



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 741 Newsy Stuff

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

August 14 2011



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USA, MN, WADENA, AUGUST 6 2011. FOUR PEOPLE INJURED IN TANKER-CAR CRASH

Four people were injured Thursday when a passenger car was hit by a tanker truck on State Highway 29, near the Otter Tail/Wadena county border. Curtis Howard, 57, of Menahga, was driving his tanker east on the highway when Ronniedale Lannes, 49, of Deer Creek, attempted to merge his car onto the road, the Minnesota State Patrol reported. Lannes allegedly did not yield to the truck, which had the right-of-way, and the vehicles collided. The truck drove over the hood of the passenger car and then rolled, eventually stopping in the south ditch. The two drivers, as well as Jeremy Croskey, 28, and a 12-year-old boy, both of Menahga, all received non-life threatening injuries. They were all taken by ambulance to Tri-County Hospital.

<http://www.fergusfallsjournal.com/2011/08/05/four-people-injured-in-tanker-car-crash/>

USA, WI, WAUSAU, KRONENWETTER, AUGUST 6 2011. MAGELLAN TO CLOSE KRONENWETTER FUEL TERMINAL

Magellan Midstream Partners announced today that it is shutting down petroleum distribution at its terminal along Old Highway 51 in the village of Kronenwetter. The company can store 220,000 barrels of gasoline and diesel fuel in seven tanks at the facility. Company spokesman Bruce Heine said Magellan made a business decision to close the terminal because it has been an "underperforming asset" for the last couple of years. One person is employed there and will be reassigned to a different location, Heine said. The decision does not mean Magellan will tear down the large white storage tanks nor tear up its 8-inch pipeline that delivers fuel from Chippewa Falls. "We will maintain the facility and the pipeline system as if it will one day be restarted or sold to a third party," Heine said. The company also will continue to clean up a 2009 gasoline spill from a ruptured pipeline that leaked 35,000 gallons into the soil around the facility. The company has spent about \$3 million on the cleanup, and has recovered 89 percent of the fuel. Petroleum distributors load up at the terminal and deliver fuel to local gas stations, but Heine said the company does not release information about how much of its fuel is delivered locally. He said petroleum distributors that use the Kronenwetter facility may have to travel to Chippewa Falls, Junction City or Green Bay to fill up and return the fuel to Wausau. Magellan was formed in 2003, and operates 9,600 miles of pipeline and 84 terminals in 22 states, according to a company news release.

<http://www.wausaudailyherald.com/article/20110805/WDH0101/110805105/Magellan-close-Kronenwetter-fuel-terminal?odyssey=tab|topnews|text|FRONTPAGE>

INDIA, MUMBAI, AUGUST 6 2011. SUNKEN SHIP SPILLS TRACES OF OIL IN SEA

v narayan



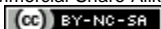
An indian navy helicopter rescues a crew member off a sinking ship off the coast of mumbai, india, on thursday, aug. 4, 2011. the ship was carrying 60,000 tons of coal from indonesia to india and sank off the coast of mumbai after its crew of 30 was rescued when it began taking on water in stormy seas.

The [Yellow Gate](#) police have booked the 30 crewmembers, including the captain, of [MV Rak Carrier](#) for their "irresponsible acts that have created a "dangerous situation" for other vessels using the same channel to reach Mumbai's harbour or other Indian ports. The police have also booked the owner of MV Rak Carrier, M/s Delta Shipping Marine Services. The crew and the owner were charged under IPC section 336 (act endangering life or personal safety of others after the police received a complaint from Coast Guard Commandant (Junior Grade Arun Singh on Thursday. In his police complaint Singh says, "The

vessel sank due to the lacklustre (sic shown by MV Rak vessel captain Arkan Younis and the crew. Their not carrying out proper maintenance led to the non-function of ballast pump. This led to the sinking." Due to the sinking, the complaint adds, there is now a risk of "marine pollution that may happen due to an oil spill in the sea. Also, there is a danger to other vessels that take the channel where the vessel, loaded with coal, sank on Thursday." Younis told the authorities on Thursday that the ship had sailed from [Indonesia](#) on June 14 and was headed for Dahej Port in Gujarat. The vessel faced some technical problems and was forced to anchor on July 21 "We were awaiting spare parts and provisions. However, on Thursday morning, I realized that something was wrong in the vessel. Around 6am, the crew saw that water had entered the ship. As water inflow continued, we were left in no position to control the ship and thus an SOS was sent," he said. Yellow Gate police senior inspector Chandrakant Naik said a case has been registered a case against MV Rak Carrier's owner, captain and crew of 21 Indonesians, seven Jordanians and two Filipinos "Investigations are on to know the reason (for the sinking) We are recording the crew' statements," Naik said.

<http://timesofindia.indiatimes.com/city/mumbai/Sunken-ship-spills-traces-of-oil-in-sea/articleshow/9501717.cms>

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PHILIPPINES, MANILA, AUGUST 6 2011. GUIMARAS OIL SPILL VICTIMS DEMAND STATUS REPORT ON STATE MARINE RESOURCES

The militant fisherfolk group Pambansang Lakas ng Kilusang Mamamalakaya ng Pilipinas (Pamalakaya) today asked the Department of Environment and Natural Resources (DENR) to disclose the status of marine resources in Guimaras Strait five years after the massive fish kill hit the island provinces of Guimaras, Iloilo and parts of Negros Islands. "In behalf of the victims of the 2006 Guimaras oil spill and the Filipino public in general, we ask the DENR to provide the people a status report on the situation of marine resources in Guimaras Strait and other nearby coastal areas affected by the biggest oil spill of all time," said Pamalakaya information officer Gerry Albert Corpuz in a press statement. Corpuz added: "We will not take no for an answer nor accept any stupid response from DENR as if the Guimaras oil spill is a thing of the past. At the rate things are going, it seems to us that DENR is trying to tell every Filipino that everybody needs an oil spill once in a while because of its long-running silence." On August 11, 2006, the Petron chartered M/V Solar 1 carrying 2.4 million liters of fuel oil sank off Guimaras waters causing a huge slick which environmental groups described as an ecological time bomb due to its long-term and irreversible damage to the environment and livelihood of fisherfolk. The oil spill contaminated more than 1,000 hectares of mangrove forests according to initial reports. In 2007, marine scientists have recorded a 65 percent drop in fish abundance from the waters of Guimaras following the massive oil spill that ravaged the island-province. In 2007, the DENR admitted that at least 600 hectares of mature mangrove trees in Guimaras were destroyed at the height of the oil spill, but the environment agency was also quick to counter its own report when it said that significant signs of recovery of mangroves in areas affected by the oil spill. A rapid assessment study of an inter-agency team conducted shortly after the oil spill said around 647.98 hectares of mangroves in Guimaras were affected by the oil spill. Of this area, around 468 hectares were heavily affected and 179.8 hectares were considered slightly affected. Meanwhile, Pamalakaya will bring the issue of Guimaras oil spill during the budget hearing on DENR's proposed budget for 2012. The group is invited to attend the budget hearing on Monday, August 8. The environmental agency is asking a total budget of P 16.9 B in which P 150 million of the proposed budget will go to Manila Bay cleanup, P 550 million for coastal resource management and P 789 million for ecosystems research and development. "Where and how they will spend P 1.4 B for coastal management and ecosystems research and development if they cannot even give us an update on Guimaras oil spill?" the group said.

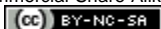
<http://www.allvoices.com/contributed-news/9874797-guimaras-oil-spill-victims-demand-status-report-on-state-marine-resources>

INDONESIA, JAKARTA, AUGUST 6 2011. FRESH DELAY TO COMPENSATION TALKS OVER TIMOR SEA OIL SPILL

fidelis e. satriastanti

Compensation negotiations relating to the 2009 Timor Sea oil spill have been delayed yet again, this time over political changes in Thailand, a senior official said on Friday. Masnellyarti Hilman, the Indonesian government's chief negotiator, said the signing of a memorandum of understanding with PTTEP Australasia, a subsidiary of Thailand's PTT Exploration and Production, had been deferred until later this month from the initial date of Aug. 3. "[The company] asked for it to be postponed until August 29, because following the inauguration of the new [Thai] cabinet, they will need to report it to the new prime minister and parliament," she said. Masnellyarti stressed that the change in date would not alter the substance of the MoU, which details the procedures for compensation claims, monitoring and payment. PTTEP Australasia is the operator of the Montara oil well, located between Australia and East Nusa Tenggara, which suffered a blow-out in Aug. 2009. The government has estimated that the resulting oil slick spread across 16,420 square kilometers of Indonesia's maritime territory. It is seeking Rp 23 trillion (\$2.7 billion) in compensation, including Rp 10 trillion for environmental damage, Rp 6.3 trillion for the social impact and Rp 800 billion to compensate fishermen. The figure also includes Rp 2 trillion in operational costs for local teams overseeing rehabilitation and monitoring efforts. Masnellyarti said that once PTTEP had reported the terms of the MoU to the new Thai government and the MoU was signed, "the real negotiations will begin." "The MoU also concludes that the oil spill reached the Indonesian coast, which was something that had been debated by both parties for some time," she said. Luechai Wongsirasawad, a spokesman for PTTEP, said PTTEP Australia said the proposed MoU was still under discussion. "The company has requested the GoI to postpone any final agreement on the content of the MoU and its signing until the end of August," he said, referring to the government of Indonesia. He added that while the claim was between Indonesia and PTTEP's Australian unit, the Thai government still had an interest in the matter. "The new Thai Government, as a major shareholder of PTTEP AA's parent company, has requested a report on the status of the claim to ensure the continuance of good relationships between the Thai and Indonesian governments," he said. Riza Damanik, secretary general of the Fisheries Justice Coalition (Kiara), said the MoU was not the final agreement on compensation, but merely a preliminary step toward that goal. "Like I've said before, we're worried that the company is trying to buy time so it doesn't have to pay the claims," he

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said. Riza also questioned why a change in the Thai government should warrant a delay in negotiations. "It shouldn't have anything to do with political changes because the talks have been going on for two years now."

Related Links

- [Fishermen Demand Justice in Oil Spill](#) 9:13am Aug 2, 2011
- [Timor Sea Oil Spill Investigation Still In Limbo as Coastal Impact Debated](#) 2:59pm Mar 2, 2011
- [Timor Sea Oil Blowout to be Investigated — Again](#) 10:33pm Dec 20, 2010
- [Indonesian Govt to Discuss Damages For Timor Sea Oil Spill](#) 1:05pm Dec 16, 2010
- [Thai Firm Rejects Indonesia's 2.4-Billion Oil Spill Claim](#) 10:42am Sep 3, 2010

<http://www.thejakartaglobe.com/news/fresh-delay-to-compensation-talks-over-timor-sea-oil-spill/457495>

SOUTH KOREA, CHILGOK, AUGUST 6 2011. EXCESSIVE LEVELS OF HAZARDOUS CHEMICALS DETECTED IN U.S. MILITARY CAMP

Excessive levels of hazardous chemical compounds have been detected from groundwater inside a U.S. military base in South Korea where drums of Agent Orange are suspected to have been buried decades ago, a joint investigation team said Friday. However, the team said no traces of the controversial burial of the defoliant were found at Camp Carroll in Chilgok, some 300 kilometers southeast of Seoul. The joint South Korea-U.S. team has been conducting tests of water and soil samples from the camp after some U.S. veterans claimed that they had buried drums of Agent Orange when they served there in 1978. Releasing its test results, the team said trichloroethylene (TCE) and tetrachloroethylene (PCE), both health-threatening solvents believed to cause cancers, were detected from some of the underground wells they dug in the camp at more than average levels of 0.03 milligrams per liter. Some of the water samples recorded a PCE contamination level of up to 0.497 milligram per liter while the level of TCE reached as high as 0.743 mg/L, the investigation team noted. The investigators said they could not confirm how the TCE and PCE contamination happened. The team, however, said they did not find any signs that can prove the claim by Steve House and other U.S. veterans that they had helped bury drums of Agent Orange. "We could not find any sign of a massive amount of metal materials buried there," a member of the team said, requesting that he not be named, dismissing House' previous claim that about 250 drums were dumped there. The announcement came ahead of the investigators' final release of their test of soil samples slated for late August. Agent Orange is a toxic chemical that was widely used to clear leaves from trees and plant life during the Vietnam War. The cancer-causing chemical was allegedly sprayed in the 1960s around the inter-Korean Demilitarized Zone to thwart North Korean infiltrations. About 28,500 U.S. troops are stationed in South Korea, a legacy of the 1950-53 Korean War, which ended in an armistice rather than a peace treaty.

<http://english.yonhapnews.co.kr/national/2011/08/05/75/0301000000AEN20110805007500315F.HTML>

NIGERIA, LAGOS, AUGUST 6 2011. NIGER DELTA VILLAGERS GO TO THE HAGUE TO FIGHT AGAINST OIL GIANT SHELL

john vidal



A man walks on slippery spilled crude oil on the shores of the Niger Delta swamps of Bodo, a village in Niger's oil-producing Ogoniland.

This once self-sufficient community suffered from the excesses of oil firms and corrupt officials. Now, the villagers are blamed for everything and the arms dealers are having a field day. Goi is now a dead village. The two fish ponds, bakery and chicken farm that used to be the pride and joy of its chief deacon, Barrisa Tete Dooh, lie abandoned, covered in a thick black layer. The village's fishing creek is contaminated; the school has been looted; the mangrove forests are coated in bitumen and everyone has left, refugees from a place blighted by the exploitation of the region's most valuable asset: crude oil. Last Thursday, a

long-awaited and comprehensive UN study [exposed the full horror of the pollution that the production of oil](#) has brought to Ogoniland over the last 50 years. The UN report showed that oil companies and the Nigerian government had not just failed to meet their own standards, but that the process of investigation, reporting and clean-up was deeply flawed in favour of the firms and against the victims. Spills in the US are responded to in minutes; in the Niger delta, which suffers more pollution each year than the Gulf of Mexico, it can take companies weeks or more. "Oil companies have been exploiting Nigeria's weak regulatory system for too long," said Audrey Gaughran of Amnesty International. "They do not adequately prevent environmental damage

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and they frequently fail to properly address the devastating impact that their bad practice has on people's lives." Goi, 40 miles from Port Harcourt, is a typical case. Just a few miles from where Shell first found oil in Ogoniland in 1958, it is only 20 miles from Bane, the ancestral home of Ogoni writer and [leader Ken Saro-Wiwa](#). People from Goi joined the great Ogoni protest march of 1994, when one in three people from the small kingdom of 900,000 rose peacefully against the company, preventing it from working any of its 30 wells in the area. Two years later, Saro-Wiwa and eight Ogoni leaders were tried on a fabricated murder charge and executed. A quiet fishing community of fewer than 100 people, Goi was steadily weakened and then broken by a series of [oil spills](#) that, over 20 years, made the network of swamps, lagoons, rivers and creeks around it unusable. "People used to drink the water in the creek, fish, cook and swim in it. It was a perfect place," says Dooh. "We wanted for nothing, but the spills came, the tide washed in pollution from elsewhere and in 1987 a massive oil fire burned uncontrolled for weeks. By 2008, most people had left." Dooh and the last people of Goi then finally gave up. "We kept being polluted. We could not stay any longer," says his eldest son, Eric. "Shell said they would fix things, but a contractor came and scooped some of the oil up and that was it. The spills just got bigger and bigger." In 2009, a third large spill made the last house uninhabitable. Whether Dooh or anyone ever returns now depends on a court case in the Netherlands. Together with Friends of the Earth Netherlands, Dooh is suing Shell in The Hague for negligence. The Shell pipeline close to the village pumped 120,000 barrels of oil. It burst in 2004 with devastating consequences. The company claims that it was sabotaged by youths stealing oil to process in rudimentary home-made refineries – a process called bunkering. Dooh blames corrosion of the decades-old pipeline. On Wednesday, Shell formally accepted responsibility in British law for two significant spills in nearby Bodo. Those were rare victories. More than 1,000 court cases have been taken against Shell for pollution in the last 30 years, but almost all are rejected, settled for a few dollars or remain mired in the legal system for years. Even when the courts rule against the company and fine it millions, it is possible for it to appeal, with legal delays draining communities of cash. One case against Shell taken by people in Goi is still in the courts after 14 years. Ogoni chiefs admit that some spills have certainly been the result of bunkering by youths determined to cash in on the region's one natural asset. "It was the negligence of Shell which compelled people to steal," Groobadi Petta, the president of the Bodo city youth federation, told the Observer. "When livelihoods are destroyed, the youth go to places where they learn how to bunker. They are desperate. They learned from others to steal. It has been to survive." But corporate claims that Shell had been responsible for only 2% of the spills were an insult, he said. The consensus on the delta is that bunkering and oil theft on a grand scale are condoned, protected and encouraged by a web of organised crime that colludes with government and political elites, the security services and people within the oil companies. "This is a mafia. They have godfathers. There is no way so much oil could be stolen without protection. Communities get the blame for the spills and the thefts, but the top people are taking far more and are well aware of what is going on. The navy patrols the creeks and main rivers, so there is no way boats could get past checkpoints without their knowledge," says Kentebbe Ebiaridor, a field officer with the Port Harcourt-based Environment Rights Action group. At the lowest level, villages throughout the delta have set up illegal DIY oil refineries. These rudimentary stills, consisting of a few old pipes and drums welded together, were first used for fuel in the Biafran war. However, they have become part of the survival strategy of many villages too poor to pay for electricity or transport. A few drums of crude are tapped off from old company manifolds, and the oil is boiled up in drums. The fumes are collected, cooled and condensed in a simple distilling process and the result is a low-quality diesel good enough for generators and some cars. But they often catch fire, pollute small areas and every so often are regularly identified and destroyed by the military – only to start up again in days. Government agencies condone them and take a small fee. "The fact that these operations are proliferating in full view of the enforcement agencies is indicative, at best of a lack of preventative measures and, at worst, of collusion," said the UN Environment Programme report last week. The brio with which the oil is stolen on a larger scale is breathtaking. Reports allege that top naval officers have private pipelines that serve as conduits through which they siphon crude oil, load on to vessels and ship to refineries in other countries such as South [Africa](#). Last year, a Shell man was reportedly sacked after it was found he had set up a gang to destroy well-heads and then get his contacts to clean up the pollution. In 2003, the Nigerian tanker African Pride was impounded after being found carrying 11,000 barrels of stolen oil and was held in custody by the Nigerian navy. Within months it had mysteriously slipped away. Organised crime now dominates the theft of Ogoniland oil, says Patrick Naagbanton, co-ordinator of the Amnesty International-backed Centre for Environment, Human Rights and Development. "The pollution has led to the proliferation of small arms, making the delta now one of the most dangerous places on earth. The arms come through porous borders. You can get AK-47s, Chinese, South African, Italian, German and Belgian arms." Naagbanton conducts a regular survey on the availability of arms on the delta and receives regular death threats. "The arms trade in the delta is dominated by Ukrainian and Russian dealers who swap automatic weapons for illegal bunkered oil. It is driven by political ambition combining with an illegal economy and fed by oil bunkering, creating both direct and indirect drivers of violence in the Niger Delta region," he says. "Every community now has a silent army. If the problems of proliferation are not

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addressed, the non-state armed and warlords operating in the region will undermine the region and turn it into a dangerous conflict zone where the gangs will rule at the expense of legitimate authority, development, security and progress of all," he says. Back in Goi, Chief Dooh's son, Eric, was preparing to go to the Netherlands to represent his father in the case against Shell. "The human cost of all this pollution is too high. After the spill, Dad's business collapsed, Mother died because there was no money to treat her illness and my brothers and sisters had to come out of school. I am not fighting for myself. This is a test case. Perhaps Shell will now sit up and be corrected after this week. I am fighting for communities across the delta."

<http://www.guardian.co.uk/world/2011/aug/06/shell-oil-spills-niger-delta-pollution>

USA, CA, STANTON, AUGUST 6 2011. 6 HOSPITALIZED AFTER EXPLOSION, FIRE AT STANTON HOME >>GASOLINE FUMES REACH PILOT LIGHT.



An explosion and fire in Stanton sent six people to the hospital and left three in critical condition on Friday, Aug. 5, 2011.

An explosion and fire in Stanton sent six people to the hospital and left three in critical condition. The Orange County Fire Authority said a single-story home on the 10000 block of Sycamore Street was engulfed in flames and smoke when units arrived at the scene Friday night. Six adult victims, all from the same family, were rushed to two area hospitals. Ten others were displaced. Investigators said residents were apparently using gasoline to clean up after removing carpeting and the fumes reached a pilot light, triggering the explosion and fire.

http://abclocal.go.com/kabc/story?section=news/local/orange_county&id=8292851

USA, N.C, CHARLOTTE, AUGUST 7 2011. INDEPENDENCE CLOSED FOR FIVE HOURS AFTER FATAL CRASH WITH TANKER



One person was killed Saturday morning, after a SUV slams into a gasoline tanker truck. Charlotte-Mecklenburg Police Department tells NewsChannel 36 the accident happened around 6:00am on Independence Boulevard at the Sharon Amity intersection. All out bounds lanes of Independence Boulevard were closed for five hours as traffic was re-routed at Eastway Drive; traffic flow resumed around 11:00am on Saturday. According to authorities, a white Ford Explorer ran into the back of a Piedmont Transport Gas truck which was stopped at the red light. According to firefighters, the driver of the Explorer was the only person inside the SUV at the time of the crash. The driver, whose name has not yet been released, was taken to CMC where he later died. The driver of the gas tanker was taken to Presbyterian Hospital with non-life threatening injuries. Police believe alcohol played a factor in this crash.

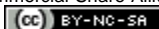
<http://www.wcnc.com/news/Fatal-accident-closes-Independence-Boulevard-for-five-hours-127064453.html>

UK, COWES, AUGUST 7 2011. COWES WEEK YACHT AND OIL TANKER CRASH IN SOLENT



Two people were rescued from the sea after their yacht and an oil tanker collided, the coastguard said. Solent Coastguard was alerted at 15:20 BST that the yacht Atlanta of Chester, taking part in the Cowes Week regatta, had been involved in the accident. The collision involved the tanker Hanne Knutsen off Egypt Point, Isle of Wight. A Maritime and Coastguard Agency (MCA) spokesman said: "Two people were thrown overboard by the collision and the yacht lost its mast and rigging." He added: "The Rhib Vigilant took one of the people back to shore for medical attention whilst the Southampton patrol boat and Hamble rescue

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took the second person to a waiting ambulance at Trinity Pontoon. "The Marine Accident Investigation Branch and the MCA duty surveyor have been informed. "The tanker continued to its destination at Fawley and the yacht has been towed to the UKSA berths at Cowes."

<http://www.bbc.co.uk/news/uk-england-hampshire-14433732>

UK, ESSEX, AUGUST 7 2011. PETROL TANKER INVOLVED IN MASSIVE FIRE

A thousand litre petrol tanker is believed to have been involved in a fire which took nearly four hours to put out. Firefighters from Corringham, Grays, Orsett, [Rayleigh](#) Weir, Wennington and [Basildon](#) were called out to Buckles Lane, South Ockendon, shortly after 1pm to reports of a fire at a series of outbuildings. One building measuring 50 metres by five metres collapsed in the flames which were not extinguished until 4.45pm. An investigation has been launched by the Essex Fire Authority over the cause of the blaze.

http://www.echo-news.co.uk/news/9182178.Petrol_tanker_involved_in_massive_fire/

USA, CA, SANTA YNEZ, AUGUST 7 2011. GASOLINE TANKER BURNS ON HIGHWAY 154



A firefighter hoses down a tanker truck which caught fire this afternoon on Highway 154 in the Santa Ynez Valley.

Firefighters kept an engine fire on a gasoline tanker truck from spreading into its tanks this afternoon on Highway 154 at Edison Street in Santa Ynez. The first fire engine to arrive about 2:02 p.m. knocked down the blaze in the engine compartment and kept it from reaching the gas tanks, said Engineer-inspector Russ Sechler of the Santa Barbara County Fire Department. The flames ignited a small roadside brush fire, which also was put down rapidly, Sechler said at 2:33 p.m. There were no injuries. County firefighters from Santa Ynez, Buellton and Solvang responded to the blaze. California Highway Patrol officers had requested reverse 9-1-1 calls to nearby residents to warn them of the fire and a possible evacuation, but the notification was called off, Sechler said. Traffic on Highway 154 was held up for a time at Highway 246 and in Los Olivos during

the fire. The Fire Department and CHP are investigating.

http://santamariatimes.com/news/local/gasoline-tanker-burns-on-highway/article_5d90225a-bfa8-11e0-92fe-001cc4c03286.html

UGANDA, KAMPALA, AUGUST 7 2011. UNBS OFFICIALS SIPHON FUEL INTO BLACK MARKET

chris obore

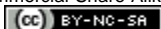


Busted: UNBS workers getting fuel from tankers at Busia.

Officials of the Uganda National Bureau of Standards tasked with marking fuel entering the country are involved in supplying fuel into the black market in the border areas of Busia and Malaba. The fuel marking programme is supposed to ensure that a chemical known as a marker is added to all fuel entering the country for local consumption to differentiate it from the fuel transiting to other countries like Rwanda and DR Congo. However, investigation show that instead of drawing a maximum of 500mili-litres from each fuel tanker for testing the level of the marker, the UNBS officials draw at least 22 litres and above of fuel from each truck that crosses the border. The Petroleum (Marking and Quality Control) Regulations, 2009, Section 6 (i), states that an officer is to remove not exceeding 500 mls for laboratory purposes. The drivers who worked with

Sunday Monitor and infiltrated the system for purposes of this story, say most trucks carrying Shell products get shortages during off-loading. Shell recovers the shortage by cutting money from their salaries. "We are tired of these officials. We have complained but no action is taken," said one driver who asked not to be named. At Busia border post, the drawing of excessive fuel from trucks is rampant at Shell Yard-Busia A and Busia Millers ICD-Busia B. In Busia B Yard, the practice is rampant when the supervisor is not on duty. Between 100 and 150 trucks cross Busia border on a daily basis. At Busia A yard, about 550 litres are fetched from the trucks on a 'dry' day but on busy days—between Friday and Monday - at least 1,600 litres are collected daily and sold in the black market by the officials of government.

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Bumper Harvest

Usually, if the fuel in the open market is say Shs3,500 per litre, in the black market, they sell it at Shs3000. For the 1,600 litres collected daily, the officials and their accomplices get close to Shs4.8 million. Truck drivers said the officials intimidate them, thus forcing them to watch as excess fuel is drawn from their trucks. Drivers who resist the excess drawing of fuel said they are penalised by getting negative test results. UNBS chief, who sounded shocked when we contacted him for comments, said he was not aware of the dealings of his employees. "That is news to me. They are supposed to remove very little fuel for testing not 20 litres," said Dr Terry Kahuma, the UNBS executive director. He, however, pledged to furnish us with more details after consultation with his staff. According to our two-month investigation, we discovered that the UNBS officials have created a fuel supply chain to the black market in Busia and Malaba. After the fuel is drawn, it is handed over to young men, nicknamed 'border boys' who then find the market. The border boys are then paid a commission. "It's the boys who sell it and return the proceeds to the officials," said a border official who preferred not to be named. Apparently, this practice is not known to major players like Shell and Total. Their representatives at border points have either been silenced or entered the racket. It is said the trade has grown and the racket involves border officials, UNBS officers and drivers that know each other well. To maximise their gains, some unscrupulous drivers also manipulate the shortcomings in the system to dump fuel in the country and also supply adulterated fuel to the local pump stations.

<http://www.monitor.co.ug/News/National/-/688334/1214370/-/bki2w1z/-/>

USA, TX, HOUSTON, AUGUST 7 2011. TANK DEATH LEADS TO OSHA CITATIONS

I.m. sixel

Federal safety regulators have cited Enterprise Products Transportation Co. for 32 alleged violations after a fatality at its tank wash operation in Freeport. The Occupational Safety and Health Administration launched an investigation in February after a worker was found unresponsive inside a tank trailer being readied for washing. The employee later died. "Tank washing operations can involve hazardous procedures," said Mark Briggs, director of OSHA's Houston South area office, whose agency has recommended penalties of \$160,000. "If OSHA's safety standards had been followed, it is possible this tragedy could have been avoided." OSHA's citations alleged that Enterprise failed to provide the required respiratory protection for tank washing, installing and maintaining fall protection equipment and providing safe access to work platforms. "Enterprise is committed to the responsible operation of its facilities and the safety of its employees and contractors," the company said in a statement. "In support of that ongoing mission, the company is cooperating with OSHA and will take the appropriate steps to address the issues."

<http://www.chron.com/disp/story.mpl/business/7685738.html>

USA, WI, WAUSAU, AUGUST 7 2011. HAZARDOUS WASTE CLEANUPS COST MILLIONS; WHO PAYS? >> PROPERTY OWNERS HELD RESPONSIBLE, BUT SOME GET HELP FROM STATE

chad dally



Underground storage tanks removed from old gas stations, agricultural land and other locations are one source of contaminated soil and groundwater across central Wisconsin and the rest of the state. Old pumps that delivered the fuel sit at REI Engineering in Wausau, which assists individuals with tank removal and other environmental cleanups.

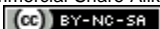
Cleaning up a legacy of commercial, industrial and agricultural operations isn't easy, and it surely isn't cheap. Regardless of how pollution spread, the responsibility for eliminating it rests with the person or business that caused the contamination if the business still exists and the person can be identified and found. That's not always possible, so a contaminated property's current owner

often ends up holding the bag, whether he played a part in the contamination or it happened 50 years before he bought the land. The [state Department](#) of Natural Resources currently employs 17 people in environmental enforcement, assisted by up to 10 attorneys, who are tasked with doing exactly this: tracking down who caused pollution and getting them to pay up. Sometimes, it takes a court to sort through who is responsible and who has to pay the bills.

Two Scenarios

When everything works properly, the company responsible for a hazardous material spill alerts the government, the public learns of the accident and the threat it poses, and the company assumes the work and expense of cleaning up, without lengthy court battles. That appears to be how a 2009 spill of 35,000 gallons of gasoline in Kronenwetter is playing out. Magellan

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Midstream Partners, owner of the pipeline that ruptured in December 2009 and leaked fuel onto land along Business Highway 51 near Gardner Park Road, so far has spent about \$3 million and has cleaned up 90 percent of the spill, company spokesman Bruce Heine said.

That isn't Always How it Works.

In some cases, the state takes action against companies after violations occur. In 2009, for example, Foremost Farms USA in the village of Rothschild agreed to pay a \$72,000 settlement for emitting more air pollution than allowed under its permit. The DNR investigated the case, and the state Department of Justice negotiated the settlement. In April, [Wausau](#) Tile in Rothschild agreed to pay \$250,000 to the state for exceeding its air emissions limit and improper handling of hazardous waste, among other violations. It's often the property owner's responsibility to tell the agency about contamination, said Lisa Gutknecht, a DNR hydrogeologist who manages hazardous waste sites in Marathon and Portage counties. When the DNR does need to take action against a property owner or responsible party for cleanup, the state considers whether enforcement is worth the court costs, Gutknecht said. "Sometimes we have people who say we're just not going to do it, so we need to take enforcement with them, and before we do that, we have to make sure we have the funds to do it," she said. "The Department of Justice tries not to take cases where we're not going to have an outcome where work will be done, because it's just not the best use of our dollars."

Help for Landowners

Often, property owners or those responsible for contamination pay the cleanup cost and then try to recoup the money from the state a common course with removal of petroleum storage tanks. The state during the next two years will provide \$9 million from a program funded by a 2-cent-per-gallon fee on petroleum inspections -- to reimburse companies or people for tank removal and cleanup of surrounding soil. The state has paid out \$31 million in reimbursements since 2000 in Marathon County more than \$8.5 million in Wausau alone -- and more than \$7.7 million in Lincoln County, according to the Department of Safety and Professional Services, formerly the Department of Commerce, which operates the program. Dave Rozeboom, a DNR hydrogeologist who specializes in underground tank removal and cleanup, said disagreement about who pays the bill is common. "That situation can be difficult to deal with, because often the owner says they never operated the tank and never spilled a drop of gas, why should they be responsible?" he said. But the purchaser is obligated to research the property and know what he or she is getting into, warts and all, Rozeboom said. "If they purchase the property without doing that, then buyer beware, because it becomes their responsibility," he said.

Finding Solutions

The DNR will add four attorneys to its current staff of 10 by the end of August, spokeswoman Laurel Steffes said. The department has three vacancies in its environmental enforcement and environmental warden division, which responds to reports of violations of the state's air and water quality laws. DNR Secretary Cathy Stepp said she also plans to fill those vacancies, but she did not give a specific timeline. Stepp said that, moving forward, "willful, wantful polluters will be punished." But she also said her goal is to change the perception that the agency is "heavy-handed" and difficult to work with when it comes to environmental enforcement. "There are several cases anecdotally reported to me where we come in and give tickets to people who ask for help and want to do the right thing," Stepp said. "People need to be treated respectfully -- not just, 'Here's a ticket and if you want to challenge it, we'll go to the Department of Justice.' I want us to be helpful."

Related Links

- [Sources of contamination](#)

<http://www.wausaudailyherald.com/article/20110807/WDH0101/108070349/Hazardous-waste-cleanups-cost-millions-who-pays->

PHILIPPINES, MANILA, AUGUST 9 2011. TOTAL PHILIPPINES OPENING 20 NEW GAS STATIONS IN 2011

Total Philippines, the local unit of French multinational oil company Total S.A., is keen on investing over P600 million to complete 20 more retail stations this year, a company official said. The expansion, however, will not cover Mindanao due to security reasons. "Mindanao is always an area, but there's always an issue of security. Especially in our company. We're very prudent about it... If you see our risk mapping, very often Mindanao is pointed out to be a red zone," said Total Philippines President Ernst Wanten. "That's how it works with big companies, you have to explain it's not all of Mindanao," he added. Wanten also pointed out that certain parts of Mindanao are points in where smuggled oil from Indonesia enters the country. The company currently has around 167 stations, mostly in Luzon. The planned expansion would bring the number up to 187 by the end of 2011. Total will be building new stations in Negros and Cebu. "We want to open at least 20 new [stations] this year, which is more than we've ever done before," Wanten said. As of August, the company has already opened 12 of the planned 20 stations, at a cost of P30



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million per station. "The cost to build a service station within our norms will cost P30 million, which focuses a lot on our safety standards. You have some competitors who can build service stations for half the price because they don't have stringent safety rules, which we don't want to compromise," Wanten said. Total is eventually looking to open 300 to 350 stations in the country in order to reach "critical mass" in the oil industry. "Next year, we'll be celebrating our 15th anniversary so we would like to get down to at least 200 stations," Wanten said.

<http://www.gmanews.tv/story/228707/business/total-philippines-opening-20-new-gas-stations-in-2011>

SOUTH AFRICA, JOHANNESBURG, AUGUST 8 2011. BP TAKES ALLEGATIONS SERIOUSLY:

sipho mbelle



We at BP have taken the criticism in the On Fire articles by Pinky Khoabane very seriously, "Injustice on petrol station forecourt leaves me reeling" (June 5), and "Petrol stations need to check more than just oil and water" (June 12), and have not left a stone unturned in trying to get to the bottom of the issue in an effort to improve the systems in place under our brand and in the petroleum industry at large. While Pinky's exposure has caused some serious damage to our brand and that of competitor service stations, it has also highlighted the extent of the problem and we realise that urgent action needs to be taken to ensure the rights of forecourt employees are upheld. We recognise it as an industry-wide problem and have as a matter of urgency set a motion in place to engage other industry role players such as the South African Petroleum Industry Association and the

Fuel Retailers Association to address this. In the coming months BP Southern Africa will put more stringent measures in place to ensure the law is upheld throughout our forecourt network. We will also embark on a national education drive, in conjunction with our dealers, aimed at forecourt staff, to better inform them of their rights. We can also confirm that all the forecourt staff at the BP service station she first wrote about have new employment contracts with clear job descriptions, and that the seven foreign national employees at the same service station have asylum documents, which allow them to stay in the country for work purposes. They have always been legally employed at this service station, contrary to what was alleged. All employees have also been refunded for their uniforms.

<http://www.timeslive.co.za/ilive/2011/08/07/bp-takes-allegations-seriously-ilive>

USA, IN, SOUTH BEND, AUGUST 8 2011. CREWS EXTINGUISH CAR ON FIRE AT SOUTH BEND GAS STATION



Fire crews in South Bend assisted a motorist early Sunday morning when his car caught fire for an unknown reason. According to a South Bend Police and Fire dispatcher, a motorist called for help at 3:37 a.m. Sunday after his car caught fire. He pulled into a Phillips 66 gas station in the 3400 block of Lincoln Way West and evacuated his vehicle. Crews were able to put the fire under control and clear the scene by 4:21 a.m. There is no word yet on what caused the fire. Dispatchers report that there were no injuries as a result of the fire.

http://www.wsbt.com/news/wsbt-crews-respond-to-car-on-fire-at-south-bend-gas-station-20110807_0,6549747_story

INDIA, MUMBAI, AUGUST 8 2011. JUHU BEACH SPILL NOT RELATED TO LEAK FROM SUNKEN SHIP?



Oil-contaminated waves touch the shore of Juhu beach in Mumbai.

Even as the State government attempts to ward off panic related to an oil spill on Juhu beach on Sunday, Coast Guard ship Samudra Prahari has been neutralising oil from the sunken carrier vessel, m.v. Rak, which sank 20 nautical miles off the Mumbai coast and is leaking at an approximate rate of 1.5 to 2 tonnes per hour. Oil spill dispersants were used as part of Operation 'Paryavaran Suraksha-2/2011,' which was launched by the Coast Guard, according to an official statement. An aerial reconnaissance on Sunday morning indicated that the oil had spread as far as seven nautical miles from the sunken vessel. The Coast Guard has pressed another vessel, ICGS Sankalp, to tackle the spill. The coastal authorities have been advised

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to maintain strict vigil and prepare for any contingency. Fears regarding a spill had been doing the rounds since the sinking of M.V. Rak. On Saturday, oil was observed leaking from it. The State government said, in a release, that it had taken immediate steps after the slick off the Juhu coast was reported.

Advisory Issued

The Commissioner of Fisheries issued an advisory to fishermen not to venture into the area where the merchant vessel had sunk. While there is an effective ban on fishing activities till August 15, the advisory was by way of precaution. The municipal corporation has been directed to alert the shoreline clean-up team and coordinate with the Coast Guard and the Maharashtra Pollution Control Board (MPCB). The government stated that despite the leaking oil, there was no imminent threat to the city's coast. Two Coast Guard vessels are on location to handle the spread of the spill; 600 litres of aerial dispersants have been already been used. The aerial reconnaissance done by Coast Guard helicopters on Sunday indicated that the spill off Juhu was a localised phenomenon due to reasons other than the leak from m.v. Rak. The MPCB has deputed teams to take water samples and to identify the oil content and the source. The statement said lab analysis would ascertain the source of the oil. Physical inspection revealed that there was furnace oil at specific locations off the Juhu coast. As of now, the oil content is about 1 to 2 mgs per litre, which is negligible. Any loss to marine life would be ascertained by the National Institute of Oceanography, as requested by the MPCB.

<http://www.thehindu.com/news/national/article2334057.ece>

INDIA, SURAT, AUGUST 8 2011. ONE KILLED, 8 HOSPITALIZED AFTER GAS LEAK IN SURAT CHEMICAL UNIT

One worker died, while eight others were affected after leakage of gas at a chemical unit at Sachin industrial estate here, police said on Sunday. "Sandeep Karve, a worker at Anupam India Rasayan Ltd, died after an incident of gas leakage there on Saturday night," they said. "Eight other workers at the unit were also affected after inhaling the gas and are undergoing treatment at a private hospital," they said. "Karve, a resident of Jalgaon in Maharashtra, was declared dead on being brought to Surat Civil Hospital for treatment," police said. A team of forensic experts and police officials have reached the site and investigations are underway.

<http://timesofindia.indiatimes.com/city/surat/One-killed-8-hospitalized-after-gas-leak-in-Surat-chemical-unit/articleshow/9519448.cms>

MALTA, VALLETTA, AUGUST 8 2011. FIREWORKS INQUIRY: CHEMICAL SAMPLES SENT TO THE UK

scott grech

Samples of chemicals used in the manufacture of local fireworks were recently sent to the UK for expert analysis and the results are expected to be given in around two weeks time, a source close to the fireworks inquiry board told this newspaper. The inquiry board was set up last September by Home Affairs Minister Carm Mifsud Bonnici following the explosion of the Għarb fireworks factory, which killed six people. Ten people died as a result of fireworks factory explosions last year – the highest number in a single year for 30 years. Besides investigating the cause of several deadly fireworks factory blasts last year, the board has also been tasked with investigating the quality of materials used in the manufacture of fireworks and to make its recommendations on strengthening security in fireworks factories. The source said that samples were recently collected from Malta's two main fireworks chemicals importers, who in turn import most of their material from various countries, including China. Alfred Vella from the Chemistry Department at the University of Malta, who is chairing the board of inquiry, recently commented that the board is hopeful the inquiry will be completed by not later than the end of this summer. After launching the inquiry, Dr Mifsud Bonnici said: "No one as yet knows the reasons behind these explosions. They could be the result of negligence by the fireworks makers or it could be that some of the explosions occurred because some of the material imported to make fireworks in Malta is of an inferior quality. "While magisterial inquiries are under way, it is time to put to rest once and for all this speculation, which has mainly come about from the local media. The Maltese, and especially the relatives of the victims, have the right to know the truth behind all these unfortunate explosions."

<http://www.independent.com.mt/news.asp?newsitemid=130107>

MALAYSIA, KOTA KINABALU, AUGUST 8 2011. FUEL TANK EXPLODES AT IPP IN SEPANGGAR BAY, SABAH

A fuel tank at an independent power plant (IPP) in Sepanggar Bay exploded Monday and the tremors sent people scurrying for safety. However, firemen managed to avert a major disaster when they arrived in the nick of time to bring the fire under control and stopped it from spreading to the main fuel tank at the IPP at Kg Malawar about 40kms from here at about noon. No one was hurt in the incident and investigations are now underway to ascertain the cause of the fire.

<http://thestar.com.my/news/story.asp?file=/2011/8/8/nation/20110808175259&sec=nation>

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USA, N.J, CARLSTADT, AUGUST 8 2011. AFTER YEARS OF DELAYS, CLEANUP GETTING CLOSE

james m. o'Neill



A stop sign and barbed wire at the northwest section of the Arsynco site in Carlstadt.

Officials are finalizing plans for a complicated multiyear cleanup of a [Carlstadt](#) industrial site polluted with a wide array of carcinogens and other contaminants. The 13-acre former chemical plant owned by Arsynco Inc. is laced with high levels of PCBs as well as heavy metals and volatile organic compounds, including xylene, toluene and the carcinogen benzene. The cleanup, which could cost \$10 million, will begin nearly two decades after Arsynco shut down in 1993. The company hopes to sell the property afterward for industrial or warehouse use. Planning the cleanup has taken so long because of initial efforts by Arsynco to find a buyer that might pay for the work. The site's geology also posed a

problem. The property is a filled-in wetland with a high water table affected by the tidal action of [Hackensack](#) River tributaries, including Berry's Creek and No Touch Creek. "This is a very complex site involving contamination from metals, PCBs, PAHs and VOCs," said Larry Hajna, a spokesman with the state Department of Environmental Protection. "The site is located in former swampland that has been filled. Due to this complex nature, numerous studies have been necessary." In addition, the high PCB levels triggered federal Environmental Protection Agency involvement. A final engineering and monitoring plan is due for review early in August, Hajna said. In June, the company conducted tests to gather information for a system of pipes that will pump air into the soil to break down the volatile organic compounds. "Our expectation is that cleanup will start in the spring of 2012," said Steve Rogers, general counsel for the Aceto Corp., Arsynco's parent. The site, just north of [Paterson](#) Plank Road, is bounded on the north by the former Diamond Shamrock chemical plant property and on the south by the now-closed Cosan Chemical Co. — both contaminated sites. Arsynco is about a quarter-mile from residential neighborhoods. The Arsynco property had been used by various chemical companies since about 1910. The main portion of the site consisted of 17 buildings, which have been demolished, while three swampy acres to the east were never used. Arsynco bought the property in 1969. The plant made disinfectants, hair dye, sunscreen ingredients and ingredients for products like Alka-Seltzer Plus and Contac cold medicine. DEP documents chronicle several spills, small fires and explosions in the late 1980s and early 1990s involving xylene, toluene, methanol and other chemicals. In October 1991, an equipment failure caused the release of hair dye into the air at the facility. Though the material was non-toxic, it created a scare as winds carried a cloud of the reddish-yellow dye across parts of [Carlstadt](#), [Wood-Ridge](#) and [Hasbrouck Heights](#). "A number of residents experienced fallout of the hair dye on their homes, automobiles and other property," a report said, and "vehicles traveling on Route 17 ... were also exposed."

PCB Levels High

Some PCBs came with the fill material dumped on the property, but more came from manufacturing processes conducted there. For instance, to make homo methyl salicylate, used in sunscreen products, an Arsynco predecessor Inmont Corp. used heat transfer oil containing Aroclor, a form of PCB. Inmont used the PCB fluid throughout the 1960s, and Arsynco did as well, until 1972. PCB levels on-site are as high as 6,200 parts per million. The state's minimum non-residential soil cleanup standard for PCBs is one part per million. Arsynco will deal with the PCBs in several ways. Soil with PCBs above 500 parts per million will be excavated and taken to a special landfill. Soil with PCB levels between 50 and 500 parts per million will be consolidated on a two-acre section of the site. A 6-inch asphalt cap will be placed over this area. "The goal is to wind up with as much land area on the property as possible that can be put into productive use," said James M. Clabby, president of JMC Environmental Consultants, which is handling the cleanup for Arsynco. An old collection pond on-site that was filled in years ago contains soil with PCB levels up to 970 parts per million, but because the pond is lined with an impermeable layer of clay and is capped with clean fill, the EPA will let the PCB-tainted soil remain. There are also elevated levels of heavy metals, including lead, arsenic, nickel and zinc. Some will be removed with the PCBs, and the rest will be contained by the asphalt cap, Clabby said. Given the shallow water table and tidal influences, the EPA will require continuing groundwater monitoring "to ensure the capped PCBs are staying in place," said Jim Haklar, the EPA's regional PCB coordinator. "If we were to see that the PCBs are moving, we'd absolutely get Arsynco to do something to remedy the problem." The site also has a large plume of volatile organic compounds that covers about 70,000 square feet. Some VOCs may have migrated to the property with polluted groundwater from other sites. But most is the result of manufacturing operations on-site. For instance, in the 1960s, Inmont brought large volumes of xylene and methylene chloride to the site to make products like methyl aziridine phosphine oxide, or MAPO, used by the military in rockets. Testing indicates that total VOC concentration reaches 14,200

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parts per million in some spots. Xylenes have been detected in concentrations as high as 10,000 parts per million. The state's cleanup standard for xylenes at the site is 12 parts per million. Benzene has been measured as high as 110 parts per million. The state's cleanup standard for benzene at this site is 0.005 parts per million. Arsynco conducted tests in the 1990s to figure the best method for removing the VOCs. Most of the standard options were ruled out, mainly because the shallow groundwater table complicated efforts. Most options were eliminated, one report states, "due to ineffectiveness, engineering concerns or excessive costs."

'Air Sparging'

The one option that held promise was "air sparging" injecting air into the ground at various points to stimulate microorganisms to break down the VOCs. Testing showed that an adequate population of such microorganisms and the nutrients they need exists in the soil on site. The challenge is to map precisely the depth of a dense meadow mat layer beneath the historic fill material, so that the mat is not breached when creating injection points for the air. The bottom four or five inches of the pipes will be slotted to let the pumped air escape into the soil. Penetrating the meadow mat would reduce the effectiveness of the pipes used to distribute the air, Clabby said. The air sparging also causes VOCs to vaporize up through the soil. To capture the vapors, Arsynco will build a horizontal array of pipes along the surface attached to a vacuum suction system. Rogers, Aceto's general counsel, said the cleanup is expected to cost \$8.4 million to \$10.2 million. The air sparging system alone could cost close to \$1 million, Clabby said. "We think it will be very successful, that it will remove a lot of the contaminants, especially in the vapor stage," he said. Work on the PCB-contaminated soil should take several months. The air sparging project could take about a year, and final grading and capping could take several more months, Clabby said. A cleanup plan still needs to be designed to address deep groundwater contamination, which has elevated levels of VOCs like TCE, PCE and vinyl chloride. Aceto is a publicly traded company with about 215 employees and operations in several Asian and European countries. The company distributes chemical compounds used in the pharmaceutical, ink, color-coating and agricultural industries, including herbicides, fungicides and insecticides. The company had net income of \$6.6 million in 2010 and total assets of \$232 million. Aceto had been approached by developers that wanted to buy the property for the estimated cost of the cleanup. But it rejected the offer. "We believe that by going through with the cleanup, the property's value will be worth more," Rogers said. Clabby expressed confidence that final plans would be approved and that the project will proceed quickly. "At this point things are moving forward more than they have been in a while," he said. "It will be a good day when we can put this property back to productive use."

http://www.northjersey.com/news/127163658_After_years_of_delays_cleanup_getting_close.html

CHINA, LIAONING PROVINCE, SHENYANG, DALIAN, AUGUST 8 2011. WAVES FROM TROPICAL STORM MUIFA THREATEN CHEMICAL PLANT



Photo taken on Aug. 8, 2011 shows the breached dike which guards a chemical plant in Dalian City, northeast China's Liaoning Province. Workers driving forklifts rushed to repair the dike breached by powerful waves triggered by a tropical storm on Monday over fears of a toxic spill from a petrochemical plant located behind the dike.

Towering waves from a tropical storm threatened to hit a chemical plant in a Chinese port city, raising fears it might lead to a toxic chemical spill, a Chinese state media report said Monday. Waves as high as 20 metres broke a dike in Dalian in northeastern Liaoning province and threatened to hit the compound of Fujiahua chemical plant where toxic chemicals were held, Xinhua News Agency

said, citing soldiers at the scene. Workers used forklifts to try to repair the dike that guarded the chemical plant, and residents in nearby areas were evacuating, Xinhua said. It did not say what types of chemicals were made at the plant or how dangerous they would be if released into the environment. The waves were caused by Tropical Storm Muifa, which China's weather agency forecast will make landfall Monday evening somewhere in Liaoning province or western North Korea. The Central Meteorological Station said Muifa was creating sea gusts of up to 102 kph and travelling at a speed of 25-30 kph. Muifa will weaken after making landfall and bring heavy rain to Liaoning, it said. A day earlier, Muifa had moved along China's eastern coast as a typhoon and downed power lines, billboards and trees in Shanghai and brought heavy rain to coastal Shandong province. Last week, Typhoon Muifa killed four people in the Philippines without making landfall and caused injuries and power outages when it passed the Japanese island of Okinawa on Friday.

<http://thechronicleherald.ca/Front/9021644.html>

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USA, N.J, LACEY TWP, AUGUST 9 2100. AUTHORITIES MONITORING DIESEL SPILL IN LACEY TOWNSHIP

eugene paik

Authorities are searching for a boat that allegedly leaked marine diesel fuel into the river in the Forked River section of the township, a spokesman for the U.S. Coast Guard said Sunday. Petty Officer Jonathan Lindberg said the spill is dissipating quickly, but the Coast Guard will continue to monitor it this afternoon as it scans the water for similar spills. When it was first reported to authorities at 11:30 a.m., the oil spill measured about 500 feet by 25 feet, Lindberg said. By 12:30 p.m., the spill was only 50 feet by 8 feet. "We anticipate it will all break down naturally," he said. "It had already gone down that much in an hour's time." The sun's rays and the water of the ocean are expected to break down the oil, he said. Significant damage to the environment is not expected. The New Jersey State Police is searching for the boat responsible, Lindberg said. A state police spokesman could not be immediately reached.

http://www.nj.com/news/index.ssf/2011/08/authorities_monitoring_fuel_sp.html

BULGARIA, SOFIA, AUGUST 9 2011. ROMPETROL BULGARIA OPENS NEW GAS STATION AT THE GREEK BORDER



Rompertrol Bulgaria opened a new gas station on Highway E79 - Levunovo Village, 10 km from the Greek border and Kulata Border Checkpoint. With the new location, the company's national chain now includes 58 sites throughout the country. Customers of Rompetrol-Levunovo gas station will be able to buy high quality fuels Efix Gasoline 95, Efix Diesel and Gasoline A100. "By the end of the year, Rompetrol Bulgaria AD plans to open another 5 sites across the country. However, our goal is not only to expand our network in Bulgaria, but also to offer better and better services to our customers, having as our main competitive advantage the high quality of our fuels", said Stanimir Smilkov, Trade Officer,

Rompertrol Bulgaria. All the oil products distributed by Rompetrol Bulgaria are imported from the Petromidia refinery in Romania, owned by Rompetrol Group, which certifies the quality of all our fuels. Moreover, the company recently launched "3 PLUS", a new program for loyal business customers, who pay for fuel in cash. It provides a BGN 10 bonus fuel voucher for every 500 liters purchased per month. Rompetrol Group has launched the final stage of the program for increasing the capacity of the Petromidia refinery, which will allow for crude oil processing to increase from 3.8 mln tons to 5 mln tons annually in early 2012. A total of USD 234 mln have been invested in the project so far, as investments are expected to reach up to USD 377 mln. The project is part of the company's strategy to consolidate and develop its presence in Central and Eastern Europe, as well as to place Petromidia among the top 25 refineries in Europe.

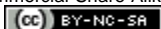
[http://www.finchannel.com/news_flash/Oil_%26_Auto/92516_Rompertrol_Bulgaria_opens_new_gas_station_at_the_Greek_bo](http://www.finchannel.com/news_flash/Oil_%26_Auto/92516_Rompertrol_Bulgaria_opens_new_gas_station_at_the_Greek_border/)
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USA, N.D, MANDAREE, AUGUST 9 2011. SPILLS NOT ALWAYS REPORTED >> SPILL INVESTIGATORS' WORK ON FORT BERTHOLD INCREASING

eloise ogden

The director of emergency services and Homeland Security for the Three Affiliated Tribes is waiting for the results of testing whether a recent spill at an oil well site near Mandaree went into Lake Sakakawea. Cliff Whitman said the spill occurred July 27 at a well site in the Mandaree area on the Fort Berthold Reservation. He said the spill of about six barrels of crude which ran into a creek, happened when a seal went out on a pump and failed. "It was contained by the company so they were there cleaning it up," he said. Whitman said he, along with Blaine Flynn, acting chief of tribal police, and two other officers went by boat to do a visual check of the Mandaree intake, lake and creeks but didn't see any indication of oil. He said later an individual went to that same area and got a sample of the water which showed oil in it. Whitman said the sample was sent to the North Dakota State Laboratory in Bismarck for testing. As of Friday, he had not received the results yet. The Fort Berthold Reservation in western North Dakota is in the heart of the Bakken, a lucrative formation for oil in the Williston Basin. Oil development in the area is expected to continue to climb in the next years. As of Aug. 1, 151 wells were producing on the reservation, according to the Bureau of Indian Affairs' Fort Berthold Agency Realty Department. Twenty-two wells were being drilled and 49 wells were waiting on completion or pipeline. Whitman said sometimes there are one or two spills a week but spills are not always reported immediately. "We're enforcing it needs to be reported immediately," Whitman said. He said the tribes are enforcing that spills need to be cleaned up as soon as possible and not days later. Besides Whitman, he said others with the tribes also are investigating spills including the compliance officers with the tribal Energy Department. Carson Hood Jr. is spill prevention team coordinator for the Energy Department. Also in the Mandaree area in recent days, about 12,000 to 15,000 barrels of saltwater spilled at a well site, Whitman said. He said the spill, reported Tuesday, was caused by a ruptured line on a saltwater tank. The spill caused extensive damage to grassland and a tribal member's land. Investigators said the

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spill has been isolated and contained. Whitman said it was getting cleaned up. Another spill in the Mandaree area happened this past week when a seal failed at a well site and about 4 barrels leaked on the ground, Whitman said. Whitman said he's checked spills from small ones to the major ones "like saltwater on the highway and a diesel fuel truck burning." He said the truck incident happened at the junction of N.D. Highways 23 and 22, west of New Town. The tribes are taking action on dumping oil-field waste on the reservation. The tribal business council passed an interim resolution on dumping oil-field waste on the reservation, which went into effect July 14. The tribes' Environmental Division currently is developing a Solid and Waste Disposal Management and Remediation Code but tribal business council members felt there was a need for the interim plan because the code is still in the preliminary stage. The fines for willfully or negligently dumping oil-field waste, according to the resolution, start at \$5,000 and \$10,000 and go up to a half to one million dollars. On Thursday, Whitman was still following up on an incident at Deep Water Bay, south of Parshall, in McLean County. The incident, reported July 27, happened about 250 yards east of a well where 10 barrels of saltwater had been dumped into a ditch by a truck operator, Whitman said. He said the truck operator decided to lighten his load and purposely dumped the saltwater. "When the company found out, he was released from work," Whitman said. He said many companies are getting involved in stopping such incidents and releasing the drivers when they deliberately do such things. With oil development increasing on the reservation, Whitman anticipates more work ahead for himself and the others investigating spills.

<http://www.minotdailynews.com/page/content.detail/id/557482/Spills-not-always-reported.html?nav=5010>

USA, MN, EAGEN, AUGUST 9 2011. TANKER, 2 SUVs IN ROLLOVER CRASH ON 35E IN EAGEN

 **Watch the Video** <http://kstp.com/news/stories/s2232098.shtml>

One person was taken to a hospital after a tanker semi swerved to avoid a stalled SUV on Interstate 35E in Eagan Monday morning, causing a rollover crash involving three vehicles. According to the Minnesota State Patrol, the crash happened around 11:30 a.m. on 35E near Yankee Doodle Road. The crash closed two northbound lanes, which reopened to traffic by 12:30 p.m. Lt. Eric Roeske said an SUV ran out of gas and was stalled in the right-center lane. The driver got out of their vehicle and went to the shoulder, leaving the SUV unoccupied. The semi swerved to avoid the stalled SUV, clipped the vehicle and sideswiped a second SUV in the left lane. The semi went into the guardrail and the second SUV went into the median and rolled over several times. The driver of the SUV was taken to the hospital.

<http://www.myfoxtwincities.com/dpp/traffic/35w-tanker-rollover-aug-8-2011>

SOUTH AFRICA, DURBAN, SHEFFIELD BEACH, AUGUST 9 2011. STRANDED SHIP'S OWNERS SOUGHT. TO PAY UP

chris makhaye

 **Photo Gallery** <http://www.themercury.co.za/the-ship-that-ran-aground-1.1113408>



A team works to offload the oil from the Phoenix, that was stranded on Sheffield Beach. The owners are liable for the costs, but are nowhere to be found.

The South African Marine Service Association (Samsa) is desperately trying to locate the owners of a vessel that has been stranded north of Durban to recoup the millions it has spent in preventing a sea disaster. The vessel, which contrary to media reports has been confirmed as the Phoenix, was stranded on Sheffield Beach, north of Durban, during storms three weeks ago. Since then no-one has come forward to claim it. Its 16 crew members, all from India, were evacuated and spent weeks at Durban's Florida Park before they were repatriated on Friday and Saturday. They were accommodated and repatriated at South Africa's expense. The cost of draining the oil and removing other dangerous chemicals in the vessel is expected to top R15m. This process was completed

last week. SAMSA's operations manager, Capt Nigel Campbell, told The New Age yesterday that they knew for certain that the ship was registered in the west African state of Equatorial Guinea, but they had not located its owners. "The company that owns the ship does not have contact numbers or a website. We have been told that the ship is owned by Nigerians. We want to locate them so that they can pay the bill that Samsa has so far run up draining the oil and chemicals from their ship and trying to float it again." He added that Samsa had obtained a court ruling allowing it to sell the vessel and the oil to recoup the cost. He said once the owners were located Samsa would take them to court. "It happened about 10 years ago when a Portuguese vessel was stranded and the owners disappeared. When we finally located them we took them to a Portuguese court and recovered our money, although the process took more than 10 years to complete," he said. A report in the Sunday

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Tribune suggested that the owners deliberately grounded the ship to claim millions in insurance. Campbell rejected earlier reports that suggested the Phoenix could have been another ship. He said the vessel was registered as Concel Pride until 2008. "When it was bought its name was changed to Phoenix. We know this because the International Maritime Organisation number of Concel Pride and the Phoenix are the same. Even if the ship changes ownership and name, the number stays the same," he said.

http://www.thenewage.co.za/25045-1008-53-Stranded_ship%E2%80%99s_owners_sought_to_pay_up

PAKISTAN, LARKANA, AUGUST 9 2011. 5 KILLED, 25 INJURED IN LARKANA BUS-TANKER COLLISION

Five people including two women, were killed and 25 others received injuries when a passenger coach rammed into an oil tanker near Sehwan on the Indus Highway on Monday morning. The driver of speeding Karachi-bound passenger coach lost control of the vehicle, which collided with an oil tanker near Sehwan. The coach turned turtle and claimed the lives of five passengers-identified as Rani Meerani (Ratodero), Fahmida, Bashir Ahmed, Dur Mohammad and Sher Mohammad—and caused injuries to 25 others. The injured included Mazhar Ali Meerani, Ali Hyder, Asadullah Khokhar, Mohammad Ilyas Jalbani, Gul Shaikh, Imran Ali, Iqbal Khatoon, Zubair Ali, Tabasum, Ghulam Abbas Soomro, Sattar Jamali, Shabiran Abro, Ahsan Ahmed, Fateh Mohammad, Karim Bux, Abdul Qayyoom, Jahangir Bhutto, Ayaz Shaikh and Abdullah Khokhar and others. On the cries of the passengers, residents of nearby areas reached the site and took out the passengers and called the police. The injured were taken to the hospital and the dead were handed over to their heirs after post mortem. APP adds that Edhi ambulances immediately rushed to the spot and shifted the bodies and injured to Liaquat University Hospital Jamshoro.

<http://www.thenews.com.pk/TodaysPrintDetail.aspx?ID=61866&Cat=2>

USA, N.Y, NEW YORK, AUGUST 9 2011. FRACKING CONTAMINATION REPORT KEPT HIDDEN FOR 24 YEARS

If something is repeated enough times by enough people, it can take on the status of fact. That is until the truth is revealed. For the controversial drilling practice of hydraulic fracturing, better known as "fracking," in which chemically-laced water is injected deep into the earth to free up natural gas, industry spokesman and even federal environmental officials have repeated the same line over and over again: no evidence exists of fracking ever having contaminated underground water supplies. Well, now there is. And it's not new. The New York Times reports that in 1987, the [U.S. Environmental Protection Agency](#) produced a [report](#) that concluded hydraulic fracturing by the Kaiser Exploration and Mining Company contaminated a well on private property about 600 feet away in Jackson County, West Virginia. The report only now came to light because it's been sealed under court order as part of litigation that settled the case decades ago. The author of the report says she doesn't understand why, three decades later, the details of her findings can't be released. "I still don't understand why industry should be allowed to hide problems when public safety is at stake," Carla Greathouse told The New York Times. "If it's so safe, let the public review all the cases."

Related Links

- [A Tainted Water Well, and Concern There May Be More](#) (by Ian Urbina, New York Times)
- [If the Flaming Faucets Don't Get You, Fracking's Waste Water Might](#) (by Noel Brinkerhoff, AllGov)
- [4 Political Concepts Ruined by Their Boring Names](#) (by David Wallechinsky, AllGov)
- [Wyoming Town Warned to Use Fans While Showering to Avoid Chemical Explosions](#) (by Noel Brinkerhoff and David Wallechinsky, AllGov)

http://www.allgov.com/Controversies/ViewNews/Fracking_Contamination_Report_Kept_Hidden_for_24_Years_110808

USA, GA, CAMILLA, AUGUST 9 2011. CAMILLA ETHANOL PLANT CATCHES FIRE

 **Watch the Video** <http://www.walb.com/story/15230979/camilla-ethanol-plant-catched-fire>

There was a fire this morning at that big ethanol plant in Camilla, though it did not force the Fuel plant to stop production. Around 6:00 AM, an operator was unloading a feed product that is shipped to poultry and dairy industries. He noticed a hydraulic line was not working. When workers opened the door to figure out which line had broken, they found a smoldering fire. Firefighters showed up and sealed the feed product off to make sure nothing else was affected. "We went ahead and made the decisions that we could continue to unload corn, we could continue to load out ethanol, we could continue to run the plant, as we have been running. So we just basically stopped loading out dried distillers grain, the feed product that we ship. And we isolated the incident to the load out section," says Murray Campbell, FUEL CEO. About 10 tons of feed was damaged, but the smoldering fire did not stop production.

<http://www.walb.com/story/15230979/camilla-ethanol-plant-catched-fire>

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