



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,068 Newsy Stuff

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

**May 16 2014**



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### GERMANY, AMTSVENN, MAY 2 2014. OIL SPILL IN AMTSVENN, GERMANY TURNS INTO DISASTER, SOURCE OF SPILL STILL UNKNOWN

*murielle ungricht*



Since April 12th an oil spill is quickly turning into a disaster in Amtsvenn, Germany right next to the border with Enschede in the Netherlands. While more than 200.000 liter of crude oil has already found its way to the surface through underground salt domes, every hour an additional 500 liter is pushed upwards to ground level. These are disaster figures that have the German authorities seriously alarmed. According to [Tubantia](#) the area in Amtsvenn where the oil spill is taking place has 3 spots where the crude oil is pushed above ground. The area, that is located in a natural reserve, holds more than 140 million liter crude oil in salt domes below ground. The oil is kept there as insurance for those moments of crisis where the demand for crude oil would become much higher than the available quantity on the market. Using such underground salt domes for crude oil storage is not a new thing, nor is it unique to Germany or The Netherlands. In fact, salt domes are used not only to store oil but frequently so

to [store natural gas, hydrogen gas, or even hazardous waste in large quantities](#). In Enschede this year alone 70 million liter of diesel is to be stored in similar underground caverns. These plans however have been frozen until the cause and the full extent of the oil spill are known. While local authorities are still desperately trying to find the source of what they suppose is a leak in the salt dome walls, the crude oil that is spilling out of them is finding its way into surrounding rivers and creeks. 10 cows have already died after drinking contaminated water and inhabitants on both sides of the border are becoming more and more concerned about the quality of their own drinking water, since water company's use nearby groundwater to provide to households.

<http://www.greenfudge.org/2014/05/01/oil-spill-amtsvenn-germany-turns-disaster-source-spill-still-unknown/>

### USA, VA, LYNCHBURG, MAY 2 2014. AUTHORITIES ASSESSING SPILL SIZE AT SITE OF OIL TRAIN FIRE

 **Photo's [23]** [US Train Explosions](#)



*Several CSX tanker cars carrying crude oil were in flames after derailling in downtown Lynchburg, Va., Wednesday, April 30, 2014.*

Virginia state officials were still trying Thursday to determine the environmental impact of a train derailment that plunged oil-carrying tanker cars into the James River in downtown Lynchburg. Department of Environmental Quality spokesman Bill Hayden said Thursday morning that state workers smelled oil downstream from the derailment site during a night-time survey. He said daylight would offer state officials a better look at what the potential environmental damage is from the Wednesday derailment. CSX crews and heavy equipment contractors were on the scene Thursday trying to quickly clean up and clear what city officials described as more than a dozen derailed

train cars, some carrying crude oil. Two cranes were lifting either end of derailed cars and moving them to a new track. A few train cars caught fire Wednesday, with three tanker cars ending up in the water and leaking some of their contents. It was the latest in a string of crashes involving oil trains that has safety experts pushing for better oversight. Nearby buildings were evacuated for a time, but officials said there were no injuries. Online photos and videos showed large flames and thick, black smoke right after the crash. "You could feel the heat like you were standing by a campfire," said Nicole Gibbs, a waitress who was working at a restaurant close to where the derailment occurred. "It was hot." Lynchburg city manager Kimball Payne said about 50,000 gallons of oil were missing from the tankers, but fire officials were unsure how much had burned up and how much had spilled into the water. Those estimates are based on thermal imaging done of the three tankers that were partially in river. Each car holds 30,000 gallons of oil, Payne said. City spokeswoman JoAnn Martin said there's no impact to the water supply for Lynchburg's 77,000 residents because it only sources from the James in times of drought. Still, drinking water was the first concern for Lynchburg man Mark Lindy, a network engineer who came with his son, Zach, to look at the accident scene. He said he planned to buy a week's worth of water for his family just to be safe. "I'm not drinking tap water, that's for sure," he said. CSX said it is "responding fully, with emergency response personnel, safety and environmental experts,



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community support teams and other resources." Concern about the safety of oil trains was heightened last July when a runaway oil train derailed and exploded in Lac-Megantic, Quebec, near the Maine border. Forty-seven people died and 30 buildings were incinerated. Canadian investigators said the combustibility of the 1.3 million gallons of light, sweet Bakken crude released in Lac-Megantic was comparable to gasoline. "This is another national wake-up call," said Jim Hall, a former NTSB chairman said of the Lynchburg crash. "We have these oil trains moving all across the United States through communities and the growth and distribution of this has all occurred, unfortunately, while the federal regulators have been asleep." "This is just an area in which the federal rulemaking process is too slow to protect the American people," he said. There have been eight significant oil train accidents in the U.S. and Canada in the past year involving trains hauling crude oil, including several that resulted in spectacular fires, according to the safety board. The National Transportation Safety Board said it is sending investigators, as is the Federal Railroad Administration. Grady Cothen, a former Federal Railroad Administration official, said given the recent wet weather in Virginia and the accident's location near a river, it's possible that soft subsoil may have weakened the track, Cothen speculated. Railroads "try to catch that before it gets out of hand," but aren't always successful, he said. As for oil train safety problems, in one of her last acts before leaving office last week, outgoing National Transportation Safety Board Chairman Deborah Hersman warned the Obama administration that it needs to take steps immediately to protect the public from potentially catastrophic accidents even if it means using emergency authority. The safety board has long recommended that the Department of Transportation toughen its design standard for the kind of rail tank cars used to transport crude oil and ethanol. The cars are too easily punctured or ruptured, even in low-speed accidents. Their flammable contents are then spilled, fouling the environment and often igniting. "We are very clear that this issue needs to be acted on very quickly," Hersman told reporters at the conclusion of a two-day forum the board held on the safety of rail transport of oil and ethanol. In 2011, the oil, ethanol and railroad industries agreed to toughen standards for rail cars known as DOT-111s, which are the kind of tank cars used to transport most flammable liquids. However, since then, there have been several accidents in which cars built to the new standards ruptured. NTSB officials have said the voluntary standards don't go far enough. It's most likely the tank cars involved in the Lynchburg accident were older DOT-111s or new "enhanced" DOT-111s because that is what is primarily being used to transport crude oil, said Bob Chipkevich, a former head of NTSB rail accidents investigations.

<http://fuelfix.com/blog/2014/04/30/oil-tankers-catch-fire-in-virginia-derailment/>

### USA, VA, BRISTOL, MAY 2 2014. SOURCE OF SPILL IN LITTLE CREEK STILL BEING INVESTIGATED

kevin castle



*Members of the Bristol, Va., Fire Department place a containment boom across Little Creek near Euclid Avenue Monday afternoon.*

An investigation is ongoing to pinpoint the source of globs of grease and oil that surfaced during a weekend spill that polluted and killed wildlife in Little Creek, a Virginia Department of Environmental Quality official said Wednesday. A substantial grease blockage inside a system of underground pipes caused an overflow of a manhole area on Spurgeon Lane, DEQ pollution response worker Alex Snead said. Several dead fish could be seen floating on the water's surface while ducks covered in the product were taken out of the water. Containment booms were placed in the creek to soak up any remaining grease. DEQ determined that the spill covered 1.2 miles of waterway, the agency said Monday. Five ducklings removed from the water Monday died Tuesday at the

Smith Creek Wildlife Rehab Center in Bristol, Va., according to center owner Dianne Andis. The deaths were attributed to the harmful product in the creek water, which they likely swallowed, Andis said. Snead said the DEQ had a meeting Wednesday with BVU Authority engineers and officials with Shearer's Foods, the company that operates a snack food factory on Commonwealth Avenue, as part of its assessment. But Snead did not name Shearer's as the cause of or a contributor to the spill. "This is going to help us try and determine a source, but right now, we cannot make a determination as to where the blockage came from," Snead said. "We are unsure of how long the blockage has been there and I think it had to be a significant blockage to have that kind of overflow. BVU is going to take steps to try and do some more investigations on their sewer system lines to see if they can make any further determinations as to what may have caused the blockage of the grease." Snead added that DEQ and BVU are working together to learn what happened and take corrective measures. BVU Manager of Water and Wastewater Engineering Phillip King said Tuesday that a preliminary investigation showed a large



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amount of grease built up in the sewer manhole system because of a series of 90 degree pipe junctions. BVU Interim CEO and President Mike Bundy also said Tuesday that the problem was fixed Sunday. While the source of the grease remains a mystery, the damage to Little Creek's waters and banks will be short-term, Snead said after he examined several sections Wednesday. "I think the damage is temporary and the creek and its surroundings should come back to normal. I am already seeing live fish in Little Creek," Snead said.

[http://www.tricitytimes.com/news/local/article\\_435167dc-d0d0-11e3-b2b3-001a4bcf6878.html](http://www.tricitytimes.com/news/local/article_435167dc-d0d0-11e3-b2b3-001a4bcf6878.html)

### USA, TX, AUSTIN, MAY 2 2014. TEXAS WELLHEAD BLAST KILLS TWO WORKERS, INJURES NINE OTHERS

*jon herskovitz*

A wellhead exploded in a hail of shrapnel at a west Texas oil field near the New Mexico border on Wednesday, killing two workers and injuring nine others, a spokesman for the Loving County Sheriff's Office said. A work crew was changing or installing equipment on the wellhead when a buildup of pressure set off the blast, which was heard several miles away at the Red Bluff Reservoir on the Pecos River, Sergeant Deputy Chris Busse told Reuters. "The piping and metal blew off that thing, and it was just like shrapnel," he said, adding that there was no drilling rig set up at the site. Two men, both in their 40s, were pronounced dead at the scene following the explosion, which occurred at about 8:30 a.m. local time near Orla, Texas, roughly 10 miles south of the New Mexico border. Nine other workers were injured, but all were treated at the scene after they declined to be transported to the hospital, he said.

<http://www.chicagotribune.com/news/sns-rt-us-usa-blast-texas-20140430,0,5921264.story>

### ENGLAND, LONDON, MAY 2 2014. DIESEL ENGINES RESPONSIBLE FOR 7,000 DEATHS A YEAR

*sarah knapton*

Fumes from diesel engines are thought to be responsible for around 7,000 deaths a year as experts claim air pollution has a similar impact on the heart as smoking. Dirty diesel engines are responsible for more than 7,000 deaths a year and the biggest polluters should be banned, experts have warned. Particulates spewed out into the air by diesel cars, vans and buses account for one quarter of pollution in the atmosphere and have a similar impact on the heart as smoking. Around 29,000 deaths a year are caused by pollution so experts believe that diesel alone is responsible for 25 per cent of the fatalities – around 7,250 deaths. Diesel contains tiny toxic particles which pass through the lungs and enter every organ in the body. Both pollutants sharply raise the risk of heart attacks, stroke and asthma problems. A recent study also found diesel fume harm children's brains leaving them at risk of developing schizophrenia and autism. The death toll is likely to be higher as scientists have not yet been able to quantify the impact of nitrogen dioxide emissions from diesel. Frank Kelly, professor of environmental health at King's College London, said: "Diesel accounts for at least 25 per cent of pollution so you can work out how many deaths it may be responsible for. "I would ban all highly polluting diesel cars or tax diesel at a higher rate. We need a congestion charge in our cities that actually does what it should. "The scale of the challenge is substantial and we need to be moving about differently in big cities if we are going to make a difference. We need fewer buses, fewer taxis." Prof Martin Williams, professor of air quality research at Kings College added: "Placing a higher per litre tax on diesel than on petrol in theory should disincentivise diesel and encourage people to buy petrol. It's a lever that could be used. "There has been a real failure of regulation." The experts have called for a ban on diesel engines which do not comply with 'Euro 4' exhaust emission standards which were brought in in 2005. In February the [European Commission launched legal proceedings](#) against the UK over excessive air pollution. Air pollution limits are regularly exceeded in 16 areas of the UK - Greater London, the West Midlands, Greater Manchester, West Yorkshire, Teesside, the Potteries, Hull, Southampton, Glasgow, the East, the South East, the East Midlands, Merseyside, Yorkshire & Humberside, the West Midlands, and the North East. Earlier this month Public Health England published a report which found that [Londoners were far more likely to die from air pollution](#) than anywhere else in the country. A separate 11 year study also found that living in the city increases the chance of having a heart attack by 13 per cent because pollution is so high. A health alert was issued at the beginning of the month when a thick smog descended on large parts of the country caused [by Saharan dust and pollution](#). While no figures have yet been released about the number of heart attacks during the period, experts have said that acute episodes of high air pollution can trigger heart attacks in patients who are already at risk. Dr Jeremy Langrish, clinical lecturer in cardiology at the University of Edinburgh, said: "From a heart point of view it is difficult not to draw a correlation with the similar effects that we see with cigarette smoke and on an organ-level these effects are very similar to the effects of smoking cigarettes, which we all recognise are bad for us. "The chronic exposure to air pollutants increases a patients' risk probably by increasing the burden of atheroma - which is the underlying pathological problem of heart attacks, which is the furring up and narrowing of heart arteries. "Exposure to air pollutants can impair the way



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that blood vessels function, the way that they respond to stress and strain and they can increase the tendency for blood to clot if it is put under stress." Chronic exposure may also worsen symptoms of heart failure, which is a very large worldwide health burden and affects around 750,000 people in the UK.

**Related Stories** [European Commission launches legal action against Britain over air pollution](http://www.telegraph.co.uk/earth/environment/10796035/Diesel-engines-responsible-for-7000-deaths-a-year.html)  
<http://www.telegraph.co.uk/earth/environment/10796035/Diesel-engines-responsible-for-7000-deaths-a-year.html>

### ENGLAND, LONDON - DANGEROUS SUBSTANCES AND EXPLOSIVE ATMOSPHERES REG 2002 PUBLISHED 2013

**PDF Document** [REG 2002 - Dangerous Substances & Explosive Atmospheres, Published 2013](#)

his Approved Code of Practice (ACOP) and guidance provide practical advice on how to comply with the Dangerous Substances and Explosive Atmospheres Regulations 2002 (DSEAR). These Regulations require the elimination or reduction of risk of fire and explosion from substances connected with work activities. The ACOP is primarily for an informed and experienced audience such as health and safety professionals. It applies to workplaces that manufacture, store, process or use dangerous substances as defined in this publication. This second edition of L138 incorporates the four previous DSEAR ACOPs on design, storage, control and safe maintenance. The consolidated ACOP text and guidance have been simplified, streamlined, and restructured to help the reader. No significant new duties are placed on businesses that are in compliance with the replaced ACOPs, although the content has been updated in light of changes to European and domestic legislation, such as substance classification and labelling and general fire safety. The Regulations themselves are unchanged.

<http://www.exveritas.com/wp-content/uploads/2014/04/L138.pdf>

### LATVIA, may 3 2014. : THREE MONTHS, TWO OIL SLICKS, ONE COUNTRY. CAUSE FOR CONCERN?



*Rēzekne River.*

Since the start of the year there have been two inland oil spills in Latvia. The circumstances of each leak are quite different, but both resulted in oil entering the country's rivers. Thankfully, neither of the leaks resulted in severe damage to the environment, and the quick action of authorities prevented the pollution from spreading. The causes of each spillage are largely unrelated, but their chronological proximity means they shouldn't be dismissed as unfortunate coincidence. On the 12th February an [oil slick was spotted](#) in the Rezekne River in the city's Ziemeļi suburb. The oil was found to be coming from a rainwater collector, although there was no explanation of where it had originated prior to this. One explanation was it had leaked from one of two abandoned filling stations. The other suggestion was that the oil originated from seeping tanks in a nearby oil storage facility. Frozen soil meant the oil flowed to the river rather

than being absorbed into the ground. The second oil slick happened on Friday 25th April in [Rundāles region](#). Oil was reported to be leaking into the Kaucītes river, a tributary to one of Latvia's largest rivers, the Lielupe. After the initial investigation it was found that the entire Kaucītes was polluted as well as the point where it flows into the Lielupe. The leak came from damage to the Polotsk-Ventspils pipeline, possibly caused by attempts to illegally tap the supply. Local fire services installed booms in the river, to prevent the pollution spreading further. Latvia is renowned for its beautiful countryside. Its rivers, lakes and waterways are home to a plethora of species, many of which are unique to the region. Although both of these spills came from vastly different circumstances, they should serve as a reminder of the importance of keeping oil stores secure. The fact that both events were from such different causes is perhaps the biggest concern here. It suggests there is a broader problem in the mechanisms for preventing pollution. Latvia has a detailed system for dealing with [coastal and shoreline oil spills](#). However the system for inland leaks is much less clear, relying largely on local emergency services – both of the above were dealt with by local fire and rescue services. The Rezekne and Kaucītes spills were relatively minor, but they should serve as motivation to begin work not only on provision for larger disasters, but to prevent them in the first place.

<http://www.greenfudge.org/2014/05/02/three-months-two-oil-slicks-one-country-cause-concern/>

### NIGERIA, LAGOS, MAY 3 2014. FOUR VEHICLES BURNT AS PETROL TANKER EXPLODES IN LAGOS

A sizeable stretch of Admiralty Way in Lekki Phase1 area of Lagos got burnt early yesterday morning, following the fuel spilled by a petrol tanker which fell and caught fire. The explosion occurred close to a place where several car hire cabs were parked, with their owners staying close to them. It was learnt that the driver of the tanker, who was reported to be sleeping on the



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wheel, lost control of the vehicle which skidded off its lane, ramped into concrete in the median and fell, spilling its contents. The inferno that trailed the crash razed to ashes four vehicles parked close to the scene of the accident and the tanker with foreign registration number, BS 111FR. However, the driver of the ill-fated tanker was reported to have escaped the fire which destroyed the portion it spilled its contents and there were no casualties. A boat parked close to the scene of the crash miraculously survived the raving fire, which almost spread to some houses in the area. An eyewitness, who said the incident occurred about 6 am, explained: "The driver was on speed and lost control but before he knew what was happening, the tanker had already caught fire. "We then called on the people around to drive the cars out of the scene, unfortunately, fire razed other vehicles." At press time, the fire had been put out through the combined efforts of Federal and Lagos State Fire Service. A victim of the fire, 63-year-old Olu Olowoagbo, whose vehicle was razed by the inferno, lamented that his only source of livelihood had been taken off. The car, a Toyota Camry, with number plate, GGE 846 GE, he used for car hire service, was burnt with the document of purchase the owner left inside. He said: "Three years ago, I took a loan of N3 million to buy this car; I am still paying in installment. As we speak, I have N600,000 to pay off the car. I don't have other means of survival. "Right now, I need to speak with my insurance company as well as the person that sold it for me in order to evaluate the damage. Now this car is a waste. "When I was informed about the incident, I almost passed out. I decided not to go and see my car that has been razed by fire. But my friend advised that I should be on ground to know the next line of action to take. I believe God will help me." The scene of the crash was cordoned off by policemen while the burnt tanker which blocked one lane of the dual carriageway was yet to be towed off at press time.

<http://allafrica.com/stories/201405020513.html>

### USA, N.Y, ALBANY, MAY 3 2014. IN VIRGINIA, WHAT AN OIL SPILL ON THE HUDSON RIVER MIGHT LOOK LIKE

scott waldman



*The site of the oil train derailment in Virginia.*

The oil that caught Virginia's James River on fire and then shut down the city of Richmond water supply is the same type that is transported down the Hudson River millions of gallons at a time. At least three rail cars plunged into the James on Wednesday when a CSX train carrying Bakken crude derailed and caught fire. Thousands of gallons oil were quickly swept downriver and an oil slick covering the entire river was spotted about three miles away two hours after the wreck. At least 50,000 gallons spilled, according to news reports. The Hudson has been a conduit for petroleum products for decades. What is new is the sheer volume, millions of gallons, of oil now traveling by ship, barge and by rail on the river's west bank. And that increased volume has led to more accidents. In 2012, a ship [carrying 12 million gallons oil lost control](#) on the Hudson near Albany and ruptured on its hauls before it was stopped on a sand bar. No oil was spilled in that incident, which was the first shipment of Bakken crude on the Hudson. It did prompt a new awareness of the increased risk to the river, but the state has only recently stepped up its emergency-response preparations in a significant way. When light Bakken crude spills in the water, cleanup crews are likely to only capture a small percentage of it, said Ed Levine, scientific support coordinator for the National Oceanic and Atmospheric Administration. About half of the crude will dissipate in to the air in a typical scenario, he said. Light crude typically floats on the water's surface, which means a large volume will be immediately swept away before response crews even have time to respond. That's exactly what happened in Virginia. Volunteers on shore could scoop the oil in to their hands, and that the damage was difficult to predict because the river sediment made it hard to see how far it had been carried. Oil was coating parts of the river bank and was visibly sticking to branches and rocks in the river. Such a scenario on the Hudson becomes more likely as the amount of oil traveling here increases dramatically. The two companies bringing oil down the Hudson from Albany, Global Partners and Buckeye Partners, are now only bringing in about half of the 2.8 billion gallons the state has allowed them to transport so an increase from current levels is expected. Levine said less than one percent of the 800 barrels that leaked in a recent midwestern river spill were recovered. A light sheen was observed 60 miles downriver and recoverable oil was spread out over four miles. He said there were no reports of oiled wildlife or large-scale fish die-offs. He said the lessons in cases like that is that it's almost better to let nature handle the spill because the oil spreads so quickly. "It will hurt in the place it happens, it won't kill the river," he said. But another type of heavy crude, which could be coming down the river if proposed boiler facilities in Albany and New Windsor are approved, would be a significant challenge, Levine said. Heavy crude sinks to the bottom and settles in the river mud, making it nearly impossible to clean up. The Hudson would be a particularly place to clean because of the sediment and tides, he said.



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New York officials acknowledge that they don't have enough capability, equipment or manpower to handle a massive spill on the Hudson. On Wednesday, the state issued a safety report on crude shipments and said more federal help, and money, is needed to protect the Hudson from the tremendous volume of crude now traveling by barge and ship, as well as train tracks on the river's west bank. Another round of state inspections of crude-processing facilities on Wednesday found more incidents of faulty wheels, brakes and a critical rail defect that required an immediate fix. At an oil spill conference recently held in Albany, administrators from state and federal agencies all said they'd like to have more drills and more response equipment, but the money wasn't there. Cuomo directly petitioned Obama for more assistance on Wednesday, but has yet to expand drill schedules for responders or roll out more equipment. Committing resources is the first step, said Dennis Farrar, chief of state Department of Environmental Conservation's Division of Environmental Remediation. "I wish I had a lot more time and a lot more money and a lot more people to do more," he said.

<http://www.capitalnewyork.com/article/albany/2014/05/8544696/virginia-what-oil-spill-hudson-river-might-look>

### USA, WI, MADISON, MAY 3 2014. MADISON OFFERS OIL RECYCLING SITES TO PREVENT PCB CONTAMINATION

The city of Madison has created three 24-hour waste oil recycling sites for motor oil and automatic transmission fluid and safely prevent polychlorinated biphenyl contamination. Polychlorinated biphenyls, or PCBs, were banned in the United States in 1979 due to damaging effects on human health and the environment, according to a statement made by Madison Operations staff member Andy Solberg. Solberg said PCBs produced prior to the ban are still present in the community and contamination with the oil recycling sites are costly and dangerous. A recycling site, located on Speedway Road, closed in January 2013 due to contamination from PCB-tainted oil, according to Solberg. "Even the smallest quantity of PCB-contaminated oil generates a costly cleanup for Madison taxpayers," City Engineer Rob Phillips said in the statement. The cost to clean a PCB-contaminated tank costs around \$15,000 according to Solberg. Since the sites are open 24 hours a day and unattended, the city has upgraded the sites with new tanks featuring two separate compartments for precautions. The improved sites allow for city officials to test the first compartment for PCBs while allowing the second to remain open for further recycling. Use of the sites by commercial contractors is prohibited, and the dumping of PCB-tainted oil can result in a fine up to \$25,000 and potentially up to a year in prison. According to Solberg, this is due to the links between PCBs and cancer, along with negative health effects relating to the immune, reproductive and nervous systems of humans and animal.

[http://host.madison.com/daily-cardinal/madison-offers-oil-recycling-sites-to-prevent-pcb-contamination/article\\_c5a2570c-d196-11e3-8d48-0019bb2963f4.html](http://host.madison.com/daily-cardinal/madison-offers-oil-recycling-sites-to-prevent-pcb-contamination/article_c5a2570c-d196-11e3-8d48-0019bb2963f4.html)

### USA, WA, ANACORTES, MAY 3 2014. STATEMENT BY CSB CHAIRMAN RAFAEL MOURE-ERASO COMMENDING UNANIMOUS BOARD APPROVAL OF "LANDMARK" TESORO REFINERY ACCIDENT INVESTIGATION; REPORT AND RECOMMENDATIONS PRESENTED AT PUBLIC MEETING IN ANACORTES, WASHINGTON, MAY 1, 2014



In a public meeting yesterday evening in Anacortes, Washington, the U.S. Chemical Safety Board approved a detailed and comprehensive investigation report with critical safety recommendations concerning the tragic heat exchanger explosion

and fire that took seven lives at the Tesoro refinery in Anacortes in April 2010. As chairman, I was pleased to be joined by my fellow board members Beth Rosenberg and Mark Griffon in unanimously voting for what I believe is a landmark report, which recommends extensive improvements to the way in which refineries are regulated at the federal and state levels. We took the action following a public presentation by the CSB investigation team on the report's highlights and changes made as a result of public comments submitted on the draft report that we released on January 30, 2014. You are invited to [read the full report here](#). As reported previously, we found a causal factor of the tragedy to be long-term, undetected High Temperature Hydrogen Attack (HTHA) of the steel equipment, which led to the vessel rupture on the day of the accident and the massive release of highly flammable hydrogen and naphtha. We found the industry's standard for determining vulnerability of equipment to HTHA, to be inadequate. We also found Tesoro's safety culture to be lacking, which led to a complacent attitude toward flammable leaks and occasional fires over the years. The CSB made strong recommendations in these areas to both the industry group which issues guidance on HTHA, the American Petroleum Institute, as well as to Tesoro. These findings – and similar ones we have made in other refinery investigations – have led us to recommend sweeping changes to the regulatory system. We are calling on the Environmental Protection Agency to revise rules in its Chemical Accident Prevention Provisions to require the use of inherently safer systems analysis and what are called the "hierarchy of controls" to the greatest extent feasible when facilities are establishing safeguards for identified process hazards. While this recommendation is



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groundbreaking for a federal agency, the application of inherent safety is broadly accepted and has been applied in industry good practice guidelines for many years. In the current regulatory framework, companies may identify a hazard such as HTHA - which is very difficult to identify via inspection and can lead to major process safety incidents with severe consequences such as the April 2, 2010, Anacortes incident - but they are not required to install materials that are resistant to HTHA. Until the EPA can make this change in the regulations, the board recommends the agency use its authority under the Clean Air Act's General Duty Clause without delay. We call on EPA to work with industry on this important reform, which will without doubt be instrumental in preventing catastrophic accidents. The goal is to reduce the risk of major accidents to "as low as reasonably practicable," a concept abbreviated as ALARP. The CSB recommends that the EPA require facilities to perform inherently safer systems analysis for all management of change, incident investigation, and process hazard analysis reviews and internal company safety recommendations, prior to the construction of a new process, process unit rebuilds, significant process repairs, and in the development of corrective actions. Workers and the public might be surprised to know that this is not currently a requirement in the chemical industry. We made similar wide-ranging reform recommendations to the governor and legislature of the State of Washington and the state's chemical industry regulator, the Department of Labor and Industries – Division of Occupational Safety and Health: We call on them to augment the existing process safety management regulations for petroleum refineries in Washington with more rigorous goal-setting attributes. Currently, most federal and state regulations tend to require certain process safety activities, such as management of change and incident investigations, but in fact do not require actual risk reduction or continuous improvements as required company goals. We think they should. We call on the legislature and governor to enhance the regulatory system in the state of Washington, and to provide more resources to fund more and better compensated inspectors. The CSB recommends that Washington require refineries to develop comprehensive process hazard analyses (PHAs) which include a rigorous analysis of process hazards and their safeguards, documented rationale of safeguard effectiveness, documented damage mechanism hazard reviews conducted by a diverse team of qualified personnel, and documented use of inherently safer systems analysis and the hierarchy of controls. This more comprehensive PHA will be subject to review by the regulator. We also call on the state to ensure its regulator is technically qualified, and can thoroughly review the comprehensive PHAs and perform preventative audits and inspections. In addition, workers and the public must have greater involvement in the prevention of major process safety incidents, and the CSB also recommends significant improvements in this area to the state of Washington. To the loved ones, friends and colleagues of the seven who perished from this terrible accident, and to other workers and communities elsewhere who endure chemical plant fires, explosions and releases, we dedicate the Tesoro investigation report now unanimously approved by our board.

<http://www.idevmail.net/message.aspx?d=86&m=1395&e=PETENV@OPTUSHOME.COM.AU&r=7945407>

### USA, MT, HAMILTON, MAY 3 2014. SEMI MALFUNCTION SHUTS DOWN U.S. 93 >> LOADED WITH CANISTERS OF LIQUID OXYGEN AND NITROGEN



It was a rough Friday afternoon for drivers and some Bitterroot Valley residents after U.S. Highway 93 had to be completely shutdown and evacuations ordered when a semi loaded with gas bottles lost its trailer. The accident happened around 11:30 a.m. a couple of miles north of Woodside crossing. Ravalli County Sheriff Chris Hoffman says a trailer loaded with canisters of liquid oxygen and nitrogen became unhitched from its tractor, with the trailer doing a nosedive onto the pavement. The impact caused some of the bottles on board to vent gas, and emergency crews immediately shut down the road as a precaution. Hoffman says residents and businesses for about a ½ mile around the accident scene were evacuated as a precaution. The accident caused all of the northbound traffic on Highway 93 to be diverted onto the Eastside Highway. Southbound traffic was being diverted several miles north of the disabled trailer and sent up into the foothills on Sheafman Creek Road. Fire and emergency crews were at the scene,

along with a HAZMAT team that was called in to lend a hand. By mid-afternoon, Hoffman says crews were still monitoring the situation and waiting for a Department of Transportation inspector to check the truck and see if there was any danger of further gas leaking. Because the trailer will have to be lifted carefully back upright with causing any more gas to escape it was expected the highway closure and evacuations could extend into the evening.

<http://www.kpax.com/news/leaking-tanker-truck-closes-u-s-highway-93-near-hamilton/>



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### CANADA, B.C, VANCOUVER, MAY 3 2014. OIL COMPANY: OIL SPILLS CAN BE GOOD FOR THE ECONOMY >> THERE'S AN UPSIDE TO EVERYTHING, RIGHT?

*lindsay abrams*



Kinder Morgan, an oil company petitioning the Canadian government to allow it to triple the capacity of its Trans Mountain Pipeline, acknowledges that a large spill could have some pretty devastating effects: environmental destruction, threats to public health, property damage, a "potentially high" impact on mammals and a decimation of local fishing resources, to name just a few. But there are two sides to everything, so in its 15,000 page, \$5.4 billion proposal, the company also highlights a few of the more desirable outcomes of a potential spill. "Pipeline spills can have both positive and negative effects on local and regional economies, both in the short- and long-term," the [report](#), which was submitted to the National Energy Board, reads. "Spill response and cleanup creates business and employment opportunities for affected communities, regions, and cleanup service providers." The company contends

it was just trying to be as thorough as possible, and that the inclusion of a statement on the positive impact of oil spills was required by federal regulations. "While we are required by the National Energy Board to explore both the positive and negative socio-economic effects of a spill, it in no way means we accept the inevitability of a spill, nor justify one," Michael Davies, of Kinder Morgan Canada, [told the Vancouver Sun](#). The company's critics, however, contend that expanding the pipeline's capacity by 70 percent over its current, 300,000 barrel-a-day limit considerably ups the odds of a spill. And they're outraged that the possibility could be interpreted as anything other than an outright disaster. "It is an outrageous insult to British Columbians that Kinder Morgan would claim there are possible economic benefits from an oil spill," Sierra Club BC said in a [statement](#). "British Columbians deserve good, safe, stable jobs in a vibrant green economy, not hazardous, toxic work struggling to remove heavy oil from beaches and seabirds."

[http://www.salon.com/2014/05/02/oil\\_company\\_oil\\_spills\\_can\\_be\\_good\\_for\\_the\\_economy/](http://www.salon.com/2014/05/02/oil_company_oil_spills_can_be_good_for_the_economy/)

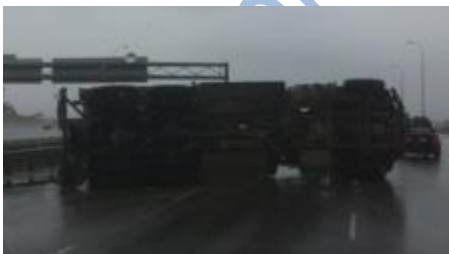
### USA, TX, CORPUS CHRISTI, MAY 3 2014. OIL SPILL CLEANUP IN CORPUS CHRISTI SHIP CHANNEL



An oil spill in the Corpus Christi Ship Channel has crews doing what they can to clean it up. The spill is on roughly 1,000 square feet of water right behind Flint Hills West. The Coast Guard is taking samples of the oil in order to match the samples up with any barges that passed through the area. The results could take about a week to come back. In the meantime, an oil-spill cleanup boom is in place to contain the sheen. We're told that wildlife along the ship channel is not threatened by the spill.

<http://www.kztv10.com/news/oil-spill-cleanup-in-corpus-christi-ship-channel/>

### CANADA, AB, CALGARY, MAY 3 2014. TOPPLED TANKER REDUCES QEII TO ONE SOUTHBOUND LANE NEAR BALZAC



*Toppled tanker on the southbound lanes of the QEII just north of Stoney Trail*

An early afternoon crash near CrossIron Mills has closed two southbound lanes of the QEII highway. The crash, which involved a tanker truck and a car, occurred at approximately 1:00 p.m. at a location just south of Highway 566. According to RCMP, the truck and car were both travelling southbound when the vehicles collided. The truck struck the median guard rail and returned into southbound traffic lanes before falling on its side. The toppled tanker was transporting clean motor oil, an unknown quantity of which poured out of the tank onto the road. No injuries have been reported. RCMP, Rocky View County Fire and EMS responded to the crash scene. The lane closures are expected to remain in place for several

hours.

<http://calgary.ctvnews.ca/toppled-tanker-reduces-qeii-to-one-southbound-lane-near-balzac-1.1803762>



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### USA, ILL, PERU, MAY 3 2014. FACTORY DEALING WITH STYRENE SPILL SHUTS DOWN

*jeff dankert*

The state Environmental Protection Agency has alleged Flint Hills Resources plant on the waterfront in Peru caused or allowed 56,000 pounds of styrene to spill last Friday and become a potential water pollution hazard, according to an EPA news release on Thursday. The factory at 501 Brunner St., Peru shut down Thursday because of the incident, said Jake Reint, spokesman for Flint Hills. The plant manufactures expandable polystyrene used in products such as soda bottles, building materials and parts for appliances and automobiles. The EPA asked the Attorney General's office to enforce the state Environmental Protection Act and Pollution Control Board regulations, and to halt reactor operations and install secure and safe measures until reactors are emptied. The EPA seeks documentation and reports related to the spill, according to the press release. On April 25 a control system failed leading to the release of styrene, a liquid. Continued heating of a reactor permitted styrene to spill into a containment area with some overflowing onto asphalt and into the factory's storm water basin. The styrene in the containment area was drained into an on-site wastewater treatment facility. Styrene that went into an on-site storm water basin will be properly disposed of. Other process reactors were placed into safe modes until analysis is performed. No styrene entered the Illinois River, according to the EPA. The release triggered an automatic shutdown in the processing unit involved, Reint said. "We immediately reported that to state authorities and most of the material stayed within a containment area," he said. "None of the material left the site." The plant was shut down until Flint Hills is confident that corrective actions are in place, Reint said. Styrene is used to make polystyrene plastics and resins. Short-term human exposure irritates mucous membranes, eyes and causes gastrointestinal effects. Long-term exposure affects the central nervous system and leads to headache, fatigue, weakness, depression, nerve dysfunction and hearing loss, according to the U.S. EPA.

<http://newstrib.com/main.asp?SectionID=2&SubSectionID=232&ArticleID=36333>

### AUSTRALIA, VICTORIA, GEELONG, MAY 3 2014. EXXONMOBIL'S ALTONA OIL REFINERY FINDS A FORMULA FOR SURVIVAL

*peter ker*

The big, beefy blokes riding bicycles between work stations are not the only surprise in store for visitors to ExxonMobil's Altona fuel refinery in Melbourne's west. Here among the industrial maze of pipes, chimneys and tanks, a different mindset exists, and dares to believe that there is a future for refining in Australia. Despite being one of the oldest and smallest refineries in a domestic industry that is shrinking because it's too old and too small to compete with rivals abroad, Altona is bucking the trend of refinery closures, and strapping itself in for the long haul. After a decade when half of Australia's eight fuel refineries have closed, and another sold because it was losing money, Exxon insists that Altona can be an exception to the rule and continue returning profits. "We fundamentally think differently about this business than our competitors do," said Andrew Warrell, Exxon's refining manager for Australia and New Zealand. "We think we have a better business model and it's certainly more resilient to what we can foresee on the horizon," he said, adding that Altona was "making money" at the moment. Warrell believes the formula that allows Altona to survive is not well understood in the broader market. He says the composition of oil that Altona puts into an important piece of equipment, its fluidised catalytic cracker, is different to what other local refineries use, and leads to higher efficiency and profit margins than most critics realise. Some market forces have helped too, despite the oft-touted pain caused by the strength of the local currency and high labour costs. All refineries run on different types of oil, and the type that Altona needs - certain light, sweet crudes - have become cheaper over the past decade on the back of extra supply created by the shale boom in the US. "The cost of our feedstocks has gone down enormously relative to the alternatives. That is what fundamentally changed that provided a much cheaper input cost for this refinery," Warrell said. The closure of four rival refineries on Australia's east coast is also easing the competitive environment. "I'm not going to celebrate the demise of our competitors but ... where it is happening we will take full advantage," he said. Only BP's Kwinana refinery (with WA's resources industry on its doorstep) and Caltex's Lytton refinery in Queensland (which produces the high-yield fuels that are increasingly in demand) survive in their original form, with Swiss company Vitol also set to try to save Shell's loss-making Geelong refinery. Those refineries are more than 30 per cent larger than Altona. The depressed mood in the local manufacturing industry makes it hard for Exxon to convince stakeholders that its pledges about Altona's survival can be trusted. But that's where new investment helps. Altona is a hive of investment activity, with new cooling towers, a new benzene reduction plant, an IT upgrade and a port upgrade at nearby Williamstown chewing through \$300 million over five years. A new multistorey administration block is also being built on site. "We are taking a very long-term perspective ... we expect to keep investing at that sort of clip of about \$300 million every five years, maybe even a little bit more," Warrell said. "It's not a lay-



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down misere ... but from what we see, we think we've got a good, strong business model that can be successful despite the tough conditions." Credit Suisse analyst Mark Samter cautions that it's dangerous to view spending on a refinery as proof of its longevity. "I take with a pinch of salt the comment that they are investing capital in it. Refineries are highly capital-consumptive assets. If you keep it open you have to spend a lot of money on it," he said. But Samter agrees that Altona's structure has given it an edge over some local rivals. "There is logical rationale why Altona has a longer lifespan; so long as you have an indigenous crude oil supply you do, to an extent, have a cost advantage over your competitors because you are sourcing crude cheaper," he said in reference to the oil production partnership that Exxon has with BHP Billiton in Bass Strait, which supplies close to half Altona's crude. Rivals such as Shell and BP have not had offshore oilfields to support their east-coast refineries, although Shell has purchased Bass Strait crude from Exxon and BHP for Geelong. "There's an inherent cost with shipping, and clearly your cost of crude is cheaper when you're not paying significant shipping costs," Samter said. "That is what extends its life compared to the other Australian refineries. I think Exxon would be talking a very different story once the oil supply runs out of Bass Strait." But for now, unions are confident that Altona, with its 350 workers, will not be joining the list of failed Australian refineries in the near future. "There was a period of time when the Altona refinery could have been at risk, but I think the local workforce and local management have been very strategic and very smart ... and they've been able to get the investment they need," said Tim Kennedy from the National Union of Workers. "We see it as a fairly shining example of a company interacting well with their workforce."

<http://www.brisbanetimes.com.au/business/exxonmobils-altona-oil-refinery-finds-a-formula-for-survival-20140502-37nd8.html>

### USA, MI, SAUK VILLAGE, MAY 3 2014. LANDFILL, UNDERGROUND TANK LEAK CONTAMINATED SAUK VILLAGE WATER SUPPLY

*mitch armentrout*

Sauk Village officials are suing a freight carrier and a landfill in the south suburb, claiming that chemical spills on the companies' property contaminated the village's water supply with cancer-causing materials. The three wells that make up Sauk Village's water supply were contaminated by vinyl chloride and other compounds as early as 2008 as a result of chemical spills on the property of Yellow Roadway Corporation and Lincoln Landfill, according to the lawsuit filed Thursday in Cook County Circuit Court. The village was ordered to supply residents with bottled water for about a month from July into August 2012 after the Illinois Environmental Protection Agency detected unsafe levels of vinyl chloride—a known carcinogen—in the village's well water, the SouthtownStar previously reported. The U.S. EPA previously has said there is no safe level of vinyl chloride in drinking water. Roadway Express—a freight shipping company that has since merged with YRC—allegedly has had six major chlorine-solvent leaks between 1989 and 2005 in its underground tanks at 2000 E. Lincoln Hwy. in Sauk Village, directly adjacent to one of the village's wells, according to the suit. The village also claims Lincoln Landfill—at the northwest corner of Torrence Avenue and Lincoln Highway in Sauk Village, near another well—has irresponsibly dumped construction waste and other hazardous materials without a valid permit from the IEPA since 1993. The village's long-term goal is to use water from Lake Michigan, but since the chemicals were detected, it has had to use costly "air-stripping" units in its wells to make water safe for consumption, the suit says. The village has spent millions of dollars in dealing with the issue, the suit says. Property values have gone down in the village, "causing a substantial hindrance to the growth and development of Sauk Village due to the water contamination being public knowledge," the suit says. Arcadis Inc.—which merged with the engineering firm Geraghty & Miller in 1993—is also named as a defendant in the suit. Geraghty & Miller consultants hired by Roadway Express failed to alert the IEPA to the water supply threat posed by chemicals stored there, the suit alleges. A spokeswoman for YRC said the company had no comment on the suit, and an Arcadis spokeswoman declined to comment as company officials had not yet reviewed it. A representative for Lincoln Limited could not be reached Thursday night. The seven-count suit claims the companies knew about the risks of the chemicals and were negligent in failing to prevent leaks. Sauk Village is seeking an unspecified amount in punitive, compensatory and statutory damages as well as court costs.

<http://voices.suntimes.com/news/breaking-news/suit-landfill-underground-tank-leak-contaminated-sauk-village-water-supply/#.U2R-V8anry0>

### USA, CO, PALMER PARK, MAY 3 2014. GAS STATION OIL CLEAN UP

*betty sexton*

Video and photographs were sent to the Colorado Department of Health, the Colorado Springs Stormwater Department, and 11Call for Action by Ladonna Robertson. She saw workers cleaning up oil spills at a gas station at Palmer Park and North Union Boulevard and was worried about the way they were doing it. LaDonna says, "I actually saw them fill up the gas can and



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they were pouring the gasoline on the oil spill, using the shop broom to kind of mess it around, and then the other guy came and got a water hose and started spraying it down the street." LaDonna says she was worried about the mixture of motor oil, gasoline, and water heading into the streets and possibly down the storm drain with the wind also a factor. She says, "Overspray was another issue because it was coming towards us. That's why they make Dry Sweep for ... is to clean up hazardous material such as oil." After's LaDonna's call, a city inspector visited the Palmer Park Service Center and its owner, Bob. I also stopped by and asked how oil was cleaned up. Bob told me, "You're the third person who has been over here and I don't have any more time to talk to you guys about that. The state called me and the city came out here. All that was wiped up with red rags and then we took soap and rinsed it off." When I showed him the photographs, asking if he used soap or an absorbent material to soak up the mixture, he became upset. Betty says, "I'm just asking questions." Bob says, "But this is getting ridiculous. Don't you guys have something better to do?" Betty answers, "Well, in Call For Action when people ask us to look into things, that's what we do." Bob responds, "I don't think that lady has enough to do herself. She needs to get involved in something more important." Bob went on to say that he had been in business more than 50 years and never had a complaint before about oil spill clean ups. The city tells me a stormwater inspector looked into it and found the mixture never reached the storm sewer system, so there was no violation of The Clean Water Act. But a city inspector says he told Bob the way the oil was washed off was improper and educated him about the proper way to do it. LaDonna says she was just trying to protect the environment and all of us. The city says if you ever see questionable practices, don't be afraid to report them. To report a hazardous waste spill to the city of Colorado Springs dial a member of the storm water team. The number to dial is (719) 385-5097. To report a spill to the state see the link for the Colorado Department of Public Health and Environment.

<http://www.kktv.com/callforaction/headlines/Gas-Station-Oil-Clean-Up-257571161.html>

### **USA, TX, WEST, MAY 3 2014. AMMONIUM NITRATE EXPLOSION LAWSUIT TRIAL DATE RESCHEDULED**

*j. gately*

trial of the first of several lawsuits stemming from the deadly April 17, 2013 fertilizer plant explosion in West has been moved from January to July 2015. Waco attorney Steve Harrison, who is representing a large group of plaintiffs in the suits filed against a number of defendants, said 170th District Judge Jim Meyer announced at a hearing Thursday that the newest of several defendants asked for more time to prepare before court action begins and he granted that request. Keith Slade, the primary attorney for El Dorado Chemical Co., told Meyer that El Dorado was just named as a defendant in the suit two months ago and because it is such a complex lawsuit that involves several parties, preparation will be very complex, as well. Meyer agreed and set the first trial date off by six months. Harrison told Meyer that lawyers for the defendants had been working on the case since just days after the explosion and argued against the postponement. In January lawyers representing about 200 plaintiffs in the series of lawsuits filed a new petition that specifically details what they say happened and who should be responsible. The defendants now include El Dorado Chemical Co., CF Industries Sales, of Wilmington, Delaware, CF Industries Holdings, CF Industries Inc., CF Industries Enterprises, CF Industries Nitrogen LLC, all of Deerfield, Illinois, International Chemical Company, of Tulsa, Oklahoma and Adair Grain, Inc., of West. CF Industries is the second largest nitrogen fertilizer producer and third largest phosphate fertilizer producer among public companies in the world, according to information on the company's Website. The CF Industries defendants began selling and supplying agricultural fertilizer, a primary component of which was ammonium nitrate, about two years before the explosion that killed 15 people, injured more than 160 and damaged or destroyed dozens of homes and buildings including three of the town's schools, an apartment building and a nursing home. In March and April, according to the petition, CF Industries components made two shipments of fertilizer to the West company, each of which totaled 100 tons. The March shipment already had been unloaded from railroad cars and was stored inside the West company's building. About 30 tons of the first shipment still was stored inside the building on the day of the explosion and it was that stockpile that exploded, the petition says. The April shipment still was stored outside the building in railroad cars. "On April 17, 2013, a catastrophic and devastating explosion occurred at the West Fertilizer Company. The explosion happened when a substantial portion of the thirty (30) tons of agricultural grade ammonium nitrate stockpiled in the fertilizer mixing building detonated," the petition says. According to the petition, "The United States Geological Survey recorded the explosion as a 2.1 magnitude tremor. "Many living in the area reported that the blast felt like an earthquake. "Actual structural damage related to the explosion was noted as far away as Abbott, Texas (a distance of more than seven miles from the fertilizer mixing facility). The petition also says had the manufacturer properly inspected the West facility the tragedy might have been averted. Investigators spent weeks excavating the blast site. They determined that the fire that led to the powerful explosion was caused either by a battery-powered golf cart that was kept in the fertilizer and seed building in which the fire started, the building's 120-volt electrical system or by an intentional criminal act. A total of as much as



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64 tons of ammonium nitrate was stored in the building, 28 to 34 tons of which exploded, investigators said, while an additional 20 to 30 tons in the building and another 100 tons in a nearby rail car did not explode. The total amount of ammonium nitrate on the site was about 150 tons, less than 270 tons that federal records indicated was stored at the plant. By comparison, the amount of ammonium nitrate that exploded on April 17 in West was about 12 times the amount used in the truck bomb that blew the side off of the Albert P. Murrah Federal Building on April 19, 1995 in Oklahoma City. The fire actually caused two explosions, just milliseconds apart, Assistant State Fire Marshal Kelly Kistner said. The first, which was the result of some combination of heat, building pressure from containment and shock from falling debris and equipment, triggered the second larger blast, he said. Twelve first responders and three residents died in the explosion.

<http://www.kwtx.com/ourtown/home/headlines/West--Explosion-Lawsuit-Trial-Date-Rescheduled-257682341.html>

### PAKISTAN, KHYBER-PAKHTUNKHWA PROVINCE, DERA ISMAIL KHAN, MAY 3 2014. 10 DIE OF SUFFOCATION DUE TO CHEMICAL WASTE IN D.I. KHAN CANAL

*zahir shah sherazi*



At least 10 people died of suffocation and eight others fell unconscious on Friday while passing through a water channel which carries chemical waste from industries mainly from Chasma Sugar Mills-2 to the Indus River. Local officials confirmed the incident saying at least 10 people died as they were passing through the water nullah which carried chemical waste. Nazir Ahmed, the reporting officer at the Purwa Police Station said that a minor girl had fallen unconscious in the nullah. About 15 people who went in to rescue the child also fell unconscious. Station House Officer (SHO) of Purwa Police Station, Muhammad Nawaz told Dawn.com that the victims hailing from Kacha area most likely fell unconscious due to toxic fumes. He said that they have taken out two dead bodies so far and more than 15 unconscious people to the hospital but

there status is not known yet. Four bodies including that of a child and a women has been brought to the Purwa Hospital and five of the dead belong to one family. "Most of them died from suffocation as due to chemical wastes there was shortage of oxygen, and when these people were passing thorough this water channel they fell unconscious and subsequently died," Dr Jehangir, a local who runs a clinic in the area told Dawn.com. Most of these people used to cross this water channel in Paloon area of Ramak on a daily basis for household activities and farming. The water channel, usually crossed on foot by the locals, is less than two feet deep and mainly carries waste from the mill. Dr Jehangir said that about eight people were referred to the Tehsil Headquarters Hospital Purwa as there was no clinic in the village to treat them. Khyber Pakhtunkhwa Chief Minister Pervaiz Khatak, taking notice of the incident, said those responsible would be taken to task. A statement, issued from the Chief Minister House, directed the commissioner and other high ranking officials to reach the area and find out the cause of the incident, supervise rescue operations and assess the situation to find out who is responsible. The statement said that it seemed negligence on the part of the sugar mill's administration was the primary cause, as well as local administrative machinery which could not save lives.

#### Related Stories

- [Toxic waste drain kills 9 in Dera Ismail Khan](#)
- [10 killed after falling into contaminated canal](#)

<http://www.dawn.com/news/1103722>

### USA, TX, HARLINGEN, MAY 3 2014. TCEQ TESTING ONGOING; PEMEX SAYS IT WILL INVESTIGATE

*emma perez-treviño*

The state on Friday completed a third day of water testing in the wake of an April 8 fish kill in a Mexican river that feeds into the Rio Grande and Falcon Reservoir. The Texas Commission on Environmental Quality on Wednesday had issued an advisory, alerting to a "bad" substance believed to have been discharged by Mexican petroleum giant Pemex. So far, neither the Rio Grande nor Falcon Reservoir has been contaminated, based on results thus far available from testing by TCEQ and the International Boundary and Water Commission. Both bodies are sources of drinking water for the Rio Grande Valley. "There are no indications there is any significant or immediate threat to water quality in the Falcon Reservoir," according to TCEQ spokesman Terry Clawson. Concerns about contamination have arisen because the fish kill was in Mexico's Rio Salado, which is 56 miles upstream of Falcon and discharges into the reservoir. "Because of the uncertain information that we



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have received from Mexico, TCEQ is conducting a broad spectrum of tests to make absolutely certain there are no water threats, and these tests require time," Clawson said. "TCEQ will provide information as soon as test results verify there are no issues with surface water."

### 'An Abundance Of Caution'

Water from public water systems is filtered and treated, Clawson said, and TCEQ's advisories from the beginning have been meant to make sure these systems pay extra attention to their testing and treatment. Groundwater and well water would not be affected by potential surface water issues. "The TCEQ is acting out of an abundance of caution," Clawson said. On April 30, an environmental advisory went out that Mexican water officials had advised their counterparts at the IBWC about a "bad" substance released from a Pemex facility in Mexico. "They do not know what the material is or the quantity released, but it went into the Rio Salado and is headed towards the Rio Grande near Zapata," TCEQ's precautionary notification stated.

An update later that day noted that Pemex had not been confirmed as the source. For the most part, testing has centered on petroleum-based chemicals like toluene and benzene.

### Is Pemex Responsible?

Media organization Hora Cero on Friday reported that a Pemex spokesman in Reynosa said they would be conducting an investigation to determine if there had been a spill from Pemex, or from someone connected to the firm. The spokesman, Eloy Olivares, said the Rio Salado starts in the state of Coahuila, and that it would be necessary to determine if Pemex has a plant in that area, according to the Hora Cero report. Hora Cero also reported that another fish kill had been reported several weeks ago, that one at the Rio San Juan. It affected the fishing industry in Cd. Miguel Aleman, according to the report, but officials have not identified the substance that caused the kill, despite water testing. Another Mexican media organization, the El Mañana newspaper in Nuevo Laredo, reported on April 16 that thousands of fish had died April 8 in the Rio Salado. The newspaper reported on April 17 that Pemex might have been involved, and noted that the water at Rio Salado when the fish kill occurred had turned a dark green, and that this was similar to the color of the water that had been reported at Rio San Juan. The Rio San Juan discharges into the Presa Marte R. Gomez, a dam commonly known in the Valley as Sugar Lake.

The dam feeds into Falcon Lake. According to the news account, a fisherman said that while he was preparing to fish at Rio San Juan, he saw the driver of a white tank truck, like those that provide services to Pemex, discharging liquids in the river.

### Local Reactions

TCEQ on Friday advised public officials that it was in contact with the City of McAllen, which had requested help and expressed concern that residents were panicking, buying up all of the bottled water in town and creating a shortage in stores. TCEQ subsequently issued a second update Friday, apparently aimed at appeasing concerns. City of Harlingen spokesman Dave Ralph on Friday said the city has not received any calls from residents expressing concern about TCEQ's advisory.

[http://www.valleymorningstar.com/news/local\\_news/article\\_9925150c-d272-11e3-b964-001a4bcf6878.html](http://www.valleymorningstar.com/news/local_news/article_9925150c-d272-11e3-b964-001a4bcf6878.html)

## AUSTRALIA, NEW SOUTH WALES, SYDNEY, MAY 4 2014. FIREFIGHTERS WHO RISKED LIVES IN MONA VALE PETROL TANKER TRAGEDY HONoured FOR BRAVERY AFTER

*john morcombe*



Five people who risked their lives trying to save the lives of others in last October's horrific petrol tanker crash at Mona Vale will be honoured today for their bravery. Two people died in the crash but Fire and Rescue NSW commissioner Greg Mullins said the toll would have been higher were it not for the efforts of those being recognised. Mona Vale residents Andrew Cochran and Maria Tosone were in their backyard when they heard the petrol tanker crash at the foot of Mona Vale Rd on October 1 after its driver lost control. The couple immediately went to the aid of two women who were in a car in the path of a running fuel fire. "They saved the lives of these two women and put themselves in great peril to do so," Mr Mullins said. "I commend them on their

selfless actions. "If not for them, the death toll would have been doubled." They will be presented with the Commissioner's Commendation by Mr Mullins at a special ceremony today, which is St Florian's Day. St Florian is the patron saint of firefighters and each year it's the day on which firefighters past and present are honoured for their bravery, commitment and dedication. Firefighters George Cheeke and Lloyd Mulder, both of Freshwater, will receive the Commissioner's Award for Courageous Action for their attempt to save one of the men in the same car as the women whose lives were saved. "Despite nearby explosions, a running fuel fire, bush alight and thick smoke, the pair tried valiantly to save the man's life," Mr Mullins



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said. "Sadly, he and another man perished following the accident." Mr Cheeke, who won't be present at the ceremony as he is overseas, said the award was "bittersweet," given that they were unable to save the life of the man they tried to help. "Many people deserve awards for what they did that day," he said. Mr Mulder echoed Mr Cheeke's remark. "The award will be something to be proud of but that day will always be a tragedy," he said. "I've had plenty of time to process what happened that day but it will stick with me for the rest of my life. "A lot of firefighters go through their whole career without having to through something like that." Also being commended is Rural Fire Service senior deputy captain Joshua Sheedy for supporting the two firefighters in their efforts to save the life of one of the men. Mr Mullins said the firefighters were a credit to themselves, the community and FRNSW. "Their actions were exemplary and I am very proud to have them under my command," he said. "They worked hard to try and save a man under extremely stressful and dangerous circumstances. Their efforts were caring and professional – they never gave up."

<http://www.dailytelegraph.com.au/newslocal/northern-beaches/firefighters-who-risked-lives-in-mona-vale-petrol-tanker-tragedy-honoured-for-bravery-after/story-fngr8hax-1226903239137>

### COLOMBIA, BOYACA, CUBARA, MAY 4 2014. REBEL ATTACK ON COLOMBIA PIPELINE CAUSES OIL SPILL

A new guerrilla attack on Colombia's Caño Limon-Coveñas pipeline, out of service since March 25, has caused an oil spill and sparked environmental concerns. Friday's attack in the central province of Boyaca poses a potential public-health emergency, Cubara Mayor John Jairo Alonso said, warning that the spilled crude could reach nearby rivers. The environmental damage is affecting local communities and the inhabitants of the nearby northeastern provinces of Arauca and Norte de Santander, Alonso told reporters. As a preventive measure, authorities have prohibited the consumption of water in the Agualinda region until the situation is brought under control. The attack, blamed on National Liberation Army, or ELN, guerrillas, comes a day after the U'wa indigenous community reached an agreement with the government to end their protest and allow technicians on their lands to repair another nearby section of that same conduit that was damaged on March 25. That 770-kilometer-long (480-mile-long) pipeline transports oil from the Caño Limon fields in the northeastern province of Arauca to the Caribbean port of Coveñas. The ELN and the larger Revolutionary Armed Forces of Colombia, or FARC, guerrilla groups carried out 33 attacks on that conduit and the Bicentenario pipeline, located in the same region, in the first three months of 2014, according to Colombian state-controlled oil company Ecopetrol. The FARC and Colombia's government have been holding peace talks in Cuba since November 2012.

<http://latino.foxnews.com/latino/news/2014/05/02/rebel-attack-on-colombia-pipeline-causes-oil-spill/#>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, MAY 4 2014. CALTEX TERMINAL PETROL LEAK >> FIRE AND RESCUE NSW AWARD FIREFIGHTERS FROM MASCOT, MAROUBRA AND MATRAVILLE WITH BRAVERY AWARDS

*laura suckling*

- Firefighters believed death was imminent during oil clean-up
- 130,000 litres of volatile unleaded fuel leaked during spill
- "Catastrophic, there was no other word to describe it."
- 21 firefighters awarded Fire & Rescue NSW bravery awards
- Alexandria fireman awarded highest FRNSW honour



*Crews from Maroubra, Matraville and Mascot worked on a major oil spill on July 12, 2013 when a tank leaked 2000 litres of flammable petrol per minute at a Caltex terminal at Port Botany.*

"Catastrophic, there was no other word to describe it." That was the first thought Fire and Rescue NSW Maroubra Station officer Maxwell Metzker had when he arrived at a petrol leak at the Caltex terminal near Port Botany last year. More than 130,000 litres of highly volatile unleaded fuel gushed after a valve malfunction on July 12. Mr Metzker said the tiniest spark could have set off a devastating explosion, flattening the immediate area and shutting down fuel lines to Port Botany and Sydney airport. Matraville station officer Stephen Mcfadyen

said a train sped past about 30m away from the flammable pool of petrol while firefighters were working to reduce the risk of explosion. "I thought this was it. We're gone," he said. "It would have been like an atomic bomb if it went off, and that was going through my head the whole time." Once the threat was eliminated, Mr Mcfadyen hugged his crew for the first time in his 27-year career. "These heroes displayed tremendous courage in preventing a catastrophic explosion in circumstances where



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they knew their lives were in serious danger," he said. The bravery of 12 fires from Maroubra, Mascot and Matraville was recognised on Sunday with FRNSW Commendations for Courageous Action. Alexandria station officer Ron Morasso volunteered to wade through knee deep fuel to shut off the leaking valve. He received a Conspicuous Medal – the highest honour that can be awarded by the FRNSW. FRNSW Commissioner Greg Mullins presented the awards on Sunday in Alexandria. "If it wasn't for the quick thinking, courage and outstanding performance of all the crews and officers, this incident could have been a major disaster for all concerned," he said. At the time of the spill the local fire station at Botany - which was only 3km away - had been closed at 6pm the night before, with its workers directed to fill vacancies at Campsie, 15km away. The spill prompted scorching criticism of the NSW government's cost-cutting policy of rolling fire station closures. The Fire Brigade Employees' Union said at the time the temporary closure impacted on the response by emergency services as it took longer to get adequate firefighting resources to the Caltex terminal.

<http://www.dailytelegraph.com.au/newslocal/city-east/fire-and-rescue-nsw-award-firefighters-from-mascot-maroubra-and-matraville-with-bravery-awards/story-fngr8h22-1226903205271>

### INDIA, MADHYA PRADESH, UJJAIN, MAY 4 2014. BLAST IN A CRACKER FACTORY KILLS 15 IN UJJAIN

Iemuel lall

 **Watch the Video's:**

- [Fire at a Cracker Factory, 15 Feared Dead, Toll Likely to Rise](#)
- [16 Killed in Cracker Factory Fire](#)

 **Photo's [5] [Huge Fire Breaks Out at Cracker Factory; 15 Killed, 4 Seriously Injured](#)**

*[Warning, some pictures are graphic, ed]*

Nearly 15 workers, including nine women and three children were charred to death in a blast that ripped through a cracker factory in Barnagar on Saturday evening, 45 km from Ujjain. The blast left 5 seriously injured with burn wounds, police sources said. The injured are undergoing treatment in district hospital. The explosion took place when around 25 workers were carrying on their job at the unit around 5 pm. After the incident, revenue and police officials rushed to the spot and said that their priority was to rescue the injured. The cracker factory owner Yusuf Hussain Bhora has been detained by the police. Further investigations in the blast were on, police said. Shaken by the incident, the state government has announced an ex-gratia payment of Rs.1.5 lakh to the next of the kin of the deceased and Rs.50,000 to the injured. Bhora has been running the cracker factory close to a school and marriage garden at Barnagar since last 3 years. A similar blast at a cracker unit in had killed five people at Barnagar area in 2004.



 **Related Stories**

- [Blaze Kills 15 inside Fireworks Factory in India](#)
- [15 Die as Fire Sweeps Fireworks Plant in MP](#)

- [15 Killed in Fire at Cracker Factory in Madhya Pradesh's Ujjain](#)
- [Huge Fire Breaks Out at Cracker Factory in Ujjain; 15 Killed, 4 Seriously Injured](#)
- [Fire at Cracker Factory in Ujjain Kills 15, Injures 4](#)
- [Fifteen Killed in Fire at Cracker Factory in Ujjain](#)
- [Ujjain: Fire at a Cracker Factory, 15 Feared Dead, Toll Likely to Rise](#)

<http://indiatoday.intoday.in/story/blast-in-a-cracker-factory-kills-15-in-ujjain/1/358919.html>

### TRINIDAD, PORT-OF-SPAIN, MAY 4 2014. TRINIDADIAN DEMAND INDEPENDENT OIL SPILL PROBE

Residents in Trinidad are demanding an independent investigation into a recent oil spill they blame for a fish die-off along the island's southwest coast. At least one dolphin was earlier reported killed, and the call comes after another dolphin and more fish were found dead in the town of La Brea, which depends largely on fishing to sustain itself. Legislator Fitzgerald Jeffrey told reporters Friday that he believes the government's response to the spill has been inadequate. State-owned oil company Petrotrin has said that initial testing has identified no major contaminants following spills of at least 7,500 barrels of oil that



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occurred in December. A full study by an independent lab is pending, and Trinidad's marine affairs institute also is investigating.

<http://www.fireengineering.com/ap-news/2014/05/03/trinidadians-demand-independent-oil-spill-probe.html>

### CANADA, QC, MONTREAL , MAY 4 2014. 20,000 LITRES OF FUEL DUMPED OVER QUEBEC COUNTRYSIDE maxime landry



A Boeing 747 test plane owned by Pratt & Whitney that was having technical problems was forced to dump 20,000 litres of fuel before landing.

A Boeing 747 test plane owned by Pratt & Whitney that was having technical problems was forced to dump 20,000 litres of fuel before landing. The fuel was dumped into the Macaza region of Quebec's Laurentian Mountains. According to results from a preliminary investigation that was obtained by QMI Agency, the plane was having problems with its second engine and its compressor when the pilot was ordered to fly north and dump the fuel from the airplane. At the same time, the control tower at Mirabel airport informed the plane that smoke could be seen coming from the plane's engines. Investigators told QMI Agency that the aircraft had to dump the fuel or it would not have been safe to land. The amount of fuel dumped, 20,000 litres, is the same amount of fuel that an oil

tanker holds. Following procedure, the plane turned off the second engine and then climbed to 16,000 feet to dump the fuel, minimising the environmental impact. A study conducted by the Canadian Armed Forces says that if fuel is dropped from this height, only 1.5% to 9% of the fuel will hit the ground. The rest will evaporate. The plane, which had 14 passengers on board, landed about an hour after the incident began. Nancy German, a spokesperson with Pratt & Whitney, told QMI Agency that "there was a small abnormality on takeoff." German also said that it was impossible to "precisely state the amount of fuel that was dumped mid-air, but that practically no fuel" actually hit the ground.

<http://www.saultstar.com/2014/05/03/20000-litres-of-fuel-dumped-over-quebec-countryside>

### USA, OH, COLUMBUS, MAY 4 2014. COLUMBUS HAD 357 RAIL SPILL INCIDENTS SINCE 1971 EAMON QUEENEY



*Rail tank cars with liquefied petroleum gas head south near Downtown after passing under I-70.*

Little information exists to tell Columbus residents what type of cargo is rolling on area train tracks — until something goes wrong. The federal government requires railroads to report each time a rail car leaks its contents, and the data show that Columbus — a major transit point in the Midwest — has seen more spills than any other city in Ohio during the past 40 years. In the past decade alone, the number of Columbus spills that railroads have reported to federal regulators ranks the city among the top 25 nationwide. "What it tells me is that Columbus is a major transportation point," said Fred Millar, a Virginia rail-safety critic. "It's on a major transportation corridor." The incident data, kept by the Pipeline and Hazardous Materials Safety Administration, a division of the U.S. Department of Transportation, tracks what railcars were hauling at the time of an

incident. Cars involved in incidents in Columbus in recent years carried all types of hazardous liquids, gases and solids ranging from crude oil to paint to corrosive acid solutions. A Dispatch analysis of the federal data shows that since 1971, there have been 357 incidents in Columbus involving trains that transport hazardous materials. Some were minor — tiny vapor leaks or a loose part on a tanker that allowed a few drops to fall. Others were significant. Aging and deteriorating tankers have ruptured, cracked or burst and caught fire here. In July 2012, three Norfolk Southern tanker cars spilled 53,000 of the 90,000 gallons of ethanol they were carrying when they derailed and exploded a few miles north of Downtown near Weinland Park. That derailment caused \$1.6 million in damage, forced nearby residents to evacuate for about 12 hours and resulted in complaints of respiratory problems. Across the state, about 1,800 spill incidents have been reported since 1971. That includes precautionary reports, such as a railcar that turned over but never leaked. But in 1,100 incidents, there were leaks. In that time, about 1 million liquid gallons, 42 cubic feet of gas and 636,000 pounds of solid hazardous material were released from their rail containers. Those incidents caused \$93.2 million in damage. But the rail industry says it is taking precautions against



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spills and derailments. Most spills are considered "non-accident releases," which tend to happen during loading or unloading, said Holly Arthur, spokeswoman for the Association of American Railroads. Columbus has three intermodal facilities where cargo is moved between trains and trucks. Cincinnati has three loading facilities, and Cleveland has two. About 310 incidents were reported in Cincinnati since 1971. But few other large Ohio cities reported significant numbers of incidents; Cleveland had about 80. "Every time you have a spill, you stop the operations of the railroad. That's expensive," said Allan Zarembski, director of the railroad engineering and safety program at the University of Delaware. "The railroads don't want to have derailments. That's bad business. "We're dealing with a large population of movements, so statistically some (accidents) are going to slip through." A runaway train killed 47 people in Quebec last year, and several tank cars turned over and spilled crude oil in Lynchburg, Va., this week. Zarembski said those situations are rare. Derailments get the most attention. In February, the U.S. Department of Transportation announced that railroad companies would take voluntary action to ensure the safe transport of crude oil, including reduced speed limits. Critics have called for a ban on the older tank cars used to transport petroleum. Many of those are still in use, though new design standards are being used for newly manufactured cars. U.S. Sen. Sherrod Brown, D-Ohio, said the U.S. Department of Transportation should expedite rail-safety standards. Since 2010, 18 spills have been reported along Columbus rail lines. Most were the result of faulty valves or other equipment. The July 2012 explosion was the only major derailment. Fourteen of those incidents were on Norfolk Southern rails. A spokesman wrote in an email that the railroad takes every precaution to keep spills and derailments from occurring. "We respond swiftly and safely to protect people, property and the environment, and if there are things to be learned afterward that can make our safe rail network even safer, we take those measures," spokesman Dave Pidgeon wrote. Of the 14 Norfolk Southern incidents since 2010, only one spilled more than 1 gallon of material. In one incident, the company reported that a tank car carrying a "flammable liquid" rolled on its side but none of its contents spilled. Still, local officials evacuated the area as a precautionary measure — something that has happened nine times in Columbus since 1971. The Columbus Division of Fire responds to a hazardous-material incident on a railroad about once every year or 18 months, said Capt. William Brobst, who oversees the Columbus hazmat team. In 2010, Franklin County Emergency Management and Homeland Security conducted a study to survey railcars and determine what was being transported through the area. That has helped emergency responders prepare for worst-case and most-likely scenarios, Brobst said. But daily reporting of chemicals traveling through Columbus would be onerous. "If the railroad contacted us every time they brought in a train of ethanol, they would be calling us two to three times a day on each railroad," he said.

<http://www.dispatch.com/content/stories/local/2014/05/03/rail-spill-tally.html>

### USA, N.Y, NEW YORK, MAY 4 2014. EMERGENCY GASOLINE STORAGE SET FOR NEW YORK HARBOR

The U.S. Department of Energy will lease emergency gasoline reserve storage facilities in the New York Harbor area in preparation for coping with severe weather events such as Superstorm Sandy, Energy Secretary Ernest Moniz announced Friday. The New York facilities and another one planned for New England each will store 500,000 gallons of gasoline. Moniz said a contract is expected to be awarded in August. "We will have control of a million barrel reserve," he said, indicating \$200 million will be spent over five hurricane seasons. New York Sen. Chuck Schumer, who joined Moniz in the announcement, recalled there were "interminable lines" at service stations following Sandy because of a shortage of gasoline. Gasoline became essential because the damage to mass transit made passenger car travel a necessary option.

<http://www.lohud.com/story/news/politics/2014/05/02/emergency-gasoline-storage-set-new-york-harbor/8607135/>

### SOMALILAND HARGEISA, MAY 4 2014. LOCAL FILLING STATIONS, ELECTRICAL WIRINGS AND PUBLIC HYGIENE ARE HAZARDOUS TIME BOMBS

*ma egge*



When it comes to part of our social safety security, time bombs are numerous, and in their tickings, are quite high-sounding dangerous clicks. To mention but three, we ought to re-organize ourselves seriously such that we may know our cue. One is our shoddy petrol stations, secondly is our electrical wiring systems and thirdly is the no-sewerages and non-culverts city infrastructure. It is quite clear and well known that our gas or petrol filling stations do not conform to the accepted safety standards. The shoddy and hastily made sub-standard imitations of contemporary stations are numerous scattered not only in the city but all over the country at large. As if what



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happened in Berbera a couple of years ago was not enough, the disaster that happened last evening in Hargeisa shouldn't be another warning but a real live reminder of what is in store for us, if not checked. For instance, things that need no huge amount of funds like simple warning signs at a gas station reminding motorists to switch off their engines, not smoke cigarettes etc are almost totally non-existent. The KAAH station disaster, whatever its causes, only reminds us of our make-shift operating systems. For long we have held it in this column that we should walk humbly with times (and in time) but not make failed states our mark of calibration.

<http://somalilandpress.com/somalilandlocal-filling-stations-electrical-wirings-public-hygiene-hazardous-time-bombs-50562>

### AUSTRALIA, QUEENSLAND, BRANDON, MAY 8 2014. FUEL TANKER ROLLS, WILL CLOSE BRUCE HIGHWAY FOR MOST OF THE DAY

A large tanker truck carrying thousands of litres of petrol has rolled on the Bruce Highway south of Townsville this morning. Emergency crews received a call about 5am to attend an incident in the suburb of Brandon, where a truck carrying five compartments was blocking both lanes of the highway. The highway is expected to be closed for six hours. It is believed the first compartment alone is carrying 9000L of fuel but fire crews are yet to establish how much has been spilled. The driver of the truck was taken to Ayr Hospital with minor injuries. Traffic is being diverted down Hoey Road as three fire crews work to contain the spill.

<http://www.heraldsun.com.au/news/national/fuel-tanker-rolls-will-close-bruce-highway-for-most-of-the-day/story-fnii5v70-1226909776238>

### PAKISTAN, RAWALPINDI, MAY 8 2014. CYLINDER BLAST: ONE DEAD, TWO INJURED



*The remains of the car in which the cylinder was installed.*

A man died and two others were injured after a gas cylinder in a car exploded at a filling station in the Waris Khan area on Wednesday. Police said that Mohsin, who hailed from Sargodha, was waiting in a queue at the gas filling station when a cylinder in the car in front of him exploded, killing him on the spot. The police said that Safeer, a worker at the filling station, and the car's owner, Mukhtar Ahmad, were also injured in the explosion. "The blast caused a fire in the car and shrapnel flew back and hit Mohsin, who was in the car just behind, and killed him on the spot. A worker at the gas filling station and the owner of the vehicle were also injured," Waris Khan ASI Ali Raza said. The blast also damaged other cars in the queue, the police said, adding that a fire truck quickly reached the spot and doused the fire. The police said that the vehicle has been impounded to determine if the driver had a valid fitness certificate. The injured were shifted to Benazir Bhutto Hospital and the deceased to the District

Headquarters Hospital for medico-legal formalities.

<http://tribune.com.pk/story/705536/cylinder-blast-one-dead-two-injured/>

### PHILIPPINES, MANILA, MAY 8 2014. FIRE, BLAST AT PHILIPPINE ARMY BARRACKS INJURE 24



**Photo's [5] [Blast at Philippine Army Barracks Injure 24](#)**



Firemen gesture for more water as they put out a fire that razed the Explosives Ordnance Battalion barracks of the Philippine Army in Taguig city, east of Manila, Philippines, Wednesday, May 7, 2014. A large explosion during a fire destroyed a building housing the Philippine army's explosives and ordnance unit Wednesday, injuring more than 20 people, mostly fire fighters and soldiers, a spokesman said. A fire at the Philippine army's explosives and ordnance unit Wednesday triggered a large explosion that destroyed a building and injured at least 24 people, mostly soldiers and firefighters, a spokesman said. The cause of the fire inside Fort Bonifacio, the army headquarters in Taguig City in the suburbs of Manila, is being investigated, army spokesman Lt. Col. Noel Detoyato said. Army hospital staff said three soldiers suffered serious burns. Detoyato said most of the injured were hit by debris from the concrete structure after the explosion flattened the building.



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

**May 16 2014**



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Detoyato said ammunition for troops from the Explosives and Ordnance Battalion plus explosives used as instructional materials by the unit were ignited during the blaze. He said bullets exploded in the heat but did not hit anyone. Responding firefighters could not come close to the blaze because of the sporadic explosions, radio reports said. "There were many small explosions like firecrackers, then this huge blast," Detoyato said. He said the explosion helped subdue the blaze by scattering burning materials. The site is less than a kilometer (half a mile) from the army gymnasium where President Barack Obama addressed U.S. and Philippine troops during his visit to Manila last week.

[http://www.washingtonpost.com/world/asia\\_pacific/fire-blast-at-philippine-army-barracks-injure-24/2014/05/07/513905a2-d5bd-11e3-8f7d-7786660ff7c\\_story.html](http://www.washingtonpost.com/world/asia_pacific/fire-blast-at-philippine-army-barracks-injure-24/2014/05/07/513905a2-d5bd-11e3-8f7d-7786660ff7c_story.html)

### CANADA, ONT, TORONTO, MAY 8 20014. EXPLOSIONS ROCK BRAMPTON PROPANE FACILITY

*emma karstens-smith*

 **Watch the Video** [Brampton Compressed Gas Facility Blaze Sends Fireballs into Ai](#)

Firefighters are responding to reports of a propane explosion at an Air Liquide facility near Steeles Ave. in Brampton. An industrial area of Brampton was rocked by several large explosions on Wednesday night as firefighters responded to reports of a fire at a propane filling facility on Steeles Ave. E. One person was taken to hospital after sustaining a non-life-threatening injury in the blasts at Air Liquide. A nearby non-residential building was evacuated as a safety precaution, according to Peel Regional Police. Police on the scene said there was no immediate danger to residents due to the explosions and subsequent fire. Brampton Fire Chief Andy MacDonald said the initial call came in at about 9:30 p.m. about a small fire that broke out when a worker was filling a tank. "Because of the nature of propane, that led to a larger fire" with several other tanks involved, he said. "Our major concern became cooling the 30,000 gallon tank so it wouldn't become involved, allowing the propane to burn off in a controlled burn, keeping the tank cool so it wouldn't rupture," MacDonald explained. "These tanks, when they explode, can become airborne. And they're quite heavy and, if they do become airborne, they still contain propane. So we're very very cautious to make sure nothing else in the area catches on fire." MacDonald said there was no word yet on what caused the initial fire. "It's too early, really, to speculate on that." Fahad Abbas, who works in a nearby building, said he heard a huge bang and went outside to investigate. "All you saw was canisters, they started, one by one, in flames like rockets shooting up and then coming down everywhere." He said the entire night sky was bright red. One area resident told the Star he saw what looked like "small mushroom clouds" billowing from the site of the blast. "There were several mini-explosions, I was already awake, and I could see it from my backyard," he said. Peel Regional Police Const. Fiona Thivierge said the biggest concern for fire crews was keeping the 30,000 gallon tank cool to prevent any risks of additional explosions. A nearby railway track was closed down for safety precautions, due to the risk of flying shrapnel. The blast comes nearly a year after Sunrise Propane was found guilty of breaching nine environmental and worker safety regulations for its role in a 2008 propane explosion that killed a worker and caused millions of dollars in damage.

[http://www.thestar.com/news/gta/2014/05/07/explosions\\_heard\\_at\\_brampton\\_propane\\_facility.html](http://www.thestar.com/news/gta/2014/05/07/explosions_heard_at_brampton_propane_facility.html)

### USA, CO, SAN MIGUEL CO, MAY 8 2014. TANKER ROLLS IN SW COLORADO, SPILLS 8000 GALLONS OF CRUDE OIL

*deb stanley*



A tanker truck rolled on Highway 141 in southwestern Colorado on Wednesday morning, spilling its load. The tanker truck rolled in an area called Slick Rock, according to San Miguel County Sheriff Bill Masters. Slick Rock is about 60 miles northwest of Cortez, Colo. and 45 miles northeast of Monticello, Utah. Masters said on Twitter that the tanker was carrying 8,000 gallons of crude oil and 100 percent of it leaked. The driver, identified as Bob Westrom, was seriously injured. There is no waterway in the area and the oil has pooled in one place, according to Colorado State Patrol spokesman Nate Reid. Reid said hazardous materials teams are on scene cleaning up the oil. Masters says the tanker apparently lost its brakes and went off the roadway, rolling over and spilling the oil. Masters says the owner of the truck will be responsible for the cleanup.

<http://www.thedenverchannel.com/news/southwestern-colorado/tanker-rolls-in-sw-colorado-spills-8000-gallons-of-crude-oil>



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### USA, CA, SAN LUIS OBISPO CO, MAY 9 2014. INCIDENT AT NIPOMO MESA OIL REFINERY CAUSES FLARE, SMOKE cynthia lambert



*A flare and smoke from the Phillips 66 refinery on the Nipomo Mesa can be seen in this photo taken at Highway 1 and Via Concha Road on Thursday.*

[Phillips 66](#) officials said an unscheduled shutdown of a unit Thursday morning at the [Nipomo Mesa refinery](#) led to a flare that was spotted by some South County residents. In a statement, the company said there was an unscheduled shutdown at the refinery's steam power plant for about two hours. As a result, fuel gas was directed to the refinery's flare, resulting in visible flaring, according to the statement. The cause of the shutdown is still under investigation. No injuries were reported, said spokesman Dennis Nuss, a senior adviser for Phillips 66 based in Houston. Company officials said Phillips 66 personnel were dispatched off-site to monitor air quality, and notifications were made to regulators. "We do air quality monitoring outside the refinery gates to see if there is any impact to air quality, and there was no measurable impact," Nuss

said. Aeron Arlin-Genet, manager of planning and outreach at San Luis Obispo County's [Air Pollution Control District](#), said the refinery reported the incident within four hours as required. The air district is continuing to investigate. Phillips 66 has 10 calendar days to provide a written report on the shutdown and why it occurred. Arlin-Genet said the air district has not received it yet. Three staff members conducted visual and odor observations on the Nipomo Mesa that day and reported the plume and smoke headed offshore and to the north, thanks to offshore wind conditions that day, she said. In addition, all three monitoring stations on the Nipomo Mesa did not measure any impacts from the shutdown, she said. A few residents took photos of the flare Thursday morning from various locations. "There was a black cloud that covered the Mesa and then traversed U.S. 1 and Via Concha" where he snapped a photo, Nipomo Mesa resident Laurance Shinderman said. Shinderman and some other residents oppose [a rail project](#) proposed by Phillips 66 to allow the refinery to receive crude oil by rail for processing. The company anticipates unloading up to five trains a week with about 80 tank cars each, with a maximum of about 250 trains arriving each year. A draft environmental impact report for the project is being revised. County planner s [received about 800 comments](#) on the draft EIR and decided to revise the document to include some of the questions they raised.

<http://www.sanluisobispo.com/2014/05/06/3053414/nipomo-mesa-refinery-flare-smoke.html?sp=/99/177/183/>

### USA, N.J, CAMDEN CO, BERLIN TWP, MAY 9 2014. SOLAR PANELS COMPLICATE EFFORT TO DOUSE BERLIN TWP. CHEMICAL PLANT BLAZE

michael boren

 [Watch the Video Solar Panels Complicate Effort to Douse Chemical Plant Blaze](#)



Firefighters are battling a three-alarm blaze in a chemical plant in Berlin Township, Camden County. Explosions have been reported inside the building at 160 Cooper Road, behind the Sahara Sam's indoor water park on Route 73. The address houses Resintech, which manufactures "a broad range of ion exchange resins for water and waste water treatment," according to the firm's website. There are no reports of injuries.

#### Developing: Crews Battle Fire At Warehouse Of South Jersey Chemical Plant

Firefighters were trying to hose down the building from the outside, but solar panels on the roof were complicating their efforts. Solar panels pose a potential

hazard to firefighters because they are energized. Their presence was cited for hampering efforts to stop the fire last year that burned the Dietz and Watson warehouse in Delanco to the ground. In the Resintech fire, a hazmat unit from the Camden County Office of Emergency Management was testing for harmful chemicals in the air and for water runoff, but everything had tested negative, said Dan Keashan, spokesman for Camden County. The state Department of Environmental Protection has also been notified of the fire but is not responding at this time. Photos posted in Twitter show a thick plume of black smoke rising from the industrial building.

[http://www.philly.com/philly/news/new\\_jersey/20140509\\_Firefighters\\_battling\\_chemical\\_plant\\_blaze\\_in\\_S\\_Jersey.html](http://www.philly.com/philly/news/new_jersey/20140509_Firefighters_battling_chemical_plant_blaze_in_S_Jersey.html)



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