly work on the project that involved the leak from the Jefferson petroleum tank, but he did speak on general terms of fuel oil tank leaks. "I wouldn't be too concerned," he said when asked if Jefferson students and faculty, as well as nearby homeowners, should be afraid of the petroleum leak.



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But Erickson, who also explained that underground oil fuel tanks are usually used as backup to a school's boiler system, made sure to note that petroleum is a hazardous material, especially when a lot of it leaks. "It's flammable, of course it is [hazardous]. If it leaks and gets into ground water, it's hazardous." Fortunately for Jefferson students, faculty and nearby residents, O'Laughlin said that they were not anticipating any seepage of petroleum into the ground. Erickson said he did not "necessarily" believe the age of the building had much to do with the leak. "It's generally the type of soil and moisture content, and what kind of oxidation rate is going on," he explained. "A lot of newer tanks going in will have more updated material to make [a leak] less likely, but it really goes down to the soil chemistry."

http://www.winonapost.com/stock/functions/VDG_Pub/detail.php?choice=58124&home_page=1&archives=

USA, UT, LAMBS CANYON, MAY 1 2014. OIL TANKER SPILL SLOWS TRAFFIC ON I-80 WESTBOUND >> ROUGHLY 4,000 GALLONS OF CRUDE OIL SPILL

aaron osowski,

Roughly 4,000 gallons of crude oil spilled onto Interstate 80 westbound Wednesday morning when two semi trailers crashed near Lambs Canyon. Traffic on I-80 westbound was reduced to one lane for several miles, according to the Utah Department of Transportation. The crash occurred just after 6 a.m. on Wednesday when a box-style semi trailer rear-ended a crude oil double tanker truck near mile post 138, causing the rear trailer of the tanker truck to overturn. About 105 barrels of crude oil, or 4,000 gallons, spilled onto the north side of I-80 westbound, with some oil running off the roadway, according to Utah Highway Patrol Sgt. Todd Royce. The right two lanes of the freeway were closed off and UDOT reduced traffic from mile post 137 to 140 to one left lane of travel. Royce said the driver of the semi trailer who rear-ended the tanker sustained minor injuries and was transported to the University of Utah Hospital. The Utah Department of Health was called to the scene, and determined it was necessary to bring in an environmental clean-up company to assess and mitigate potential damage to a nearby watershed, which provides drinking and culinary water. Royce said I-80 westbound will not be fully open until around 1 p.m. as crews work to clean up the scene. The tanker that overturned was in pieces when officials arrived. "Clean-up [of the oil] may run into a couple of days," Royce said.

http://www.parkrecord.com/summit_county-news/ci_25667936/oil-tanker-spill-slows-traffic-i-80-westbound

USA, ILL, BELVIDERE, MAY 1 2014. CHEMICAL SPILL IN BOONE COUNTY

 **Watch the Video** [Chemical Spill in Boone County](#)

It's an all clear for one Belvidere neighborhood after haz-mat crews spent Thursday afternoon cleaning up a chemical spill. Around 2:30 p.m. a barrel filled with around 55 gallons of hydrochloric acid fell off a truck spilling all over Winding Creek Drive, that's near Riverside and Springcreek Roads. Boone County firefighters say nobody was forced to evacuate and everyone's OK. The incident has been reported to the Environmental Protection Agency.

<http://www.wifr.com/home/headlines/Chemical-Spill-in-Boone-County-257272091.html>

USA, WA, RICHLAND, MAY 1 2014. FORMER HANFORD WORKER SICK FROM NUCLEAR WASTE SPILL SPEAKS OUT

jane sander

 **Watch the Video** [Former Hanford Worker Sick from Nuclear Waste Spill Speaks Out](#)



NBC Right Now spoke with a former Hanford worker exposed to chemical vapors on the job. He wasn't a tank farm worker. He was a truck driver at the Hanford site. Lonnie Poteet arrived outside a tank farm to deliver some fuel and quickly started feeling symptoms from exposure to chemical vapors. What he didn't know was a nuclear waste spill happened hours before at the tank farm. "I was already burning from my glove line to my t-shirt line and the side of my face and I was already starting to lose a little bit of vision in my right eye," Poteet said. It all happened so fast. On July 27th 2007, Lonnie Poteet, a contracted worker, drove up to site to deliver some fuel. At the time, CH2M Hill was managing the tank farm cleanup and failed to notify all workers about the spill. The spill reportedly

happened at 2:10am. Poteet arrived at the fence line of the tank farm at 10:00am. "Very frustrated. When they told their crews that showed up that day to go to work to stay in because they had a potential spill, they held them back, but notified nobody else. They put me in harms way. Specifically they asked me to be there as late in the day as possible. They knew I was



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coming. Why didn't they say something?" Poteet said. Poteet describes living his life now as reclusive because of his health issues following exposure to chemical vapors. He wears sunglasses because he has vision loss in his right eye and is sensitive to light. He has sharp pains in his head and they cause him to often twitch. He says medication prevents him from collapsing in pain due to severe nerve damage in his brain. But the most painful part of Poteet's story to hear is his fear of not being around to watch his grandson grow up. Poteet takes care of his grandson. He worries he might collapse one day and not wake up. Poteet doesn't want to see more workers go through what he deals with every day. "They're going to be exposed to the same situation I am. That's my concern for them. Nobody is going to do anything to stop it. I don't care what they say in the papers. As long as there's profit in what they're doing and they get their bonuses on a decent time, that's all they care about," said Poteet. CH2M Hill was fined more than \$300,000 by the Department of Energy for nuclear safety violations. CH2M Hill no longer manages the tank farm cleanup. Washington River Protection Solutions now currently does that work. Poteet says companies may change, but DOE remains in charge and the culture of cleanup continues to get Hanford workers sick.

<http://www.kulr8.com/story/25385515/former-hanford-worker-sick-from-nuclear-waste-spill-speaks-out>

USA, MI, DELTA TWP, MAY 1 2014. I-69 BACK OPEN AFTER TANKER LEAK



Delta TWP – Update: Northbound I-69 and the Millett Highway overpass has re-opened. A tanker truck carrying liquid nitrogen was leaking on an off-ramp. An expert mechanic was able to cap the leak, and the truck was moved to the Air-Gas Company facility in Delta Township, where the remaining liquid nitrogen was off-loaded. The Delta Township Fire Department chief estimates 750 - 1000 gallons leaked. There was no damage to the environment or road surface. Liquid nitrogen is not flammable, but the chief says the concern was that the venting chemical could present a visual problem for drivers, and if cars came too close there could be respiratory problems.

Delta TWP - A tanker truck is leaking liquid nitrogen on a well-traveled ramp of I-69 in Delta Township. Eaton County authorities initially described the situation as a "fire incident." News 10 reporter Lorne Fultonberg says he does not presently see a fire. Video from the scene shows a semi carrying a tanker that says "Cryogenic Transportation CTI," and "Nitrogen refrigerated liquid." Eaton County Sheriff's deputies are keeping news crews and the public at a distance. The deputy does say that some of the liquid nitrogen is leaking. Experts will attempt to either stop the leak or off-load what liquid is in the tanker to another tanker. Northbound I-69 just south of the I-96 interchange has been closed, backing up traffic. Millett Highway at the I-69 overpass is also closed. Driver should avoid the area. The incident began at about 12:45pm Wednesday. There is no estimate on when the northbound lanes of I-69 will re-open.

<http://www.wilx.com/home/headlines/Fire-Snarls-Traffic-Near-the-Interstates-69-96-Interchange-257368861.html?ref=861>

USA, N.Y, NEW YORK, MAY 1 2014. GASOLINE CANS & SAFETY: AVOIDING A DISASTER

eric t. chaffin

It's April and the weather is heating up in parts of the United States that were dealing with winter weather. More people will be outside and soon it will be time to tend to lawns and gardens. That also means mowing the lawn and possibly filling the mower with a portable gas can. It may look like a harmless piece of plastic or metal, but a gas can cause serious and sometimes fatal accidents. In 2003, 3-year-old Landon Beadore was burned when he was putting his bike away in the basement of his home in Kansas, accidentally tipping over a gas can. The fumes spread across the floor eventually igniting the furnace and water heater, and exploding. Landon had third-degree burns over 30% of his body.

State Representative Moves to Pass Gas Safety Bill

A similar accident which left a 4-year-old dead and a 3-year-old severely burned in Leavenworth Kansas prompted Representative Dennis Moore to create a measure to help prevent a tragedy like that from happening again. In 2007, Representative Moore testified before the House Energy and Commerce Subcommittee regarding the bill, and Representative Spencer Bachus introduced bipartisan legislation, "which would require that all portable gasoline containers to be made with child resistant caps." Later that year, the House passed the Children's Gasoline Burn Prevention Act (H.R. 814). President George W. Bush signed the Act into law in 2009. This required "portable gasoline containers manufactured for sale in the U.S. on or after January 17, 2009 to conform to child resistance safety requirements." The U.S. Consumer Product Safety



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Commission (CPSC) released a [statement](#) to NBC News stressing the importance of the child resistant cap. It also talked about the addition of "flame arrestor technology" which would prevent "flashback fires."

Tips to Avoid Accidents

In 2012, Blitz USA, the largest manufacturer of gasoline cans announced its closure. At the time company spokespeople said it was due to a "string of lawsuits." A manager spoke to FOX23 and said most of the lawsuits were from "people who burned themselves pouring gasoline on a fire." There are a number of things consumers can do to keep themselves and others safe when using a gasoline can. The [CPSC recommends](#) the following:

- Put the gas container in a well-ventilated, cool area
- No smoke near gasoline
- Do not carry gasoline in the trunk of a car
- Buy a child-resistant gas can
- Do not put gasoline or other fuel anywhere inside your home, or near any area that could cause it to ignite
- Always keep gasoline and other fuel away from children

According to a [safety guide](#) released by the American Burn Association (ABA), 13,000-15,000 emergency room visits every year are due to gasoline-related burns.

<http://newyork.legalexaminer.com/defective-dangerous-products/gasoline-cans-safety-avoiding-a-disaster/>

AUSTRALIA, SOUTH AUSTRALIA, ADELAIDE, MAY 1 2014. BOOST FOR SOUTH AUSTRALIAN FUEL SUPPLIES

A new Adelaide facility has lifted local fuel storage by 50 per cent, which will help spur economic growth across the state. South Australia's fuel supplies are more secure following the opening of a new storage facility in Adelaide. Caltex Australia will supply petrol, diesel and biodiesel from the 85 million litre Pelican Point facility. It was developed with a combined \$100 million investment from Caltex, Terminals Pty Ltd and Flinders Ports, and will also allow larger fuel-carrying tankers to berth at Outer Harbor. Caltex Australia general manager for supply chain Andrew Brewer says the extra capacity will lift total storage in Adelaide by about 50 per cent and help underpin the state's economic growth. "Storage and shipping capacity constraints have contributed to a number of fuel shortages across Adelaide and South Australia over recent years, especially following weather-related disruptions to shipping movements into Port Adelaide," he said. "This facility is a very clear demonstration of our commitment to South Australia as it grows. "We're investing alongside our customers so that industries such as mining, transport and agriculture can invest in the confidence that they have a safe and reliable supply of fuel." The new facility is owned by Terminals Pty Ltd, with Caltex taking a 25-year lease to provide fuel to local service stations. SA Treasurer Tom Koutsantonis said the new facility offered both motorists and industry peace of mind over fuel supplies. "Fuel is the blood of our economy," he said. "You can't have a growing economy without a stable and reliable fuel supply."

<http://www.sbs.com.au/news/article/2014/04/30/boost-south-australian-fuel-supplies>

USA, N.Y, WHITE PLAINS, MAY 1 2014. 1-YEAR BAN FOR NY NUCLEAR WORKER WHO ADMITTED TRYING TO COVER UP FUEL CONTAMINATION

A supervisor who admitted trying to cover up fuel contamination at a New York nuclear plant has been banned from the industry for a year. The Nuclear Regulatory Commission said Tuesday that Daniel Wilson cannot take part in any commission-licensed activities in the U.S. Wilson was chemistry manager at the Indian Point plant when fuel for emergency generators was found to contain excessive particulate matter. A federal complaint said Wilson faked a test to show the problem had been solved and then lied about it. Wilson pleaded guilty last year in federal court to violating NRC regulations. He was sentenced in January to 18 months of probation and fined \$500. The NRC also issued notices of violations to Entergy Nuclear, owner of the Westchester County plant.

<http://www.therepublic.com/view/story/d3d89118ce674fbc8c00fe47cf6583d3/NY--Indian-Point-Contamination>

USA, FLA, ESCAMBIA CO, M,AY 1 2014. FLORIDA JAIL GAS BLAST KILLS 2 AND INJURES 100

A gas explosion at a Florida jail has killed two people and left up to 150 inmates and corrections officers hurt. County spokeswoman Kathleen Castro said the blast triggered the partial collapse of Escambia County jail's booking facility building. She said at least two prisoners were killed in the explosion, which happened at around 11pm local time on Wednesday. Around 600 inmates were in the building at the time. Ms Castro said she did not know if flooding in the area was a factor, but that the prison did suffer extensive flooding during heavy rains in the region on Tuesday and Wednesday. The injured were taken to hospital while inmates who were unhurt were taken to jails in neighbouring counties. No escapees were reported. Ms



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Castro said officials were scrambling to get people out of the building, provide medical care, and working to make sure inmates were detained and routed to other facilities. Sacred Heart Hospital and West Florida Hospital in Pensacola said the injuries they had treated were all relatively minor. Vicki Brooks, a spokeswoman for Sacred Heart, said they treated 31 patients with mostly neck and back injuries. Kendrick Doidge said West Florida Hospital treated 37 inmates in the emergency room and that all had been released back into the custody of the Escambia County Sheriff's Office.

<http://news.sky.com/story/1252975/florida-jail-gas-blast-kills-2-and-injures-100>

USA ILL, JASPER CO, NEWTON, MAY 1 2014. ILL. BIODIESEL PRODUCER TO CLEAN UP WATERWAYS AFTER SOY OIL SPILL

ron kotrba

Illinois Attorney General Lisa Madigan announced a court order April 25 requiring a Jasper County biodiesel production facility to implement new operating procedures and install equipment designed to prevent overflows of contaminating substances in response to a March 25 soybean oil spill at the facility in Newton, Ill., that polluted several nearby waterways. The court order also requires the company to remediate the affected waterways. The order says the company, BN National Trail Biodiesel LLC, must shut off the detention basin's gate valve on the north end unless a half-inch of precipitation occurs in a day. It must also must install an oil-absorbing boom that will guard against biodiesel spills. The plant produces up to 50 MMgy of biodiesel mostly from soybean oil. The agreed interim order, filed in Jasper County Circuit Court, also calls for BN National Trail Biodiesel to produce a copy of its written spill notification procedures and its storm water pollution prevention plan and to apply to the Illinois Environmental Protection Agency (IEPA) for the required permits overseeing industrial storm water discharges. In addition, the company must complete the cleanup of the waterways affected by the release of soybean oil from the facility by July 31. "This order will ensure the company takes the necessary steps to clean up the polluted waterways and to prevent future overflows from contaminating the surrounding area," Madigan said. Jasper County Judge William R. Todd set a status hearing for Aug. 12 regarding the interim order. Madigan's office also filed a five-count complaint against BN National Trail Biodiesel alleging water pollution, offensive conditions, and creating a water pollution hazard following the March 25 incident. Biodiesel Magazine called BN National Trail Biodiesel for comment on the order, but no one was available to give a statement. Assistant Attorneys General Evan McGinley and Nancy Tikalsky are handling the case for Madigan's Environmental Bureau.

<http://www.biodieselmagazine.com/articles/65353/ill-biodiesel-producer-to-clean-up-waterways-after-soy-oil-spill>

USA, N.Y, ALBANY, MAY 2 2014. NYS INSPECTORS CHECK HUNDREDS OF CRUDE OIL TANK CARS, RAIL LINES

tom precious

- The state has announced another round of rail yard, freight cars and track inspection results as part of a program to boost safety of crude oil shipments handled via rail across New York.
- Here is the release this morning from the governor's office:

Governor Andrew M. Cuomo today announced another round of targeted inspections of freight rail cars and track across New York State to ensure compliance with safety regulations for transporting crude oil through the State. The inspections, which covered nearly 700 tank cars and 152 miles of track across upstate New York, found numerous incidents of defective, broken or missing mechanical equipment and placards. The inspections were completed on the same day that Governor Cuomo urged President Obama to take immediate federal action to replace outdated and dangerous crude oil tank cars. The Governor also sent the President the State's comprehensive crude oil transportation report, which was recently completed in accordance with an executive order issued by the Governor in January. The report, which was put together by five State agencies, details ten critical federal recommendations and presents a package of state administrative, regulatory and legislative actions related to the transportation of crude oil by rail. Shortly after the Governor's letter to the President, yet another crude oil train derailed and exploded in Lexington, Virginia, underscoring the urgency of the Governor's call to action. "New York State is not waiting for another potentially disastrous crude oil accident to take action and protect our communities," Governor Cuomo said. "Our administration is continuing aggressive inspections of rail yards and tracks across the State, and we are heightening our preparedness through emergency drills and exercises. At the same time, I have urged our federal partners to overhaul safety regulations for the transport of crude oil, and will continue to push for these important changes. New Yorkers deserve nothing less." On Wednesday, the New York State Department of Transportation (NYSDOT) and the Federal Railroad Administration (FRA) completed a third series of targeted inspections at rail yards in the Capital Region and Western New York, as well as track inspections through nine counties, from Erie to Montgomery, of CSX's mainline, which is a crude oil route. Inspectors performed a mechanical inspection of DOT-111 tank cars, examining brakes and other safety equipment. In NYSDOT



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inspection blitzes in February and March, numerous issues were found, including defective equipment, broken rails and non-compliant tank cars. Last week, inspectors from the FRA and the Pipeline and Hazardous Materials Safety Administration (PHMSA) performed hazardous materials inspections of tank cars in Albany and Selkirk. These inspections ensure equipment is in line with regulations, including valves, valve closures, and placards and decals that describe the cargo being shipped, as well as checking dates for the last tank inspection and pressure test. NYSDOT Commissioner Joan McDonald said, "Ensuring public safety is our number one priority, and inspection blitzes such as this help us discover and remove hazards before disaster happens. Governor Cuomo is leading the way in rail safety across New York State and we will continue to work with our federal partners to enforce standards for crude oil shipments."

Rail Inspection Findings

The latest inspections were conducted at the Kenwood Rail Yard in Albany, the Selkirk Rail Yard in southern Albany County, and the Frontier Rail Yard in Buffalo, and along 152 miles of CSX mainline track between Fonda and Alden.

Capital Region Inspections

- At the Kenwood Yard in Albany, inspectors examined 120 DOT-111 tank cars for mechanical defects, 80 carrying crude oil and 40 carrying ethanol. The inspection found five defects including one wheel defect and four worn brake shoes. On April 23, hazardous materials inspectors from the FRA and PHMSA examined 204 DOT-111 crude oil cars and found two defects, including one improper placard and one unattached lower outlet valve cover chain. At the Selkirk Rail Yard in Albany County, inspectors examined 103 DOT-111 tank cars carrying crude oil for mechanical issues and found no defects. On April 24, hazardous materials inspectors from the FRA and PHMSA examined 185 DOT-111 tank cars carrying crude oil and discovered five defects. Two defects involved lock pins for lower outlet levers that were not applied; two improper placards; and a broken safety chain for a lower outlet cap.

Western New York Inspections

- At the CSX Frontier Yard in Buffalo, inspectors examined 105 DOT-111 crude oil tank cars and found one mechanical defect, for a missing handrail bolt. FRA inspectors issued two violations to CSX for defects on two locomotives, including an ineffective handbrake which was past its required re-test date; and an expired date for re-calibration of the head-end box, which monitors air pressure for the braking system. Both defects were repaired before the train left the yard. On Wednesday, FRA hazardous materials inspectors examined 150 DOT-111 crude oil cars and found 11 defects with placards, which were damaged or worn. The FRA also issued a violation to shipping company ETC Endure Energy of Kansas, for a missing bolt on the manway access to the tank hatch area

Track Inspections

NYSDOT inspectors also examined 152 miles of CSX mainline track in three segments from Fonda (Montgomery County) to Alden (Erie County). NYSDOT inspectors were accompanied by CSX for this inspection.

- Fonda to Oriskany (Oneida County) (62 miles): Inspectors found 10 non-critical defects including loose and missing bolts at switch points; and loose rail spikes on a short segment of track.
- Oriskany to Camillus (Onondaga County) (50 miles): Inspectors found one critical rail defect at a switch point, which required a 10 mph speed restriction. CSX immediately repaired the defect and the speed restriction was lifted. Inspectors also found 13 non-critical rail defects, including loose or missing bolts at switch points. They also found ten locations where the rail bed exhibited minor fouling, with wet mud coming up through the rock ballast.
- Chili (Monroe County) to Alden (40 miles): Inspectors found 12 non-critical defects at switch points including loose bolts at guide rails, adjustable braces and switch point stops.

http://blogs.buffalonews.com/politics_now/2014/05/nys-inspectors-check-on-hundreds-of-crude-oil-tank-cars-rail-lines.html

AUSTRALIA, NEW SOUTH WALES, SYDNEY, MAY 2 2014. CALTEX ISSUED WITH SECOND CLEAN-UP NOTICE OVER BOTANY BAY INCIDENT

The NSW Environment Protection Authority (EPA) has issued a second clean-up notice to Caltex Refineries (NSW) in response to a pollution incident in Botany Bay on March 24. Following an incident in March where Caltex Refineries released oily water into Botany Bay, the EPA issued a clean-up notice that required the licensee to engage a qualified practitioner to undertake an ecological assessment of the impact of the oil found at Congwong and Little Congwong beaches. Acting Chief Environmental Regulator Gary Whytcross said that the clean-up notice was a legal direction that required Caltex to implement an ecological assessment program. "The ecological work is required to assess and monitor the effect of the pollution incident and its recovery for this northern shore of Botany Bay," he said. Caltex Refineries complied with an initial clean-up notice issued on April 2 and, following EPA approval, engaged AECOM to undertake the assessment. The EPA has now issued a



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Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,067 Newsy Stuff

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

May 13 2014



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second clean-up notice to Caltex that requires them to implement the approved program. This work has now commenced. "The practitioner will submit written reports to the EPA and make recommendations on the need for any further action," Mr Whytcross said. "Caltex must submit an update in four months and must have completed the ecological assessment program within six months. The final assessment report must be submitted to the EPA by November 22. It is hoped that these reports will show recovery of the impacted area."

http://retailmedia.com.au/resources/CW_eNews/CW_eNews_020514.html#story5?utm_source=CW+eNews+-+SA+opens+largest+fuel+storage+terminal+in+the+state.+Price+board+regu&utm_campaign=cw-020514&utm_medium=email

USA, TX, GALVESTON, MAY 2 2014. TANK CLEANER CLAIMS ACID BURNS, SUES SEACOR FOR NEGLIGENCE *ben hart*

A Louisiana man is suing over claims he was burned while cleaning a tank aboard a vessel. Terry Ross filed a lawsuit April 16 in the Galveston Division of the Southern District of Texas against Seacor Marine LLC and Seacor Offshore LLC, citing negligence. The plaintiff claims he was employed by U.S. Recovery Systems as a tank cleaner, working on the M/V Gerard Jordan owned by the defendant on July 26, when he was injured. According to the suit, Ross was cleaning a tank aboard the vessel when he started to feel a burning sensation on his skin. Ross claims it was caused by acid that was in the tank that he was cleaning. The suit alleges the defendant was negligent in failing to inform Ross there was hazardous acid in the tank. Ross is seeking damages in excess of jurisdictional minimum, interest, attorney's fees and court costs. He is being represented in the case by Houston attorneys Marc Evan Kutner and Marcus R. Spagnoletti of Spagnoletti and Co. Galveston Division of the Southern District of Texas Case No. 3:14-cv-00133

<http://setexasrecord.com/news/295987-tank-cleaner-claims-acid-burns-sues-seacor-for-negligence>

USA, N.Y, NANUET, MAY 2 2014. DIESEL FUEL SPILL CLOSES RT. 59 IN NANUET

 **Watch the Video** [Diesel Fuel Spill Closes Rt. 59 in Nanuet](#)

- Rt. 59 was likely to be closed through the evening rush Thursday after a truck overturned, spilling 1,000 gallons of diesel fuel into the roadway
- The driver of the truck suffered minor injuries and was treated at Nyack Hospital



Route 59 is closed at College Avenue after a home heating oil truck overturned and spilled at least half its contents in the busy intersection.

Thousands of gallons of diesel fuel was spilled across Route 59 on Thursday after a truck overturned near College Avenue. The road, a major artery in Rockland County, was closed between Middletown Road and Smith Street through the evening rush as hazmat workers and firefighters worked to contain and then clean the 1,000-gallon spill. Some of the fuel did leak into nearby storm drains, officials said. Clarkstown Police Sgt. Glenn Cummings said the truck, coming from Staten Island and carrying 3,300 gallons of number 2 diesel fuel, was driven by a 44-year-old man who suffered minor injuries in the crash. He was taken to Nyack Hospital for treatment. John Kryger, a deputy fire coordinator for the county, said the crash occurred when the truck was cut off by another driver. The drains into which the fuel had leaked ultimately led to

Lake Nanuet, he said. "It's already down to Nanuet High School," he said about 3:30 p.m. Dozens of firefighter from around the county assembled at the scene. They made dikes in the roadway to direct the fuel, spread absorbent materials, and sprayed aqueous film forming foam, or AFFF, which covers flammable materials to decrease the likelihood of ignition. "It's flammable," Hazmat Fire Police Officer Harold Straut said, "but is way less flammable than gas." Three men in silver hazmat fire-resistant entry suits could be seen atop the tipped truck, preparing to offload the remaining diesel. Three teams of firefighters manned hose lines in case anything went wrong. The smell of diesel was heavy in the air as workers and other bystanders watched the cleanup effort. Though the leak posed some threat in the immediate spill zone, the fuel traveling beyond the area was diluted and in no danger of exploding, Kryger said. Officials urged anyone smelling fumes to simply close their windows in order to limit exposure. The state Department of Environmental Conservation also was at the scene along with Castlton Environmental Contractors, a private company called in to help with the cleanup. The spill added to an already



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chaotic day on Route 59, which also was closed near the Palisades Center mall Thursday because of flooding. The road was reopened in both sections by 10:30 p.m.

<http://www.lohud.com/story/news/2014/05/01/oil-truck-overturms-nanuet/8565503/>

USA, TX, HOUSTON, MAY 2 2014. WILLIAMS REVIEWS SAFETY AFTER FIRE, EXPLOSIONS AT GAS PLANTS

alex nussbaum

Williams Cos, the fourth-biggest U.S. pipeline operator, is studying its safety practices after a series of incidents including a fatal Louisiana explosion in June and a fire last week at a natural gas-processing plant in Wyoming. "Certainly, this has come as a big surprise to our organization," Chief Executive Officer Alan Armstrong said on a conference call with analysts today. "We are conducting very thorough investigations into each incident to determine if there's any common or root cause." The April 23 fire shut down the gas plant near Opal, Wyoming, and forced the evacuation of the town as a precaution. That followed a March 31 explosion at a liquefied gas storage facility in Plymouth, Washington, that led to another evacuation. In December, the U.S. Occupational Safety and Health Administration proposed a \$99,000 fine against Tulsa, Oklahoma-based Williams following a June explosion at a processing plant in Geismar, Louisiana. Two workers were killed and 80 were injured when a fireball erupted at the plant, which is owned by Williams Partners LP, a partnership controlled by Williams Cos. Discussions with OSHA over the matter continue, a company spokesman, Tom Droege, said in an e-mail. Over the last five years, Williams has had a lower rate of incidents on its pipelines than the industry average, he said, citing federal statistics.

Full Attention

Armstrong, the CEO, said Williams will address its safety record further at its annual analyst conference on May 14. "I can tell you that this has my full attention and the attention of our board as well," he said. "We're looking hard to determine what other contributing factors may be out there and to make sure that we're doing our business in as safe a manner as possible." Enterprise Products Partners LP based in Houston, is the biggest pipeline operator by market value.

<http://www.businessweek.com/news/2014-05-01/williams-reviewing-safety-after-fire-explosions-at-gas-plants#>

USA, UT, LAMBS CANYON, MAY 2 2014. OIL SPILL THREATENS SLC DRINKING WATER

 **Watch the Video** [Oil Spill Threatens SLC Drinking Water](#)

 **Photo's [6]** [Oil Spill Threatens SLC Drinking Water](#)



A crash involving a pair of semis is threatening the drinking water for Salt Lake City. Oil booms have been set up across a portion of Parley's Creek to prevent crude oil that spilled in the wreck from reaching Mountain Dell Reservoir, a source of drinking water. "We've had staff at the site since early in the incident, working with containing and working with some initial sampling," said Gary Edwards, the director of the Salt Lake County Health Department. Health officials said they did not believe Salt Lake City's drinking water was contaminated. More than 4,000 gallons of crude oil spilled in the crash early Wednesday on westbound I-80 near Lamb's Canyon. Utah Highway Patrol troopers said a box truck rear-ended the tanker truck. "It caused the trailer that was carrying crude oil to move into the right lane and it completely compromised

the rear pup of the trailer," said Sgt. Steven Manful. "We lost approximately 105 barrels of crude oil on the roadway this morning." Manful told FOX 13 it appeared speed was a factor, though the accident was under investigation. The people in both trucks suffered minor injuries, troopers said. Along the side of I-80, crude oil coated the road and went into a drainage culvert. Oil booms were set up on the creek to prevent it from further harming the watershed. Kevin Okelberry, an environmental scientist with the Salt Lake County Health Department, said they caught a lucky break with the cold. "Thankfully, because it's a heavy waxy type of crude, it froze in place and did not spread very far," he told FOX 13. Cleanup of the mess could take days. Testing continues in Parley's Creek to ensure the drinking water is safe. At a late afternoon news conference, Salt Lake City leaders noted that hundreds of tankers travel I-80 every day bringing crude oil to refineries. Jeff Niermeyer, the director of public works for Salt Lake City, wondered if the refinery issue needed to be addressed. "Now might be the right time to look at, 'Is it the right choice for where Salt Lake City and Salt Lake County is, to maybe look at refining this elsewhere?' There's air quality issues that come with refining it here," he said.

<http://fox13now.com/2014/04/30/semi-crash-backing-up-traffic-in-parleys-canyon/>



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