



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, AZ, MARINE CORPS AIR STATION YUMA, NOVEMBER 30 2011. FUEL LEAK INVESTIGATED AT MCAS YUMA

james gilbert

Officials at Marine Corps Air Station Yuma are investigating the cause of a fuel leak and possible contamination of soil at the base. "The Marine Corps and the Air Station take this incident very seriously. We are committed to restoration and repair efforts of the affected area until it is cleaned, with as little effect on the environment as possible," a release from base officials stated. According to Capt. Staci Reidinger, director of public affairs for MCAS Yuma, the leak was discovered at about 2 p.m. Nov. 22 by a Marine who saw what appeared to be fuel seeping up from the ground from a JP-8 fuel pipeline to the pumps in an area of the flightline near the helicopter staging area. Reidinger said Marines at the site discontinued their fueling operations and turned off all cut-off valves along the pipeline in order to stop any further leaking. She added it is not known how long fuel had been leaking or how much had escaped the line. Station environmental management officials responded immediately and began determining the extent of the contamination. As part of that response, slide gates on a nearby ditch were closed off to contain and prevent the spread of fuel. They also deployed oil-absorbing booms along the ditch, and vacuum trucks collected free-standing fuel. Reidinger said contractors were called in the same day and began excavating the area to determine the size and depth of the leak. She added that they have also been removing the contaminated soil to an area where it can be recycled. "Regardless of the size of the leak we want to make sure that we are taking every precaution. We hope that we can minimize the further impact to the environment and we're working as quickly as possible." As a result of the leak, Reidinger said, certain fuel pumps are no longer being used and the air station has adjusted its fueling operations to maintain its current flight schedule. Arizona Department of Environmental Quality officials do not believe the leak will affect local drinking water.

<http://www.yumasun.com/articles/officials-74825-yuma-leak.html>

USA, CO, DENVER, NOVEMBER 30 2011. PART OF TREATMENT PLANT NEAR OIL SEEP WAS CLOSED LAST WEEK

jeffrey wolf

 **Watch the Video**

- [Crews searching for source of oil seep into river](#)
- [Crews working to contain oily liquid in river](#)



Denver - 9Wants to Know has learned there were signs of the oil seep in Commerce City last week, days before the Environmental Protection Agency showed up to investigate. The oil seep near the Suncor refinery is under investigation after oil started floating on the surface of the water in Sand Creek, right near where it enters the South Platte River. Authorities said on Tuesday they believed the oil seep started on Monday morning and authorities say some of the oily substance did make it into the South Platte. 9Wants to Know has learned the Metro Wastewater treatment plant closed part of a building last Wednesday, Nov. 23, when workers complained of a strong petroleum smell. A Metro Wastewater spokesman says no

liquid spill or seepage was found last week, just the odor. An environmental safety team came to take samples, but the spokesman was unsure if state or federal regulators were notified. The EPA talked with Metro Wastewater on Tuesday. State officials say the refinery suspected of leaking the possibly hazardous liquids into Sand Creek has been under a corrective order for several decades because of contaminated groundwater. Colorado health department spokesman Warren Smith says the state has been monitoring contaminated plumes from the Suncor Energy refinery and he says it's likely the source of an oily liquid that has been seeping into the creek about a mile from the refinery. U.S. EPA Coordinator Curtis Kimbel says protective booms set up across the river have recovered about 50 gallons of suspected hydrocarbons, which could cause cancer. Authorities are also not sure what type of oil it is and are waiting on test results that could come on Tuesday night or Wednesday morning. The oily substance puts off enough fumes that crews have to monitor air quality closely in the area. The workers put on respirators and waded into the water to soak up the oil using special absorbent sheets - or a type of specialized vacuum cleaner to get the oil out. They set up half a dozen of these floating booms to trap oil in Sand Creek, but the EPA says before that some oil did make it past the booms into the South Platte River. "We don't how much went downstream. We do know now that it is contained," Karen Edson with the EPA said. The EPA says the amount that went downstream isn't enough to cause major alarm, but it's still worth taking precautions around the South Platte near Commerce City. "Not to swim or fish



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

in the river, that would be prudent," Edson said. The Suncor oil refinery sits upstream of the oil seep. The refinery processes 100,000 barrels of oil a day. The oil seep hasn't been linked to the facility, but the company is already paying for the cleanup. "There's a good possibility the material could be from us. We don't know for sure. But we're not gonna mess around with that. We're going to take responsibility. The environment needs to be protected," John Gallagher with Suncor said. This oil seep is more difficult than an oil spill, because it's unclear exactly where the oil is entering the creek or how quickly it's going in. Because of that, it is unknown how long the cleanup could take.

<http://www.9news.com/news/article/232760/75/Crews-searching-for-source-of-oil-seep-into-river->

USA, WA, BELLEVUE, NOVEMBER 30 2011. CAR/TRUCK CRASH SPILLS 3,400 GALLONS OF GAS ONTO 405 >> FIRE UNITS FROM BOEING, REDMOND, WOODINVILLE, DUVALL AND EASTSIDE FIRE & RESCUE RESPONDED TO THE ACCIDENT.

greg johnston

 **Watch the Video**

- <http://www.nwcn.com/home/?fld=134583863&fPath=/news/local&fDomain=10212>
- <http://www.komonews.com/news/local/Tanker-crash-snarls-I-405-traffic-in-Bellevue-134577648.html>

 **Photo's**

- <http://renton.patch.com/articles/car-truck-crash-spills-3-400-gallons-of-gas-onto-405-bd3f77cd#photo-8557128>
- <http://www.komonews.com/news/local/Tanker-crash-snarls-I-405-traffic-in-Bellevue-134577648.html>



Crews work to clean up more than 3,500 gallons of fuel after an oil tanker crashed into a barrier on Interstate 405 Sunday night.

A 47-year-old Kirkland woman was injured and Interstate 405 northbound in Bellevue was closed for almost five hours Sunday night after she apparently lost control of her car and hit a tanker truck, causing the truck's trailer to roll and the entire rig to slide across the freeway. The accident also caused the tanker to spill some 3,400 gallons of gasoline, and state Department of Ecology sources said Monday that while some of it went into the storm drain system, it does not appear to have reached Lake Washington. Nipaporn Lertdamrongluck was taken to Overlake Hospital Medical Center in Bellevue after the crash, in which her Toyota Camry left the right lane of I-405 northbound just north of State Route 520, hit a barrier on the

right side of the freeway and then spun back into the freeway, striking the tanker truck, according to the Washington State Patrol. The Kenworth truck's trailer then rolled over, causing the whole rig to slide across all lanes and come to rest on the left side of the freeway. The truck driver, 39-year-old Sergio Salvador Olson Jr., of Sultan, was not injured. Both drivers were wearing seatbelts. Lertdamrongluck was in stable condition at Overlake on Monday morning, a hospital spokeswoman said. The truck had a fuel carrying capacity of about 11,000 gallons, and lost about 3,400 gallons, most of which appears to have gone into the ground, said Ecology Department spokeswoman Katie Skipper. However, a fuel recovery vessel was on Lake Washington monitoring an outfall in Yarrow Bay, near the Bellevue/Kirkland boundary. "Right now there is no gas in Lake Washington," Ecology Department spokesman Dick Walker said Monday morning. "It has not been detected and we don't expect it to because we've got everything sealed off." Officials had feared earlier that gasoline had made it into the lake. A federal Environmental Protection Agency crew was at the accident scene, where a strong odor of gasoline remained, causing air pollution concerns, said Skipper. An engine from Kirkland Fire Station 25 on Finn Hill assisted the Bellevue Fire Department in responding to the accident. "Two of our guys from Station 25 are haz/mat qualified, and they assisted Bellevue," Kirkland Fire Department Battalion Chief Mike Haschak said Monday morning. According to the [Kirkland Firefighters Facebook page](#), the KFD hazardous materials crew monitored the spill of highly flammable gasoline with special equipment and applied absorbent material to prevent as much as possible from reaching storm drains. Fire units from Redmond, Woodinville, Duvall, Eastside Fire & Rescue and Boeing also responded to the accident. The Washington State Patrol is investigating the cause of the crash, which occurred at about 9:45 p.m. and caused northbound 405 at SR 520 to be closed for four hours and 45 minutes.

<http://renton.patch.com/articles/car-truck-crash-spills-3-400-gallons-of-gas-onto-405-bd3f77cd#photo-8557128>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, TN, SPARTA, NOVEMBER 30 2011. MOELLER MARINE WARNS MANUFACTURERS ABOUT FUEL TANK NON-COMPLIANCE

Moeller Marine is advising boating manufacturers to make sure their fuel tanks are compatible with new EPA and California state regulations by Jan. 1 or face risks that include being unable to deliver new boats after the 2012 deadlines. "The major changes to fuel systems center around reducing the permeability of the fuel tank, eliminating open tank venting, and reducing the potential for spillage during refueling," Moeller Marine Director of Operations Gary Eich said in a release. Eich said in the release that he believes that the two important dates for manufacturers to look out for would be the Jan. 1 deadline for barrier conversion and the July 1 deadline for conversions to diurnal systems. He warns that if fuel systems are not compliant after these dates, manufacturers may not be able to deliver new boats. Converting current fuel systems takes time. "A tip study must be done, some system design is the norm, and hardware must be selected," Earnie Cook, director of product development for Moeller, said in a release. "From a tank design perspective, conversion requires the addition of a few ports in the tank for required hardware or the addition of barrier materials." Moeller warns manufacturers that additional tests beyond the initial steps can set back adoption of a new system, including design review, obtaining information from the system integrator, drawing preparation and approval, tooling revisions and generating a prototype piece. "The normal cycle for this type of conversion is four to eight weeks, depending on your fuel system integrator and their current workload," said George Moore of Moeller in the release. Both OEM and aftermarket companies need to be up to speed on the new legislation, which applies to both portable gas tanks and permanently installed tanks, according to Moeller.

Related Links

- [California law firm sues over ethanol damage](#)
- [The Ethanol Hangover](#)

<http://www.boatingindustry.com/news/2011/11/29/moeller-marine-warns-manufacturers-about-fuel-tank-non-compliance/>

USA, N.C, GREENSBORO, NOVEMBER 30 2011. TANKER OVERTURNS ON FREEMAN MILL ROAD >> HAZMAT CREWS WORK TO CONTAIN FUEL SPILL

Watch the Video <http://www.wxii12.com/news/29879735/detail.html>

Guilford County firefighters and HAZMAT crews were called to the scene of an overturned fuel tanker in Greensboro Tuesday morning in the southbound lanes of Freeman Mill Road. Greensboro Fire Chief David Grayson said the tanker spilled about 500 gallons of fuel before crews arrived to contain the spill. The tanker was carrying 7,000 gallons of fuel. Police closed both north and southbound lanes of Highway 220 between Interstate 40 and Business Interstate 85. Those roads were expected to remain closed for several hours while crews clean up. No other vehicles were involved in the wreck, officials said. The tanker driver managed to get out of the vehicle and was taken to Moses Cone Hospital, where he was treated for minor injuries, officials said.

<http://www.wxii12.com/news/29879735/detail.html>

USA, UT, WASATCH COUNTY, NOVEMBER 30 2011. TANKER TRUCK DRIVER SPEAKS ABOUT SURVIVING FIRERY CRASH

cristina rendon

Watch the Video:

<http://www.abc4.com/content/news/slc/story/Tanker-truck-driver-speaks-about-surviving-firery/4J35uS34PUebY5YBXLi4CQ.csp>

A collision between two semi trucks on Highway 40 sparked a massive blaze and shut down the road for nearly eight hours Monday afternoon. The accident happened about 5 miles east of Strawberry reservoir. Utah High Patrol authorities say each driver was traveling westbound. One driver was in the fast lane. The other driver was in the slow lane. The driver traveling in the fast lane got distracted, drifted into the other lane and crashed into the back of the other semi trailer, according to a Utah Highway Patrol spokesperson. The truck that got rear ended was hauling nearly 4,000 gallons of crude oil, according to driver Steve Case. The collision immediately sparked a fire and shut down traffic in a 20 mile perimeter. Flames burned one truck to the ground. The other was partially damaged. Case said he was lucky to get out alive. "All of a sudden, it just engulfed in flames," Case said. "It was really hot and tires were exploding. It was scary." A hazardous materials team said the crude oil that spilled did not cause any danger to the surrounding area. The cold temperatures froze the oil on the side of the road,



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

according to clean-up crew member, Kody Stauffer. "There was such a heavy fire from the rear end collision, I'd say it is one of the worst I've ever seen," Stauffer said. Authorities said they cited the driver who caused the accident for reckless driving.

<http://www.abc4.com/content/news/slc/story/Tanker-truck-driver-speaks-about-surviving-firery/4J35uS34PUebY5YBXL14CQ.csp>

THAILAND, BANGKOK, NOVEMBER 30 2011. THAILAND TO STOP SELLING 91-OCTANE GASOLINE NEXT OCTOBER

pracha hariraksapitak & apornrath phoonphongphiphat

Thailand will halt sales of 91-octane gasoline from October 2012 in a bid to reduce its imports of crude and support the domestic renewable biofuel industry, the country's energy minister said on Wednesday. "This plan will not only create greater opportunity for our farmers who grow biofuel crops, but also help restore the environment as well," Pichai Nariphaphan told reporters. He said the cancellation of the 91-octane gasoline would boost demand for ethanol by 19 million to 21 million litres per month, or around 800,000 litres a day. Thailand's domestic ethanol consumption stood at 1.5 million litres per day, while total production capacity was at 3.0 million litres per day. Ethanol producers had to switch to export more ethanol in the past few months to survive in the face of a sharp fall in domestic demand after the government policy of removing levies on gasoline prices encouraged motorists to switch back to pure 91-octane gasoline. The country has exported 60 million litres of ethanol so far this year, up from 45 million litres shipped for the whole of 2010, to major buyers such as South Korea, Japan, Singapore, the Philippines and China, the Thai Ethanol Manufacturing Association said. Pichai also said the government was still on track to promote the use of renewable green energy, aiming at boosting the proportion of renewable energy to 25 percent within a decade, up from 6 percent now.

<http://af.reuters.com/article/energyOilNews/idAFL4E7MU14Y20111130>

USA, ORE, LANE CO, NOVEMBER 30 2011. PLANT WILL PAY FINES OVER POLLUTION - JOHNSON CRUSHERS VIOLATED EMISSIONS LAWS FROM 2004 TO 2007 >> FINES AND FEES TOTALING \$175,000 FOR EXCESS FUME EMISSIONS OF XYLENE

christian wihtol

A Lane County manufacturing company has agreed to pay to settle air pollution violations at its plant south of Glenwood from 2004 to 2007, the federal government announced Tuesday. The violations involved excess fume emissions of xylene, a toxic chemical that's a component of the paint that Johnson Crushers International was applying to the construction equipment it was making. Since then, the 225-employee factory has sharply cut its use of chemicals that generate hazardous air pollutants, company President Jeff Elliott said. JCI "deeply regrets" that it violated air pollution laws, Elliott said Tuesday. "We made some mistakes and we've corrected all those mistakes," he said. "Since that time, we've become much more stringent in the way we manage our paint here and are fully compliant with (hazardous air pollutant) discharges and are well below what we're allowed to emit." A U.S. Department of Justice attorney confirmed the company has been in compliance since 2007. Inspectors from the federal Environmental Protection Agency and the Lane Regional Air Protection Agency spotted the earlier violations, the federal government said. The company has agreed to pay a \$147,788 fine for federal Clean Air Act violations, as well as \$27,212 in past permit fees, the government said Tuesday. Until the violations were uncovered, the company had not applied for the needed federal emissions permit. Xylene is a hazardous chemical that can damage the eyes, skin, lungs and internal organs, the government noted. Johnson Crushers makes equipment for the gravel, construction, paving and recycling industries. The products are made at the Franklin Boulevard factory as well as factories in South Dakota and Illinois. Johnson Crushers is part of Tennessee-based Astec Industries. Federal rules typically require manufacturers that apply chemical coatings to metal products to take elaborate steps to limit the amount of fumes emitted during the coating or painting processes. JCI had been using a type of paint that had a lot of xylene in it, Elliott said. After being inspected, the company switched to paints that contain low levels of hazardous air pollutants and still properly coated the firm's metal products, he said. That change cut the company's hazardous air emissions to less than one-eighth of what they previously were, he said. "We're committed to being a good neighbor here at JCI," Elliott said. "We appreciate the EPA and LRAPA. We fully cooperated with them and we appreciate their professionalism in handling" the case, he said. The company now has an emissions permit, and doesn't believe its previous violations caused any harm to the public, Elliott said.

<http://www.registerguard.com/web/newslocalnews/27248427-41/company-violations-federal-elliott-emissions.html.csp>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, MD, BLADENSBURG, NOVEMBER 30 2011. CSX TRAIN DERAILS IN MD.; DIESEL FUEL LEAKS BUT NO INJURIES

 **Watch the Video** <http://wusa9.com/news/article/177217/44/CSX-Train-Collides-With-Truck-Derails-In-Md>



We have learned that a CSX train was derailed in Bladensburg Tuesday afternoon. Prince George's County Fire investigators say the train derailed to avoid hitting trains on another set of tracks. According to Prince George's County Fire Spokesman Mark Brady there are no injuries. The crash happened Tuesday just before 3 p.m. at [2917 52nd Ave.](#), an industrial park. Brady says the CSX locomotive hit [a derailer](#) on a side track, which caused the locomotive to "flip partially off of the tracks." Brady says [the safety train derailer](#) did what it was supposed to do. The train leaked [1,500 gallons of diesel fuel](#). CSX spokesperson Robert Sullivan said the cause of the derailment is under investigation. He said it only involved the locomotive. Brady says collisions at the location happen several times a year and that the train moves slowly in the area. Fire Department haz-mat crews helped CSX with clean up and monitoring the situation. CSX spokesperson Robert Sullivan says

the diesel spill has been contained. According to Brady, there were no evacuations, no disruption in commuter rail or vehicle traffic.

<http://wusa9.com/news/article/177217/44/CSX-Train-Collides-With-Truck-Derails-In-Md>

USA, FLA, JACKSONVILLE, NOVEMBER 30 2011. FLORIDA ROCK SUES ST. AUGUSTINE GAS STATION IN EXPLOSIVE AUGUST FIRE

The company that delivered and pumped gas into a tank at a St. Augustine gas station, overflowing it and leading to an explosive fire, claims the station now owes it money for damages to its equipment. Florida Rock & Tank Lines Inc. filed a lawsuit Nov. 14 in Jacksonville, asserting that Coomes Oil & Supply Inc., which owned the BP gas station at 215 Florida 16, was negligent in the August incident. The suit says Coomes then did not live up to damage compensations as part of a contract agreement. Coomes placed an order for 7,800 gallons of regular gas, more than what the 12,000-gallon, above-ground tank could hold with fuel already inside, the suit says. It says Coomes was also in violation of federal and state requirements to safely maintain above-ground tanks, which are held to higher standards because of their increased risks. Some of the standards include the use of devices that help prevent flames from flaring and an adequately gauge tank levels. The suit adds that in April 2009 the companies signed into an agreement that made the gas station financially responsible for damages as the result of an overflow. But Florida Rock maintains it was never compensated for damages to their equipment despite the fact that it had paid for a portion of the cleanup costs. Florida Rock is asking for a minimum of \$15,000 in damages, a common figure for lawsuits filed at the state level.

<http://jacksonville.com/opinion/blog/422234/charles-broward/2011-11-29/florida-rock-sues-st-augustine-gas-station-explosive>

AUSTRALIA, NORTHERN TERRITORY, DARWIN, NOVEMBER 30 2011. AUSFUEL SWOOPS ON FIRST CHOICE



Brooke David from Ausfuel. The NT-based company is growing rapidly with the takeover of WA's Gull Petroleum last year and now Queensland's Choice.

A Territory fuel company has grown - again. Darwin-based Ausfuel has bought highly sought- after Queensland business Choice Petroleum. Ausfuel took over Western Australia's Gull Petroleum last year. The latest expansion brings the Northern Territory company's annual turnover to \$1.5 billion. One observer said: "That is not bad for a born-and-bred Territory firm." Choice Petroleum is a leading independent business based in central Queensland. It was established by Gladstone businessman Evan Ryan in 2000 and operates 21 service stations - from Cardwell in the north of Queensland, through to Miles in the southwest and Boulia in the far-west. Choice also runs a fleet of tankers supplying bulk fuel directly to

farming customers, local industries and regional town councils and a network of affiliated service stations. Ausfuel Group chief executive Brooke David said the takeover ensured independency. Choice would remain independent. "Like the Ausfuel Group,



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Choice has a proud history of providing competition and a viable alternative to the multinational fuel companies," he said. "Choice coming on board expands the Ausfuel network into strategic parts of Qld in a significant way." Ausfuel now operates the Ausfuel, Gull and Choice brands and is one of the largest and fastest growing independent fuel companies in Australia. It offers retail sites, commercial bulk fuel supplies and fuel transport. Mr David said Choice Petroleum would continue to operate as a stand-alone business with headquarters in Gladstone. Ausfuel, which is supplied by three major oil companies, at most Australian ports, has 700 staff. The group includes Australian Fuel Distributors and Directhaul, a specialised transport fleet with more than 80 road trains and 100 drivers. Ausfuel's major shareholder is Archer Capital.

Related Links

- [Choice in independent hands](#)

On The Web

- [Choice Petroleum](#)

http://www.ntnews.com.au/article/2011/11/30/275261_nt-business.html

UGANDA, MUKONO, KYAMPISI, KALAGI, NOVEMBER 30 2011. PUMP ATTENDANT DIES IN A FUEL TANK

It was shock and grief today in Kalagi trading center in Kyampisi Sub-County, Mukono district when the residents found a fuel pump attendant dead in the underground fuel tank. The deceased has been identified as Blavio Otheino who is reported to have died early in the morning. Othieno is reported to have been on the night duty and that by midnight he was seen serving customers. The police suspect that Othieno could have wanted to siphon fuel but he was choked in the process.

<http://www.ugpulse.com/uganda-news/people/pump-attendant-dies-in-a-fuel-tank/22845.aspx##>

USA, FLA, MELBOURNE, NOVEMBER 30 2011. BARREL EXPLOSION IN MELBOURNE INJURES ONE



Melbourne Fire Department officials said a worker was injured after a baA Melbourne man is recovering from minor burns to the face after an explosion heard a mile away from where it happened. Firefighters said the man was cutting a makeshift fire pit out of a barrel in the parking lot of the Melbourne Business Park on Venture Lane around 5 p.m. Officials said some ethanol residue on the 55 gallon drum caused the explosion after the worker used a Skil saw to try and cut it down into a make-shift fire pit. Firefighters said worker had second-degree burns to the face. The explosion was so loud firefighters at Station 76, about a mile and a half away, said they heard it.

<http://www.cfnews13.com/article/news/2011/november/351091/Barrel-explosion-in-Melbourne-injures-one>

AUSTRALIA, WESTERN AUSTRALIA, BROOME, NOVEMBER 30 2011. CHARGES LAID OVER TANKER EXPLOSION DEATHS

Two companies have been charged over the 2008 work-related deaths of two men killed when a tanker exploded in Western Australia's Kimberley region. Baker Hughes Australia, which operates a Broome depot, and Oilfields Transport Services are accused of failing to provide and maintain a safe work environment, causing the deaths of the two workers. Leon Mobbs and Geoff Lucas, both 51, were killed in December 2008 when a tanker exploded as they emptied its load of barite powder. WorkSafe alleges Mr Lucas and another employee had collected two tanker-loads of barite from Baker Hughes' depot and delivered it to the Broome wharf, where it was to be transferred to a ship. Mr Mobbs had accompanied the tankers in a car towing the compressor. Worksafe alleges the transfer of the barite to the vessel could not be done at the wharf because the powder contained too much moisture, causing it to clog inside the tanker. The three men returned to the Baker Hughes depot to empty the tankers back into the silos. One of the tankers was unloaded and the men began unloading the second, allegedly having to de-pressurise it while the inside was manually scraped down and then re-pressurising it to remove the powder. The tanker exploded, fatally injuring Mr Mobbs and Mr Lucas, WorkSafe says. The case will be heard in the Broome Magistrates Court in January.

<http://www.news.com.au/breaking-news/charges-laid-over-tanker-explosion-deaths/story-e6frku0-1226210225208>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, WASHINGTON, NOVEMBER 30 2011. EPA PROPOSES OPERATOR TRAINING, STRONGER CONTAINMENT REGULATIONS FOR STORAGE TANKS

avery fellow

The Environmental Protection Agency is proposing to strengthen regulations governing underground storage tanks, adding new rules for backup containment and extending training requirements to more storage tank owners and operators (76 Fed. Reg. 71,708). State agencies that accept federal UST grant money are required under current regulations to set operator training requirements under the Energy Policy Act, but the requirements do not cover underground tanks on tribal lands and in states that do not accept federal funds. The proposed revisions would implement training requirements nationwide. The proposed regulations would apply to tanks that hold petroleum or hazardous chemicals, which are regulated under Subtitle I of the Resource Conservation and Recovery Act. They would not affect underground storage tanks containing hazardous waste, which are regulated under RCRA Subtitle C. The proposed revisions are designed to better prevent and detect leaks from UST systems, which can cause groundwater contamination, EPA said. The proposal represents the first major revisions to federal UST regulations since 1988. The proposed rule at 40 C.F.R. Part 280 includes periodic testing of UST system components. The 1988 regulations required tank owners and operators to have spill, overfill, and leak detection equipment, but did not have operation and maintenance requirements for some of that equipment. EPA published the proposed rule Nov. 18. The agency expects to issue a final rule in 2013, an agency spokeswoman told BNA Nov. 21. There are approximately 595,000 active USTs at an estimated 214,000 sites in the United States, according to EPA. EPA estimates that the compliance costs of the proposed rule would amount to \$210 million annually, but said the proposal would lead to \$300 million to \$770 million in avoided remediation costs. Motor fuel retailers, which account for approximately 80 percent of UST systems, are expected to bear a majority of the cost.

EPA Adds Training Requirements

The proposed rule would impose minimum training requirements for three classes of UST operators. The revisions would reflect existing requirements for state operator training programs contained in EPA grant guidelines. Class A operators, which are primarily responsible for a UST system and typically manage resources and personnel, would be required to be trained on spill and overfill prevention, release detection, corrosion protection, emergency response, notification and storage tank registration, temporary and permanent closure, and other issues. Class B operators, which typically perform day-to-day operation, maintenance, and recordkeeping duties, would be required to receive training on system operation and maintenance, release detection and reporting, corrosion protection and testing, and other issues. Class C operators, which typically dispense or sell substances contained in USTs, such as petroleum at filling stations, must be trained on emergency response to UST system spills or leaks. The training requirements would go into effect over the next one to three years, depending on when the regulated storage tanks were installed.

Rule Would Mandate Secondary Containment

The proposed rule would add secondary containment and monitoring requirements for new and replaced tanks and piping. Owners and operators would be required to use equipment to catch spills when installing new dispenser systems. Additionally, owners and operators would be required to perform monthly walk-through inspections to examine spill prevention, leak detection, and other equipment. Spill prevention equipment would have to be tested annually or, alternatively, owners would have to monitor equipment continuously. Owners and operators would also be required to test leak detection equipment every year and test overfill prevention equipment and secondary containment areas every three years. The 1988 regulations do not require regular testing of leak detection and overfill equipment, EPA said. The proposed rule also would remove certain exemptions from leak detection requirements for tanks that store fuel for use by emergency power generators, wastewater treatment tanks, airport hydrant fuel distribution systems, and tanks that are constructed on-site. The tanks were exempted from leak detection requirements under the 1988 rules because the technology was not available to monitor the systems, EPA said, but the technology is now available.

Comments Due in February

EPA also is proposing to update requirements for states seeking to obtain EPA approval of state storage tank programs. States would have to adopt the regulations in order to be approved. A total of 37 states plus the District of Columbia and Puerto Rico have approved programs. Comments on the proposed rule are due Feb. 16, 2012. Comments may be submitted at <http://www.regulations.gov> under Docket ID No. EPA-HQ-UST-2011-0301. Approximately 7,000 cases of petroleum and hazardous substances leaking from UST systems are discovered each year, according to 2009 EPA data. Leaks from piping, spills, and overfills during delivery are the most common emerging problem, EPA said. Leak detection equipment is only



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

catching about half of leaks, EPA said, partly due to improper operation and maintenance. The proposed regulations are designed to improve operation and maintenance of UST systems, the agency said.

Related Links

EPA's proposed rule for revising underground storage tank regulations is available at <https://s3.amazonaws.com/public-inspection.federalregister.gov/2011-29293.pdf>.

<http://www.bna.com/epa-proposes-operator-n12884904444/>

>> FIRE INVESTIGATORS ARE UNABLE TO FIND THE CAUSE OF OCTOBER'S EXPLOSION AT A GULF GAS STATION IN PELHAM MANOR.

rasheed oluwa



The cause of tanker explosion that took place at a Gulf gas station on Secor Lane has been ruled to be undetermined, Pelham Manor Fire Chief Joseph Ruggiero said Tuesday. "I'm sure there were a bunch of factors at play here," Ruggiero said. "I'm waiting for the insurance company to finish their investigation as well, but the investigation is complete from our end." The explosion took place at about 2 a.m. when a 5,000-gallon gas tanker was unloading at a Gulf gas station on Secor Lane. The explosion resulted in a fire that destroyed the gas station's convenience store and portions of Future Automotive, a service station located next to the gas station. The driver of the gasoline tanker and two gas station attendants were able to escape without injury. Ruggiero said the building where Future Automotive has been deemed unsafe and that no one can occupy the building. Officials won't be able to clean the site until insurance officials complete their investigation, Ruggiero said.

<http://pelham.patch.com/articles/cause-of-pelham-manor-gas-tanker-explosion-is-undetermined>

AUSTRALIA, NEW SOUTH WALES, MACKSVILLE, DECEMBER 1 2011. TRUCK CRASH SPILLS DIESEL INTO NAMBUCCA RIVER



Crews work to retrieve the truck on Friday (25th) and stop more oil run-of into the Nambucca River at Macksville.

Emergency workers took more than 16 hours to remove a prime-mover after it crashed into the Nambucca River at Macksville last Friday (25th). The vehicle was trapped in about 1.2 metres of water at the northern end of the Macksville bridge. More than 50 workers were involved in the rescue operation, including a salvage team from Newcastle, NSW Fire and Rescue, SES, police, RTA, VRA, ambulance paramedics and council workers. The rescue and salvage operation was hampered by king tides, and diesel and oil spills. The Lindsay Bros vehicle, which was carrying a load of frozen poultry, had re-fuelled at Coffs Harbour and had approximately 900-1000 litres of diesel in its tanks. "When the king tides came in

they almost covered the cabin (of the truck)," NSW Fire and Rescue, Macksville station commander Bill Lenthall said. When emergency personnel arrived at the scene the truck driver was still in the water. According to police he had managed to escape from the cabin of the truck and was being assisted by a passing driver. The truck driver was taken to Macksville hospital before being transferred to Coffs Harbour Health Campus with suspected back injuries. "Our main concern at the time was the diesel spillage because of the oyster leases," Commander Lenthall said. He said, due to the amount of diesel spillage, hydro carbon booms which absorb the fuel were laid around the area. At one stage more than 400 booms were in the water. Commander Lenthall said, because of the size of the spill, extra booms had to be transported in from as far away as Newcastle in the south, and north to Grafton. The clean-up operation was further hampered when oil began leaking from the truck's broken sump into the river. Hazmat (Hazardous Materials) vehicles were called in from Port Macquarie and Coffs Harbour on Friday evening to assist with that part of the operation. NSW Fire and Rescue and Hazmat teams spent much of Saturday skimming oil off the water. The area was inspected by local oyster growers, who said they were happy with the



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

clean-up operation. Commander Lenthall praised all members of the clean-up and rescue team for their skills and professionalism. "They did an excellent job; they never stopped." Booms were expected to remain in the river for much of the week. It is believed the 63-year-old Queensland driver had not managed to turn the corner leading up to the bridge. The truck crossed to the incorrect side of the road and into the river, near the site of another crash involving a heavy vehicle in early August.

<http://www.nambuccaguardian.com.au/news/local/news/general/truck-crash-spills-diesel-into-nambucca-river/2376733.aspx>

AUSTRALIA, NEW SOUTH WALES, KOORAGANG ISLAND, DECEMBER 1 2011. ORICA BOSS PENS APOLOGY OVER TOXIC LEAKS

liz farquhar

Map: [Kooragang](#)



Graeme Liebelt says thousands of people rely on the Orica plant for their jobs, directly or indirectly.

The head of chemical company Orica has written to residents living near the company's Newcastle plant to apologise for a spate of recent spills. Chief executive and managing director Graeme Liebelt has also used the letter to argue for the future of the Kooragang Island ammonium nitrate plant. "These incidents have really shaken us as an organisation and the company is determined to rebuild trust with the local community, no matter how long that might take," Mr Liebelt said in the letter. "Some of the comments I hear about Orica from the community and elsewhere are very distressing. I don't accept that those views reflect who we are as a group of people, and we are very determined to turn that perception around."

"Orica makes an important contribution to the local and broader Newcastle community. Our operations play a key role in the NSW economy. "Orica at Kooragang Island is directly responsible for the employment of 170 people, the site employs many contractors and supplies products to its customers that provide employment to thousands more." An escape of hexavalent chromium in August first prompted community concerns about the impact of the site on surrounding suburbs such as Stockton. Attitudes have only hardened since with a subsequent leak of arsenic later in August and an escape of ammonia vapour last month. Mr Liebelt's letter also outlines upgrades which were already planned will now be brought forward. They include steps to reduce pollution and noise from the site. He says the company will invest up to \$15 million a year over the next three years.

<http://www.abc.net.au/news/2011-12-01/orica-boss-pens-apology-over-toxic-leaks/3706162/?site=newcastle>

USA, MI, GRATIOT CO, DECEMBER 1 2011. ITHACA NEIGHBORHOOD DEALING WITH GAS LEAK

james felton



Ithaca city manager Chelsea Foster had to evacuate his home because of gas fumes. "It's really been nerve racking. To get bumped out of your house on Thanksgiving weekend is tough on the whole family." Foster said. Back in October, Foster was doing laundry in his basement when he smelled gas for the first time. The city investigated the odor and traced it back to a Beacon and Bridge gas station just down the street from Foster's house. The state Department of Environmental Quality found a leaky underground tank and sealed it. Despite fixing the tank, the smell didn't go away at Foster's house. "The smell will be here one day so strong that you just need to get out of the house. I've had a couple of people stop by and 10

minutes later have a headache from the fumes." Foster said. Foster is one of at least a dozen people who have been affected by the leak. He's hoping to get some answers from Beacon and Bridge along with the Michigan State Department of Environmental Quality soon. "Do we know whether it's safe to be in these homes, and if we don't know that we need their help to determine that." Ithaca city leaders will meet with Beacon and Bridge officials Thursday at 10 a.m. The meeting will take place at Ithaca City Hall. We could not reach a Beacon and Bridge spokesperson for an on camera interview. However, the company did issue the following press release:

"Beacon and Bridge is a small Michigan based company operating several convenience store and gas station outlets throughout Michigan. The company is community based and prides itself on offering locally produced products from Michigan."



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

At one of the locations in Ithaca recently, a problem was suspected with a tank as the company was having difficulties reconciling its fuel logs. As a result, the company took immediate steps to evaluate the tank and uncovered damage to a safety valve. The equipment was promptly fixed and the tank was tested for tightness to assure that it worked properly in the future. Beacon and Bridge immediately hired experts in the field of environmental restoration and worked with local officials to make them aware of the issue. In mid to late October City officials contacted Beacon and Bridge about fuel vapors in and around the adjacent area from local residents. The City Manager and Fire Chief, working in conjunction with management from Beacon and Bridge, continued to investigate the source of the vapors and brought in additional environment experts to monitor and explore the source of the vapors. The vapors were suspected to have come from the sewer, so a decision was made to flush the sewer at the expense of the company to resolve the problem. City officials, the fire department and the company were in agreement on the decision to flush the sewer. After the sewer was flushed, additional reports of gasoline vapors surfaced and additional environmental experts were called in to survey the problem. Several residents noticed vapors in their homes sporadically, so monitoring equipment was brought on site and utilized to monitor the air quality. At least one resident was advised to vacate their resident and spend a few days at a local hotel with expenses paid for by the company. Meanwhile, a decision to install a vapor extraction system was made by the company to correct the problem for area residences. Additional homes continue to be tested in the surrounding areas to determine the extent of the problem and ensure that all residents were safe and the problem was being corrected. Beacon and Bridge management has been in constant contact with the Michigan Department of Environmental Quality, the City Manager, Fire Chief and local residents to monitor the situation and correct any issues arising from the problem. The company has, at its expense, contracted with several environmental firms to ensure that the situation is corrected safely and correctly. The environmental companies, state departments, city officials, and Beacon and Bridge are working together to bring about a quick and safe resolution to this issue for area residents. Beacon and Bridge is committed to serving local Michigan communities with the highest quality service and best locally produced products available. The company is committed to the communities it serves, the environment, and the customers it serves. Being a small locally owned firm allows Beacon and Bridge to act quickly and do the right thing. "We live here, we work here, and we are proud to be here in Michigan and Ithaca" said Vice-President Dan Wynn. Beacon and Bridge was established in 1975. The company hires local residents to operate each of its 28 facilities through-out Michigan."

<http://www.wnem.com/story/16158954/ithaca-neighborhood-dealing-with-gas-leak>

BANGLADESH, CHITTAGONG PORT, DECEMBER 1 2011. FOREIGN VESSEL CHARGED WITH OIL SLICK IN BAY

dwaipayan barua



Fuel oil reportedly from a clinker-laden foreign vessel anchored at the outer anchorage of Chittagong Port spread around one square kilometre of the bay yesterday, officials said. Chittagong Port Authority (CPA) sprayed chemicals to clean up the oil slick and also sent letters to the master and the local agent of the Mauritius-flagged vessel about taking action. Quoting several crew of different vessels anchored at 'A' anchorage, an on-duty staff of the port's radio control room said they came to know around 10:00am that MV Golden Tulip was spilling black oil in the sea. But before a team of the port's Environment Management Unit (EMU) rushed to the spot around 12:00pm, the vessel had "fled" the scene. It was later intercepted by a Bangladesh Navy ship near Kutubdia Island. The EMU team also sprayed chemicals for two hours to remove the oil slick that spread around

one square kilometre, EMU Director Captain Md Faridul Alam said. "I wonder why the vessel hurriedly weighed anchor and left the outer anchorage," he told The daily Star. Department of Environment (DoE) Chittagong Assistant Director Tazminur Rahman said they are yet to be informed about the incident. The vessel arrived at the outer anchorage on November 4 with 45,850 tonnes of cement clinker and was unloading those to lighter vessels. Meanwhile, a member of the CPA and the vessel's local agent claimed that it went to Kutubdia area for some survey and repair work. Captain Shahjahan, member (harbour and marine), said the navy intercepted the vessel as he informed them about the incident. "It would come to the port tomorrow (today) and we'll investigate whether the vessel was responsible for the spillage or not," he said. To ensure that the oil slick is properly removed, Shahjahan said another vessel would be sent today to the affected area. Meanwhile, EMU yesterday sent letters to the master of the vessel and its local agent Elite Shipping Lines saying that the recipient would have to bear the clean-up cost. It also said legal action would be taken against the master and the subject vessel for polluting water



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

as it is a violation of maritime laws. On June 4 this year, oil had spread over 10 square kilometres of Karnaphuli river when an oil tanker, MV Moon, sank at the port. The DoE had fined its owner Tk 10 lakh.

<http://www.thedailystar.net/newDesign/news-details.php?nid=212413>

USA, N.C, CAMP LEJEUN, DECEMBER 2 2011. THE OSCARS, THE MARINE CORPS AND A FIGHT AGAINST WATER CONTAMINATION

samantha schaefer

 **Watch the Video** [SEMPER FI: ALWAYS FAITHFUL-NEW TRAILER.mov](#)

As a devoted Marine, Master Sgt. Jerry Ensminger lived and breathed the "Corps." When his 9-year-old daughter dies from a rare type of leukemia, Jerry wants to know why. His search for answers leads him to a shocking discovery: a Marine Corps cover-up of one of the largest water contamination incidents in US history. With relentless determination, he spearheads a decades-long battle to make this information public.



Former Marine Corps Sgt. Jerry Ensminger lost his daughter to a rare form of leukemia and later discovered the drinking water on the base where his family lived was contaminated.

Following last week's posts on [nominees for the Academy Award for Documentary Features](#) comes another film: [Semper Fi: Always Faithful](#). The documentary, directed by Rachel Libert and Tony Hardmon, traces the history of one of the worst water contamination incidents in U.S. history. It focuses on former Marine Corps Master Sgt. Jerry Ensminger's struggle after the death of his 9-year-old daughter Janey, who was diagnosed with a rare type of leukemia. Ensminger, who served for almost 25 years, discovers that the Corps he dedicated his life to was also the source of severe water contamination that was hidden from the public. The

contaminated drinking water at Camp Lejeune, a Marine Corps base in North Carolina, exposed nearly one million people to toxic water. Ensminger and his family lived on the base during the time of peak contamination, which was estimated to have begun in 1957 and lasted until 1987 when many of the wells were closed. Tests in the 1980's showed the water posed some health concerns, but residents were never notified, even after the well closures. In 1997, Ensminger saw a news report about residents who were exposed to chemicals on Camp Lejeune, and took the Marine Corps motto "Semper Fi," which means "Always Faithful," to heart in his fight for the cause. The water contained carcinogens from leaking underground storage tanks located 1500 feet from water wells, industrial area spills, waste disposal sites and waste from an off-base dry cleaning business. The chemicals, including trichloroethylene (TCE) and tetrachloroethylene (PCE), can cause conditions such as severe cancers, miscarriages, liver and kidney damage and heart defects, [according to the Center for Disease Control](#). The levels of these carcinogens found in the water were up to 280 times [higher than the maximum level of contamination allowed in drinking water](#). Ensminger worked for more than a decade to expose the contamination and fight for the people who were devastated by the toxic water. Legislation named for his daughter is currently [pending in the House](#), with [similar legislation in the Senate](#), that would provide healthcare to former Camp Lejeune residents impacted by the water. According to [the Huffington Post](#) "the film stands as a testimony to what happens when the public's health is neither protected nor considered," especially at a time when the EPA is criticized for over-regulation. [The Washington Post](#) said the film is driven by the "implacable moral authority" of Ensminger. The Academy Awards will be presented on Sunday, Feb. 26 at the Kodak Theatre. Other environmental documentaries being considered are ["Jane's Journey"](#) and ["If a Tree Falls: A Story of the Earth Liberation Front"](#).

<http://www.scpr.org/blogs/environment/2011/12/01/3916/oscars-marine-corps-and-fight-against-water-contam/>

USA, WA, OLYMPIAW, DECEMBER 2 2011. ECOLOGY FINES BNSF \$3,000 FOR SODIUM HYDROXIDE SPILL, REQUESTS RAILROAD DEMONSTRATE BETTER INITIAL RESPONSE COORDINATION

The Washington Department of Ecology (Ecology) is fining BNSF Railway \$3,000 for spilling 150 gallons of liquid sodium hydroxide to the environment in Pierce County. On Feb. 26, 2011, a BNSF freight train had an accident in which 13 rail cars derailed near Chambers Bay at University Place – including four 15,000-gallon capacity tank cars fully loaded with 50 percent sodium hydroxide solution. Sodium hydroxide, also called lye or caustic soda, is a highly corrosive chemical used in many



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

industrial manufacturing processes, including pulp and paper, textiles and soaps and detergents. It is also used as drain cleaner. Three of the derailed tank cars ended up on the Puget Sound shoreline. About 50 gallons of sodium hydroxide spilled from one of the damaged tank cars on the beach. A fourth tank car landed on the bank under two damaged box cars but did not spill any liquids. While the standing sodium hydroxide was removed and the remaining chemical neutralized around the damaged rail car, the spill area was inundated during several high tides until the tank car was removed four days later. Under Washington law, beaches are considered to be state waters and it is illegal to spill any amount of oil or other toxic chemicals on them. Besides BNSF and their environmental cleanup contractor, Ecology, West Pierce Fire & Rescue, Pierce County Sheriff's Office, Anderson Island Fire Boat, Pierce County Hazardous Incident Team, U.S. Coast Guard and the King County Sheriff's Office Guardian One Helicopter responded to the incident. On March 1, 2011, another 100 gallons of sodium hydroxide spilled when equipment operators lost control of a damaged tank car after it was removed from the shore. The chemical spilled into a large puddle of water near an unpaved access road adjacent to the rail tracks. It was vacuumed up and the contaminated soil was excavated. After all the rail cars were removed, samples were collected to make sure cleanup measures had effectively removed or neutralized the sodium hydroxide. Ecology also billed BNSF \$6,370 to recover the state's costs for responding to the derailment and chemical spill. In addition to the penalty and cost recovery order, Ecology noted a lack of coordination with local responders that resulted in safety challenges during the initial stages of the response. Ecology asked the Fort Worth, Texas-based railroad company to submit a written report within 30 days describing how BNSF will better coordinate with the designated incident command agency and other public response agencies during future hazardous material spill incidents that involve the company. "BNSF and their contractors did a good job responding promptly to the environmental hazard and working diligently to get their tracks open and commerce moving again," said Jim Sachet, who oversees Ecology's spill response activities in southwest Washington. "However, we are concerned because the railroad did not do a good enough job coordinating their initial response activities with West Pierce Fire & Rescue – the designated incident command agency for hazardous material incidents for the region where the derailment occurred." Under state and federal law, companies responsible for oil and hazardous chemical spills are required to work in close coordination with local, state and federal responders. During the response on Feb. 26, however, Sachet said better coordination was needed to ensure the safety of all workers responding to the incident. "We continue to evaluate all elements of our response efforts to ensure public and environmental protection. We are working with local emergency responders on future teamwork response procedures," said Gus Melonas, BNSF Regional Director of Public Affairs. "This includes BNSF's hosting Pierce County response personnel to the Association of American Railroads' Security Emergency Response Training Center in Pueblo, Colo." BNSF has 30 days to appeal Ecology's \$3,000 penalty with the state Pollution Control Hearings Board or file an application for relief before the full amount is due.

For More Information:

- [Ecology's Spills program \(http://www.ecy.wa.gov/programs/spills/spills.html\)](http://www.ecy.wa.gov/programs/spills/spills.html)
- More about [derailment incident, including Ecology's summary of findings \(http://www.ecy.wa.gov/programs/spills/incidents/ChambersBayDerailment/ChambersBayDerailment.html\)](http://www.ecy.wa.gov/programs/spills/incidents/ChambersBayDerailment/ChambersBayDerailment.html)
- [Ecology summary of findings \(http://www.ecy.wa.gov/programs/spills/incidents/ChambersBayDerailment/11.11BNSFSummaryFindings.pdf\)](http://www.ecy.wa.gov/programs/spills/incidents/ChambersBayDerailment/11.11BNSFSummaryFindings.pdf)

<http://www.ecy.wa.gov/news/2011/338.html>

AUSTRALIA, VICTORIA, MELBOURNE, DECEMBER 2 2011. WORKER DIES IN SEWAGE TANK IN BANGHOLME, MELBOURNE

angus thompson

 [Photo's](#) [More Images from the Scene](#)



CFA and Melbourne Water crews seen from the air during the search for a man.

The body of a worker who went missing while carrying out work at Melbourne's main sewage treatment plant has been found. However, police say it will take some time to recover the body. The 52-year-old Endeavour Hills man - who was working for Melbourne Water went missing while carrying out routine sampling work at Melbourne Water's Eastern Treatment Plant in Bangholme just after 7am (AEDT) yesterday.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Rescuers spent more than eight hours scouring the massive network of pipes, tanks and drains to find the body just after 8pm last night.

Terrible Death

It is understood the man fell in a pumping system where the raw sewerage flows at about 6m per second. Colleagues raised the alarm at about 8.45am after realising the man was missing, spotting his work equipment still at the side of the tank. WorkSafe spokesman Michael Birt said how the man fell into the sewage tank was still being investigated, but that there were guard rails at the edge of the pit. He said there hadn't been three workplace deaths in Victoria in one day since May 2001. "As far as fatalities go it's certainly the worst day in 10 years," Mr Birt said. The Eastern Treatment Plant treats about 40 per cent of Melbourne's sewage, about 330 million litres a day – with waste water coming from the city's southeast and eastern suburbs. Police will prepare a report for the coroner.

Other News sites

- [Melbourne Water's Eastern Treatment Plant explorer \(flash\)](#)

Related Links

- [Body found in sewage tank](#)
- [Worker found dead at sewage plant](#)
- [Worker feared dead at sewage plant](#)
- [Man vanishes at sewage plant](#)

<http://www.heraldsun.com.au/news/more-news/body-found-in-sewage-tank/story-fn7x8me2-1226211145784>

USA, CA, BAKERSFIELD, DECEMBER 2 2011. TANK EXPLODES, CATCHES FIRE AT REFINERY

rachel cook & john cox

Watch the Video

- [Explosion rocks Alon refinery in northwest Bakersfield](#)
- [Alon fire extinguished; no injuries reported](#)



A 2.5 million-gallon storage tank is partially collapsed as fire personnel stand prepared in case of a flare-up after an explosion shortly after 3 p.m. at the Alon USA Refinery on Rosedale Highway. Dark smoke erupted out of the tank and could be seen for miles.

A 2.5 million gallon storage tank explosion at the Alon USA Bakersfield Refinery shook nearby businesses on Rosedale Highway shortly after 3 p.m. Wednesday. No one was reported killed or injured, but a thick column of black smoke spewing from the property could be seen from downtown Bakersfield. "The whole entire building shook and the fans shook like crazy," said Mandy Clark, an employee at Rosedale Pawn down the street from the refinery. At first, Clark assumed an earthquake caused the tremors but then heard a noise like a car alarm. She thought someone had backed a vehicle into the building because the building trembled so hard. Closer to the refinery, John DiMolfetto, service manager at Transmission Dr. Plus, said he and his coworkers thought the noise was the refinery checking its alarm but quickly realized it wasn't a test. "You could actually see flames. You could see a lot of flames and smoke (coming from the property)," DiMolfetto said. There was no immediate indication of what caused the explosion, said Chad Druten, a spokesman for Paramount Petroleum, part of the refinery's owner, Dallas-based Alon USA Energy Inc. He said the tank was not in service at the time. Kern County Fire Department spokesman Sean Collins said the tank was in the process of being cleaned and a small amount of diesel sludge in the tank somehow caught fire. Firefighters used water to protect equipment near the damaged tank. They extinguished the remaining fire at the bottom of the tank with foam, Collins said. By 4 p.m., the column of smoke had diminished to a smaller plume of gray smoke and soon after fire trucks began to leave. Collins confirmed that there were no injuries. The refinery continues to operate and no evacuations took place at the plant or at surrounding homes, according to Collins. Druten said the area around the tank was shut down and secured, and that an investigation has been launched to determine what caused the accident. A news release issued by the company said there were no reports of any impact on the surrounding community. The 103-employee plant processes vacuum gas oil, a byproduct of Paramount Petroleum's Long Beach-area refining operations.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

The Bakersfield refinery was scheduled to cease production for two weeks in December while it undergoes routine maintenance. The refinery sat idle for about 28 months until Alon reopened it in June. The company bought it out of bankruptcy from the former owner, Utah-based Flying J Inc. The refinery processes more than 10,000 barrels of gas oil a day, turning it into roughly 300,000 gallons of diesel and 140,000 gallons or more of gasoline daily. It also makes smaller amounts of propane, butane and other petroleum products. About 50 firefighters from the Kern County Fire Department responded to the refinery fire after Wednesday's explosion with help from the Bakersfield Fire Department, Kern County Sheriff's Department, the Kern County Environmental Health Division and Hall Ambulance.

Related Links

- [Tank Explodes, Catches Fire at Calif. Refinery](#)
- [Alon fire extinguished; no injuries reported](#)

<http://www.bakersfield.com/news/business/economy/x986931360/Tank-explodes-catches-fire-at-refinery>

USA, VA, LOUDON CO, DECEMBER 2 2011. TANKER TRUCK CRASHES ON RT. 15 IN LOUDOUN COUNTY, VA.



Virginia State Police spokesperson Corinne Geller says an overturned tanker truck has been removed after overturning on Route 15. Authorities have reopened the road. The crash occurred at 11:09 a.m. on Route 15 about one mile south of Route 50 in Loudoun County. According to Geller, a car headed north on Route 15 suddenly braked, the vehicle behind it braked and a tanker truck behind that car swerved to the right to avoid hitting the cars. The truck ran off the road, overturned and landed upside down in an embankment. The truck was loaded with approximately 2,500 gallons of diesel fuel but the tank did not rupture as it was being moved, says Geller. Prince William County and Loudoun County fire and hazardous materials crews are monitoring the situation. No one was injured in the crash. A

Virginia State Police Motor Carrier Safety Trooper is also on scene assisting with the investigation. Route 15 was closed in both directions. Northbound traffic was detoured around the crash at Route 234 and southbound traffic was detoured off Route 15 at the second roundabout at Gilberts Corner onto Route 50.

<http://wusa9.com/news/article/177547/158/Tanker-Truck-Crashes-On-Rt-15-In-Loudoun-County-Va>

USA, AL, BIRMINGHAM, DECEMBER 2 2011. TANKER ACCIDENT BLOCKS WEST OXMOOR

Fox6 is receiving reports that a tanker truck has hit a gas station sign and is leaking fuel on West Oxmoor Road. The tanker may have been trying to turn into the Marthon gas station on West Oxmoor when it hit the gas station sign, puncturing the side of the truck. Authorities are on scene right now; they have blocked off West Oxmoor to clean up the fuel spill. Check back to MyFoxAl.com for more updates.

<http://www.myfoxal.com/story/16168111/tanker-accident-blocks-west-oxmoor>

USA, CO, DENVER, DECEMBER 2 2011. COLORADO PETROLEUM SPILL IS CONTAINED: U.S. EPA

bruce nichols

A petroleum spill near Suncor Energy's Denver-area refinery has been contained and does not come from the Canadian tar sands, the U.S. Environmental Protection Agency said on Thursday. Earlier this week authorities discovered a petroleum substance oozing into Sand Creek in Commerce City, north of Denver near a refinery operated by Canadian-based Suncor that processes heavy crude oil extracted from the Canadian tar sands. Suncor said the spill amounts to less than a barrel. According to the EPA, preliminary tests indicate "a gasoline-like substance." "We're not dealing with tar sands here," EPA spokesman Matthew Allen told Reuters. "It is refined product." Suncor has constructed a small dam to contain the spill, said Chief Operating Officer Steve Williams, who will become chief executive officer in May. "It's a very small leak, it's less than one barrel of oil but we are taking it very seriously," Williams told reporters at a news conference in Calgary. "It's a small leak but we are actively cleaning it up with the authorities," Williams said. Tests showed no contamination of the South Platte River, which is a major source of drinking water for the Denver area, Allen said. Sand Creek feeds into the South Platte near the refinery. The spill "is a relatively minor incident that appears to be under control. We're pretty sure we've contained it," Allen said. Environmental activists had worried the spill might be tar sands oil. Critics say producing oil from Canadian tar sands and



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

importing it into the United States threatens the environment. The 93,000-barrel-per-day Suncor refinery receives oil from tar sands in Canada by pipeline and refines it into petroleum products. Construction crews coordinated by Suncor, the EPA and the Colorado Department of Public Health and Environment have built dams, dug ditches and placed floating barriers to trap the spill. Suncor, Canada's largest oil and gas producer, is the dominant producer of oil from Alberta's tar sands and expects its output to reach 300,000 barrels or more this year. TransCanada Corp's planned \$7 billion Keystone pipeline linking Canadian oil sands output to U.S. refiners on the Texas Gulf Coast has attracted strong opposition from environmental groups.

<http://planetark.org/wen/64081>

USA, TX, SAN ANTONIO, DECEMBER 2 2011. 'LARGE EXPLOSION' AT SOUTHEAST-SIDE FUEL REFINERY

Watch the Video [Refinery fire leaves some neighbors uneasy](#)

Photo Gallery <http://www.kvue.com/news/state/134774833.html?gallery=y&img=4&c=y#gallery-image>



Firefighters are scrambling to cut off the fuel supply following a "large explosion" at a downtown refinery, according to SAFD spokeswoman Lisa Sparks. The NuStar San Antonio Refinery at South Presa Street and Southeast Military Drive was evacuated after the explosion around 12:50 p.m., Sparks said. No injuries have yet been reported. Fire crews are cooling diesel tanks and fuel lines with water in order to prevent fire from spreading and causing more explosions, firefighters said. NuStar spokesman Greg Matula said a brief fire started following the explosion, lasting about five to 10 minutes. The cause is unknown, he said, adding that the company invested in new safety equipment when they purchased the plant earlier this year.

There are typically 40 workers on site, Matula said. Formerly owned and operated by AGE Refining, the same plant was evacuated on May 5, 2010 after two tanker-trucks caught on fire in the fueling station. Nearby homes and residents were evacuated. Two men were reportedly injured in the explosion. This is a developing story. Check back at KENS5.com as more information becomes available.

<http://www.kvue.com/news/state/134774833.html>

JAPAN, OKINAWA, DECEMBER 2 2011. AGENT ORANGE BURIED AT BEACH STRIP? >> U.S. VETERAN FEARS TOXIN NOW BENEATH POPULAR CIVILIAN AREA

jon mitchell



Black mark: A U.S. military veteran who claims to have witnessed the burial of dozens of drums of Agent Orange in 1969 points to the site on a map. Today the area is a busy shopping district in the heart of touristy Chatan, Okinawa Prefecture. Dozens of barrels of the toxic defoliant Agent Orange were buried in the late 1960s beneath what is now a busy neighborhood in the central Okinawa Island town of Chatan, near Araha Beach, according to a former U.S. soldier who has recently pinpointed the location thanks to a 1970 map of a U.S. base obtained by The Japan Times. The alleged burial took place in 1969 when the area was part of the U.S. Hamby Air Field, but since its return to civilian use in 1981 the area has been redeveloped into a sightseeing area. Nearby today are restaurants, hotels and apartment buildings on a street running parallel to popular Araha Beach. Recently

there have been several other claims concerning the burial of Agent Orange within U.S. military installations in Okinawa, but this is the first time a site has been identified on civilian land, which may pave the way for independent environmental tests to be conducted. In August, the veteran claimed he had helped offload dozens of barrels of dioxin-laden Agent Orange from an American transport ship that struck a reef in 1969. He says he then witnessed the defoliants being buried in a 45-meter-long trench at Hamby Air Field. He was unable to identify the exact location of the alleged burial on current maps due to the changes that had occurred to the landscape over the past 42 years. But with the help of a 1970 map of Hamby Air Field recently handed over by a concerned Okinawan resident, the veteran has pinpointed where the barrels are believed to be buried. "As soon as I saw the long pier on that map, I knew exactly where they buried the Agent Orange. I used to go fishing from the pier all the time. Seeing it made it simple for me to find the site. There is no doubt in my mind," the veteran who was



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 785 Newsy Stuff

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

December 10 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

stationed in Okinawa told The Japan Times. He is one of more than 20 U.S. veterans who have recently alleged that they saw or sprayed Agent Orange in Okinawa during the 1960s and 1970s when the island was an American staging area for the war in Vietnam. Last month, their testimony prompted the mayors of four municipalities — including Chatan — to urge an investigation into the claims by the central government. On Oct. 28, Okinawa Gov. Hirokazu Nakaima met U.S. Ambassador John V. Roos and asked him to help allay residents' worries over these poisonous chemicals. The Pentagon denies that Agent Orange was ever present on Okinawa Island. The veteran, who is sick with dioxin-related illnesses he asserts were caused by his exposure to defoliants on Okinawa, said that the U.S. government's continued denials are endangering the health of Chatan citizens. "Agent Orange has wrecked my body and I worry about residents living in the area (of the burial). They have to move away. They'd better get their babies checked out, too. Those chemicals must be poisoning the land where they live. It needs to be tested." A Chatan official who spoke on condition of anonymity said it is too early to decide whether dioxin tests are needed. But he made it clear where responsibility for such tests lie. "If tests are to be conducted, it is the Japanese government's duty to do so. When it comes to military-related contamination, it must be the national government that does any tests and cleanups," the official said. Until now, Tokyo has refused to cooperate with dioxin tests on U.S. installations that allegedly stored defoliants in Okinawa. On Nov. 24, the Foreign Ministry's Okinawa branch rejected demands from members of the Nago Municipal Assembly for such tests at Camp Schwab, a U.S. Marine Corps facility. This is not the first time Washington has faced allegations of disposing of toxic chemicals on military installations in the Chatan area. In 2002, 215 barrels of an unidentified chemical were unearthed on former U.S.-owned land approximately 750 meters from where the former soldier is now alleging Agent Orange was buried. According to Masami Kawamura, director of the nongovernmental Citizens' Network for Biological Diversity in Okinawa, the handling of that investigation was slipshod. "Okinawa Prefecture conducted tests on only one of the barrels. Then they incinerated them all — along with 500 tons of contaminated soil — at an industrial waste processing facility. They didn't even test them for dioxins beforehand." With these latest allegations coming to light, Kawamura worries that the 215 barrels might also have contained defoliants. Next month, the NGO plans to submit a petition for independent dioxin tests to the Okinawa Prefectural Assembly. Wayne Dwernychuk, a dioxin expert who researched the impact of Agent Orange in Vietnam for more than 15 years, said environmental tests are the only surefire way to put public fears to rest. "If Agent Orange was in the barrels that were buried there over 40 years ago, I am 100 percent confident that soil in the immediate area remains contaminated with dioxin," Dwernychuk said. While Dwernychuk believes that the buried defoliants pose a minimal risk to current residents' health, he added, "My only caveat is that if there are water wells in the area that are fed by aquifers in close proximity to the burial site, leaching of Agent Orange or dioxin may have occurred." Until now, the former soldier at the center of these allegations has been unwilling to go public with his identity. However, he promises that will soon change. "I've scheduled a meeting with my congressman to explain what I saw happen in Hamby. The U.S. government has been lying for too long. It's time to get some truth for the veterans and the people of Okinawa."

<http://www.japantimes.co.jp/text/nn20111130a5.html>

BULGARIA, SOFIA, DECEMBER 2 2011. GAZPROM NEFT SETS EYES ON ANOTHER 7 FILLING STATIONS IN BULGARIA

On November 17, Capital daily informed that the Russian energy giant had already launched its expansion in Bulgaria through its Serbian unit, Naftna Industrija Srbije, which had started buying filling stations in the country. NIS Petrol EOOD, which has already sealed contracts for the purchasing small filling stations currently operated by Geriya EOOD, Ir Max EOOD, B Plus OOD, Gand Oil OOD, Tim Oil OOD, Arena – I.T. EOOD and by two natural persons – Krasimir Georgiev and Teodora Yordanova, was registered in Bulgaria in end-August. The company approached Bulgaria's Commission on Protection of Competition for a clearance for concentration for the transaction. Such a request has also been filed for the seven new sites, which are owned by Automation of Discrete Production – Smolyan, Kardzhali-based ZAH, Veliko Tarnovo-based City Invest, Blagoevgrad-registered M-Oil D, Asenovgrad's Italy Group and leasing company Credianstalt Bulus, part of Unicredit Leasing. NIS Petrol EOOD has so far refused to disclose further details about its plans in Bulgaria. According to unconfirmed reports published in Capital daily, the firm plans to operate a network of 70 filling stations by end-2013. Anrdey Delchev, Chair of the Bulgarian Petroleum and Gas Association (BPGA), has suggested that the company aims to acquire a share of up to 8% of fuel retail sales in Bulgaria, thereby landing sixth between EKO-Elda Bulgaria, a subsidiary of Greek Hellenic Petroleum Group, and Romanian Rompetrol. Representatives of the sector have said that they do not expect Gazprom Neft's advent to cause major changes on the market.

http://www.novinite.com/view_news.php?id=134445



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk