



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,108 Newsy Stuff

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SOUTH AFRICA, ALBERTON, OCTOBER 15 2014. DEATH TOLL RISES TO 4 IN ALBERTON HORROR TANKER TRUCK CRASH

 **Watch the Video:** [Death Toll Rises to 4 in Horror Tanker Truck Crash](#)



Large motor vehicle collision on the N12 Voortrekker in Alberton. Multiple injuries on scene.

The death toll in the multi-vehicle crash in Alberton has risen to four, the department of transport said on Tuesday. "Two people were certified dead on the scene and now we have just received a report that two more died in hospital," said spokesman Tiyani Rikhotso. Earlier a vehicle went out of control and crashed into over forty other vehicles, including a petrol tanker. Netcare 911 spokeswoman Santi Steinmann said around 45 cars and two trucks were involved in the crash which occurred on N12 East near Voortrekker Road. ER24 spokesman Russel Meiring said paramedics found multiple vehicles and car parts spread across the road. Paramedics began their assessment and found two people had been killed and dozens had been injured, some of them

critically. "Paramedics immediately began their treatment of the patients, providing them with advanced life support," he said. "Extra resources were called in by the emergency services to help treat the injured on scene." One critically injured patient was airlifted to Chris Hani Barawanath. "The remaining patients were treated for their injuries and transported to nearby hospitals for further treatment," Meiring said. Transport Minister Dipuo Peters said the driver had been arrested. "The driver has been arrested and the preliminary report indicates that the accident was caused by brake failure of the truck," Peters said.

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- [Two Dead after Petrol Tanker Hits 20 Cars](#)
- [Petrol Tanker Crash Kills 2 in S. Africa](#)
- [Petrol Tanker Brakes Failed - Driver](#)
- [N12 Accident Truck Driver Arrested](#)
- [Speeding Trucker Faces Questions Over Alberton Accident](#)
- [N12 East Blocked Off After Accident](#)
- [Multiple-Vehicle Accident in Alberton Claims 2 Lives](#)

<http://www.timeslive.co.za/local/2014/10/14/death-toll-rises-in-alberton-horror-truck-crash>

USA, WA, SEATTLE, OCTOBER 15 2014. OIL TANKERS LEAKING INTO SEATTLE'S WATER

A highly flammable byproduct flowed from oil tankers into an area stormwater system for at least a year before state regulators inspected the problem. Seventy miles north of Seattle, the Tesoro Anacortes rail facility—which daily offloads some 50,000 barrels of Bakken crude from tanker cars—was releasing a highly flammable oil byproduct into a stormwater system that lacked "required controls" for at least a year before state regulators were made aware of the potential hazard. A faulty pipe connection was the source of the problem, according to a Northwest Clean Air Agency enforcement report obtained via an open-records request. As a result of the flaw, hydrocarbon vapors were being produced in the rail facility's stormwater system that could have ignited under the right conditions, experts say. Tesoro officials insist there was no risk of fire. Yet state regulators never inspected the rail facility to assess the fire risk because it appears those charged with ensuring public safety were caught up in a maze of Catch-22 rules that work against timely assessment of potential worker-safety and fire hazards. NWCAA inspectors did not visit the rail facility until five months after Tesoro had disconnected the problematic pipe. Still, the agency's enforcement report indicates that vapors containing "volatile organic compounds" were still being released from numerous points in the company's stormwater system, parts of which are located a stone's throw from the crude-oil railcar staging area. "At the time of inspection, there was one unit train [which can haul some 65,000 barrels of crude] unloading while another unit train had recently arrived full and was idling on the holding track," the NWCAA enforcement report states. The NWCAA is an air-quality control agency established under the Washington State Clean Air Act. "Any vapor is a concern. It's the vapor that burns, not the liquid," says Kelly Blaine, the fire marshal for Skagit County, where the rail facility is based. "But it has to be the perfect conditions to ignite within the right thresholds, and you need an ignition source. So it can ignite, but it's rare." Blaine stresses that he was not called to inspect the rail site. "The people that regulate it are not us [the fire marshal's office]," he says. "That would be the state's job." Tesoro Corp.'s corporate headquarters in San Antonio, Texas, says "there was no fire risk" from the Bakken crude liquid and vapor in the stormwater system. "The [notice of violation from the NWCAA]



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involved a very small amount of oily water released due to an open valve on a small-diameter line," Tesoro spokesperson Megan Write says. "Corrective action was taken to address this issue swiftly." Still, the notice of violation [NOV] was deemed serious enough for Tesoro to report it to its shareholders in a recent Securities and Exchange Commission filing. "On March 12, 2014 the Northwest Clean Air Agency issued a NOV... alleging a violation of air-quality regulations at [the] Anacortes Crude Rail Offloading facility," an August filing by Tesoro with the SEC states. "The allegation concerns hydrocarbon releases from the wastewater system at the unloading facility." Tesoro ships the crude oil used to feed its refinery in Anacortes, which is adjacent to the rail facility, via mile-long trains that are loaded in the Bakken Shale Play that spreads across parts of North Dakota, Montana, and Canada. En route to Anacortes, those trains travel through downtown Seattle—the site of a derailment this summer that damaged several tanker cars heading to the refinery. A material-safety data report produced by Tesoro describes the Bakken crude as being highly flammable with a variable flash point below 100 degrees—meaning it's capable of igniting on a hot summer's day at pavement level in Seattle. Tesoro's report on its crude product also states that vapors produced by the oil "are heavier than air and may travel long distances to a point of ignition and flash back." "Do not allow liquid runoff to enter sewers or public waters," the report states. "Gas may form explosive mixture with air." Toby Mahar, the NWCAA engineer who conducted the inspection of the Tesoro rail facility, said she did not assess the chemical components or explosive attributes of the crude-oil vapors being emitted from the rail-facility's stormwater system, nor did she measure vapor levels inside the company's system. Though the vapors emitting were in relatively high concentrations at one point in the system, she says the volume of gas being released was low. "I'm using a pretty sensitive instrument" to measure the vapor release, Mahar added. When asked if she would feel comfortable holding a match over the locations emitting the vapors, Mahar replied: "I would never feel comfortable dropping a match in any refinery, anywhere. There's safety procedures that require non-sparking equipment. I turn off my cellphone and I leave my keys in my car." Volatile vapors form, Mahar explained, as the crude oil is transferred from the railcars into the rail facility's pipeline system. Those vapors condense into a liquid later in the process and that "condensate" is collected in a storage area, called a sump. The condensate is then supposed to be routed into the pipeline system that delivers the crude to the nearby refinery. Instead, due to a plant construction flaw, it was being sent into a stormwater system not permitted to handle that material, resulting in the vapor venting from that system. Mahar's inspection of the Tesoro facility occurred after the company disconnected the errant line, which—prior to her site visit in February 2014—had been conveying crude-oil condensate into the sewer system for some 12 months, from Sept. 4, 2012, when the facility opened, to Sept. 5, 2013. A new line was then installed and routed to the facility's oil-pipeline system. As a result, the vapor measurements Mahar obtained are likely the best-case scenario. Mahar stressed that her enforcement report dealt only with regulations related to air-quality standards, adding that she was not qualified to assess worker-safety or fire-hazard conditions at the rail facility. "The reality is... we [NWCAA] don't implement safety procedures," Mahar said. "The reason [Tesoro] got a violation is because they had an equipment violation. ... I don't know OSHA [U.S. Occupational Safety and Health Administration] rules, nor does it matter to me." As it turns out, the OSHA-certified state agency responsible for inspecting refinery sites for potential worker-safety and fire hazards, Washington's Division of Occupational Safety and Health, has no record of any inspection being conducted at the Tesoro rail facility related to the NWCAA enforcement action, as a public-records request reveals. NWCAA Communication Director Katie Skipper confirmed that her agency "would only be required to report the violation to the U.S. EPA [the Environmental Protection Agency] if it was considered a high-priority violation, as EPA defines it." EPA spokesman Mark MacIntyre said that NWCAA was, in fact, "not required by law" to notify his agency of the Tesoro rail-facility violation. "With that said, had we been notified about the air violations, we would probably not have conducted any air inspections or other follow-up regarding potential fire risk," he added. "Our focus would have been on air releases under the Clean Air Act requirements for protection of air quality, not for prevention of fire or explosion." The end result is that in the case of the Tesoro rail facility, the public simply doesn't know the extent of the danger because regulators never conducted fire-hazard tests, and consequently we have to rely on the assurances of Tesoro. It's worth noting that the company's refinery in Anacortes was the scene of a major explosion in April 2010 that killed seven workers. That incident was due to an "equipment" problem (a steel tube ruptured)—resulting in explosive vapors being released and ignited. In the wake of that incident, the U.S. Chemical Safety and Hazardous Investigation Board issued a report critical of the state of Washington's DOSH—part of the Department of Labor & Industries—indicating that the agency has "significant weaknesses in... staffing." "Washington L&I has only four inspectors, and only one with a technical background, for more than 270 [regulated] facilities, including five petroleum refineries," the May 2014 CSB report states. CSB also took a hard shot at Tesoro. "The CSB found several indications of process-safety culture deficiencies at Tesoro Anacortes Refinery," the board's report states. "Refinery management had normalized the occurrences of hazardous conditions." Mahar, who was recently promoted to compliance manager for NWCAA, said that Tesoro has its own set of safety requirements for the rail facility, "and



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the guys there want to be safe.” Yet she also conceded that there is some crude residue still inside the Tesoro rail-facility stormwater system. She compared it to a car leaking oil onto cement: “It’s just hard to clean that up.” As far as the enforcement action itself, the notice of violation issued against the Tesoro affiliates that operate the railcar facility is still pending settlement. “We’re still talking about long-term resolution... and how going forward what compliance is going to look like,” Mahar said. “There’s lawyers involved, so it takes a little time.”

<http://www.thedailybeast.com/articles/2014/10/13/seattle-s-tesoro-rail-facility-was-leaking-a-flammable-oil-byproduct-into-stormwater-system.html>

ENGLAND, LONDON, OCTOBER 15 2014. UK TO ALLOW FRACKING COMPANIES TO USE 'ANY SUBSTANCE' UNDER HOMES

damian carrington



A test drilling site for shale gas at Preese Hall Farm near Blackpool, Lancashire.

Proposed amendment in infrastructure bill would make mockery of world class shale gas regulation claims, campaigners say. The UK government plans to allow fracking companies to put “any substance” under people’s homes and property and leave it there, as part of the Infrastructure Bill which will be debated by the House of Lords on Tuesday. The legal change makes a “mockery” of ministers’ claims that the UK has the best shale gas regulation in the world, according to green campaigners, who said it is so loosely worded it could also enable the burial of nuclear waste. The government said the changes were “vital to kickstarting shale” gas exploration. Changes to trespass law to remove the ability of landowners to block fracking below their property are being pushed

through by the government as part of the infrastructure bill. It now includes an [amendment by Baroness Kramer](#), the Liberal Democrat minister guiding the bill through the Lords, that permits the “passing any substance through, or putting any substance into, deep-level land” and gives “the right to leave deep-level land in a different condition from [that before] including by leaving any infrastructure or substance in the land”. The trespass law change has attracted controversy before, when the government decided to push ahead despite the [opposition of 99% of the respondents to its consultation](#). Author and activist Naomi Klein [said it flouted basic democratic rights](#). Ministers were also accused of rushing legal changes through parliament at the start of 2014, which [removed the need to notify each home in an areas of fracking plans](#). The new amendment permitting “any substance” was attacked by Simon Clydesdale, a campaigner at Greenpeace UK: “Ministers are effectively trying to absolve fracking firms from responsibility for whatever mess they’ll end up leaving underground. This amendment makes a mockery of the government’s repeated claims about Britain’s world-class fracking regulations. Far from toughening up rules, ministers are bending over backwards to put the interests of shale drillers before the safety of our environment and our climate.” Tony Bosworth, at Friends of the Earth, said the amendment would allow companies to dispose of fracking fluid, often contaminated with toxic metals and radioactive elements. “The government appears to be trying to sneak through an amendment which would allow fracking firms to reinject their waste under people’s homes and businesses. Reinjection has caused countless problems in the US and you have to question how far this government will go to make fracking a reality.” A spokeswoman for the Department of Energy and Climate Change (Decc) said: “Shale and geothermal have the potential to bolster our energy security, create jobs and growth and provide a bridge to a greener future. These changes are vital to kick starting shale and make sure it’s not delayed by one single landowner. These new rules are all part of our robust regulatory framework [making] sure public safety is always our number one priority.” “Operators must demonstrate that where any chemicals are left in the waste frack fluid this will not lead to pollution of groundwater. The Environment Agency will not permit the use of chemicals where these are hazardous to groundwater,” she said, adding that the amendment did not change the need for companies to obtain all the necessary planning and environmental permits. On the prospect of the new amendment being used to bury nuclear waste, the Decc spokeswoman said the amendment gave the right to put substances into deep-level land only in the context of exploiting gas and petroleum. But Ralph Smyth, a barrister at the Campaign to Protect Rural England, said the amendment was very loosely worded and risked unintended consequences. “This seems another example in the infrastructure bill where the rushing to remove obstacles has led to officials making it up as they go along, without thinking through the consequences,” he said. “Powers to alter deep-level land in any way under people’s houses or ‘putting any substance’ under schools or homes is surely going too far.” He noted that the bill stresses the maximum economic recovery of gas and oil and that storing waste underground as part of drilling operations would increase the economic viability



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of fracking. Ken Cronin, the chief executive of fracking trade body UK Onshore Oil & Gas, said: "The onshore oil and gas industry is committed to baseline monitoring before, during and after any shale activity to ensure the highest safety and environmental standards. We need to study all of the additional amendments to the bill in detail but any amendments that do not support high environmental and safety standards will not be supported by the onshore oil and gas industry."

<http://www.theguardian.com/environment/2014/oct/14/uk-to-allow-fracking-companies-to-use-any-substance-under-homes>

USA, HI, HONOLULU, OCTOBER 15 2014. SETTLEMENT PROPOSED IN WAIKELE FIREWORKS EXPLOSION



2011 fireworks explosion

A company sued by the families of five men killed in a 2011 Oahu fireworks explosion has proposed a \$1.5 million settlement. Ford Island Ventures is one of eight companies sued for the explosion at a storage facility in Waikēle. [The Honolulu Star-Advertiser](#) reports a federal court hearing on the proposed settlement is scheduled for Oct. 30. Five employees of Donaldson Enterprises died April 18, 2011, at a storage bunker the company rented. The company had a contract with a federal agency to destroy confiscated, illegal fireworks. Ford Island Ventures holds the master lease to the former munitions bunker complex owned by the Navy. Ford Island asked the court to approve the good-faith

settlement that would not undermine positions of other defendants. Two Donaldson officials also face criminal charges.

<http://www.hawaiinewsnow.com/story/26783504/settlement-proposed-in-waikēle-fireworks-explosion>

USA, W.V, OHIO CO, OCTOBER 15 2014. TANKER ROLLOVER SHUTS DOWN ROAD

 **Watch the Video:** [Tanker Rollover Shuts Down Road](#)

Officials were at the scene of a tanker rollover crash early Tuesday morning. According to Ohio County EMA Director Lou Vargo a tanker carrying flammable liquid overturned on Dallas Pike, just off exit 12 along Interstate 70. Because the truck overturned in the creek, officials will be damming the creek as a precaution. Officials say crews will be back at the scene Tuesday morning to remove the truck from the creek. Power will be turned off within a thousand-foot radius of the accident due to the flammability of the liquid inside the truck. Right now the road is closed.

http://www.wtov9.com/shared/news/features/top-stories/stories/wtov_tanker-rollover-shuts-down-road-6011.shtml

USA, W.V, CHARLESTON, OCTOBER 15 2014. MORE THAN 47,000 STORAGE TANKS REGISTERED SO FAR

shauna johnson

The deadline has passed, but aboveground storage tanks throughout West Virginia are still being registered with the state Department of Environmental Protection as required in the Aboveground Storage Tank Act. As of Tuesday morning, Scott Mandirola, the director of the DEP's Division of Water and Waste Management, said 47,557 tanks had been registered. "There are still registrations in progress so we did not cut it off at Oct. 1, but we recognize that some folks are having a little bit more difficulty than others getting registered and we're continuing to accept registrations," Mandirola reported on Tuesday's MetroNews "Talkline." The next deadline within the Aboveground Storage Tank Act comes on Dec. 3 when a Spill Prevention Response Plan for each tank determined to be within a zone of critical concern — meaning the tank poses a threat to water supplies — must be submitted to the DEP. Jan. 1 is the deadline for inspections for all of the registered tanks. Only those tanks classified as Level I, those deemed "high risk" to the public, must be inspected by a certified engineer before the New Year. Tanks classified as Level II, "lesser risk," or Level III, "low risk," have less stringent inspection requirements to meet. Mandirola said between six and seven percent of the tanks registered, up to this point, are located directly within zones of critical concern or wellhead protection areas. With the tank registrations, Mandirola said state officials now have the kind of information that did not have before the Jan. 9 Freedom Industries chemical spill on the Elk River that contaminated tap water for an estimated 300,000 West Virginians. "We're much better off insofar as we know where the materials are," Mandirola said. "We've got a lot of statistics to run, a lot research in looking at these 47,000 tanks, but, at least, we know where these materials are stored. We know how many of them are within the zones of critical concern and may pose a drinking water risk."

 **On The Web** [Guidance for compliance with the Aboveground Storage Tank Act is available at the state Department of Environmental Protection's website.](#)

 **Related Stories**

- [Farmers questioning tank law](#)



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- [DEP creates different tank inspection levels; inspection deadline stays the same](#)
- [Tweaked tank law will avoid special session](#)
- [Delegate says no rush for special session on tank law](#)
- [DEP working on ways to address issues with tank law](#)
- [Freedom tanks coming down soon; tank registration begins](#)
- [Tomblin storage tank bill ready for consideration](#)

<http://wvmetronews.com/2014/10/14/more-than-47000-storage-tanks-registered-so-far/>

INDIA, UTTAR PRADESH, BAREILLY, OCTOBER 15 2014. SMUGGLERS STUFF 25 COWS INTO OIL TANKER

mrigank tiwari,

In a bid to outsmart policemen, cattle smugglers have been devising newer and newer ways of transport. Shahjahanpur police seized an oil tanker in which 25 cows were stuffed. Policemen at the Katra police station in Shahjahanpur received a message late Monday that an oil tanker had jumped a road barrier and struck a jeep. The police team immediately cordoned off the area and signalled to the driver to stop at Hulas Nagra gate. Policemen said the driver and cleaner of the tanker fled on seeing them. The vehicle bore the name of Hindustan Petroleum Corporation. On inspecting the vehicle, policemen found an opening in the rear. Usually, such vehicles only have a cap on the upper portion. When policemen opened the lid on the rear of the vehicle, they found 25 animals packed close inside. A large crowd of local people gathered at the spot. The cows were taken to the local veterinary hospital. Superintendent of Police Rakesh Chandra Sahu of Shahjahanpur told TOI, "The cattle smugglers had created an opening in the rear of the tanker through which they stuffed the cows in after injecting them with sedatives. We have lodged an FIR under the Prevention of Cow Slaughter Act against unidentified people. We are trying to trace the owner of the tanker." In a separate incident in Bareilly on Tuesday, a team of policemen attached to the Hafizgunj police station raided a house in Rithora, and found 22 oxen confined there being taken for slaughter. The police arrested the owner of the house, Bhagtu alias Rais Ahmad, and filed an FIR against four others, Inspector Anil Sirohi of the Hafizgunj police station said.

<http://timesofindia.indiatimes.com/City/Bareilly/Smugglers-stuff-25-cows-into-oil-tanker/articleshow/44816153.cms>

CANADA, AB, DRAYTON VALLEY, OCTOBER 15 2014. NEW RESTRICTIONS FOR DANGEROUS GOODS

courtney whalen

An updated bylaw will keep the dangerous goods out of residential neighbourhoods and restrict its movement on one of the town's major roads. Last week town councillors passed a new Transportation of Dangerous Goods Bylaw. The Drayton Valley/Brazeau County Fire Services was asked to draft a new bylaw after a review of the existing document showed it was outdated and missing some components needed to meet requirements of Alberta Transportation. After first reading of the bylaw on Aug. 27 Fire Chief Tom Thomson contacted local companies that will be impacted by new provisions under the bylaw, which prohibit the transportation of dangerous goods in residential neighbourhoods and restricts the time for transportation in other parts of the municipality. Last week he told councillors he had received a few calls, but those centred only on clarifying aspects of the bylaw. "The primary change that it really focuses on was to remove the dangerous goods route away from residential," said Thomson last week after the bylaw was approved. One of the other significant changes is the restriction of transportation of dangerous goods on one of the town's main roads. Dangerous goods are not to be transported between 8 a.m. to 5 p.m. on the following roads:

- 50 St. from 37 Ave. south to Industrial Road north
- 50 Ave. from 50 St. east to 54 St. west
- 49 Ave. from 58 St. east to West Valley Park Road
- West Valley Park Road from 49 Ave. north to 45 Ave. south
- 45 Ave. from Western Valley Park Road to 56 St. laneway

Thomson said dangerous goods include substances such as propane, gasoline, diesel, industrial chemicals and some of those associated with oil patch activities. Those who need to travel through residential areas or the restricted area may be able to do so with a permit obtained from the Town of Drayton Valley. "We do have a permit process in place," said Thomson. That will allow for dangerous goods to be transported through areas in order to reach a destination such as a construction site, he noted. Those caught transporting dangerous goods without a permit, either during the time restriction, or in areas not designated as a dangerous goods route, will face fines. Thomson said those who require permits need to be aware they will only be available on weekdays during office hours. Those requiring permits outside those times will need to put in their request



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ahead of time. The transportation of medical oxygen, which is also considered a dangerous good, is exempt from the bylaw. Thomson said those interested in seeing the bylaw can contact the Town of Drayton Valley at 780-514-2200.

<http://www.draytonvalleywesternreview.com/2014/10/14/new-restrictions-for-dangerous-goods>

USA, PA, HARRISBURG, OCTOBER 15 2014. PA. FINES WESTERN PA. COMPANY OVER TANK EXPLOSION

Pennsylvania environmental regulators are fining a western Pennsylvania company over a 2013 explosion that killed a contractor. The Department of Environmental Protection said Tuesday it assessed a \$62,000 fine against Reed Oil Company for the Mercer County incident, other violations at that site and issues at a Lawrence County facility. The state says the company had people who aren't properly certified working on its above-ground storage tanks. It says the company also didn't have mandatory secondary containment for many of its tanks, and tanks weren't being inspected as required. Work is continuing to restore soil damaged by a spill during the August 2013 incident. A call to the company's offices in New Castle wasn't immediately returned Tuesday.

<http://www.abc27.com/story/26785871/pa-fines-western-pa-company-over-tank-explosion>

USA, GA, ATLANTA, OCTOBER 16 2014. RULING: MARINE VETERANS, FAMILIES CANNOT SUE OVER GROUNDWATER CONTAMINATION

dave jordan & gina dipietro

 **Document** [11th U.S. Circuit Court of Appeals decision](#)

A major setback today for Marine veterans and their families. As it stands now, they will not be allowed to sue over groundwater contamination at Camp Lejeune. That was the ruling on Tuesday by the 11th Circuit Court of Appeals in Atlanta. A 2012 law offers health benefits to thousands who were exposed decades ago to the contaminated water, but families were seeking money for damages and disability benefits. The government argued that victims did not file their claims before the state's 10-year Statute of Repose expired, which began at the date of the final contamination. Tuesday night, Senator Kay Hagan said she was extremely disappointed in the court ruling and will be working to advance a bill to ensure federal law takes precedent over the state statute. Obama administration attorneys wanted the court to dismiss the lawsuit blaming the water for a variety of illnesses. The plaintiffs argued that 10 years had already run out before victims learned of the contamination, and that many are just now learning of health effects or haven't been diagnosed with diseases linked to the water.

<http://www.witn.com/home/headlines/Court-ruling-says-Marine-veterans-families-cannot-sue-over-groundwater-contamination-279220272.html?ref=272>

REPUBLIC OF SEYCHELLES & BRAZIL, OCTOBER 16 2014. THIRD ATTEMPT TO RE-FLOAT SEYCHELLES TANKER PLANNED THIS EVENING - SEYCHELLES PATRIOT RAN AGROUND IN BRAZIL

sharon uranie



the mt seychelles patriot.

A salvage operation is underway to re-float a Seychelles-owned fuel tanker, the Seychelles Patriot, which ran aground during a routine journey up the Amazon River in Brazil six days ago. The incident, which occurred on October 8, was first reported by a website named vesseltracker.com on October 9. In a press statement issued this afternoon, the Seychelles Petroleum Company, Seypec, confirmed that the Seychelles Patriot was on her way to Manaus City for a cargo discharge from Rio De Janeiro, Brazil when it ran aground. ".....on her 8th voyage up the Amazon river, MT Seychelles Patriot ran aground on shifting sand and mud banks in the middle of the Amazon River, well within her planned navigational routing and in the presence of two Brazilian pilots on-board, as required by the Brazilian Maritime Authority," read the statement. According to the company, Seychelles Patriot, which has been built to high double hull structural specifications is in "an uncritical state with respect to its structural integrity" adding that "no spillages of product or any injury to crew members have been recorded." Seypec told SNA that the tanker was transporting a cargo of gasoil. Seypec, a government-owned parastatal company says it was notified immediately about the grounding of Seychelles Patriot along with other relevant stakeholders which include the insurance company, classification society, the charterer; Petrobras, the Santarem Port Authority which holds jurisdiction in the area, as well as the Seychelles Maritime Safety Authority (SMSA), as the tanker is registered in Seychelles. According to Seypec, there have been several attempts to re-float the tanker but so far all have been



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unsuccessful. The first attempt to re-float the vessel under her own steam was undertaken on the same day she was stranded, but after the attempt failed, salvage experts from the Netherlands were flown in to formulate another strategy. "A salvage plan was developed by Monday morning, approved by the classification society, the Santarem Port Authority and the insurance company..... The second re-floating exercise was attempted on the 13th October 2014 at 18:00 hrs LT, (01:00 hours Seychelles time) following the arrival of the two tug boats by mid-day, all with the approval of the Brazilian Maritime Authority," read the Seypec statement. Seypec said that the second attempt had to be stopped "as the two tugs were found to be too small in size, and developed mechanical failures which caused reduced bollard pull." A third re-floating exercise is planned for later this evening, after the damaged tugs have been repaired and an extra tug chartered from the neighbouring port of Santarem arrives to aid the salvage operation. "All is being done to re-float the vessel with the utmost level of professionalism and care, guaranteeing the safety of the crew, the vessel and the environment," said Seypec. Seychelles Patriot is one of five Seychelles tankers that operate worldwide. The other four are Seychelles Pride, Pioneer, Progress and Prelude.

<http://www.seychellesnewsagency.com/articles/1562/Third+attempt+to+re-float+Seychelles+tanker+planned+this+evening+-+Seychelles+Patriot+ran+aground+in+Brazil>

ENGLAND, WILTSHIRE, OCTOBER 16 2014. FATAL BLUNSDON FIRE CAUSED BY 'PETROL ON WOODBURNER'



Fire crews from Swindon were called to the fire in Turnpike Road just after 00:30 BST

A woman who died in a house fire in Wiltshire is thought to have poured petrol onto an outdoor woodburner inside her home, the fire service said. The body of the woman, in her late fifties, was found by crews at the house in Turnpike Road, Blunsdon. Fire investigator Kathy Collis said the woodburner was in a converted garage used as an entertainment room. The victim is believed to have added fuel to it "to make it burn out more quickly" when the family went to bed. "But this caused a massive blaze which, tragically, led to her losing her life," Ms Collis said. The room was destroyed in the fire, shortly after 00:30 BST

on Friday. Ms Collis urged people to be cautious when using any kind of open fire or woodburner. She said: "With the winter fast approaching, and Bonfire Night just a few weeks away, it is vital that everyone takes extra care when dealing with fire. It only takes a tiny amount of petrol to cause a fireball, so please don't be tempted to use it as an accelerant."

<http://www.bbc.com/news/uk-england-wiltshire-29626163>

AUSTRALIA, N.S.W, SYDNEY, OCTOBER 16 2014. CALTEX FACES \$2M FINE FOR PETROL LEAK

peter hannam



Caltex's Kurnell refinery, linked by pipeline to the Banksmeadow site.

Caltex Australia faces a fine of as much as \$2 million for an uncontrolled discharge of about 170,000 litres of petrol at its Banksmeadow Terminal at Port Botany in July last year. The NSW Environment Protection Authority has sought to pursue Caltex for a Tier 1 offence, which carries its highest penalties. "Tier 1 offences under the Protection of Environment Operations Act 1997 are the most serious offences under legislation administered by the EPA and it requires approval from the EPA Board before commencement," EPA Chair and CEO Barry Buffier said in a statement. The EPA will allege that a break in a hose during a fuel transfer led to the creation of a "pool of petrol". "It is alleged that the discharge continued for around 80 minutes before a NSW Fire and Rescue officer waded through a pool of petrol to turn off the valve," the EPA said. That officer, Ron Morasso, had to walk through knee-deep petrol to close a storage valve. Mr Morasso, now retired, received the force's highest honour – the Conspicuous Medal – for his bravery in May this year. "There was a real possibility of an explosion if the leaking valve was not shut off," FRNSW Commissioner Greg Mullins said at the time of the award ceremony. "The rate at which the fuel was escaping from the tank, about 2000 litres per minute, meant there was only a small window of opportunity in which to act," he said. The storage tank could hold 2 million litres of fuel.

Fire Risk

The EPA will tell the court that the discharge "could have resulted in ignition of the petrol vapour and a consequential major fire". "We take safety very seriously," said Sam Collyer, a Caltex spokesman, adding the company had cooperated fully with



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the EPA investigation. It's understood that Caltex is surprised by the size of the potential fine, particularly as the fuel was contained within storage bunds. "Although there was no harm to the environment, Caltex is disappointed that the incident occurred given our longstanding commitment to maintaining the highest standards in environmental, personal and process safety," the company said in a statement. "Caltex does not believe its systems and processes were inadequate." Earlier this year, oily water from Caltex's nearby Kurnell Refinery overflowed into Botany Bay, affecting the nearby national park and local fishing sites. The pollution was triggered by a deluge that led to an overflow from containment areas, prompting an EPA probe. <http://www.smh.com.au/environment/caltex-faces-2m-fine-for-petrol-leak-20141016-116sdn.html>

CANADA, AB, HARDISTY, OCTOBER 16 2014. TANK FIRE NEAR HARDISTY EXTINGUISHED, AREA HIGHWAYS REOPENED

julia parris



Smoke could be seen billowing from a tank on fire near Hardisty on Wednesday. Officials with the Town of Hardisty said emergency crews were called out to a fire in the area Wednesday afternoon, it took crews much of the afternoon to put the fire out. A fire was reported on Husky's site, and officials said the fire was contained within the tank at the Hardisty Tank Farm. Companies at the tank farm and contractors were evacuated as a precaution. Occupational Health and Safety said two workers were cleaning a tank containing hydrocarbon at the time of the incident. OHS said one worker, a man in his 20s, suffered burns to his hands, and was taken to hospital in Edmonton. The other worker was not injured. A stop-work order has been issued for the worksite. In addition, officials

have issued an air quality advisory for the area – saying poor air quality could affect health and visibility in the area. Range Road 95 south of Highway 13 was closed as a result of the fire, and motorists were warned of possible drifting smoke. Late Wednesday afternoon, officials said the fire appeared to be receding, and officials were evaluating the situation to determine if further efforts were needed to put out the fire. By 6:30, officials said the Hardisty fire department had been released from the scene, as the fire outside of the tank was out, although officials were looking to ensure fire had not continued burning inside the tank. After 7 p.m., officials said Range Road 95 had reopened. Emergency personnel were expected to stay on the site to keep an eye on the situation. Air quality monitoring was still in effect.

<http://edmonton.ctvnews.ca/tank-fire-near-hardisty-extinguished-area-highways-reopened-1.2055078>

USA, OH, NEW CARLISLE, OCTOBER 16 2014. "SEVERAL THOUSAND GALLONS" OF FUEL LEAK INTO GROUNDWATER

maggie yowler

Details are just beginning to emerge in the case of a fuel leak at a New Carlisle Speedway station that occurred in early September. The Ohio Environmental Protection Agency has turned the case over to the State Fire Marshal's Bureau of Underground Storage Tank Regulation, and officials from the City of New Carlisle have no major concerns of the leak impacting the city's drinking water. The incident occurred at the Speedway location on the west side of Main Street in downtown New Carlisle on Thursday, September 4. Dina Pierce of the Ohio EPA said a large crack in one of the station's underground storage tanks triggered a monitoring system on that date, and the EPA responded three days later on September 8 when the leak was reported to them. Lindsey Burnworth of the Bureau of Underground Storage Tank Regulation said the leak was reported to them on the day the incident occurred. Pierce said it appears as if several thousand gallons were leaked, but said that the Speedway Corporation is being "proactive in working to monitor and clean up the spilled fuel," she said. "The company has drilled several monitoring wells, installed sumps and brought in vacuum trucks to pull the fuel out of the ground water," Pierce reported of Speedway's cleanup process. New Carlisle Public Service Director Howard Kitko said the location of the leak is ideal under the circumstances, as it lies "downstream" of the city's water supply. Kitko said the city obtains its water from "an underground river" that runs from north to south. He said the leak occurred south, or downstream of the city's water source, meaning the contaminated waters are not likely to be drawn from. Kitko too said that Speedway's response to the leak has been impressive, and that they are performing the processes necessary to mitigating the issue. The City of New Carlisle has a Source Water Protection Plan in-place for instances such as these. The plan involves keeping an inventory of all businesses included in the source water protection area, along with what chemicals and other agents they may have on the site. Kitko said part of the plan is visiting each business once per year to see if any on-site elements have changed, as well as



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keeping a list of contacts for each company to hasten the remediation process. The EPA confirmed that New Carlisle's drinking water should not be affected by the incident. "Ohio EPA groundwater staff followed up to check the progress of cleanup, and to make sure New Carlisle's public water wells were not affected," Pierce said. "The good news is that the gas station is located down gradient (downstream) of the drinking water wells and the natural groundwater flow is to the southwest, away from the well field. So the drinking water supply has not been affected," said Pierce. "Speedway also conducted some sampling at the well field to make sure no fuel had migrated into the well field." Representatives of the Speedway/Marathon Corporation will provide comment on the situation after the proper outlets are contacted, according to the company's media specialist. The State Fire Marshal's Office Bureau of Underground Storage Tank Regulations, or BUSTR, will now monitor the cleanup and assessment of the leak, leaving the EPA with a minimal level of involvement at this point, according to Pierce. Officials from BUSTR are working with the New Carlisle News to obtain the official report of the leak, which will be published at a later date.

<http://newcarlislenews.net/index.php/news/1-latest-news/2722-several-thousand-gallons-of-fuel-leak-into-groundwater.html>

USA, ILL, HARWOOD HEIGHTS, OCTOBER 16 2014. HARWOOD HEIGHTS RESIDENTS DISPLACED BY LEAK AT GAS STATION

leeann shelton

Residents of a northwest suburban apartment building are still out of their homes Wednesday because of a leaking underground tank at a nearby gas station, state environmental officials said. On Friday, the Illinois EPA learned about an underground storage tank leaking at a Citgo station at 4555 N. Nagle in Harwood Heights, the agency said in a statement. The leak is affecting both a sump pump at the station, as well as the sump pump of an adjacent apartment building, IEPA said. The state Fire Marshall closed the station and evacuated the apartment building. Crews are ventilating the building, but residents were still prohibited from returning home. A contractor has pumped about 27,000 gallons of a water/fuel mixture out of a well at the station since Friday to relieve pressure on the system, the IEPA said. Crews found a connector hose and rubber pieces on the tank sumps were leaking. The IEPA is seeking an order from the Attorney General's office requiring the station's operator, Maev LLC, to control the leak and clean up any contamination, the statement said.

<http://breakingnews.suntimes.com/chicago/harwood-heights-residents-displaced-by-leak-at-gas-station/>

USA, N.J, KNOWLTON TWP, OCTOBER 16 2014. WARREN COUNTY GAS STATION CLOSED DUE TO MIXING OF DIESEL AND GAS

sarah peters

A Knowlton Township filling station had no choice but to close Wednesday after a delivery driver filled the gas storage tanks with diesel fuel and the diesel tanks with gas. The problem has already affected more than eight vehicles that have filled up at the U.S. Gas at the Delaware Truck Stop on Route 46 in Knowlton Township, Warren County Department of Weights & Measures Superintendent Michael Santos said. Some of them couldn't even leave the station, he said. The station will cover the cost of repairs necessitated by the switch-up, he said. Affected drivers can call the department at 908-453-2828. "In these cases, the station is well aware they're culpable and responsible for this. They do everything in their power to take care of the problem as soon as possible," Santos said. Owner Al Elbana told lehighvalleylive.com the station is working to remove the mixed diesel and gas from the affected tanks and to clean the lines. He expects that process to take three or four hours. They'll also need to get a delivery of clean fuel. The delivery driver on Wednesday morning made an error that could happen to anybody, Elbana said. Insurance should cover the station's expenses and the cost of repairing the damaged cars, he said. "We really apologize for everyone it happened to. We're going to fix their cars, and we're working on it now," Elbana said. The delivery happened about 6 a.m., and the Department of Weights & Measures shut the station down about 11 a.m., Santos said. Some drivers might not realize they've been affected if they were only topping off their tanks. Those who were running on empty will be hardest hit, Santos said. Thousands of gallons of fuel are affected, he said. The storage tanks at the station were labeled correctly, Santos said. The gas and diesel could have been in the wrong compartments of the delivery truck, or the driver may have had the fuel in the right compartments but inadvertently delivered it to the wrong tanks, Santos said. It's not often there's an issue with contaminated fuel, especially on such a large scale, he said. The department is working with the owner to rectify the situation. "Of course, this is not in his business model on how to make a living. He did not ask for this to happen," Santos said. "This was just an unfortunate, unfortunate mistake."

Related Stories [The Station Previously had Problems with Water in the Fuel.](#)

http://www.lehighvalleylive.com/warren-county/express-times/index.ssf/2014/10/knowlton_township_gas_station_2.html



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USA, HI, HONOLULU, OCTOBER 16 2014. GRUCCI SEEKS PERMIT TO DISPOSE OF HAWAII FIREWORKS CACHE

New York-based Grucci, Inc., one of the oldest and largest fireworks companies in the United States, has a plan to dispose of 5,400 pyrotechnic devices stored in an Oahu bunker and is seeking an emergency permit from the [Hawaii State Department of Health](#) to fire them off from a Waianae chicken farm. The [Honolulu Star-Advertiser reports](#) a spokesman for the Health Department says [Grucci Inc.](#) proposes to place the devices in tubes and fire them off every six months in equal increments, or about 900 at a time. The newspaper reports the spokesman says the [U.S. Department of the Treasury](#) has been storing the devices as evidence in the 2011 fatal explosion at the Waikele storage bunker, and that once they are no longer needed, they will be marked for disposal as hazardous waste. The newspaper reports Grucci, which has created fireworks displays for presidential inaugurations, Olympic Games around the world, was contacted by Treasury for the best way to dispose of the fireworks, and the Health Department spokesman said the company's advice was to set them off. The newspaper reports Councilwoman Kymberly Pine objects to having the fireworks disposed of in her district, and says neighboring farms have livestock that would be disturbed by the explosion.

http://www.bizjournals.com/pacific/blog/morning_call/2014/10/grucci-seeks-permit-to-dispose-of-hawaii-fireworks.html

USA, PA, MONTGOMERY TWP, HORSHAM TWP, OCTOBER 17 2014. NAVY: BASE TRANSFER WAS CLOSE UNTIL CONTAMINATION FOUND

gary weckselblatt

Had elevated levels of perfluorinated compounds not been found to cause water contamination on the former Willow Grove Naval Air Station-Joint Reserve Base, the Navy would have transferred 600 acres to a group that's been working for years to obtain the property. Gregory Preston, director of the Navy Base Closure Program Management Office, told the Horsham Land Redevelopment Authority on Wednesday that the finding of perfluorooctane sulfonate — PFOS — and the compound made to replace it, perfluorooctanoic acid, or PFOA, “really caught us by surprise.” Preston said if the perfluorinated compounds were not an issue, the Navy was prepared to transfer 600 of the 862 acres sought by the HLRA “at the end of this year.” Instead, the earliest a transfer could take place at this point is the end of 2015. “It could drag into early 2016 as well,” he said. “The paramount issue is that human health and the environment are protected. We want to make sure we do this right and we do it safely.” W. William Whiteside, chairman of the HLRA, said he's not surprised by the time table. “I think their intention was to get to this sooner rather than later.” Preston spent nearly an hour Wednesday giving a presentation to the HLRA and answering their questions. His update included information about plans in 2015 for a Hazardous Radiological Assessment at the former NAS-JRB. Eighteen sites on the 1,142-acre base have been chosen for study, including places like the former hangar, landfills and places where painting took place. He described the process, which could last through all of 2015, as time-consuming and labor intensive. “We don't expect to find anything,” he said. “Can I guarantee that? No.” If something is found, the thought process is to “error dramatically on the side of caution.” Preston, who urged the board to visit the website www.BRACpmo.Navy.mil for more information on the radiological assessment, also spoke about last week's open house to educate Horsham residents about the water contamination. He called it a “fairly positive public meeting” and estimated the turnout at about 300 residents who wanted to know what is being done to protect the water supply after traces of the compounds were found in public and private wells near the former base. Warminster is going through the same process after the compounds were found in Warminster Municipal Authority wells near the former Naval Air Warfare Center. While he said “people are clearly not happy about it,” Preston said they understand “this isn't something the Navy maliciously or blindly did.” The Navy has been supplying households with bottled water if their wells contain PFOS at or above 0.2 parts per billion, the Provisional Health Advisory established by the Environmental Protection Agency. Preston said the Navy plans to spend “a significant amount of money” to have Warminster residents hooked up to public water. He expects the same solution in Horsham “if their wells register above the limit.” He pointed out that while the Navy left the NAWC in 2000, it hasn't abandoned the site. Mike McGee, the HLRA executive director, who has been agitated by the slow process to secure the property, commended “Preston and his team” for “responding as quickly as they have.”

http://www.theintell.com/news/local/navy-base-transfer-was-close-until-contamination-found/article_7d311e25-0573-5634-910a-d9b1764857af.html

USA, VA, RICHMOND, OCTOBER 17 2014. STATE INVESTIGATING OIL CONTAMINATION IN BRYAN PARK

rex springston

An unidentified oil has polluted Jordan's Branch, a stream in Bryan Park in North Richmond, and the state is investigating. The Department of Environmental Quality sent an inspector this morning. The inspector found an oily, rainbow-like sheen on the



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water, said agency spokesman Bill Hayden. There was no indication of dead fish, oily birds or other problems, Hayden said. "We are working to determine what the source of the fuel is," Hayden said. "It appears to be diesel." The DEQ is also investigating how much of the stream is affected and how much fuel went into the water, Hayden said. A park visitor reported the incident Wednesday. It appears that the day's heavy rains diluted the fuel and washed a lot of it downstream, Hayden said. "We don't know the extent (of the problem) yet," Hayden said. "It's something we need to investigate and get to the bottom of." http://www.timesdispatch.com/news/local/city-of-richmond/state-investigating-oil-contamination-in-bryan-park/article_53be5d43-18c3-5305-8289-5bec9142d850.html

ZAMBIA, LUSAKA, OCTOBER 17 2014. PROBE FUEL CONTAMINATION, ARREST CULPRITS

The revelation by the Energy Regulation Board (ERB) that some transporters of petroleum products have been mixing diesel and petrol with kerosene before delivering the commodities calls for serious investigations. It is unacceptable for anyone to contaminate diesel or petrol with paraffin because it is costly for unsuspecting owners of motor vehicles. We challenge ERB to work with the government's security wings to bring the perpetrators of this crime to book. If ERB has any evidence of wrongdoing by the transporters of petroleum products it should not hesitate to report them to the police. The ERB's expose is just a tip of an iceberg. There must be a lot dirt to clean up in the energy sector. At a public hearing aimed at resolving the wrangling that has engulfed the transportation of petroleum products into Zambia, ERB board chairperson Geoff Mwape was categorical. He said the institution is aware that unscrupulous transporters have been contaminating diesel and petrol by mixing it with kerosene. "Maybe those who are contaminating fuel and causing confusion are coming from the pirates. We will not spare them, we will expose them and the police will move in," Pastor Mwape was quoted by the media as saying. But the Petroleum Transporters Association of Zambia (PTAZ) has quickly parried the allegation. Its president, Roberto Sabbadin, accused foreign transporters of engaging in the vice. But what makes Mr Sabbadin conclude that members of his organisation, the local transporters of petroleum products, are not involved in the scam? Instead of jumping to the local haulers' defence PTAZ should co-operate with ERB to investigate the matter. What if it is discovered that some of the local transporters are also deeply involved? Whatever the case, we feel that ERB should not just issue threats but use its mandate to protect users of fuel from the sharks. Mixing petrol with paraffin, which is also known as 'petrol stretching', is costly not only to motor vehicle owners but the nation as a whole. This is because the contamination can damage engines and force owners to spend a lot of money to either repair or replace them. It is usually done to facilitate theft of fuel from the tankers. According to Life Motor Talk, an online publication, it is estimated that the engines of hundreds of petrol cars are badly damaged by 'petrol stretching' each year. The ERB says diesel and petrol are being mixed with the kerosene after it comes into the county. Life Motor Talk says kerosene (paraffin) will damage an engine even more quickly than most laundered diesel, and vehicles with smaller petrol engines are most at risk. "The damage is so severe in many cases that engine pistons have melted and ended up coated in carbon, leaving the driver facing massive repair bills," the publication explains. The common indicators for petrol stretching that motorists should watch out for include a lack of power and misfiring of the engine," it advises. Engines consuming kerosene contaminated fuel may also experience a knocking noise and low compression with excessive crank case pressure. It is in this light that we urge ERB, the Zambia Bureau of Standards and the Zambia Police Service to come up with measures aimed at putting a stop to the rot. Random tests should be done on diesel and petrol samples from tankers and filling stations to detect any signs of contamination. Motorists and owners who have observed the above behaviour in their motor vehicles should have the engines and the fuel examined with the help of the ERB. We urge those involved in this scam to stop immediately because the law will surely catch up with them.

<http://www.daily-mail.co.zm/?p=7863>

VIETNAM, QUANG NINH PROVINCE, HALONG CITY, OCTOBER 17 2014. HOLCIM TREATS 7,000 LITERS OF TOXIC OIL STORED NEAR HA LONG

Holcim Vietnam, a Swiss cement manufacturer, will treat 7,000 liters of oil containing PCBs taken from the Cai Lan Port in Ha Long City to the company's plant in Kien Giang province. The 34 barrels were taken to the southern province on two trucks on October 7. Two import containers of transformers and machine parts that had been affected by PCBs remained at Cai Lan Port. PCB is a very hazardous chemical, second to dioxin. Ha Long residents were relieved after a solution had been found for the problem that had existed for seven years. In 2007, Cuu Long Vinashin Investment JSC, now known as Cuu Long Investment JSC, imported a consignment of used transformers from South Korea. It planned to use them for the Song Hong Thermopower Plant project in Nam Dinh City. However, the consignment of goods was not cleared because the customs agency discovered PCBs in the imported equipment. In Ha Long, the toxic oil contained in the transformers was exposed to



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the sun and rain over the last seven years. In 2008, the Ministry of Natural Resources and the Environment (MONRE), after strong opposition from the public about the containers, issued many decisions requesting the importer to treat the oil.
<http://www.eco-business.com/news/holcim-treats-7000-liters-toxic-oil-stored-near-ha-long/>

USA, TX, HOUSTON, OCTOBER 17 2014. SOME DRIVERS SAY THEIR CARS BROKE DOWN AFTER A GAS REFILL AT A HOUSTON EXXON

phillip mena

 **Watch the Video:** [Drivers Claim Bad Fuel Damaged Cars](#)

 **Watch the Video:** [Drivers Claim Bad Fuel at Houston Exxon Damaged Cars](#)

University of Houston student Tabarias Garret just bought a brand new Ford Mustang. But instead of cruising around in his new ride, he's been forced to borrow his brother's car to get to school. Garret said his new car began breaking down almost immediately after filling up his gas tank Tuesday at the 24 Seven Exxon station on Scott and Blodgett streets. "My check engine light turned on so I called the dealership," Garret said. He drove straight to the dealership so a mechanic could take a look. "(The dealership) told me there was water in my tank," Garret said while holding up a jar sample of the fuel. The liquid inside the jar was clearly separated; half gasoline, half water. Garret said, "When (the dealership) told me it wasn't under the warranty I was like, 'Oh god, this is going to be expensive.'" Garret showed Local 2 the itemized dealer repair costs - \$1,843 to replace the fuel pump and injectors. "I just want to get my car fixed," Garret said. "I don't care about anything else. I just want them to be held accountable for the things that they've done. I don't think they're horrible people. I just feel like I didn't do anything to deserve not to have my car. If anything, I gave them money." The station's pumps were eventually shut down while a crew worked to find the problem. But not before others had filled up their cars too. "I got about a mile, mile and a half down the road and the car started shuddering," another driver, Eric Gerber said. "Essentially, it just shut down on me." He said the diluted fuel cost him about \$600 in repairs. "Clearly, they were selling a contaminated product," Gerber said. "So I'm hoping that Exxon or the owner or someone will step up and make good." Local 2 contacted the gas station's owner who declined to say what caused the contamination. However, he did offer reassurance that the problem had been addressed and that the affected customers would be reimbursed for the car damage.

<http://www.click2houston.com/news/some-drivers-say-their-cars-broke-down-after-a-gas-refill-at-a-houston-exxon/29157452>

USA, AL, ANNISTON, OCTOBER 17 2014. OFFICIALS END MCCLELLAN MUNITIONS CLEANUP WITH A BANG

patrick mcreless



A flash of fire sprayed upward with a plume of dirt and smoke, followed swiftly by a tremor through the ground Wednesday. Then it all happened again. The two explosions at McClellan were not actually needed to destroy anything; they were symbolic. With two loud bangs, they signified the end of 11 years and millions of federal dollars spent to clean up unexploded munitions at the former fort to make way for industrial development. Local, state and federal politicians gathered with representatives from state government agencies and cleanup contractors at McClellan to celebrate the end of munitions removal there.

"Today's event signifies a significant milestone for the redevelopment of McClellan," said Phil Webb, chairman of the McClellan Development Authority. "This opens up property to bring in more jobs, good-paying jobs." Since 2004, starting with the MDA's predecessor, the Joint Powers Authority, work has been underway to clean up McClellan, which closed as a fort in 1999, and to repurpose property there for residential and industrial development. The Army allocated \$216 million to the project, and \$153 million has been spent to remove and destroy unexploded ordnance. According to the MDA, contractors spent the last decade destroying 14,338 munitions with explosives and disposing of more than 2.9 million pounds of munitions-related scrap. In all, contractors have cleaned 2,781 acres at McClellan by mapping almost 6,000 miles of geophysical data. "And the project has been completed without a single safety or explosive event," said Dan Schnepf, chairman and CEO of Matrix Environmental Services, the cleanup firm that oversaw all 21 cleaning contractors for the project. When Calhoun County officials first proposed cleaning up McClellan for redevelopment, there were those at the Alabama Department of Environmental Management who were skeptical, said Steven Cobb, chief of the governmental hazardous waste branch land division at the state's environmental agency. ADEM has been responsible for approving different cleanup work at McClellan over the years and ensuring contractors were meeting environmental regulations and conducting sufficient safety inspections. "Our response was, 'you want to do what?,'" Cobb said. "At that time, taking up a cleanup of that



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nature had not been done ... but the process has resulted in being exemplary in how different agencies can work together." Schnepf said his company has completed more than 50 major base realignment cleanup projects since 1980, but none was as complex as McClellan's. Much of the challenge was due not just to the large amounts of debris scattered over such a big area, but also the hilly terrain with its thick vegetation. "There were many challenges we had to work through to be successful," Schnepf said. "This is a hallmark project we're going to be talking about for a long time." Still, though all the dangerous munitions are gone, more work is needed before all of McClellan is clean. Schnepf said lead cleanup at sites and administration and inspection services for groundwater remediation is needed, a process that should take another three years. "Then there will be about 20 years of monitoring and water sampling," he said. "We have to keep checking it to make sure it's safe."

http://www.annistonstar.com/news/article_025eac86-54b9-11e4-bba8-bf6a8cab7841.html

TANZANIA, DAR ES SALAAM, OCTOBER 17 2014. THREE KILLED, 17 INJURED AS OVERTURNED TANKER EXPLODES

lawrence raphaely

Three people died and 17 others were injured, seven of them seriously, when a truck carrying fuel overturned before exploding at Mbagala area in Temeke District, Dar es Salaam Region on Monday night. The victims are said to have suffered burns when they rushed to the area with the aim of obtaining fuel from the overturned truck. The truck is said to have caught fire after the victims opened the tank trying to draw the fuel. According to the Dar es Salaam Regional Commissioner (RC), Said Meck Sadiki, 13 people out of those injured were admitted to Muhimbili National Hospital (MNH) and seven of them are in critical condition while four others were admitted to Temeke Hospital. He said that one person died on the spot while two others died at MNH when they were receiving treatment, adding that the death toll was likely to increase as some victims are in critical condition. "The incident occurred on Monday night when the truck which was carrying petrol overturned near a roundabout when the driver was trying to give way to a commuter bus heading to Mbagala from Kongowe," he said. Mr Sadik also said several houses near the incident including shops; a bar and a guest house with 32 rooms were burnt to ashes. "Fire also reduced the truck to ashes leaving only an empty burnt shell," he said, adding that the fire was later on contained by the emergency fire and rescue force before causing more damage. According to some eye witnesses the fuel tanker did not explode after it overturned, but some citizens who rushed to the area to siphon fuel caused the fire and the explosion. Mr Sadik, therefore, urged citizens to desist from the habit of running to collect fuel from tankers that would have been involved in accidents, saying it was a very dangerous move which has been leading to serious damages including killing a number of people. "I would like to remind all citizens to stop running after oil trucks that get involved in accidents for free oil, this is not the first incident and you have seen its impact. This is very dangerous and anyone doing it will be doing it at his/ her own risk," he insisted.

 **Related Stories** [One Person Killed and 19 Hurt as Tanker Overturns, Explodes](http://allafrica.com/stories/201410150385.html)

<http://allafrica.com/stories/201410150385.html>

ENGLAND, LONDON, OCTOBER 17 2014. COLOMBIAN FARMERS SUE BP IN BRITISH COURT

diane taylor



Two of the Colombian farmers who are claimants in the case against BP: Rogelio Velez Montoya (foreground) and Juan Martin Buitrago Buitrago.

In the first case of its kind, the farmers claim environmental damage caused by BP's oil pipeline threatens their livelihoods. More than 100 [Colombian small farmers are taking on oil giant BP](#) in the UK high court on Wednesday in one of the largest cases in environmental legal history. The farmers say the British company Equion Energia, formerly BP Exploration (Colombia) Ltd or BPXC, was negligent in the construction of the Orensa oil pipeline in the mid-1990s. It ran through their properties and, they claim, caused serious damage to their land, crops and animals. If the claim is successful, it could open the way for similar claims by other communities in developing countries who say they have been adversely affected by oil pipelines. The four-month trial will be the first time BP has faced a UK court over its actions overseas and the first time compensation for environmental damage to privately owned land, caused by a UK oil company, has been litigated in the UK. BP says it is vigorously defending the case, arguing that it took significant steps to compensate



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farmers for laying the pipeline on their land and to ensure that no harm was caused. A British judge will rule on whether BP breached agreements with the farmers and was negligent in causing environmental damage when building the pipeline. The farmers' lawyers say they did not fully understand the contracts signed with BPXC and did not receive full and fair compensation for environmental damage under the agreements. The claims will be argued with reference to contractual and extra contractual liability under Colombian law. A group of Colombian farmers previously reached an out-of-court settlement with BP for alleged environmental damage caused by the pipeline. But this time BP has changed its approach and decided to fight the claims in court. The hearing, in the [UK's technology and construction court](#), comes a month after a [US judge ruled that BP was "grossly negligent"](#) in the runup to the Gulf of Mexico oil disaster, in which millions of gallons of crude were spilled into the sea. BP could face fines of up to \$17.6bn (£11bn) for the spill. Some of the farmers have come to London to give evidence. Rogelio Velez Montoya, 54, has a 47-hectare (116-acre) farm in Segovia, a region with a long history of conflict. He grows yucca, corn, rice and beans, and keeps cattle, hens and pigs. "Our water supply has been damaged by sedimentation since the pipeline was laid, and I have lost cattle," he says. "I can no longer keep pigs or chickens because there is not enough water for them. The reason why we have travelled so far is because we have hope and faith that the high court in London will deliver justice to us." Rodrigo de Jesus Mesa, 63, has a 38-hectare farm mostly used for traditional cattle rearing. He also grows crops and fruit, and keeps hens. "After the pipeline was laid our water sources filled up with mud," he said. "It made farming very difficult – but I can't even sell the farm because of the pipeline. When people find out I have an oil pipeline running through my farm they no longer want to buy it ... We hope that all the farmers who have brought this case together will get justice." The farmers say the pipeline caused severe soil erosion and sedimentation of fields and water sources, reduced vegetation coverage and areas for pasture, and blocked water sources, significantly reducing the productivity of their farms. Shubhaa Srinivasan, the partner at Leigh Day representing the farmers, says: "At last the farmers are going to have a chance to tell their stories and to have their case decided. We feel it is really important that big companies are held to account for the way in which they undertake their activities abroad – especially when those activities take place in remote corners of faraway places, out of the public gaze." A BP spokesman says: "The Ocesa pipeline project in Colombia involved significant steps being taken at the time of construction to engage with local communities, make appropriate compensation payments and ensure that the land that the pipeline traversed suffered no material damage. BP believes that these measures were effective and that the construction of the pipeline was carried out to a high standard. BP is confident in this legal position and believes it is appropriate for the case to be defended vigorously." The pipeline was laid in the 1990s by BP in partnership with Colombia's national oil company and four other multinational companies after BP discovered more crude oil in the Cusiana-Cupiagua oil fields. BPXC entered into contracts with the farmers to lay the pipeline through their land.

<http://www.theguardian.com/global-development/2014/oct/15/colombian-farmers-sue-bp-british-court>

USA, CA, LOS ANGELES, OCTOBER 17 2014. EXIDE HAZARDOUS WASTE DRIPPED ONTO ROADS FROM TRUCKS, RECORDS SHOW

[PDF Document Inspection report on Exide battery plant](#)



Leaks of hazardous waste onto roadways could be a key part of a criminal probe into Exide Technologies. An Exide truck waits for traffic at the battery recycling plant in Vernon. Public records show that some trucks carrying Exide waste dripped the liquid onto roadways.

Hazardous waste from an embattled Vernon battery recycler dripped from tractor-trailers onto public roadways last year, according to recently released public documents in which a state environmental inspector called the leaks an "on-going problem" that "needs to be addressed immediately." The leaks of acid- and lead-tainted liquid could be an important piece of a [criminal investigation](#) of

Exide Technologies by a federal grand jury. In a financial disclosure in August, the Milton, Ga.-based company reported that it had received a subpoena requesting "documents relating to materials transportation and air emissions" from its Vernon plant. Spills were observed by state inspectors at the Vernon facility and by the California Highway Patrol, which last summer stopped a dripping tractor-trailer transporting acid battery waste from the Exide plant at a weigh station off Interstate 5 in Castaic, government records show. The newly revealed problems are detailed in a series of California Department of Toxic Substances Control inspection reports and other public documents that were first reported by KCBS-TV, Channel 2. Exide declined to comment on the issues raised in the documents because they were related to the grand jury investigation, said spokeswoman Vanessa Rodriguez. The facility, which was idled in March and is about five miles southeast of downtown Los



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Angeles, has been under fire from community groups in recent years. Air quality regulators have cited Exide for emitting too much lead and arsenic, saying last year that the plant posed a health risk to more than 100,000 residents. State toxic waste regulators blame the plant's emissions for [elevated levels of lead in the soil](#) of dozens of homes in nearby Boyle Heights and Maywood. On Aug. 10, 2013, during a stop on northbound Interstate 5 in Castaic, officers discovered battery acid leaking from a tractor-trailer onto the asphalt, according to a CHP incident report. The vehicle, owned by Lutrel Trucking Inc., was transporting plastic chips from the casings of crushed auto batteries to KW Plastics, a recycling facility in Bakersfield. Officers called the Los Angeles County Fire Department's hazardous materials division to clean up the spill. Three days later, on Aug. 13, 2013, Department of Toxic Substances Control staff inspected the Exide facility in Vernon and found trailers storing those chips were leaking liquid with hazardous levels of lead, [the agency's records](#) show. After finding similar problems at several more on-site inspections, state regulators in October 2013 cited Exide for three hazardous waste violations, directed the facility to take corrective action and to "store hazardous waste plastic chips in containers that do not leak." Though it is not clear when it was written, a handwritten note in the state's citation also mentioned the trailer that CHP stopped on the interstate. "DTSC is concerned that leaking from the containers while on public roads is an on-going problem, and this issue needs to be addressed immediately," the note said. "Leaking of hazardous waste is considered illegal disposal." In a written response to questions from The Times, the state Department of Toxic Substances Control said it discovered the leaking trailers at the Vernon facility in August 2013 and that the CHP report from Interstate 5 that same month was the only on-road incident the agency was aware of. "Contamination levels of the release did not pose a public health risk," the agency's statement said. "There was no impact on the surrounding community or the environment." The agency said the problem stemmed from a broken dryer the company had used to dry plastic chips from used battery casings, which are washed to remove lead and other hazardous waste. "The Department will not allow Exide to transport chips in that type of trailer in the future," the agency's statement said, adding that it was reviewing a modification to its hazardous waste permit that would solve the problem by allowing the company to replace the broken dryer. The department has for decades allowed the Exide facility in Vernon to operate with only a temporary permit, though [a new state law](#) requires the facility to obtain a full permit by the end of next year or be shut down. The plant was idled because it could not meet strict new arsenic emissions rules adopted by local air quality officials in January. It has operated since 1922 and was taken over in 2000 by Exide, one of the world's largest producers of lead acid batteries. Exide filed for Chapter 11 bankruptcy protection last year. Msgr. John Moretta of Resurrection Catholic Church in Boyle Heights, whose parishioners have demanded the plant's permanent closure, called the latest development "another sign of the disrespect that Exide has exercised over the years as a bad neighbor." Leaking trailers are not a new problem at the facility, state records show. [A 1990 report](#) that California regulators submitted to the U.S. Environmental Protection Agency said that samples collected from loads shipped from the Vernon facility, then operated by the firm GNB, "found hazardous levels of lead leaking onto Interstate 5."

Related Stories

- [California expands lead soil testing area near Exide plant in Vernon](#)
- [Brown sets deadline for Exide plant on hazardous waste](#)
- [Few residents near Exide plant undergo testing for lead levels](#)

<http://www.latimes.com/science/la-me-exide-waste-20141016-story.html>

USA, N.Y, ALDEN, OCTOBER 18 2014. HAZMAT CREWS WORKING TO CLEAN UP ROOFING TAR AFTER TANKER SPLITS IN HALF

 **Watch the Video:** [Tanker Splits in Half](#)



Crews are working to clean up a tar spill after a tanker truck split in half in Alden this morning. As a precaution, nearby residents were told to shelter in place and keep their windows closed. Emergency managers say the truck went over a bridge on Walden Avenue around 9am, when the driver felt the truck split. A couple hundred gallons of roofing tar has spilled out already there are 4300 gallons inside the truck. The tar is about 300 degrees which made it difficult to contain. Officials say there are no life or health hazards, but there is some environmental concerns. "Our main objectives at this point is to contain what has leaked and what is continuing to leak and then to offload that tanker into another truck and transport the material out of here" said Ron Rozler the Town



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of Lancaster Emergency Manager. The truck was coming from Ontario. Walden Avenue from Zoeller to Wende will be closed off for some time as crews work to clean up the spill.

<http://buffalo.twcnews.com/content/news/777697/hazmat-crews-working-to-clean-up-roofing-tar-after-tanker-spills-in-half/>

CANADA, WORKSAFE BC, OCTOBER 17 2014. SHIPPING CONTAINER EXPLODES, KILLING FIREFIGHTER

Document [17 Pages] [Read the Full Investigation Report - Public Sector](#)

Document [2 Pages] [Safety Advisory Bulletin](#)

Watch the Video: [Shipping Container Explodes, Killing Firefighter](#) (3 min 11 s)



Gasoline from gas-powered equipment, and other flammable liquids inside a shipping container vaporized and exploded. Tragically, a firefighter lost his life.

Summary:

Date of incident: December 2011

Employer: Municipality with volunteer fire department

Summary:

Two firefighters were fighting a fire at the site of a log home construction business. When the fire was almost extinguished, a metal shipping container exploded. Flying debris from the explosion struck one of the firefighters, who sustained fatal injuries.

Conclusions:

Causes

Ignition of fuel vapour in enclosed metal shipping container: Fuel vapour accumulated inside the enclosed shipping container and ignited, resulting in an explosion that blew the steel doors off.

Underlying Factors:

Hazard not recognized: Gasoline-powered tools were stored in the shipping container. The firefighters did not recognize the small amount of fuel in these tools as a potential hazard.

No available training on hazard: There was no training available for: (a) fighting fires in and around shipping containers or (b) recognizing the potential for fuel vapour buildup and ignition in sealed enclosed spaces.

Shipping Container next to Combustible Structure: Placing a shipping container next to a combustible structure can leave it susceptible to exposure to extreme temperature in the event that the combustible structure ignites.

Limited Ventilation in Shipping Containers: Shipping containers are designed to be sealed except for small vent holes in the upper corners. When these containers are used for storage and are not modified to increase ventilation, a hazardous mixture of fuel vapour can remain in the container.

Related Stories [Firefighter killed in explosion involving flammable liquids](#)

<http://www2.worksafebc.com/Publications/Multimedia/SlideShows.asp?ReportID=37482>

CZECH REPUBLIC, VLACHOVICE, OCTOBER 17 2014. 2 MISSING IN CZECH ARMS DUMP EXPLOSION

An official says two workers are missing following a series of explosions at a military ammunition dump in eastern Czech Republic. Libor Netopil, spokesman for the regional firefighters, says rescuers are not immediately able to enter the facility because of a threat of further explosions. The accident took place on Thursday near the village of Vlachovice, located some 350 kilometers (220 miles) east of Prague. Netopil says firefighters are using a helicopter to get details about the situation. He says the armory building has been completely destroyed.

<http://abcnews.go.com/International/wireStory/missing-czech-arms-dump-explosion-26234181>

BANGLADESH, SOUTH SURMA, , OCTOBER 18 2014. 1 KILLED AS OIL-TANKER HITS COLLEGE BUS

A student was killed at Sylhet's Surma when the college bus she was travelling in was hit by an oil tanker. Forty more were injured when the bus fell into a roadside ditch on the Sylhet-Dhaka Highway at 10am Thursday, South Surma Police OC Morsalin Ahmed told bdnews24.com. The victim Ruby Begum, 19, is from Jhajhar village. The injured were all students of Nurjahan Memorial Women's College. They have been admitted to North East Medical College and Hospital, said the college's vice-principal Subal Chandra Das. The oil-tanker from Tajpur hit the college bus from behind and it fell into the ditch, said OC Morsalin. Police and fire service rushed to the site. Ruby died on way to hospital. Angry locals set up a blockade on the highway following the crash. But the oil-tanker quickly fled after hitting the bus, he said.

<http://bdnews24.com/bangladesh/2014/10/16/1-killed-as-oil-tanker-hits-college-bus>



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USA, TN, MEMPHIS, OCTOBER 18 2014. HYDROGEN PEROXIDE SPILL CLOSES STREETS

 **Watch the Video:** [Hydrogen Peroxide Spill Closes Streets](#)

A hydrogen peroxide spill forced the closure of several streets near the intersection of South Lauderdale Street and East E. H. Crump Boulevard. As of early Friday evening, only a part of Lauderdale is blocked off. Hazardous materials crews contained the leak. The chemical compound is spilling from a tractor-trailer. Hydrogen peroxide is used in cleaning agents and germicides. What is spilling in South Memphis is in its purest form, and it is potentially more dangerous. "It's highly reactive especially when there's an ignition source. It's highly flammable and reactive to certain products," Wayne Cooke with Memphis Fire Department said. There are 14 containers on the rear of the truck; only two are leaking, and each had 110 gallons in it. Officials say up to 200 gallons spilled. One resident was evacuated. A nearby day care was on lockdown with 40 to 50 people inside, but the lockdown was lifted before Friday evening. There are no concerns for any other residents.

<http://www.wmcactionnews5.com/story/26816276/hydrochloric-acid-spill-closes-streets>

CANADA, B.C, OLD MASSETT, OCTOBER 18 2014. CONTAINER SHIP ADRIFT OFF B.C. COAST

 **Related Stories** [Container Ship with 450 Tons of Fuel Adrift off B.C. Coast](#)

For a while Friday it appeared that weather could push a drifting Russian ship aground on the rocky shores of the Queen Charlotte Islands. Since then, authorities say, the wind has shifted, and the threat has diminished. Russian container ship carrying hundreds of tons of fuel was drifting without power in rough seas off [British Columbia's northern coast](#) Friday, a scenario a nearby First Nation community described as its "worst fear." The Canadian Forces' joint rescue-coordination center in Victoria said the Russian carrier Simushir lost power late Thursday night off Haida Gwaii, also known as the Queen Charlotte Islands, as it was making its way from Washington state to Russia. Canadian officials were concerned that the vessel could run aground and break up, spilling cargo and some 400 tons of bunker fuel and 50 tons of diesel. But after drifting toward shore early Friday, the winds shifted, and by early Friday evening it was about nine miles off the island, and drifting farther from the coastline. "The winds are currently blowing in our favor. Currently, she does not represent an imminent threat," said Roger Girouard, an assistant commissioner in the Canadian Coast guard. Earlier in the day, when winds blew toward shore, the Council of the Haida Nation warned the ship could run aground by Friday evening. "If it hits where it's going to hit, this ship is going to be torn apart," said Haida nation President Pete Lantin. Canadian Coast Guard officials said their first priority is the safety of the 10 crew members on board, but they also were preparing for the possibility of an environmental clean-up should the ship run aground. The Canadian Coast Guard on Friday made an initial attempt to put the ship under tow, but the effort was foiled in rough seas. "We are attempting to establish a second tow but these are very challenging conditions," said Capt. James Clarke, with the Victoria Search and Rescue Region. The Simushur left the port of Everett Saturday with a cargo of mining equipment bound for Pevek in the Russian Far East, according to Everett port officials. Canadian officials said the cargo also included some chemicals and solvents that would be of concern, along with the fuel, should the vessel break up. When the wind was blowing the ship toward the coast, Lantin said he expected the ship to spill all its fuel and mining chemicals onto the pristine shoreline his people have worked to protect for decades. About 5,000 people live on the island and fish for food nearby, he said. "We do feel helpless," Lantin said. "We expect a catastrophic event and a huge disaster on our hands." The Haida Nation has been vocal among the fierce opposition to a proposal to build a pipeline that would carry oil from Canada's Alberta oil sands to the Pacific Coast for shipment to Asia. The project would bring about 220 large oil tankers a year to the province's coast. Fear of oil spills is especially acute in British Columbia, where residents remember the Exxon Valdez oil spill of 1989, which spilled an estimated 35,000 metric tons of oil. The Simushur had 11 crew members on board, though a Cormorant helicopter was dispatched to rescue the captain, who was injured. MacDougall didn't know the nature of the captain's injuries or what caused them. The Canadian Coast Guard ship arrived on the scene some time Friday, and a tugboat from Prince Rupert, on the northern B.C. coast, was expected to arrive by early Saturday morning. In addition, the United States Coast Guard had a cutter en route and a helicopter on standby in the event that the entire crew needed to be removed from the ship. Numerous federal and provincial agencies were involved in coordinating the response, including the Department of Fisheries and Oceans, Transport Canada and B.C.'s Environment Ministry. Western Canada Marine Response Corp., which is contracted by the federal government for oil spill response, said it had been notified and crews were on standby. Rough weather was also a concern. MacDougall said there were winds of almost 18 miles per hour with high seas, though he said that was expected to ease up as the day progressed. Environment Canada had issued a storm warning for much of the northern coast, including the area around Haida Gwaii. The Council of the Haida Nation issued a Friday afternoon statement that warned the ship could run aground within nine hours. "The Haida Nation's worst fear is coming true," Haida president Peter Lantin said. The statement said the council had set up an emergency command center in Old



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Massett, located on the northern tip of Haida Gwaii, in the event that the vessel runs aground. "Our priority is to minimize the impact on our homeland and get our people on-site to start dealing with the grounding." The Simushir is registered in Kholmok, Russia, and owned by Russian shipping firm SASCO, also known as Sakhalin Shipping Company, according to the company's website. The SASCO website says the ship was built in the Netherlands in 1998.

http://seattletimes.com/html/localnews/2024808766_shipadriftxml.html

USA, N.J, CLIFTON, OCTOBER 18 2014. TRUCK ACCIDENT THAT CLOSED ROUTE 3 WEST, FINALLY CLEARED

larry higgs



Emergency crews work to remove a gasoline tanker truck from the highway which was involved in a accident early this morning and reopen Route 3 West. Clifton, NJ 10/17/14

A truck accident on Route 3 west in Clifton which delayed traffic during the morning rush and affected NJ Transit bus service has been cleared from the highway. As of 1:05 p.m., NJ Transit reported that bus service on Route 3 was operating on or close to schedule. Bus service on Route 3 resumed at 11:31 a.m.

after the tanker truck was finally cleared. The accident was reported at 6:55 a.m. on Route 3 west at Route 21 in Clifton, shutting down all lanes of the highway, according to state Department of Transportation traffic reports. The accident involved an 18-wheel tanker truck on Route 3 west at Bloomfield Avenue and closed all lanes of the highway. There was a fuel spill and the contents of that truck are being loaded on to another tanker, said Clifton Lt. Andre Moreira. No one was injured and the cause is under investigation, he said. Bus service on Route 3 West had been after the highway was closed between Passaic Avenue and the Parkway is closed. Buses were detoured on local streets via Passaic Avenue.

http://www.nj.com/traffic/index.ssf/2014/10/truck_accident_closes_route_3_west_detours_buses.html

USA, AL, NORTHPORT, OCTOBER 18 2014. TANKER TRUCK CATCHES FIRE ON HIGHWAY 171 IN NORTHPORT

kelvin reynolds

 **Watch the Video:** [Tanker Truck Catches Fire in Northport](#)

 **Slideshow** [Tanker truck fire in Northport](#)



Northport Fire Rescue responded to a tanker truck fire on Highway 171 Friday morning before 10 a.m.

Alabama State Troopers say the truck caught fire but did not explode after the driver lost control in the curve at Montgomery Farms and overturned around 9:45 a.m. Friday. The driver was taken to DCH Medical center with non life-threatening injuries. The tanker was carrying 4,500 gallon of diesel fuel and 3,500 gallons of gasoline. Crews will determine how much fuel was spilled in the crash once it is safe to assess. Northport Fire Rescue let the fire burn itself out, which took several hours. Officials released video taken with their drone at the scene of the incident. "Once it's already in a contained space, so it's not having any runoff, if we put water on it or foam or any of that type stuff, we're just going to increase the environmental damage, so as long as it's contained, it's better to let it burn

off," NFR Chief Bart Marshall said. Battalion Chief Jason Norris said no structures were in any danger from the fire.

<http://www.myfoxa.com/story/26814088/tanker-truck-on-fire-on-highway-171-in-northport>

USA, W.VA, BERKELEY SPRINGS, OCTOBER 18 2014. EPA CALLED IN FOR BERKELEY SPRINGS FUEL SPILL

cj lovelace

The U.S. Environmental Protection Agency has been called to the scene of a diesel-fuel spill in the town of Bath, a Morgan County official said late Thursday night. "All we know is it's red diesel fuel ... or home-heating fuel," county Emergency Services Director Vince Cichocki said. "It leaked into the (Warm Springs) run and also got into the sanitary sewer system. At this point, it's contained. It's under control and there will be some additional EPA work to investigate and clean up," he said. Emergency crews, including hazmat units from several jurisdictions, spent a good part of Thursday afternoon and evening investigating reports of an odor and fuel spill in the area of Independence and Williams streets inside the northern town limits, a county emergency services dispatcher said earlier in the evening. County officials found the fuel leaking into Warm Springs



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Run, but Cichocki said it is currently unknown where the fuel came from or how much got into the waterway. However, Cichocki said there is no risk to the public water system. "The water intakes for the municipal water system were nowhere near where this happened," he said. The West Virginia Department of Environmental Protection was still investigating the incident as EPA officials were en route to the scene. Around 1:30 p.m., several reports were made to 911 about an odor of fuel from Williams Street within the town of Bath and extending north along Warm Springs Run toward the sewer treatment plant, according to 911 and county officials. Fire crews and law-enforcement officials went door to door in the area to check on residents and to ventilate structures impacted by the incident, county officials said. A temporary shelter was set up at Warm Springs Middle School in the event that residents needed to evacuate due to odors that came up through sewer lines. The American Red Cross was called to assist. Cichocki said some residents may have been displaced, but it was only temporary and no one utilized the shelter. Hazmat units from Washington County, Berkeley County, W.Va., Frederick County, Va., and others were sent to the town shortly before 3 p.m. after the Berkeley Springs Volunteer Fire Co. determined that there was a potential fuel spill.

http://www.heraldmillmedia.com/news/tri_state/west_virginia/epa-called-in-for-berkeley-springs-fuel-spill/article_afc2d903-d3fa-58a8-bf94-ce23d3a9ae56.html

USA, TX, VAN ORMY, OCTOBER 18 2014. TEXAS PILOT HAS CLEANED UP CONTAMINATED BIODIESEL PROBLEM

charlie morasch

An investigation into what caused mechanical problems for some trucks that refueled at a Pilot truck stop in Texas isolated the problem this week, Pilot Flying J said Thursday. The culprit: contaminated biodiesel. On Tuesday, Oct. 14, a truck driver contacted the general manager of the Pilot Travel Center in Von Ormy, Texas, about problems he'd had with his truck after refueling at the truck stop, Pilot Flying J said in a news release. The Von Ormy truck stop is located on exit 140 off Interstate 35. The general manager notified Pilot Flying J's corporate office and closed the diesel pumps used by the professional truck driver. "We immediately started investigating the cause of the issue," the news release says. "On Oct. 16 upon investigation, we discovered the issue dealt with contaminated biodiesel from one of our suppliers to our travel center." After cleaning up the contaminated diesel, Pilot Flying J says the pumps are back up and open for business. "The fuel has been removed from our systems and the tanks have been cleared for use," the company said in the news release. Pilot Flying J reiterated its previous request for any drivers who purchased diesel for their trucks on Oct. 14 between 2:40 and 3:50 p.m. CT at the Von Ormy, Texas, location to contact the company's Customer Service Department. Pilot Flying J's Customer Service Department is available at 877-866-7378. Callers are asked to have their fuel receipt or credit card number used in the purchase ready.

http://www.landlinemag.com/Story.aspx?StoryID=27841#.VERCJ_mUfg8

CANADA, ALTA, EDMONTON, OCTOBER 18 2014. OIL TANK FIRE AT HUSKY ALBERTA SITE SENDS WORKER TO HOSPITAL

A worker in Alberta was hospitalized Wednesday after a flash fire broke out while he was cleaning an oil tank at a terminal owned by Husky Energy. Two men working for Davco Welding, a local subcontractor, were cleaning an empty tank when the blaze broke out, the Edmonton Journal said. An unnamed man in his 20s was taken to Edmonton hospital for burn injuries to his hands. Emergency responders arrived at the scene shortly after the explosion and extinguished the fire. Paul Sigworth, a man working near the tank when the fire started, said there was "billowing black smoke coming from the actual tanks." A section of the tank farm near the terminal was evacuated and Calgary-based Husky halted operations at the Hardisty facility as a precautionary measure. The Occupational Health and Safety agency suspended work around the tanks and is currently investigating the incident.

<http://petroglobalnews.com/2014/10/oil-tank-fire-at-husky-alberta-site-sends-worker-to-hospital/>

USA, MT, HELENA, OCTOBER 19 2014. DEQ TO INVESTIGATE GAS LEAKED INTO LITTLE BLACKFOOT

The Montana Department of Environmental Quality will investigate Thursday evening's pickup truck crash in the Little Blackfoot River to determine if gasoline that reportedly spilled into the water can be cleaned up. On Friday morning, duty officer with DEQ's enforcement division, Larry Alheim, had not seen the full report prepared by the state Disaster and Emergency Services, the agency that initially responded to the crash, and could not comment on specifics. Alheim confirmed that DEQ would conduct an investigation after reports that gas from a tank stored in the bed of the truck ruptured and leaked into the river. "Generally what happens is gas dissipates pretty quickly in moving water," he said. If gasoline did spill into the river, the crash would violate the Montana Water Quality Act and DEQ will issue the driver a violation letter, he said. The driver



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would have 10 days to respond to the letter, Alheim said. Depending on the amount of gas that spilled, the driver may be responsible for hiring a contractor to do cleanup, he said. DEQ would not clean up the spill, he added.

http://helenair.com/news/local/deq-to-investigate-gas-leaked-into-little-blackfoot/article_02acc32a-5091-5336-ae45-c7819d2444c7.html

NIGERIA, OYO STATE, IBADAN, OCTOBER 19 2014. SECURITY GUARD DIES WHILE SIPHONING PETROL FROM UNDERGROUND TANK

A security guard working with Jofes petrol station, Yemetu area of Ibadan, Oyo State, one Abdulkareem Kazeem, has been found dead in a manhole leading to an underground tank while he was trying to siphon fuel. Sunday Tribune learnt that the death was reported on October 15, 2014 at about 9.20a.m. at Yemetu Division of Oyo State Police Command by the manager of the petrol station, one Mr Oladapo Ogunleye. The manager was said to have discovered the security guard's body at about 6.30a.m. of same day when he wanted to dip a measuring rod into the underground tank to know the level of the left-over. A 25-litre jerry can containing about 15 litres of petrol which had already been siphoned, a semi-rotating pump and hose were also found with the deceased inside the manhole while one other 50-litre keg of fuel already siphoned was recovered. The scene was visited by a team of detectives led by one Inspector Adeyemo Kadiri, after which the fire service was called to remove the body from the manhole. The remains were deposited in the mortuary but it was learnt that the deceased's family members took a sworn affidavit to the Divisional Police Officer, saying that they were muslims and would like to bury the dead immediately. When contacted, the police image maker in Oyo state, Olabisi Okuwobi-Ilobanafor, confirmed the story.

<http://www.tribune.com.ng/news/news-headlines/item/19056-security-guard-dies-while-siphoning-petrol-from-underground-tank>

USA, FLA, FORT LAUDERDALE, OCTOBER 19 2014. BOY LOSES TIPS OF 3 FINGERS IN FIREWORKS MISHAP

 **Watch the Video's:**

- [Boy Loses Tips of 3 Fingers in Fireworks Mishap](#)
- [Fireworks Blow Off Child's Fingers](#)



The firecracker officials said blew up in Atwaun Britt's hand.

A South Florida boy is recovering in the hospital one day after a firecracker he picked up exploded in his hand, blowing off the tips of three of his fingers. Relatives said the 8-year-old victim was outside of a home on Northwest 27th Street and 58th Terrace in Lauderhill around 8 p.m. on Friday. He was reportedly surrounded by multiple other children when he picked up what he thought was a dud firecracker. "[The firework] took a long time to burn. He thought he wasn't doing anything, so when he put his hand back down to light it up again, it blew up in his hand," said Brittanee Britt, the victim's sister. Brittanee said her brother

was in a lot of pain. "He was bleeding, and my momma was asking what was happening, but he was too scared and nervous to talk, so she just looked at his hand, and she saw his thumb was gone and the rest was bleeding," she said. When the firework went off sooner than the 8-year-old had expected, he partially lost three of his fingers of his left hand, including the tip of his index finger and thumb. "This is gone, the top of his pointy finger," said Brittanee as she showed 7News her own thumb to describe the injuries her brother suffered. The victim was transported to Broward Health Medical Center, where he underwent surgery. His family said doctors were able to repair his fingertips, but he will have to undergo therapy because he is left-handed. When authorities responded to the scene, they found an empty container of "TNT Sparkling Glory," a type of firework used by professionals at parks and sporting events. "What we found on scene was a high-grade mortar firework, highly illegal in the state of Florida," said Lauderhill Fire Rescue spokesperson Jerry Gonzalez. Gonzalez said the firecracker should never be used by children, especially without adult supervision. "That's why they're illegal in the state of Florida. They absolutely could destroy your fingers, destroy your face if you're that close," he said. It is unclear where the boy got the firework. According to officials, however, it appears the child found it inside his home and possibly belonged to a relative. The boy's family said they hope he will be able to return home from the hospital on Monday.

<http://www.wsvn.com/story/26821540/boy-partially-loses-3-fingers-in-fireworks-mishap>



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