



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 688 Newsy Stuff

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

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USA, S.C, COLUMBIA, FEBRUARY 19 2011. CREATIVE THIEF STEALS OVER 4,500 GALLONS OF GAS FROM MIDLANDS STORE

 **Photo's** <http://www.midlandsconnect.com/news/photos.aspx?id=582750>



Suspect vehicle (Source: Richland County Sheriff's Department)

Somebody stole over 4,500 gallons of gas from a Midlands convenience store and deputies want to know who did it. Sheriff Leon Lott is asking for help in identifying the person or persons responsible for stealing a total of 4,560 gallons of gas from the Pitt Stop convenience store at 5901 Monticello Road. The unidentified suspects manually programmed the gas pumps without permission on two different occasions, according to Lott. The first incident occurred on December 12, 2010 at 8:00 p.m. when 430 gallons of premium and 790 gallons of diesel were valued at \$2,953.00 stolen. The second time is happened was January 24, 2011 at 8:00 p.m. when 1,430 gallons of premium and 1,910 gallons of diesel valued at \$10,721.00

were taken. Photographs of a possible suspect and the suspect vehicles possibly involved in this crime. Anyone with information or the identity of the suspect or suspects is urged to contact Crimestoppers 1-888-CRIMESC.

<http://www.wistv.com/Global/story.asp?S=14049977>

USA, MS, VICKSBURG, FEBRUARY 19 2011. ETHANOL STILL CAUSING BIG PROBLEMS FOR BOATERS

William Gray was on a routine fishing trip to Arkansas' scenic Lake Chicot about three years ago when his bass boat needed a fill-up. Time was short, and he filled the tank with gasoline that had been blended with 10 percent ethanol. "Within 10 minutes, my (200 hp outboard) engine started failing," Gray said. "(The fuel) had crystallized and crumbled, and had clogged my fuel line, and I had to tear out all of the fuel system." His troubles are nothing new to marine shop owners, lawn mower mechanics and car enthusiasts familiar with the fuel additive's apparent incompatibility with small engines and older car engines. And motorists might soon become as familiar with ethanol's potential effects on fuel systems as boaters, because of a recent ruling on the additive. The Environmental Protection Agency ruled Jan. 21 that 15 percent ethanol blended with gasoline (E15) is safe for cars and light trucks built between 2001 and 2006, adding to a decision last October that the higher blend is safe for cars built since 2007. Maximum blends had previously been set at 10 percent. The bottom line is, all the small engines are not made to run on ethanol," said Fred Katzenmeyer of Katz Brothers, a repair shop in Vicksburg. Alongside parts, he's been selling products that treat fuel in small engines when ethanol and gasoline separate over time, causing major performance problems. Boat manufacturers, who joined automakers and outdoor power equipment makers in one of multiple lawsuits against the EPA after the October decision, contend that motors and fuel system components in boats -- often laid up between prime fishing seasons -- can corrode with even low-level ethanol blends.

<http://www.thelog.com/news/logNewsArticle.aspx?x=12057>

USA, FLA, ESCAMBIA CO, FEBRUAR 18 2011. GASOLINE PUMP, CLEANING VAN DESTROYED IN WEDNESDAY MORNING FIRE



No one was hurt Wednesday when a carpet cleaning van and a gas pump caught fire just before 9:30 a.m. at the Tom Thumb in the 4500 block of Cerny Road near Marlane Drive. The van's driver put the pump's nozzle in the fuel tank, then stuck a gas cap in the pump's handle, said Lt. Dan Akerman, spokesman for Escambia County Public Safety. The driver then went into the store. While he was inside, a fire broke out. The store clerk used an emergency cut-off switch to turn off the pump, Escambia County Interim Fire Chief Paul Williams said..

<http://www.pnj.com/article/20110217/NEWS01/102170313/1006/NEWS01/Cleaning-van--gasoline-pump-destroyed-in-Wednesday-morning-fire>

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USA, GA, MACON, FEBRUARY 19 2011. FEDERAL HAZMAT CHARGES

A Moultrie couple who operated a Doerun trucking firm face up to five years in prison after pleading guilty to hauling hazardous materials. Thomas Watson, 57, and Cathy Watson, 54, of Moultrie, pled guilty to an information admitting to a violation of the Federal Hazardous Materials Transportation Law under Title 49, United States Code, Section 5124, before the Honorable Hugh Lawson, United States District Judge, according to a Thursday announcement by Michael J. Moore, U.S. attorney for the Middle District of Georgia. At the time of the plea, the Watsons admitted to transporting large amounts of hazardous materials in interstate commerce using TomCat Trucking, Inc., of Doerun, a trucking company they controlled, even though in late 2008, an Out of Service Order had been issued against TomCat by the Federal Motor Carrier Safety Administration, the U.S. Attorney's Office said.

<http://moultrieobserver.com/local/x2016389024/Federal-HazMat-charges>

UK, LONDON, FEBRUARY 19 2011. ESSAR ENERGY TO BUY SHELL'S BRITISH REFINERY FOR \$350 M

vidya ram



Mr Prashant Ruia, CEO of the Essar Group

London-listed Essar Energy has signed an exclusivity agreement to buy Royal Dutch Shell's British refinery, Stanlow for \$350 million (£219 million). The exclusivity agreement will last till April 1, which gives Essar Energy time till March-end to strike a final agreement — or pay Shell a break fee of \$50 million. Earlier, Shell had set a deadline of February-end to reach a deal. The new agreement would give Shell time to start its standard consultation exercise with employees, before the final signing. As much as \$175 million will be payable on completion of the acquisition, with the remainder plus interest a year later, and will be funded from existing cash resources and, potentially, a new debt facility. The

acquisition is expected to be completed in the second half of the year, subject to the approval of Essar Energy shareholders. "Many of the assets being shut down are low [Nelson] complexity, smaller assets. Stanlow has a complexity of around 8.2 and accounts for around 15 per cent of production from the UK, so this asset really does not fit into that [troubled] group," Mr Prashant Ruia, CEO of the Essar Group, told Business Line. He added that the nature of the facilities, including the tankage capacity and distribution pipeline access meant the firm would have the flexibility to bring product from India. "We wanted to get into the UK market...It would give us the ability to bring in supplies whenever the UK is short." The firm is not looking at other European assets. "We are very much focused on this new acquisition." The Stanlow refinery, on the Manchester Ship Canal in the English county of Cheshire is Britain's second largest refinery, producing around 233,000 barrels a day, with the capacity of around 296,000. It produces around a sixth of Britain's petrol and has around 960 employees. The purchase price amounts to around \$1,182 a barrel, based on a capacity of 296,000 barrels a day, against around \$8,140 a barrel for BP's 2007 sale of its Coryton refinery, and the \$3,376 a barrel paid by Rosneft for Ruhr Oel. The gross refining margins at the Stanlow refinery are also higher than many in the region "with gross refining margins in the first half of 2010 amounting to \$4.90 a barrel, against the \$2.73 benchmark." The acquisition will raise Essar Energy's refining capacity by two-thirds. With its distribution pipes and tankage capacity, it could provide a conduit for the company to export product from Vadinar to Europe. The firm plans to raise capacity at its Vadinar refinery to 20 million tonnes a year by mid-2011, and will be capable of producing EU- standard clean petrol and diesel. It is one of three refineries in Europe that Shell put up for sale in March 2009, as part of a strategy to cut net refining capacity by 15 per cent, in line with other oil majors, which have been selling out of their low-margin European refining processes. Apart from a brief spell in 2005 to 2008 due to rampant demand in China that caused spare capacity to go to zero levels, refining has always been incredibly low margin business, said Sanford Bernstein oil analyst Oswald Clint. With all the major integrated firms trying to exit the business, it is a good opportunity to buy assets at very low prices, says Brendan D'Souza, oil analyst at Seymour Pierce.

<http://www.thehindubusinessline.com/companies/article1469166.ece?homepage=true>

CHINA, BEIJING, FEBRUARY 19 2011. 900,000 MOBILIZED IN BEIJING TO ENSURE FIREWORKS SAFETY IN LANTERN FESTIVAL CELEBRATIONS

About 930,000 people, including police officers, fire-fighters and citizens, were mobilized Thursday night in Beijing to ensure safety as people set off masses of fireworks to celebrate Lantern Festival. Of them, 170,000 were specially dispatched to protect high-rise buildings from fires triggered by fireworks, a spokesman with the Beijing municipal government said Friday. Helicopters were again used to patrol over the sky to monitor any possible fires, the spokesman said. Lantern Festival, which brings an end to the Spring Festival season, or Chinese Lunar New Year, is held on the 15th day of the first month of the Chinese lunar calendar. No major fires or casualties were reported Thursday night in Beijing, the spokesman said. But during

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the whole Spring Festival period lasting from Feb. 3 to 17, two people were killed while setting off firecrackers and another lost his eye, the spokesman said. During the period, Beijing reported 203 fireworks-triggered fires, compared with 107 last year, and 501 people were injured, compared with 467 last year, he said. According to rules issued in 2006, Beijing residents are allowed to set off fireworks within the Fifth Ring Road all day on Lunar New Year's Eve and Lunar New Year's Day, and from 7 a.m. to midnight every day until Lantern Festival. Lantern Festival celebrations have resulted in two major disasters in Beijing over the past years. On Feb. 5, 2004 when Lantern Festival was celebrated, 37 people were killed in a major stampede on a bridge in Mihong Park in the Miyun County in Beijing's suburban northeast. Also during Lantern Festival celebrations on the night of Feb. 9, 2009, illegally set off fireworks ignited a fire that ripped through part of the new headquarters complex of China Central Television in Beijing's Central Business District. A fireman died and seven people, including six firemen and a construction worker, were injured in the blaze.

<http://english.peopledaily.com.cn/90001/90776/90882/7292406.html>

INDIA, GUJARAT, JAMKANDORANA VILLAGE, FEBRUARY 20 2011. 12 INJURED IN FIRE FOLLOWING LEAKAGE FROM OVERTURNED TANKER

As many as 12 persons including five children sustained burn injuries due to fire caused by petrol leaked from a tanker near Jamkandorana village early this morning, fire brigade officials said. Fire broke out after the tanker overturned, and it spread to the nearby hut where a family of 12 was sleeping. All of them, including five children, sustained burn injuries and were admitted to Junagadh civil hospital where their conditions were stated to be stable, officials said. The fire was brought under control quickly. A complaint has been registered against the tanker driver who fled from the spot, police said.

<http://timesofindia.indiatimes.com/city/rajkot/12-injured-in-fire-following-leakage-from-overturned-tanker/articleshow/7527696.cms>

USA, KY, WHITESBURG, FEBRUARY 20 2011. WHITESBURG DIESEL SPILL WAS INEVITABLE ACCIDENT, OFFICIALS SAY

dori hjalmarson

A diesel spill that shut off municipal water a week ago Saturday was an inevitable accident, given the type of underground equipment involved, officials say, and it highlights the need for good planning and safeguards for local infrastructure. The contamination was the third in less than three years linked to Whitesburg company Childers Oil. The morning of Feb. 12, a small amount of diesel fuel leaked from an underground pipe associated with an above-ground storage tank that had been out of commission since November. The diesel made its way down a ditch line, into the North Fork of the Kentucky River and to the water intake. Underground pipes and tanks are known for corrosion and leakage, said Art Smith, the on-scene coordinator for the Environmental Protection Agency. Smith also investigated a 2009 diesel spill from a Childers Oil tank storage site in Mayking, upstream from Whitesburg. As for Saturday's spill, "there was probably less that could have been done up front to prevent it," Smith said. "That's not unusual for an oil bulk plant like this to have leaking. That was just a matter of time." Smith characterized the amount of diesel spilled as "minute" and accidental, not necessarily negligent or deliberate. He said that since 2009, Childers Oil has been working to add required secondary containment to its storage sites and inventory. The company also has made efforts to protect underground pipes and tanks. "They can and will leak. Buried steel piping will leak over time," Smith said. "There's a strong recognition now on the part of the agency and the Childers Oil company, that any future buried piping should have some sort of cathodic protection," an electrical current applied to steel pipes to slow corrosion. It appears that last Saturday's leak was slow over time, said Jon Maybriar, manager of the state Division of Waste Management, which regulates underground storage tanks. It took place in an unused underground line associated with a 300,000-gallon above-ground tank. Even though it was unused, every time the line was pressurized, diesel would leak into the ground, Maybriar said. The state has ordered the leaky line removed, and tests showed that several underground tanks and lines are not in danger. The geography of Whitesburg makes it vulnerable, officials said. The Childers Oil bulk plant, a wholesale distributor of refined petroleum products, sits near the Pine Mountain Junction intersection — not far from a gas station, auto repair shop and other industrial sites, about half a mile upstream from the Whitesburg Water Works. Letcher County contains the headwaters of three of the state's major rivers: the Kentucky, the Big Sandy and the Cumberland. The imposing Pine Mountain splits the county's infrastructure in two. "Everybody who's on wells really wants to get city water and sewer," said Rep. Leslie Combs, a Pikeville Democrat who represents part of Letcher County. "I often tell a lot of folks, a lot of times it's the way you progress that infrastructure out, otherwise you spend double and triple what you should." Combs said she has constant conversations with local officials about making expansions and improvements to the county and city water systems. After the 2009 spill, the city added a \$125,000 carbon feed system to its plant, a state-mandated upgrade that

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removes tiny amounts of dissolved hydrocarbons from water to improve the taste and smell. The city received a \$171,000 federal grant for the project. But it is not designed to remove large amounts of diesel from the water. No plant is so designed, said Veolia Water spokesman Matt Demo. He said there are some options for protecting the plant against future spills. An early-detection system could be installed to alert plant operators to the presence of petroleum in the river. The intake pipe could be moved below the surface of the water, as long as sediment and turbidity in the river isn't a problem. Or the treatment plant could be moved upstream from Childers Oil's bulk plant, a hugely expensive option that won't guard against spills from other sources. Since 2009, the county water system, a customer of Whitesburg's treatment plant, has recently finished tying 1,900 customers into Knott County's water system. Having a secondary source of water saved most of the county system from being put under the same no-contact advisory as Whitesburg. Tim Reed, supervisor of the county water system, said the Knott County treatment plant at Carr Creek can supply around two-thirds of Letcher County's customers. "That Knott County interconnect has been great," said Phillip Back, the county water board chairman, at a meeting Thursday. In September, Childers Oil settled with the state over the 2008 and 2009 spills and was ordered to pay \$500,000, part of which was designated for local water and sewer infrastructure. But that amount doesn't come close to paying for projects like the Knott County interconnect, which was paid for with more than \$5 million in state, federal and single-county coal severance tax money. Whitesburg Mayor James Wiley Craft said he hoped to persuade the state to help buy a petroleum detection system for the water plant's intake pipe. Residents are organizing. A public meeting is planned for Thursday. OSM/VISTA volunteer Clary Estes with the local group Kentucky Headwaters Inc. said she has heard from residents who were confused by the public information and emergency alerts issued over the weekend. At first they weren't told the reason for the non-consumption advisory. Some thought they could boil the water and be safe — but boiling doesn't help in a diesel spill. Residents also haven't been told they need to run taps for 20 minutes and empty their water heaters to flush their homes. Estes said the county's first emergency call went out at 5 p.m., three hours after the no-contact order was issued by the state. She said residents also are frustrated by the power Childers Oil seems to have over their drinking water. They want local officials to hold the company accountable. "A restaurant owner said, 'If I took the oil that I cooked with in a week and dumped it in the river, I would be in jail,'" Estes said.

<http://www.kentucky.com/2011/02/19/1640787/whitesburg-diesel-spill-was-inevitable.html#more>

SWITZERLAND, GENEVA, FEBRUARY 20 2011. VITOL, HELIOS AND SHELL REACH AGREEMENT ON AFRICAN DOWNSTREAM BUSINESSES



Vitol today announced that, in partnership with Helios Investment Partners, it has agreed to purchase the majority of Shell's shareholding in most of their downstream businesses in Africa for a total consideration of some \$1 billion. Under the agreements, two new joint venture companies will assure continued availability of Shell fuels and lubricants in 14 African countries under the Shell brand. "We are delighted to have concluded this agreement with Shell and Helios," said Ian Taylor, President and CEO of the Vitol Group. "Africa is a continent we know well. These two new ventures allow us to invest in Africa and its fast-growing economies, and grow all the businesses under the umbrella of the world-class Shell brand for the benefit of our customers." "We are pleased to enter into this landmark agreement with our partners, Shell and Vitol," said Tope Lawani, Managing Partner of Helios Investment Partners. "We believe that combining Vitol's world class supply expertise

and Helios' deep understanding of the African operating environment with the Shell brand and a highly professional workforce will create significant new growth opportunities for the business, and will ensure the continued supply of high quality products and services for African consumers." "This is a good deal for our customers as well as for Shell," said Mark Williams, Royal Dutch Shell's Downstream Director. "We will significantly reduce our capital exposure in line with our strategy to concentrate our global downstream footprint, and continue to provide the high quality Shell products that our African customers have come to trust and rely on over many decades." One joint venture will own and operate Shell's existing oil products, distribution and retailing businesses in 14 African countries, with the potential to add five more in future. Vitol and Helios will hold 80% of the venture and Shell will hold the remaining 20%. A separate company, which will be 50% owned by Shell and 50% by Vitol and Helios, will own and operate Shell's existing lubricants blending plants in seven countries and will manage macro-distributor relationships in each of the countries where the main venture operates, plus a number of others. Vitol, Helios and Shell will now concentrate on securing necessary regulatory approvals and integration planning, ahead of a phased completion of the proposed deal during 2011 and the first half of 2012.

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Notes to Editors

The deal covers existing Shell downstream businesses (Retail, Commercial Fuels, Liquefied Petroleum Gas, Lubricants, Bitumen, Aviation and Marine) in Morocco, Tunisia, Egypt (excluding lubricants), Cote d'Ivoire, Burkina Faso, Ghana, Senegal, Mali, Guinea, Cape Verde, Kenya, Uganda, Madagascar and Mauritius. Shell's downstream businesses in Namibia, Botswana, Togo, Tanzania and La Reunion are under review for potential inclusion in the deal at a later date. Shell's fuels, lubricants and refining activities in South Africa, the company's lubricants business in Egypt and its exploration and production businesses, liquefied natural gas interests and most international trading activities in Africa are not part the proposed deal.

The Vitol Group was founded in 1966 in Rotterdam, the Netherlands. Since then the company has grown significantly to become a major participant in world energy markets and is now one of the world's largest independent energy traders. Its trading portfolio includes crude oil, oil products, LNG, natural gas, coal, power and carbon emissions. Vitol trades with all the major national oil companies, the integrated oil majors and the independent refiners and traders. Globally Vitol trades over 5.5 million barrels of crude oil and products per day. In addition to its trading business, and its 50% share in the storage and terminals business, VTTI, with 11 terminals on five continents, Vitol has an exploration and production business which includes interests in Ghana, Cameroon, Philippines, Kazakhstan, Russia and Azerbaijan. It also currently owns and operates over 100kbb in refining assets. Further details on Vitol are available on www.vitol.com

Helios Investment Partners is an Africa-focused private investment firm. Helios operates a family of funds and their related co-investment entities, aggregating more than \$1.5 billion in capital commitments, pursuing a full range of investment types, including business formations, growth equity investments, structured investments in listed entities and large scale leveraged acquisitions across Africa. The firm also managed the \$110 million Modern Africa Fund on behalf of a range of investors which included the U.S. government's Overseas Private Investment Corporation and several leading U.S. corporations. Established in 2004 and led by co-founding partners Tope Lawani and Babatunde Soyoye, Helios is one of the largest investment firms focusing on Africa and is among the few independent pan-African private equity investment firms to be founded and managed by Africans. Helios' portfolio companies operate in more than 25 countries, and in various industrial sectors, across the African continent. The firm has significant experience in private equity investing across a broad range of industries and investment types - leveraged buyouts, recapitalizations, joint ventures, seed-stage venture capital, restructurings, and strategic public equity investments. Limited partners in Helios' funds include several leading global investment funds, endowments and foundations, family offices, high net-worth individuals and development finance institutions, the latter of which include the UK's CDC, the US government's Overseas Private Investment Corporation, and the IFC, the private sector arm of the World Bank. Further details on Helios Investment Partners can be found at www.heliosinvestment.com

Royal Dutch Shell is incorporated in England and Wales, has its headquarters in The Hague and is listed on the London, Amsterdam, and New York stock exchanges. Shell companies have operations in more than 90 countries and territories with businesses including oil and gas exploration and production; production and marketing of liquefied natural gas and gas to liquids; manufacturing, marketing and shipping of oil products and chemicals and renewable energy projects. For further information, visit www.shell.com

Related Links

- <http://www.vitol.com>
- <http://www.heliosinvestment.com>
- <http://www.shell.com>

Other News sites

- [Shell to Divest About \\$1 Billion of Refining, Marketing Assets in Africa](#)
- [Shell to Sell African Downstream Assets for \\$1 Billion](#)
- [Shell To Sell African Downstream Business To Vitol, Helios For \\$1 Bln. - Update](#)
- [Shell to sell Africa downstream stake for \\$1 bln](#)

<http://www.prnewswire.com/news-releases/vitol-helios-and-shell-reach-agreement-on-african-downstream-businesses-116526428.html>

USA, TX, HOUSTON, FEBRUARY 20 2011. GAS MIXUP CAUSES VEHICLE DAMAGE

Watch the Video <http://abclocal.go.com/ktrk/story?section=news/consumer&id=7967570>

Here's something to think about the next time you fill up your tank -- do you really know what's going inside your vehicle? Some drivers are learning the hard way that the answer is no, after gasoline and diesel were put into the wrong underground tanks. The mix up happened at a Shell station on the west side of town. Drivers started noticing problems with their vehicles

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and mechanics figured out the problem -- the wrong fuel was put into the service station's tanks. When Dustin Hall filled up his 2007 Chevy Tahoe the other day, he thought it was premium unleaded going into his tank until he drove a few miles down the road. He recalled, "About the time I got to work and the car was smoking, stalling, engine was knocking. I have a couple of buddies who are mechanics and they said, 'Hey, it looks you got diesel in there.'" Hall says that is exactly what mechanics at his local Chevy dealer found after he took the truck in for service. A sample of gas revealed diesel in his tank and that led to some costly repairs. He said, "(It was) \$335, I think, to flush out the gas tank and clean the fuel injectors." Hall says he went back to the Shell gas station where he got the fuel to report the problem. Friday we saw state inspectors testing the tanks. A spokesperson for Shell admitted there was a problem, saying, "Diesel fuel and premium gasoline were accidentally mixed by the transport company... This station is supplied by an independent Shell-branded wholesaler who contracted with the transport company to supply fuel to this station." We also spoke to the service station owner on the phone who also admitted diesel was pumped into the premium gasoline storage tank and premium gasoline was pumped into the diesel storage tank. The owner said so far seven motorists have come forward with engine problems after buying fuel at the store. He went on to say, "Our customers will be taken care of. They should bring in repair bills and they will be reimbursed for their expenses." This has happened in the past and will probably happen again, so here is what you need to do. First, get a receipt when you buy gas. If there is a problem, take the car to a mechanic and get the fuel analyzed. Next contact the service station. Gas stations typically have insurance policies that cover these issues. In this case, Shell has set up a phone number to help them through the claims process and can be reached at 888-GO-SHELL (467-4355).

<http://abclocal.go.com/ktrk/story?section=news/consumer&id=7967570>

USA, TX, PHARR, FEBRUARY 20 2011. CAR CRASHES INTO GAS STATION

farrah fazal

Watch the Video <http://www.krgv.com/news/local/story/CAR-Crashes-Into-Gas-Station/QfSqw9CUG02ciLgefF8U7g.cspix>



Video captured by a Channel 5 News viewer shows a car engulfed in flames at a gas station. Police say the case doesn't make any sense. "This vehicle was seen driving on 281. Driving around the store and then crashing into the gas pumps at high speed," says Pharr Police Chief Ruben Villescas. Police say two men were in the car at the time of the crash. They caught the driver, the passenger is still on the run. Chief Villescas says the plates on the car came back to a pickup truck. The two men tried to run away from the vehicle after the crash. The driver is facing failure to stop charges, but police say they could turn into felony charges.

<http://www.krgv.com/news/local/story/CAR-Crashes-Into-Gas-Station/QfSqw9CUG02ciLgefF8U7g.cspix>

USA, WA, BELLINGHAM, FEBRUARY 20 2-11. FIRE DESTROYS CAR AT BELLINGHAM GAS STATION

jessica bader



Bellingham firefighters put out a car fire at about 8:12 a.m. Friday, Feb. 18, at a Starvin' Sams on the 1100 block of Iowa Street. Allison Phillips of Bellingham said she was driving on Interstate 5 northbound when her 2006 Ford Focus started lurching. She pulled off at the Iowa Street exit and into the Starvin' Sam's parking lot when the engine burst into flames. There were no injuries and the fire did not extend beyond the one vehicle, said Bellingham Fire Department spokesman Andy Day. The fire was extinguished and firefighters left about 20 minutes after their arrival, Day said. The cause of the fire is undetermined, Day said.

<http://www.bellinghamherald.com/2011/02/18/1874607/fire-destroys-car-at-bellingham.html>

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USA, ME, SOUTH PORTLAND, FEBRUARY 20 2011. SHIP CARRYING 400 GALLONS OF DIESEL FUEL RUNS HARD AGROUND IN CAPE ELIZABETH

krister rollins

Watch the Video <http://www.wcsh6.com/news/local/story.aspx?storyid=148634&catid=2>



After it ran aground in the early hours of Saturday morning, the U.S. Coast Guard is monitoring The Rachel T over fears of pollution. At 4:44 AM, the crew of The Rachel T sent out a May Day for help. They had run hard aground on rocks in between Willard Beach in South Portland and Portland Head Light in Cape Elizabeth. The Rachel T is a 40 foot fishing vessel. There were four souls on board at the time and none of them was hurt. Her home port is Portland. The U.S. Coast Guard dispatched a ship to the scene. They also called in the Cape Elizabeth Fire Department's "wet team" and the Maine Marine Patrol. After noticing she was taking on water, The crew of The Rachel T abandoned ship onto the rocks they slammed into and walked ashore. Low tide was at 5:11 AM and as the tide came in, officials realized the boat was not lifting with the water. At that point, the crew called another boat to tow the Rachel T to Willard Beach. Pollution became a concern as The Rachel T is carrying 400 gallons of diesel fuel The Department Of

Environmental Protection and the Coast Guard are focused on making sure the boat gets out of the water without spilling any of that fuel. "When the tide goes back out and the boat can be better accessed a vacuum truck will remove the fuel and eliminate that pollution risk" Commander Brian Downey told News Center. The Coast Guard is still trying to determine how the boat ran aground.

<http://www.wcsh6.com/news/local/story.aspx?storyid=148634&catid=2>

USA, CA, LONG BEACH, FEBRUARY 20 2011. GROUNDED SHIP FLOATS FREE; NO OIL LEAKS FOUND IN LONG BEACH HARBOR

A 624-foot freighter that ran aground on the man-made Island Freeman in Long Beach's outer harbor amid stormy conditions did not cause any environmental damage, the Coast Guard reported Saturday. Ocean Sunrise, a bulk carrier, went aground about 6:30 p.m. Friday, but was re-floated last night and anchored in the outer harbor, said Trent Kelly of the U.S. Coast Guard. An early morning crew, including a Coast Guard pollution investigator, inspected the ship and the area and found no oil sheens near the ship or Island Freeman. The wind was blowing about 35 knots, and waves were up to 4 feet when the ship ran aground, Kelly said. It was unclear what went wrong, but the wind apparently overwhelmed the tugboats assigned to the ship. All ships are moved by tugboats once inside the breakwater. Video taken from a remotely operated vehicle showed scrapes along the hull, but there was no damage that would cause the freighter to sink or leak oil, according to the Coast Guard.

http://www.presstelegram.com/news/ci_17432225

USA, MA, KINGSTON, FEBRUARY 20 2011. KINGSTON MAN FACES FIREWORKS CHARGES

doug ireland

A local man faces several years in prison for illegally storing an estimated \$100,000 in fireworks at a facility on Route 125, police said. Garry A. Deblasis, 44, of Kingston was arrested on felony and misdemeanor charges after the fireworks were confiscated Thursday, according to New Hampshire State Police Sgt. Steve Cooper. Cooper, commander of the state police Permits and License Unit, said yesterday a routine inspection of another person's fireworks supply was being conducted when Deblasis happened to stop at the facility. When questioned, Deblasis said he had fireworks at the facility even though his license to store them there expired in 2006, Cooper said. "He just didn't get a new (license)," Cooper said. "It was our understanding that these storage facilities were empty." The fireworks, some for individual use and others for large displays, were kept in five storage containers, Cooper said. Although it was not unsafe to store the fireworks there, it would have been problematic if they ended up in the wrong hands, he said. "It could have hurt some people," Cooper said. The facility also is used to store commercial explosives, Cooper said. Deblasis owns a fireworks store in Epping. The state police Explosive Disposal Unit and the New Hampshire State Fire Marshal's Office also responded. The local police and fire departments were not involved in the investigation. Deblasis was charged with possession of an infernal machine, a Class A felony, Cooper said. The charge is punishable by 7 1/2 years to 15 years in prison. He also faces a misdemeanor charge and a violation for

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possessing the fireworks, Cooper said. Deblasis, who was released on personal recognizance bail, is to be arraigned in Plaistow District Court on April 4, state police said. He could not be reached yesterday for comment. Kingston police Chief Donald Briggs said his department has never had any problems with Deblasis, who has donated fireworks for the town's annual Kingston Days celebrations. The fireworks and explosives facility, owned by the Senter family, has been at the site for years, the chief said. It is leased by Dyno Nobel, an international explosives company, and part of the facility was subleased to Deblasis, Briggs said.

<http://www.eagletribune.com/latestnews/x789957520/Kingston-man-faces-fireworks-charges>

IRAN, TEHRAN, FEBRUARY 20 2011. OIL SPILL CONTAINED IN PERSIAN GULF



Head of Iran's Environmental Protection Organization (IEPO) says the Persian Gulf oil spill has been contained and the contaminated areas have been isolated. "Iran's Oil Ministry and the Environmental Protection Organization have successfully stopped the oil slick and the polluted areas have been isolated," Mohammad-Javad Mohammadzadeh told Iran's Youth Journalist Club. The oil slick began to spread after the Aghajari-Goureh pipeline in the port city of Daylam in Iran's southern province of Bushehr began leaking due to decay. The spill was stopped by changing the route of the pipeline one day after the incident, but it entered the Persian Gulf as a result of flooding and polluted about 25 kilometers of the Daylam coast. The oil slick has contaminated more than 20 hectares of Persian Gulf waters and 700 hectares of farmland in Bushehr Province, Mohammadzadeh explained

saying that the Oil Ministry has to compensate the damages caused by the incident. Dr. Mohammad Baqer Nabavi, an official with IEPO, earlier announced that it would take at least two months to clean up the oil spill.

 **Related Stories** ['PG oil spill clean-up to take months'](#)

<http://www.presstv.ir/detail/166024.html>

USA, WI, STURGEON BAY, FEBRUARY 20 2011. STURGEON BAY SEEKS JUDGMENT IN 2009 CHEMICAL SPILL

samantha hernandez

The Sturgeon Bay Common Council authorized the city attorney to pursue legal action against two companies in connection with a chemical spill nearly two years ago. The city is seeking \$10,846.69 judgment against Champion Packaging and Premier Delivery Inc. According to the summary provided the council, on May 28, 2009, a chemical spill occurred at Warner Wexel, 210 Jib St., that required the Sturgeon Bay Fire Department and Street Department, and other county agencies to respond for a cleanup.

<http://www.greenbaypressgazette.com/article/20110219/ADV01/102190452/Sturgeon-Bay-seeks-judgment-in-2009-chemical-spill>

CANADA, ONT, FEBRUARY 20 2011. CHEMICAL SPILL CAUSES CONCERN IN ONT. TOWN >> RESIDENTS WERE UNAWARE OF CONTAMINATION



Carleton Place resident Glenn Mitchell said he should have had information sooner about a chemical spill near his home.

A chemical used in dry cleaning will be removed from the ground in Carleton Place, Ont. The town has known about the contamination from perchloroethylene since it bought an old Canadian Tire property in 2008, but some residents in the neighbourhood didn't know about the chemical until now. "I'm not really proud of it," said nearby resident Glenn Mitchell. "I was here for 25 years and I just heard about it a couple weeks ago." The contamination affects an area measuring roughly 50 metres by 50 metres between Bridge and Beckwith streets, near Lake Avenue

East. Town officials say the chemical is not a risk, which is why people were not informed. "That's the reason," said Mayor Wendy LeBlanc. "There are no immediate health impacts, and we are working hand in hand with the Ministry of the Environment along with our geoscientists that we've hired." Perchloroethylene is a colorless, nonflammable liquid used in dry-cleaning solutions and as an industrial solvent. High exposure to the chemical, sometimes called 'PERC,' can cause respiratory and eye irritation, headaches, loss of memory, liver and kidney damage, and heart ailments, Environment Canada warns. LeBlanc said the contamination is partially on the property, which will be torn down to make way for a parking lot, and

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partially on the street, which will also be widened after it's dug up. Officials say they aren't sure yet where it came from, but that extensive testing in the area found that it didn't pose a health threat and that it wasn't spreading. Mitchell said he would have liked that information regardless. "That would be nice to let me know," he said. "Send me a letter or something. What the hell was going on before?" The town hired scientists to come up with several cleanup scenarios, which were presented to the Ministry of the Environment. They'll discuss the plans with town officials later this month.

On The Web [Environment Canada: PERC](http://www.cbc.ca/news/canada/ottawa/story/2011/02/17/carleton-place-contamination-dry-cleaning.html?ref=rss)

<http://www.cbc.ca/news/canada/ottawa/story/2011/02/17/carleton-place-contamination-dry-cleaning.html?ref=rss>

USA, WASHINGTON DC, FEBRUARY 20 2011. SCIENTIST FINDS GULF BOTTOM STILL OILY, DEAD



This Dec. 1, 2010 photo provided by the University of Georgia, made from the submarine Alvin, shows dead brittle stars on a still-damaged sea floor about 10 miles north of the BP oil rig accident. Brittle stars are normally bright orange and tightly wrapped around corals, but these were white and loose. "We consistently saw dead fauna (animals) at all these sites," said Marine biologist Samantha Joye of the University of Georgia. "It's likely there's a fairly large area impacted," she said.

Oil from the BP spill remains stuck on the bottom of the Gulf of Mexico, according to a scientist's video and slides that demonstrate the oil isn't degrading as hoped and has decimated life on parts of the sea floor. At a science conference in Washington, marine scientist Samantha Joye of the University of Georgia aired early results of her December submarine dives around the BP spill site. She went to places she had

visited in the summer and expected the oil and residue from oil-munching microbes would be gone by then. It wasn't. "There's some sort of a bottleneck we have yet to identify for why this stuff doesn't seem to be degrading," Joye told the American Association for the Advancement of Science annual conference in Washington. Her research and those of her colleagues contrasts with other studies that show a more optimistic outlook about the health of the gulf, saying microbes did great work munching the oil. "Magic microbes consumed maybe 10 percent of the total discharge, the rest of it we don't know," Joye said, later adding: "there's a lot of it out there." The head of the agency in charge of the health of the Gulf said Saturday that she thought that "most of the oil is gone." And a Department of Energy scientist, doing research with a grant from BP from before the spill, said his examination of oil plumes in the water column show that microbes have done a "fairly fast" job of eating the oil. Lawrence Berkeley National Lab scientist Terry Hazen said his research differs from Joye's because they looked at different places at different times. Joye's research was more widespread, but has been slower in being published in scientific literature. In five different expeditions, the last one in December, Joye and colleagues took 250 cores of the sea floor and travelled across 2,600 square miles. Some of the locations she had been studying before the oil spill on April 20 and said there was a noticeable change. Much of the oil she found on the sea floor — and in the water column — was chemically fingerprinted, proving it comes from the BP spill. Joye is still waiting for results to show other oil samples she tested are from BP's Macondo well. She also showed pictures of oil-choked bottom-dwelling creatures. They included dead crabs and brittle stars — starfish like critters that are normally bright orange and tightly wrapped around coral. These brittle stars were pale, loose and dead. She also saw tube worms so full of oil they suffocated. "This is Macondo oil on the bottom," Joye said as she showed slides. "This is dead organisms because of oil being deposited on their heads." Joye said her research shows that the burning of oil left soot on the sea floor, which still had petroleum products. And even more troublesome was the tremendous amount of methane from the BP well that mixed into the Gulf and was mostly ignored by other researchers. Joye and three colleagues last week published a study in Nature Geoscience that said the amount of gas injected into the Gulf was the equivalent of between 1.5 and 3 million barrels of oil. "The gas is an important part of understanding what happened," said Ian MacDonald of Florida State University. National Oceanic and Atmospheric Administration chief Jane Lubchenco told reporters Saturday that "it's not a contradiction to say that although most of the oil is gone, there still remains oil out there." Earlier this month, Kenneth Feinberg, the government's oil compensation fund czar, said based on research he commissioned he figured the Gulf of Mexico would almost fully recover by 2012 — something Joye and Lubchenco said isn't right. "I've been to the bottom. I've seen what it looks like with my own eyes. It's not going to be fine by 2012," Joye told The Associated Press. "You see what the bottom looks like, you have a different opinion." NOAA chief Lubchenco said "even though the oil degraded relatively rapidly and is now mostly but not all gone, damage done to a variety of species may not become obvious for years to come." Lubchenco Saturday also announced the start of a Gulf restoration planning process to get the Gulf back to the condition it was on Apr. 19, the day before the spill. That program would eventually be paid for BP and other parties deemed responsible for the spill. This would be separate from an already begun restoration program that would improve all aspects of

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the Gulf, not just the oil spill, but has not been funded by the government yet, she said. The new program, which is part of the Natural Resources Damage Assessment program, is part of the oil spill litigation — or out-of-court settlement — in which the polluters pay for overall damage to the ecosystem and efforts to return it to normal. This is different than paying compensation to people and businesses directly damaged by the spill. The process will begin with public meetings all over the region.

On The Web

- Joye's website: <http://www.marsci.uga.edu/directory/mjoye.htm>
- NOAA's restoration site: <http://www.gulfspillrestoration.noaa.gov/>

http://www.google.com/hostednews/ap/article/ALeqM5gsV8vJ45hWNxvco5tgcPE_iHt6dQ?docId=b0876e788169473cb4fbc2d7ff275ffb

USA, AZ, YOUNGTOWN, FEBRUARY 21 2011. HOSPITAL: YOUNGTOWN BOY BADLY BURNED HAS DIED

joe anthony fernandez



Hospital officials say a Valley boy who was burned over 90 percent of his body last month has died. According to spokesman Michael Murphy of Maricopa Medical Center, 11-year-old Joe Anthony Fernandez of Youngtown died Friday evening. Youngtown police Sgt. Dave Evans said Joe was at a home with his family visiting friends on Jan. 28 where the group had been using a wood-burning stove in the backyard to keep warm. Evans said around 11 p.m. the family started to leave and were out front when they noticed Joe was missing and heard an explosion in the backyard. The boy had taken a gas can and poured the fuel on the fire, causing the explosion, Evans said. Joe was transported by helicopter to the Arizona Burn Center with third degree burns over 90 percent of his body. After two surgeries, the boy was in critical condition for three weeks.

http://www.abc15.com/dpp/news/region_west_valley/sun_city/hospital:-youngtown-boy-badly-burned-has-died

NIGERIA, ASABA, FEBRUARY 21 2011. MOTHER AND DAUGHTER PERISH IN PETROL FIRE ACCIDENT

austin ogwuda

A few months after the tragic collapse of an overhead tank at College of Education, Agbor which killed five pupils on the 2nd of November last year, a petrol fire has claimed the lives of a 53 year old mother and her daughter in the area. Vanguard gathered that the incident occurred weekend when a motor cycle conveying jerry cans of fuel which was on top speed lost control and collided with another motorcycle conveying the mother and the daughter. Report from the area said immediately the two motor-cycles collided, fire ignited and engulfed the occupants of the two motorcycles. The woman was identified as Mrs. Blessing Igbenije while her 23 year old daughter's name was given as Izioma Igbenije. They died instantly including the rider of the motorcycle that hit them said to be popular seller of petrol in the black market. He was said to have heading to Ekuku-Agbor when the accident took place at Ogbe-Ohun, few metres to the house of the late woman, whose husband is a professional tailor. Efforts by passersby to put out the fire were unsuccessful because the fire was so intensive. Reacting over the incident, the State Police Public Relations Officer (PPRO), Mr. Charles Muka said "it was an unfortunate incident and I want to use this opportunity to warn fuel hawkers to desist. People should buy fuel from petrol stations to avoid fire", he stated.

<http://www.vanguardngr.com/2011/02/mother-and-daughter-perish-in-petrol-fire-accident/>

SCOTLAND, GLASGOW, FEBRUARY 21 2011. WOMAN SETS HERSELF ON FIRE IN GLASGOW PETROL STATION DRAMA

norman silvester

A probe has been launched after a woman set herself on fire on a filling station forecourt. The 36-year-old walked into the BP garage in the east end of Glasgow and hosed herself with petrol from a pump before setting her clothes alight. Horrified staff rushed to put out the flames. The woman, understood to live nearby, was rushed to hospital in a serious condition with major burns. She is now off the danger list but is still recovering in hospital and it is thought she will need plastic surgery. Now Glasgow City Council are investigating a possible breach of safety procedures at Craigpark filling station in Alexandra Parade, Dennistoun. Council experts are trying to find out if the pump had been left switched on when the woman walked into the station. Or that a member of staff thought she was a customer filling up and switched it on by mistake. Normally all pumps

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must be switched off unless they are being used. The only people who can use a pump are drivers or customers with empty petrol or diesel containers. Yesterday a council spokeswoman said: "The matter is under investigation and we are in discussions with the owners and police." Cindy Turner, operations director for Motor Fuel Group, who run the station, said: "We are carrying out a full investigation with the local authority." Councils are responsible for licensing petrol stations and can close them down if there are safety breaches.

<http://www.dailyrecord.co.uk/news/scottish-news/2011/02/20/woman-sets-herself-on-fire-in-glasgow-petrol-station-drama-86908-22937245/>

INDIA, LUCKNOW, FEBRUARY 21 2011. SANDILA GAS LEAK: OWNERS DECLARED ABSCONDERS

surbhi khyati

BN Lal and son Amit Srivastava, owners of a Sandila factory from which a gas leak allegedly claimed six lives, have been declared absconders, police said. A inquiry committee has submitted its report to the District Magistrate of Hardoi, blaming not only the factory owners but also certain government authorities for the tragedy. On the night of January 29, phosgene, a highly toxic gas, leaked from one of the two plants of Amit Heterochem in Sandila Industrial Area. Three persons living in the vicinity died that night. Three others died at CSM Medical University's Trauma Center in Lucknow over the next week. The factory manufactured drug intermediaries. "BN Lal and his son Amit Srivastava, who are the main accused, have been declared absconders. Their properties are locked and even their family members are not to be found," said Yogendra Singh, Inspector of Sandila police station.

<http://www.indianexpress.com/news/sandila-gas-leak-owners-declared-absconders/752637/>

UK, SOUTH WALES, FEBRUARY 21 2011. MONSANTO AGREES TO CLEAN UP TOXIC CHEMICALS IN SOUTH WALES QUARRY

Monsanto has agreed to help clean-up a quarry in South [Wales](#) it is accused of polluting with a cocktail of toxic substances despite consistently refusing to accept liability, the Ecologist can reveal. But the taxpayer could still end up meeting the estimated £2 million clean-up bill. Waste from a Monsanto-owned plant in Newport was dumped at the [Brofiscin quarry](#), near the village of Groesfaen, in the 1960s and 70s. Investigations since have revealed the site is heavily polluted with dangerous toxins leaking from corroding waste containers buried underground. There are fears a major underground aquifer, which could in future supply nearby Cardiff, may be at risk of [pollution](#) from chemicals leaching from the waste. Toxins in the air and ground vapour have also recently been detected at the site. The Environment Agency took over responsibility for cleaning up the site in 2005 but has been [accused in an Ecologist investigation of failing to pursue Monsanto](#) for its role in the pollution. In an otherwise unpublicised [statement published on its website](#) recently it now says Monsanto has been identified as one of those companies that 'should be held responsible under the contaminated land laws and be held liable for the cost of remediating Brofiscin Quarry.' It says it is in discussions with the company to provide them with the 'opportunity to help remediate the land on a voluntary basis'. It goes on to say if the company fails to cooperate the Environment Agency will pay for the clean up costs itself - that could rise to £2 million - and attempt to recover the costs from the companies involved. Monsanto has in the past refused to accept responsibility, saying it had contracted out waste disposal to third parties, who were told it was toxic. In a statement to the Ecologist the company still refuses to accept liability, but expressed a willingness to 'play a minor role' in cleaning up the site. 'Due to the nature of its waste hauling arrangements at the time, Monsanto UK, Ltd., is not liable for remediation of the Quarry under Wales Environmental Protection Act. Nevertheless, we are willing to play a minor role in EAW's work on the Quarry. Consultations with EAW are ongoing,' said Monsanto. However, the [Brofiscin Quarry](#) is not the only site where toxic waste from Monsanto was dumped. Douglas Gowan is a pollution expert who represented farmers and landowners in the affected areas and originally traced back the mysterious deaths of livestock in the area to the dumping of toxic waste from Monsanto's chemical plant in nearby Newport in the 1960s and 70s. He says the Agency should now investigate pollution at least 10 other sites across the UK but fears budget constraints means it has 'no appetite to investigate and prosecute' over other locations. Monsanto itself said it not in discussions regarding clean-up costs for any other sites in the UK.

Inadequate Clean-Up

Gowan, who has led a [long campaign against the Environment Agency's failure to hold Monsanto to account](#), says the Agency's current clean-up plans for Brofiscin are also inadequate and fail to deal with the contamination of groundwater supplies from the slow corrosion of the drums containing the toxins. 'When we are dealing with PCBs or doxins you are dealing with chemicals that have extremely high toxicity at tiny levels so if you do not have adequate treatment you are not going to be successful. Their solution only tackles run-off on the surface and not the real problem which is waste buried underground

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getting through to the aquifer. The real question is how potent is that leaking liquid? No-one knows because they have not investigated,' he said. 'I think they are just hoping it will wash away but with PCBs we just do not know what will happen. They are still there 46 years later and have not biodegraded,' said Gowan. The Environment Agency has so far insisted that there is no 'identifiable harm or immediate danger to human health' but is keeping residents in the area updated. Speaking in the House of Lords last year, the then government deputy chief whip Lord Davies said the Agency was 'keen to reach an agreement without the need for expensive litigation'. The other companies named by the Environment Agency are believed to have a much smaller liability. BP also dumped waste at the site while the waste company Veolia acquired the contractors originally responsi

'We are working with the Environment Agency and others on this very old site and are pleased that the remedial ac

<http://www.guardian.co.uk/environment/2011/feb/21/monsanto-brofliscin-pollution>

ZIMBABWE, HARARE, FEBRUARY 21 2011 FUEL SCAM: NOOA BLAMES ZIMRA

mernat mafirakurewa

Nooa Petroleum, a South African company at the centre of a controversial multimillion fuel deal with Zimbabwe, says it has met all its contractual obligations with PetroTrade but blames the late delivery of the fuel to shortage of wagons, a derailment, unexpected rains and delayed payment by the latter. The company also blames the poor relationship between the Zimbabwe Revenue Authority (Zimra) and National Oil Company of Zimbabwe (Noczim) for the delays in delivering the commodity. This comes at a time Energy and Power Development minister Elton Mangoma is under fire for allegedly circumventing the State Procurement Board processes in the deal. Secretary for Energy and Power Development Justin Mupamhanga is expected to present a detailed report on how the ministry settled for Nooa Petroleum to the Parliamentary Portfolio Committee on Mines and Energy Monday. Nooa has failed to deliver fuel despite having promised to do so within 48 hours of the deal being sealed. In an interview, Nooa chief operating officer Joel Chikapa Phiri said they got to supply the fuel through their partner Mohwelere. "A few companies were asked to provide the product. We answered the call through our partner Mohwelere on this deal that we were able to secure the product." He said the company would deliver the fuel by the end of this month. "It's impossible to deliver 5 million litres in 48 hours by road or rail. If the product had been sent by pipeline it would have been possible. Also no product was available in Beira at the time, hence they took this option. Mohwelere has upheld its obligations towards PetroTrade with regard to the maintenance of the contractual relationship only limited by the late payment by PetroTrade which resulted in further delays in the processing of shipments and added unforeseen circumstances," said Phiri. Phiri said there was a severe shortage of rail wagons in Southern Africa but Nooa/Mohwelere secured wagons for PetroTrade in advance of their payment even though the agreement between the two parties required payment before finalisation of rail logistics. "Nooa/Mohwelere had to constantly negotiate with allocation administrators to ensure the wagons for transportation of the PetroTrade product were not forfeited due to their being empty and taking up space. This was a result of Nooa/Mohwelere waiting for PetroTrade to make the necessary payments to begin the loading of the product." He said with funds having not arrived from PetroTrade, a subsidiary of Noczim, Nooa/Mohwelere was not able to secure its place in the line and had to move so other companies could load their own product. Phiri said payment was made and reflected on January 24, 2011 a week after wagons had been allocated. Prior to payment reflecting, a derailment occurred on the rail line leading to the Petromoc loading gantry on January 21 2011. The ensuing debris was only cleared on January 26. Thereafter the Petromoc gantry was congested as no Petromoc loadings had taken place due to the derailment. Phiri said Nooa/Mohwelere was scheduled for loading on January 29 but CFM had no locomotive to shunt the wagons procured for PetroTrade. "Through further negotiations and liaising with Petromoc and CFM, Nooa/Mohwalere agreed to pay overtime to workers on the weekend so as to secure the date of January 30, 2011 to take place. However, CFM employees in charge of the loading did not report to work, so no loading could take place. "However in the agreement between Nooa/Mohwelere and PetroTrade, the seller endeavours to make the first shipment within 24 to 72 hours of receipt of payment. Due to force majeure (an unexplained event that derails carrying out terms of an agreement) in the form of rain and the resultant derailments and other such circumstances (this) precipitated the time spent waiting for payment," said Phiri. According to Nooa, PetroTrade shipment could have started on January 30, 2011 and this would have been within the 24 to 72-hour window period to load the first shipment but this was not possible as there was nobody to load the wagons. On February 2, only three wagons were loaded as a result of rain. "CFM sent through a locomotive later than agreed upon and the presence of rain slowed any progress due to the fact that Petromoc had no covers for the wagons, and had to abide by regulations prohibiting it from loading fuel during the rain if covers are not available." Phiri said Petromoc, a parastatal in Mozambique, has an obligation to provide preference

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Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 688 Newsy Stuff

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to locals hence on February 3 and 4, Nooa/Mohwelere had to wait in line because of the high volume of other Petromoc locals which resulted in Nooa/Mohwelere not being able to load on these days. He said on February 7, only two wagons were loaded due to CFM not having a locomotive to shunt wagons into the gantry for further loading to take place. On February 8, Petromoc did not have a locomotive and moreover, Petromoc was allocating all loading resources strictly for road vehicles. Phiri said Nooa/Mohwelere, with the cooperation of CFM through the offer of overtime wages, sought to expedite the process at its own expense and thereafter Nooa/Mohwelere was able to load five wagons and seven trucks for PetroTrade on February 9, 2011. According to Phiri, Petromoc has a system in place where it halts all loadings so that it can cater for the local market and supply them, upon completion of this preference loading, other customers may load.

<http://www.newsday.co.zw/article/2011-02-20-fuel-scam-nooa-blames-zimra>

USA, VA, ROANOKE, FEBRUARY 21 2011. SULPHUR SPILL INJURES 3 RAILROAD WORKERS

lerone graham & sheila ellis



Roanoke and Salem fire and EMS crews responded to a molten sulfur chemical spill Sunday from a Norfolk Southern train near 24th Street and Shaffers Crossing. The area was evacuated for about four hours, and three railroad workers were taken to the hospital.

A molten sulphur spill from a Norfolk Southern train caused Roanoke emergency crews to close portions of 24th Street Northwest near the Family Dollar store for about four hours Sunday, Fire Chief David Hoback said. The spill occurred about noon after a valve malfunctioned in the container where the material was stored, he said. Crews evacuated businesses and blocked off streets within a half-mile, which was later reduced to a quarter-mile. Three railroad workers were taken to Carilion Roanoke Memorial Hospital for injuries. Two were in critical condition when taken,

while one was taken as a precautionary measure, Hoback said. The two in critical condition suffered chemical burns and respiratory injuries while trying to contain the spill, he said. Later Sunday evening, two were listed in serious condition and another in fair condition, fire spokeswoman Tiffany Bradbury said. Hoback said the spill started as a small one and then expanded as workers tried to contain it. Officials with Norfolk Southern and Roanoke Fire-EMS did not identify the victims Sunday.

Other News sites

- [HAZMAT spill in Roanoke sends 3 to hospital](#)
- [Three People Injured During Hazmat Spill in Roanoke](#)

<http://www.roanoke.com/news/roanoke/wb/277766>

INDIA, CHANDRAPUR, FEBRUARY 21 2011. DURGAPUR POLICE BUST MAJOR FUEL RACKET

Durgapur police have busted a major fuel racket involved in the theft of thousands of litres of diesel supplied in tankers from Indian Oil Corporation (IOC) depot in Tadali near here. Two drivers have been arrested and their tankers fitted with secret theft mechanism have been seized in raids carried out on Saturday and Sunday. More arrests are likely to be made as the investigation proceeds. PSO of Durgapur Krantikumar Patil informed that a complaint was filed on behalf of Durgapur opencast mine alleging that they are receiving lesser diesel than defined capacity from the tankers brining fuel from IOC depot in Tadali. Durgapur mine requires around 40 tankers full of diesel every month and it is bought from IOC depot. It was found that every 12,000 litre capacity tanker provided 200-700 litres less diesel in each trip. The theft is going on for more than last six months now, said Patil. "We trapped a tanker at and during inspection it was found that the tanker operator had altered the size of fuel tank to accommodate several hundred litres more fuel. He had made such a manipulation that diesel from the tanker can be diverted into this enlarged fuel tank with the help of a lever which is fitted in driver's cabin," Patil said. "As soon as the tanker is connected with the hosepipe for delivery of diesel at its destination, the driver activates the lever. While diesel is delivered to WCL diesel pump, few hundred litres of diesel are simultaneously diverted into this enlarged tank secretly," he said. On Sunday police seized one more tanker. "We have seized two more such tankers and their drivers have been arrested. Offence has been registered against the accused driver duo - Sanjay Labhane and Rahul Meshram," said Patil. He further informed that WCL Durgapur has engaged more than one contractor for supply of diesel from the IOC depot in Tadali. "The tanker owners do not pay any remuneration to their driver. They make hefty money by selling the diesel at cheap rate. The role of supply contractor in this entire murky affair is being probed," said Patil.

<http://timesofindia.indiatimes.com/city/nagpur/Durgapur-police-bust-major-fuel-racket/articleshow/7536445.cms>

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USA, S.C, MYRTLE BEACH, FEBRUARY 21 2011. AVX WANTS TO OMIT EVIDENCE AND TESTIMONY

david wren



From a parking lot laced with weeds is a view of AVX off 17th Avenue South in Myrtle Beach on Aug. 28, 2008.

Electronics component-maker AVX Corp. has asked a federal judge to exclude much of the testimony and evidence that could be damaging to the company during a trial this week that will determine whether AVX must pay adjoining property owner Horry Land Co. for contaminating its groundwater with a toxic chemical called trichloroethylene. Among the evidence the company wants to withhold from a jury: opinions about the decline in Horry Land's property values as a result of the contamination; the damaging health effects of trichloroethylene,

also known as TCE; environmental contamination at other AVX sites; and opinions about the length of time it will take to clean up the pollution at Horry Land's site. AVX also wants a judge to bar Horry Land lawyer Saunders Bridges Jr. from calling the company's manufacturing facility "a hazardous waste dump." Bridges, a Florence lawyer, has said in previous court hearings that AVX's mishandling of toxic chemicals at its Myrtle Beach site during the 1970s and 1980s was akin to the operation of a hazardous waste dump. Court documents show AVX used "substantial amounts" of TCE for more than three decades - as much as 465 tons per year - at its 17th Avenue South facility before discontinuing its use in 1986 because of health concerns. Thousands of gallons either leaked or were dumped into groundwater during that period. AVX spent more than a decade trying to cover up the pollution before finally telling state regulators about the spills in 1995, court documents show. Bridges declined to comment on the case. Kevin Dunlap, a Spartanburg lawyer who represents AVX, did not respond to a request for comments. A trial over the contamination issue is scheduled to start Wednesday in federal court in Florence - more than three years after Horry Land first filed a lawsuit against the manufacturer over contamination of its property along 17th Avenue South in Myrtle Beach. The state's Department of Health and Environmental Control learned in 2006 that TCE had spread through groundwater from AVX's manufacturing plant on 17th Avenue South to a roughly 10-block neighborhood in Myrtle Beach. This week's trial only concerns the Horry Land property across the street from AVX. A pair of lawsuits filed by property owners throughout the 10-block area are pending in state court. DHEC has said there is no health threat from the contamination because groundwater is not used as a drinking water source in Myrtle Beach. However, property owners say their land values have plummeted because of the contamination. Horry Land Co., for example, said in court documents that its property would be worth \$5 million if the contamination did not exist. With the contamination, the property is worthless, the company said in court documents. Proving that the drop in property values is due to pollution rather than the real estate crash could be difficult, according to Richard Lovelace, a Conway lawyer who specializes in real estate and banking issues. "You're not going to be able to break apart the decline that's due to environmental contamination and the decline that's due to the drop in the real estate market," Lovelace said. "It's going to be a real problem trying to prove damages." Lovelace said property values have dropped about 40 percent in the Myrtle Beach area since the real estate crash began. Real estate sales data show a roughly 50 percent decline in prices for property in the 10-block area where lawyers say values have been affected by the AVX pollution. AVX claims in court documents that there has been no damage because the property is vacant and Horry Land was not marketing it for sale. If there has been any damage, AVX said, it is temporary because the TCE can be removed from the groundwater to meet federal drinking water standards. Horry Land will try to prove a strict liability claim during this week's trial, which means it will not have to prove any negligence on AVX's part to win its case. Such liability usually is reserved for those who engage in activities that are known to be dangerous to others. AVX claims in court documents that its use and disposal of TCE was standard practice for manufacturers in the 1970s - years before the degreaser was shown to cause health problems, such as cancer - and, therefore, does not constitute strict liability. "There is no evidence in this case that the handling and use practices at the time AVX discovered the TCE contamination deviated from industry standards," Dunlap said in documents filed last week. "There certainly is nothing to indicate that AVX's conduct in not reporting the TCE contamination was a violation of the law or applicable regulations." Bridges, however, has said AVX's secret attempts to clean the pollution over a 14-year period after a massive spill was detected could raise the manufacturer's level of culpability. "It's not just a matter of the contamination itself, but it's the matter of what did they do on their plant right across the street from us for that 14-year period?" Bridges said during a previous court hearing. This is the second time AVX has tried to exclude evidence from this trial. AVX previously tried to keep Horry Land from getting access to about 1,500 pages of documents detailing the company's secret clean-up efforts at the Myrtle Beach site. A judge ruled last year that AVX must turn over the documents and they are expected to play a major role in this week's trial. Another document that AVX asked last week to be excluded is a consent order the company signed with state regulators in 1996 after it admitted causing environmental contamination at its

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facility. That consent order details the company's use of TCE and other chemicals and its attempts to clean up the contamination before reporting it to state regulators. DHEC said in the order that AVX had violated the state's Pollution Control Act and other environmental regulations. AVX was fined \$7,000 and ordered to clean up its property. AVX wants that consent order and any testimony about it excluded from the Horry Land trial because the order states that it "may not be utilized by third parties against AVX as proof of any allegations, findings, or conclusions contained herein." AVX's requests to exclude evidence and testimony were included in 13 "motions in limine" - Latin for "at the threshold" - the company filed last week. Such pre-trial motions address issues that a party thinks might be prejudicial to a jury if they were to hear them in open court. If the motions are granted, Horry Land could not mention the excluded evidence or testimony without first approaching the judge where a jury can't hear the discussion and then obtaining permission. Violations of such motions, if granted, could result in a mistrial. This week's trial will be held in two phases. In the first phase, a jury will decide whether AVX is financially liable for the contamination on Horry Land's property and, if so, how much the company should pay. A second phase will immediately follow the jury trial in which a judge will hear AVX's claims that Horry Land and the U.S. military contributed to the pollution. If a judge rules in favor of AVX during that phase, he then will determine what portion of the cleanup costs each party should bear. AVX has said it believes some of the TCE migrated from the former Myrtle Beach Air Force Base, which is adjacent to the company's property. Military officials say the former base is not a source of the pollution. Among court documents filed last year by the military was a 1995 report from an AVX consultant that blamed the manufacturer for all of the TCE on its property. "AVX's own consultants determined that past material-handling practices and/or leaks from the former underground TCE storage tanks [including associated piping] caused the groundwater contamination" that eventually migrated to Horry Land's property and the surrounding neighborhood, said William Nettles, the U.S. attorney in South Carolina. DHEC officials also have said AVX is the sole source of TCE contamination at the Horry Land site and the surrounding neighborhood. Jury selection for this week's trial is scheduled for Tuesday followed by testimony beginning on Wednesday. AVX has said in pre-trial disclosures that it plans to call 21 witnesses and present 394 exhibits during the trial. Horry Land has said it plans to call 27 witnesses and present 18 exhibits as well as an unspecified number of AVX documents, consultants' reports and financial records. Environmental tests have shown TCE levels as high as 18,200 parts per billion in groundwater on the Horry Land site. The U.S. Environmental Protection Agency has set a maximum safe limit of five parts per billion for drinking water. Although the groundwater is not used for drinking water, it must be cleaned to that standard to meet state and federal regulations. A part per billion is a scientific measurement equivalent to three seconds out of a century or one pinch of salt in 10 tons of potato chips. Experts disagree over how long it will take to clean up the groundwater near AVX. The company's consultants say it can be cleaned within five years while Horry Land's consultants say a cleanup could take decades. AVX has been paying for studies to determine the best way to clean up the pollution and expects to use a process called enhanced reductive chlorination, in which a substance similar to molasses is injected into the groundwater. The molasses-like mixture creates bacteria that eat the TCE, breaking it down into harmless matter.

Related Links

- [U.S. says AVX lacks proof military contributed to contamination](#)
- [U.S. attorney says AVX has no basis for pollution claim](#)
- [AVX fights to keep its files secret](#)
- [AVX pollution data goes to judge](#)

<http://www.thesunnews.com/2011/02/20/1992848/avx-wants-to-omit-evidence-and.html>

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