



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 687 Newsy Stuff

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

February 21 2011



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UK, LONDON, FEBRUARY 7 2011. EX-BP CHIEF TO LEAD NEW OIL COMPANY

Tony Hayward, the former BP chief executive who stepped down in the wake of the Deepwater Horizon explosion, is in talks to launch a new global oil company, according to press reports. Mr Hayward was approached by representatives from Abu Dhabi's sovereign wealth fund who offered to bankroll him to the tune of several billion dollars to enable him to build a global oil and gas group, according to the Sunday Times. The fund is estimated to have a total value of up to 800 billion US dollars (£496 billion) and has a range of investments including stakes in Ferrari, ports, aerospace and renewable energy firms. The proposal is understood to be at an early stage of development and is one of several being considered by Mr Hayward, who is planning to build a portfolio of roles in global businesses. He was last month invited to join the board of Glencore the world's largest commodities trader, which is preparing for a £30 billion float this year, added the newspaper. Mr Hayward's relationship with Abu Dhabi's crown prince Mohammed bin Zayed bin Sultan al-Nayhan is believed to be strong. Mr Hayward was forced to step down from BP four months ago following outrage about the oil spill, which was caused by an explosion on the rig on April 20, killing 11 people. The incident also had a disastrous effect on BP's fortunes, as the company made a loss for the first time in 18 years and its shares nearly halved in value, knocking it off its position as the UK's most valuable company. Mr Hayward famously made a number of gaffes in the wake of the explosion, which helped to sully BP's reputation in America. He antagonised Americans whose livelihoods had been wrecked by the spill when he told reporters: "There's no one who wants this over more than I do. I would like my life back."

<http://www.google.com/hostednews/ukpress/article/ALeqM5h9nSfrXHnMirIVR47YhnsRcrQsQ?docId=N0576531296998416167A>

USA, VA, RICHMOND, FEBRUARY 7 2011. SENATE OKS STORAGE TANK SAFETY BILL >> SENATE PASSED A BILL SETTING STRICTER ENVIRONMENTAL REQUIREMENTS FOR ABOVE-GROUND FUEL STORAGE TANKS.

The Senate has unanimously passed a bill setting stricter environmental requirements for above-ground fuel storage tanks at the Fairfax city "tank farm." Senators voted 40-0 Thursday in favor of Senate Bill 843, sponsored by Sen. J. Chapman Petersen, D-Fairfax. The Senate Agriculture and Natural Resources Committee had unanimously endorsed the measure on Monday. The tank farm on Pickett Road has had only one major spill since 1980 but has experienced minor problems over the past four years. According to the Fairfax City website, a diesel fuel leak happened in January 2010 at the Pickett Road Terminal Complex. The leak was contained on the property, but such occurrences have caused concerns among nearby residents. In October, city and county leaders held a summit to address the problem. "Despite the good efforts of our state Department of Environmental Quality, it was evident that assembly action was needed to protect the residents of Fairfax City and Mantua which border the tank farm," Petersen said. SB 843 would require tanks built before 1992 to meet the safety standards for newer tanks. For example, older tanks would need a "double bottom" to prevent water contaminating leaks. The older tanks would have to meet the higher standards by July 1, 2021. The State Water Control Board would develop the new standards. Delegate David Bulova, D-Fairfax, is sponsoring companion legislation – House Bill 2103. Bulova's measure won unanimous approval Thursday from the House Agriculture, Chesapeake and Natural Resources Committee. It is scheduled for consideration by the full House of Delegates.

On The Web

- [Last year's leak at the Pickett Road Terminal Complex](#)
- [track and/or comment on legislation to upgrade the fuel tanks](#) 1
- or
- [track and/or comment on legislation to upgrade the fuel tanks](#) 2

<http://ballston.patch.com/articles/senate-oks-storage-tank-safety-bill>

AUSTRALIA, SOUTH AUSTRALIA, GLADSTONE, FEBRUARY 7 2011. GLADSTONE MUNITIONS FACTORY OWNERS 'PERSECUTED' OVER BLAST

The owners of the Gladstone munitions plant say they have been "persecuted, not prosecuted" over the 2006 explosion that killed three men. Lawyers for Quin Investments and its director, Nikolai Kuzub, appeared before the Full Court of the Industrial Court today. In September, Quin Investments and Kuzub were each fined \$95,000 - just shy of the \$100,000 maximum penalty - for workplace safety breaches. Magistrate Michael Ardlie ruled the breaches caused the deaths of Damien Harris, Darren Millington and Matthew Keeley. They also led to the maiming of Damien John and Cameron Edson. Today Grant Germein, for Quin and Kuzub, asked the Full Court to review that decision. He said his clients did not deny breaching safety regulations, but insisted they were not responsible for the explosion. "This was not a prosecution at all - it has been a persecution in every

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sense of the word," he said. "When there is a will to condemn there is always evidence, and the evidence led in this case was very, very tenuous. "Safework SA just wanted to come up with some explanation rather than saying 'we've failed completely to find a cause for this explosion'." In his judgment, Magistrate Ardlie agreed with Safework SA's claims the explosion was caused by friction in a "ribbon blender", or chemical mixer. He said the plant was "a disaster waiting to happen" and called its procedures "totally inadequate". Today, Mr Germein said prosecutors wanted to blame "simple, ordinary machine wear" for the explosion. "That's one of the absurdities of their case... our case is that all of theirs is utterly implausible," he said. He asked the court to "absolve" Quin of "causing the deaths" and to quash Kuzub's conviction. "If we can convince this court the ribbon blender had absolutely nothing to do with this explosion, then Mr Kuzub cannot be held responsible," he said. The hearing continues.

<http://www.adelaidenow.com.au/news/south-australia/gladstone-munitions-factory-owners-persecuted-over-blast/story-e6frea83-1226001428965>

IRAN, TEHRAN, FEBRUARY 7 2011. IRAN PIPELINE RUPTURE CAUSES GULF OIL SLICK -REPORT

A pipeline rupture in Iran has caused a 20-kilometre oil slick along the shores of the Gulf, the semi-official Mehr news agency reported on Sunday. The spill was caused by an explosion in a corroded pipeline at the port city of Daylam in Bushehr province, Mehr said. "The pipeline blast and the subsequent discharge of crude oil has created large spills in the sea, some of which stretch 20 km (12 miles) along the shoreline going 8 km (5 miles) into the sea," said Amir Sediqi, a local official of the Environmental Organisation. The report did not say how much oil was lost or when the leak started. The Oil Ministry was not immediately available to comment. Stormy weather was hampering clean-up efforts, Sediqi said. Some 40 percent of the world's traded crude oil passes through the Gulf and oil extraction and conflicts have posed a significant threat to the marine environment. (Writing by Hashem Kalantari

<http://af.reuters.com/article/energyOilNews/idAFKAL65286620110206>

TURKEY, ANKARA, FEBRUARY 7 2011. İVEDİK FACTORY USED TO MANUFACTURE THINNER

mevlüt karabulut



It has been revealed that a factory at the center of a deadly explosion at the Ankara İvedik Organized Industrial Zone last Thursday was licensed to manufacture paint thinner. Turkey was shaken by two separate explosions in Ankara last Thursday. The first explosion took place in a construction machinery manufacturing plant in the Middle East Trade and Industry Center's (OSTİM) Organized Industrial Zone. The explosion killed seven people and injured 34 others. A second explosion took place at the İvedik Organized Industrial Zone, which is close to OSTİM. Thirteen workers were killed and 13 others were injured. Following the explosion at the paint-production plant, flames spread to the immediate neighborhood due to the paint thinner and dye bins nearby. Shortly after the deadly blasts claims emerged that the Asya Pasifik Kimya Tesisi (Asia Pacific

Chemical Plant), where the second blast took place, had been illegally manufacturing paint thinner. The owner of the factory, Yusuf Özçelik, confirmed that his factory had manufactured paint thinner in the past but he denied that it was illegal. Özçelik said everything at his factory was produced through legal means and that the factory had a license from the Energy Market Regulatory Agency (EPDK). In the meantime, a statement released by the Ankara Governor's Office yesterday said that search and rescue efforts at both explosion sites have been concluded after it was determined that no one has been left in the wreckage.

<http://www.todayszaman.com/news-234703-ivedik-factory-used-to-manufacture-thinner.html>

USA, N.D, MANDAN, FEBRUARY 7 2011. TESORO REFINERY REPAIRS

 **Watch the Video** <http://www.kxnet.com/getArticle.asp?ArticleId=719910>

Tesoro officials say repairs to a gasoline-making unit damaged by a blaze at its refinery in North Dakota aren't expected to be completed for several weeks. The company says the Jan. 19 fire had cut production at the [Mandan](#) plant by about 10 percent. Tesoro spokesman Mike Marcy says repairs at the refinery should be completed by mid-March. He says the plant should be running at full capacity at that time. Marcy says the cause of the fire is still under investigation.

<http://www.kxnet.com/getArticle.asp?ArticleId=719910>

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USA, MI, CAPAC, FEBRUARY 7 2011. TRAIN DERAILMENT SPILLS AMMONIUM NITRATE

Local 4 crews are on the way to a hazmat situation involving an ammonium nitrate spill caused by a train derailment. The train derailed early Monday morning in Capac, Mich. which is located in St. Clair County, between Port Huron and Flint. St. Clair County Sheriff's said two cars derailed on a Canadian National train and spilled ammonium nitrate in fertilizer form. No evacuations have been ordered. Crews are in the clean up stages right now. Knoll Road between M-21 and Koehn Roads in St. Clair County.

<http://www.clickondetroit.com/news/26771883/detail.html>

USA, CA, VISALIA, FEBRUARY 8 2011. FIREFIGHTERS CONTAIN, CLEAN DIESEL-FUEL LEAK ON HWY. 99

gerald carroll



Tulare County and Visalia firefighters work together to stop and clean up a diesel-tank leak Saturday on state Highway 99.

Tulare County and [Visalia](#) firefighters combined efforts to contain and clean up a diesel-fuel spill Saturday on Highway 99 about a mile north of the Caldwell Avenue exit just west of the Visalia city limits, firefighters reported. A 500-gallon diesel-fuel tank towed by a [pickuptruck](#) sprung a leak around noon Saturday while heading south on Hwy. 99, reported Charlie Norman, battalion chief and fire marshal for the Visalia Fire Department. [California Highway Patrol](#) officers pulled the truck and diesel tank over, and both Tulare County firefighters and Visalia-based members

of a hazardous-materials team responded, Norman reported. "You can't afford to take any chances with hazardous fuel or chemical spills," Norman said. The leak itself, which allowed 20 gallons of diesel fuel to seep into the west-side embankment just off the southbound lanes, was not large enough to warrant a full hazmat-unit response, Norman said. However, if such a leak were to occur on a hot summer day, it would have created a volatile-enough situation to warrant full hazmat response, Norman reported. Firefighters cleared the spill area of excessive long grass to facilitate cleanup, which involved collecting the leakage in a small plastic pool and off-loading the rest of the fuel into another tank trailer, Norman reported.

Leak Plugged

Hazmat-trained firefighters elected to go with a "plug kit" and temporarily block the leak before the off-load. Fuel was leaking from a weld on the tank, Tulare County firefighters determined. It was unclear from CHP officers whether the pickup truck's driver would be cited for any hazardous-materials violation. Traffic was slowed but not interrupted on southbound Hwy. 99 despite the presence of two fire engines, two CHP cruisers, other response vehicles and the truck-trailer itself. Visalia's hazmat response team currently covers much of Tulare County, but over the past two years, has struggled with funding because of declining budgets. The Tulare City Council recently voted down a proposal to help further finance the hazmat team.

<http://www.visaliatimesdelta.com/article/20110207/NEWS01/102070306>

USA, NEW JERSEY, FEBRUARY 8 2011. A REAL ESTATE DILEMMA: WHAT TO DO WITH UNDERGROUND OIL TANKS



Underground oil tanks are still around. Advice on what buyers/sellers/owners might want to consider doing to protect themselves. While there is no law against the transfer of property with an underground oil tank, it is increasingly difficult to do so — especially in a buyers' market! Even properly decommissioned tanks run the risk of having leaked at some point in time. The cleanup of contaminated soil is the responsibility of the homeowner — regardless of when the leak occurred. In other words, if you buy a house with an underground tank and a year later you pull the tank to convert to natural gas and there is a leak, then YOU are responsible for the cleanup. There will be no going back to the prior owner for help with the cleanup and there will be nobody to blame! And the subject of underground fuel oil tanks is one that I run into more often than people might think. These are the kind of questions and comments I hear:

- "My oil tank is underground and it has insurance; why do I need to remove it?"
- "I am negotiating a contract on a home with an underground tank, what do I need to know about it?"
- "There is a decommissioned tank in the back yard, all the permits are on file at the township office."

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- "Can we ask the seller to pay for the soil test?"
- "We haven't had any problems with our tank, we are not going to take it out of the ground."

When I first started in real estate, the only thing I needed to know when selling a home with an oil tank was the number of a reputable inspection company. We held our breath during the tank inspection and exhaled when the soil reports came back clean. Then, during a transaction on West Oak Street in Basking Ridge, we were days away from closing and my client (a first time home buyer) called me in tears: "I just got a call from my homeowners' insurance company — they have a new policy against insuring homes with underground storage tanks." That was the beginning of the end!! Then, about five years later, I had clients in attorney review for a purchase of a bank-owned property with an oil tank that had been properly decommissioned with permits back in 1997. While we were waiting to see if the bank would remove the tank, we did some research about homeowners insurance. And we learned that although a home with an underground storage tank is eligible for a standard homeowner's insurance policy, that policy is with the stipulation that contamination issues will not be covered. As a current homeowner with a tank, you may be grandfathered by your insurance company. But some companies, such as mine (N.J. Manufacturers), recently have sent communications to homeowners offering that a special rider be purchased to cover potential contamination issues. As a buyer, it is in your best interest to include a clause in the contract stipulating that the tank be removed. As a seller, it makes the most sense to remove the tank prior to listing the property. Removing it before listing the house eliminates the issue completely. If you, as a seller, wait for a contract, you could hold yourself up waiting for soil test results. While I don't have any specific data around how many underground storage tanks still exist in Basking Ridge — decommissioned or active — I can tell you that I come across this issue very frequently. I complete between 20 and 25 real estate deals a year and show many houses in the process. I'm willing to bet that almost half of the homes that are (or had been) fueled by oil still have tanks underground (decommissioned or active). It is possible to not know if you have a tank. Sometimes it is possible to see where a tank may have fed into a house. There is funding available from the state for removal costs as well as for costs associated with clean up. For more information on NJDEP funding, go [online](#), or call 609-777-0101. Another resourceful website is the [New Jersey Economic Development Authority](#). (Under the "Applications" tab, click on "Underground Storage Tank Funding Programs.")

<http://baskingridge.patch.com/articles/a-real-estate-dilemma-what-to-do-with-underground-oil-tanks>

SOUTH AFRICA, SASOLBURG, FEBRUARY 8 2011. RESIDENTS EVACUATED AS PETROL TANKER BURNS



Residents had to be evacuated from their homes when a petrol tanker overturned and burst into flames at Sasolburg, say paramedics. ER24 spokesman Werner Vermaak said the incident occurred on Bertus Van Rijn and President Brand streets around 6.45am on Monday morning. "Paramedics arrived on the scene and found the tanker lying on its side in a residential area with flames bulging from the tanker." Vermaak said the area had been cordoned off and fire-fighters were on the scene trying to extinguish the fire. "It is not clear what led to the incident, but it is understood that the tanker was apparently travelling on a slip way into President Brand Street when it overturned," he said. The driver of the tanker sustained no serious injuries, Vermaak said.

<http://www.timeslive.co.za/local/article897396.ece/Residents-evacuated-as-petrol-tanker-burns>

NIGERIA, LAGOS, FEBRUARY 14 2011. NNPC EVACUATES 450,000 LITRES OF FUEL FROM LAGOS OIL LEAK SITE

john ofikhenua

A team of pipeline engineers and safety/environment experts from the Nigerian National Petroleum Corporation (NNPC) and its subsidiary, Pipelines and Product Marketing Company (PPMC), has successfully drained over 450,000 litres of Premium Motor Spirit (PMS) from an oil leak site at Isheri Olofin on the Iyana Iba-Igando Expressway in Lagos. The Group-General Manager, Group Public Affairs, NNPC, Dr. Levi Ajuonuma, said the quantity of the evacuated petroleum product which also contained some water is the equivalent of over 13 standard trucks of PMS. Ajuonuma said in statement yesterday, that the NNPC/PPMC team moved into the area last month to avert a possible environmental tragedy following reports by residents of nearby Diamond Estate that water from their wells and boreholes has been polluted with huge volume of PMS. Speaking at the end of an on-the-spot assessment by the NNPC/PPMC Management team, Prince Haruna Momoh, the new Managing Director of PPMC, said the Corporation is determined to avert any tragic incident arising from the unfortunate development. "

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Our priority is safety. That is why the Group Managing Director of the NNPC dispatched this top Management team to undertake a firsthand appraisal of work-in-progress. I am happy we have a competent technical team that is capable and well equipped to arrest the situation as quickly as possible," Momoh said. Apart from engineers and technicians, the technical team also has on ground an ambulance with the full complement of a medical crew made up of doctors, nurses and paramedics, and state-of-the-art fire trucks manned by trained fire fighters, safety officers from the Corporation's Safety Department. Already, residents of Diamond Estate have given the NNPC/PPMC technical team the permission to enter the premises and deploy vacuum trucks which would be used to suck the polluted water from their various wells through pipes into standby trailers.

<http://thenationonlineng.net/web3/business/27888.html>

USA, N.Y, QUEENS, FEBRUARY 14 2011. FUEL TRUCK, DELTA JET COLLIDE AT LAGUARDIA

Watch the Video:

http://www.ny1.com/content/top_stories/133883/fuel-truck-clips-airplane-on-lga-runway

Story Highlights

- No one seriously injured, officials say
- Incident under investigation

A fuel truck collided with a parked Delta Air Lines jet at LaGuardia Airport Sunday afternoon, according to officials for the airline and the Port Authority of New York and New Jersey. No one was seriously injured, they said. The incident occurred at 12:05 p.m. when the truck ran into the stationary Delta MD-88 aircraft on the tarmac. None of the 106 passengers or five crewmembers aboard flight 2879 was injured. The driver of the fuel truck suffered cuts on his head and was taken to an area hospital. The collision damaged the truck and one of the aircraft's wings. The Fort Lauderdale, Florida-bound flight was canceled. Officials refused to comment on how fast the fuel truck was moving when it collided with Delta aircraft until after an investigation of the incident is completed.

http://www.ny1.com/content/top_stories/133883/fuel-truck-clips-airplane-on-lga-runway

CANADA, AB, CALGARY, FEBRUARY 17 2011. CITY, IMPERIAL OIL PLAN GIANT UNDERGROUND WALL TO PROTECT BOW RIVER FROM LYNNVIEW RIDGE LEAKS

kelly cryderman

The city and Imperial Oil are embarking on a \$3-million plan to build a water treatment system and 1.6-kilometre underground barrier to keep contaminants from the company's old refinery site out of the Bow River. The underground clay wall, down the hill from Lynnvew Ridge and parallel to the river, will be about a metre thick and six metres deep reaching down to the bedrock. If the plan passes provincial muster, construction is likely to go ahead in Beaverdam Flats Park and Old Refinery Park this fall. The move comes a decade after Lynnvew Ridge residents were first told soil samples from their backyards contained dangerously high levels of lead. "My patience is wearing a little thin," said Tim Mather, president of the Millican Ogden Community Association and one of the few remaining Lynnvew Ridge residents. "We should be able to get moving forward with these initiatives." But the city says it's a complicated site, with complicated issues. The wall will work in tandem with a water treatment system, said Rick Ciezki, manager of environmental assessment and liabilities for the City of Calgary. Eight extraction wells will suck up thousands of litres of water each day for the next couple of decades. The water will be treated to remove hydrocarbons and returned into the ground. Neither the water system or underground wall will be visible once installed. "We have to remember this (refinery) site was in operation for decades and we can't make decisions and implement solutions overnight," Ciezki said. Meanwhile, Mather said local families -11 of whom remained in the neighbourhood -are waiting to find out what will become of lands that surround their homes now that the city has put plans for a nine-hole golf course on the back burner. After at least two years of research, Ciezki said the city found the profits from such a course wouldn't cover the startup costs. "It just won't make enough money," Ciezki said. He said the city will now bring the discussion about what to do with the former refinery lands, which now house a few baseball diamonds, back to the people. Talks will be held with sports and arts groups, and community members next month. "Outdoor recreation is kind of the guiding theme," Ciezki said. Lynnvew Ridge and surrounding areas have all been affected by hydrocarbons and lead left in the ground by the Imperial Oil refinery, which operated from about 1926 to 1976. Following the refinery's closure, the city reached a deal with a subsidiary of the company for homes to be built on the ridge above the refinery site, where a tank farm once stood. Shortly after the high lead levels were revealed to be on those lands in 2001, the company offered buyout packages to Lynnvew Ridge residents. Many owners took the package and most of the neighbourhood was demolished. A few with views of the river

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valley turned Imperial Oil down, saying the company's offer wasn't high enough. In 2009, those remaining residents received confirmation that the once-contaminated soil around their homes has been cleaned up to provincial standards. Alberta Environment officials don't think there's a pressing issue of hydrocarbons getting into the river now. However, department spokeswoman Cara Tobin said the city and Imperial Oil need to provide more details about the underground barrier wall and water treatment system before the province will accept their plan. "It's not as far along as we would like it to be," Tobin said on Tuesday. "This is something that will benefit the Bow River. And it's in everyone's best interest." Ciezki said the city and Imperial will give the province the necessary details. He added that the city is paying 40 per cent of the total costs, while Imperial is covering 60 per cent. Ciezki said the total cleanup costs, including construction, environmental studies and operation of the water treatment system going forward, is likely to hit \$20 million. Pius Rolheiser, a spokesman for Imperial Oil, said the city and the company signed an agreement in 2008 providing for a cost-sharing arrangement to clean up refinery site lands owned by the city. He added the company will remain responsible for 100 per cent of the costs for environmental work on the land it owns. Rolheiser said he couldn't comment on specific costs.

<http://www.calgaryherald.com/business/energy-resources/City+Imperial+plan+giant+underground+wall+protect+River+from+Lynnview/4292180/story.html>

PHILIPPINES, MANILA, FEBRUARY 17 2011. MANILA TAKES ON SMUGGLERS

joel d adriano

In what customs authorities have claimed as the largest smuggling racket unearthed in the Philippines, the local unit of Royal Dutch Shell stands accused of evading over US\$421 million worth of taxes on premium unleaded gasoline imports. Officials claim that Pilipinas Shell Petroleum Corp intentionally misdeclared the fuel as tetrapropylene, which is classified at a substantially lower tax bracket. The company denies any wrong-doing. The high profile accusations are part and parcel of a campaign to overhaul the workings of the Bureau of Customs (BoC), widely viewed as one of the country's most corrupt agencies. Elected last year on an anti-graft ticket, President Benigno Aquino has said the initiative will raise funds needed to contain a ballooning budget deficit and help to restore flagging investor confidence. With over 7,000 islands and an undermanned coast guard, the Philippines has long been a smugglers' paradise. The smuggling trend has worsened over the last decade due to a deeply entrenched culture of corruption at the BoC, according to Alvarez, a former top executive at FedEx Corp. He said that nearly all stages of customs operations - including assessment, valuation, classification, warehousing and transshipment - are prone to fraud in the Philippines. Deputy customs commissioner Gregario Chavez said that "technical smuggling", or where customs officials are complicit in either undervaluing or understating imports to help companies avoid paying duties and taxes, is pervasive at all 15 of the country's major ports, including the main Port of Manila. He said smugglers have thrived on inefficient monitoring of import documents and a lack of regular bonded warehouse inspections. He also claimed many foreign suppliers intentionally undervalue their shipment records to avoid paying taxes. The Federation of Philippine Industries (FPI) puts the government's annual losses from smuggling at between 127 billion pesos (US\$2.9 billion) and 175 billion pesos. The BoC claims that figure is much lower at between 60-65 billion pesos. International Monetary Fund trade statistics show that global exports to the Philippines amounted to \$284.7 billion from 2002 to 2007; the BoC's data shows only \$195 billion worth of imports over the same period.

http://www.atimes.com/atimes/Southeast_Asia/MB16Ae01.html

INDONESIA, RIAU ISLANDS, BATAM, FEBRUARY 17 2011. OIL WASTE POLLUTES BINTAN WATERS

The waters in Bintan, Riau Archipelago, have been polluted with oil, preventing hundreds of fishermen from fishing. The black oil is suspected to have been leaked by a foreign ship anchoring in Singaporean waters. "As usual, when there is the northern wind, there is this sludge oil B3 waste," said Karya Hermawan, Bintan Environmental Impact Control Board (BAPEDAL) chief, last Monday. According to Karya, the oil slick is 6 kilometers long across Padang Lamun Beach, Bintan. He is certain the oil is from a foreign ship that was cleaning a tanker in Singapore. Karya said the oil is normally thrown to the sea at night, when the northern wind blows to Batam, Bintan and Tanjung Pinang.

<http://www.tempointeractive.com/hg/nasional/2011/02/16/brk.20110216-313790.uk.html>

USA, AK, UNALASKA, FEBRUARY 17 2011. FISHING VESSEL SPILLS DIESEL FUEL NEAR OSI DOCK



Click-2-Listen <http://media.aprn.org/2011/ann-20110216-03.mp3>

About a dozen crewmen and contractors are working to clean up an 800-gallon fuel spill that occurred in Unalaska yesterday. The F/V Aleutian Lady was moored in Captains Bay when the spill occurred. According to Coast Guard Petty Officer First

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Class Jason Munoz, the the crew was attempting to transfer 1,500 gallons of diesel fuel from the port-side tank to the starboard side when a vent on the receiving tank started to overflow. The Alaska Department of Environmental Conservation estimates that about 800 gallons of that fuel went into the bay. After receiving notice of the spill, the Coast Guard conducted an assessment of the damage. The crew of the 155-foot Aleutian Lady enlisted the help of Magone Marine and OSI in removing the fuel from the water. A shoreline clean-up was conducted yesterday, and the team of workers continued with the efforts to contain and remove the fuel today. Though a quarter-mile of shoreline was impacted by the spill, no damage to wildlife has been reported.

<http://www.publicbroadcasting.net/kial/news.newsmain/article/1/0/1764063/Local.News/Fishing.vessel.spills.diesel.fuel.near.O.SI.dock>

AUSTRALIA, VICTORIA, DONCASTER, FEBRUARY 17 2011. DONCASTER EAST PETROL STATION LASHED AFTER FUEL SPILL

shaun turton



Police say they were forced to shut down a Doncaster East petrol station when its operator refused to close temporarily after a diesel spill.

More than 100 litres of fuel spewed on to the forecourt of United Fuel in Reynolds Rd after a nozzle broke away from the hose on January 31. Sen-Constable Daniel Sonderhof said operator Abbas Goharpey refused to obey police orders to shut the station following the spill. Sen-Constable Sonderhof claimed he was forced to block the driveway with the patrol car while he called the MFB to clean up. Mr Goharpey, a commission agent for United Fuel, has denied he was not co-operative. But United Fuel operations manager Martin Monaghan said Mr Goharpey's conduct had been dealt with at a "corporate level". "The matter has been taken extremely seriously," Mr Monaghan said, adding that United Fuel had "dealt with the matter with the commission agent". But he refused to disclose exactly how. Mr Monaghan denied

the petrol station - which has a history of WorkSafe improvement notices - was unsafe, saying: "We've taken appropriate steps in consultation with WorkSafe." Michael Birt, a spokesman for WorkSafe, said three improvement notices issued in December concerning the site's emergency plans, emergency stop button signage and fire extinguisher placement had been acted upon. He said two WorkSafe orders after the spill - to do a report on the incident and increase staff training - had also been obeyed. Mr Birt said petrol stations needed to have proper procedures in place. "It's too late to start training people when you have a crisis," he said. "There are severe consequences when something goes wrong in petrol stations."

<http://manningham-leader.whereilive.com.au/news/story/doncaster-east-petrol-station-lashed-after-fuel-spill/>

AUSTRALIA, QUEENSLAND, SILKWOOD, FEBRUARY 18 2011. TEEN SERIOUSLY BURNT BY ACCELERANT IN CYCLONE CLEAN-UP

[map Silkwood 4856](#)



It is believed the 16-year-old was using an accelerant to burn rubbish. (Audience Submitted: Jeannie Fulton.

A teenager has suffered serious burns in the far north Queensland town of Silkwood, where residents are cleaning up after Cyclone Yasi. It is believed the 16-year-old was using an accelerant to burn rubbish shortly before 6:30pm (AEST) yesterday. An ambulance spokesman says the boy suffered burns to his arms and a leg, and suspected burns to his airways. He was taken to the Innisfail Hospital before being flown by rescue helicopter to the Cairns Base Hospital. Last week, Stephen Probert was severely burned while clearing rubbish from Cyclone Yasi on his property on the Atherton Tablelands. His sister, Gypsy, says her brother decided to burn a pile of debris because no-one came to take it away. "He did all the right things, the sensible things, and we lit the fire and we saw it burning and all of a

sudden there was a wind change, and the flame hit the can that had the petrol in, and that blew up," she said. "It was next to my brother's feet and it threw him 14 feet in the air and away from the fire - but he was on fire. "It was just like a bomb went off. Mr Probert remains in intensive care in the Royal Brisbane Hospital.

<http://www.abc.net.au/news/stories/2011/02/18/3142253.htm?section=justin>

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USA, MS, ST LOUIS, FEBRUARY 17 2011. OIL SPILL FROM BENZENE BARGE PROMPTS WARNING

george backwell



Oil spill from a leak in a benzene barge not reported to US Coastguard until too late, prompting 14, February 2011 BIMCO warning to vessel owners & crews. International shipping and trade association, BIMCO (Baltic and International Maritime Council) warned its members by [press release](#) on 14, February 2011, that a crew's failure to report immediately to the Coast Guard a hazardous condition on board their vessel would amount to a knowing and criminal violation of the U.S. Ports and Waterways Safety Act. The case in point that led BIMCO to issue this advice is an interesting one, not without its darkly humorous side, as may be seen from detail of the record of a recent [U.S. Court of Appeal judgment](#).

Benzene Barge Leaking

In June 2005 an oil tanker barge being towed down the Mississippi River carrying 400,000 gallons of benzene began leaking near St. Louis, Missouri. Deck-hands on the barge were told by the pilot of the accompanying tugboat (the captain of the tugboat being reportedly off duty and asleep at the time) to try rubbing a bar of soap over the crack, but unsurprisingly this remedy proved ineffective. Highly volatile and explosive benzene had polluted the river by now, and there was also a risk that the barge might blow itself up. The barge company's port captain was contacted, who advised the crew to apply a temporary epoxy patch over the leak, which they did, all the while unaware that benzene, an industrial solvent, will break down and dissolve epoxy material. Consequently, after four days the patch duly failed while the barge was still underway in the Ohio River, by then near Mount Vernon, Indiana. Here environmental crews cleaned benzene from the deck of the barge and permanently repaired the leak, at which juncture the U.S. Coastguard in Louisville, Kentucky was notified.

Court Proceedings

The operators of the barge were prosecuted by the U.S. Government before the Western District Court, Kentucky, for failing to 'immediately notify' the Coast Guard of a 'hazardous condition' aboard a vessel (33 U.S.C. 1232(b)(1); 33 C.F.R.160.215 refers). The defendants were found guilty, but later appealed on technical legal grounds concerning the actual venue of the violation. Nevertheless, the majority verdict of the U.S. Court of Appeals was to uphold the conviction of the lower court when it sat on 7, January 2011, as it considered the crime had been a 'continuing offense' rather than a 'point in time' offense, holding that it did seem plain that the leaking oil barge had traversed many waters before its hazardous condition was finally reported to the Coast Guard as required by the U.S. Ports and Waterways Safety Act. Waterborne folk in craft of all shapes and sizes should take note to report any hazardous condition on board immediately.

<http://www.suite101.com/content/oil-spill-from-benzene-barge-prompts-warning-a346546>

USA, LA, THIBODAU, FEBRUARY 18 2011. PIPELINE SPILL NEAR TIMBALIER; CLEANUP CONTINUES

Most of the oil leaked from a pipeline near East Timbalier Island Monday afternoon is expected to be mopped up today, though the cause of the spill that left a two-mile long sheen on Timbalier Bay remains under investigation, the Coast Guard said. An estimated one to two barrels of crude oil, about 40 to 80 gallons, seeped from the underwater pipeline, which runs between tank batteries at the manned production site, said Mike Simon, a senior vice president for operations with Maritech Resources. Maritech, based in The Woodlands, Texas, has been identified as the responsible party. Simon and Coast Guard Cmdr. Mark McManus said crews shut down the pipeline immediately after workers saw the oil seeping. The spill was reported by Maritech workers to the National Response Center just before 1 p.m. Monday. "They worked on skimming all that crude that was in the boomed area today," McManus said Tuesday night. "They were able to boom off a substantial portion that was in the immediate area of the rupture." During a helicopter flight Monday afternoon, Coast Guard crews spotted a sheen estimated to be two miles long and 15 to 30 yards wide, McManus said. "They were trying to corral as much of that as they can, but they were not able to corral all of that," he said. Montegut crab fisherman Rob Neil, 33, said he drove his boat through the sheen as returned from checking his cages. "It was pretty heavy. It was kind of stringy looking and it actually stuck to the boat a little bit," Neil said, adding that he saw large amounts of feathers stuck in the oil. McManus said it's common for a relatively small amount of oil to create a large sheen. A small amount of oil reached East Timbalier Island, and workers were sent to clean up the island, McManus said. Maritech will send divers to determine the leak's source, he added. "It'll be an ongoing investigation," he said, adding that the Coast Guard will continue to monitor the cleanup.

<http://www.dailycomet.com/article/20110216/ARTICLES/110219597/1212?Title=Pipeline-spill-near-Timbalier-cleanup-continues>

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USA, AKA, NUNAVUTM, FEBRUARY 18 2011. GAS MIX-UP CAUSED NUNAVUT EMERGENCY LANDING >> A FUEL SUPPLIER MISTAKENLY DELIVERS BARREL OF "SLOP" A COMBINATION OF WASTE FUELS REMOVED FROM TANKS AT VARIOUS AIRPORTS



This twin-engine Aero Commander was forced to land on the tundra near Rankin Inlet, Nunavut, on July 18, just after it had taken off from the local airport.

A small airplane that made an emergency landing near Rankin Inlet, Nunavut, in July was mistakenly filled with waste fuel at the local airport, according to the Transportation Safety Board. The privately owned 1971 twin-engine Aero Commander was forced to land on the tundra on July 18, just after it had taken off from the Rankin Inlet airport. The pilot and two passengers walked away from the severely damaged aircraft with no injuries. They left Rankin Inlet a short time later on a commercial flight. The three were en route from Portland, Oregon, to Bern, Switzerland, to deliver the plane to its new owner when they landed in Rankin Inlet

to refuel. In its report on the crash, the Transportation Safety Board says the fuel supplier in Rankin Inlet had delivered two drums that were both marked as aviation gas. One of the drums did contain fresh aviation gas, but the other drum contained "slop," a combination of waste fuels that had been pumped out of various tanks at the airport. "It was being stored in this drum, but the drum was mistaken for a full drum of clean aviation gasoline," Peter Hildebrand, a regional manager with the safety board, told CBC News on Wednesday.

Engines Lose Power

Just after the plane departed from Rankin Inlet, both of its engines began to lose power. The pilot tried to turn the aircraft around, but did not have enough power to make it back to the airport. Instead, the plane landed on its belly on the tundra, about 150 metres from the runway. The Transportation Safety Board's report says renovations were underway at the Rankin Inlet airport at the time of the incident. As a result, drums of slop were being stored just 61 metres away from the fresh fuel. Rankin Inlet airport officials have made some changes, and the fuel supplier has moved the drums of aviation gas away from the drums of slop, according to the board. The slop will soon be stored in tanks that cannot be mistaken for fresh fuel, the board's report said. The safety board has also asked the airplane's pilots to review procedures for refueling aircraft using drums.

<http://www.cbc.ca/canada/north/story/2011/02/16/nunavut-plane-crash-tsb.html?ref=rss>

TANZANIA, DAR ES SALAAM, FEBRUARY 18 2011. 25 KILLED IN TANZANIA BLASTS >> EYEWITNESS ACCOUNT: PANIC, HAVOC, HORROR

edwin agola



Smoke drifts over the Gongolamboto military camp on the outskirts of [Dar es Salaam](#) Thursday Feb. 17, 2011, following several explosion that occurred on Wednesday night February 16, 2011. A military ammunition depot in [Tanzania's](#) capital blew up overnight in a series of explosions that leveled homes, killed at least 20 people and wounded about 145 others, with the blasts felt as far as 20 kilometers (12 miles) away.

It was all dead silence on Wednesday night after a deafening blast rocked Gongo la Mboto area, Dar es Salaam, narrates a victim, who is also the writer of this story. We had taken supper and were about to go to bed, when suddenly a huge explosion shattered the night in Gongo la Mboto area followed by an eerie silence. Then followed successive explosions, which lasted for an interval of at least two seconds.

People ran for their lives in different directions. I heard a voice from a distance warning: "Bomb! Bomb! Come out!" I recalled a similar experience in Mbagala area two years ago, when eye witnesses narrated a similar incident. Then, from a distance I saw a glittering ball-like fire coming in the direction of my house. I shouted to everybody to lie down. The fiery object hit the roof and fell into my bedroom. Although I panicked, I summoned the courage to tell members of my family to leave the house for a safer place. We left for the Julius Nyerere International Airport (JNIA) but behind us frequent interruptions of explosions could be heard. Every time we saw a streaking light in the sky, we went down and crawled for some time like soldiers! We travelled this way for about three kilometres from our home. By the roadside a voice of a woman could be heard screaming for help: "My God, please, help! My sister-in-law is giving birth by the roadside." The lady who was complaining identified herself as Amina. Nobody gave her a hand as everybody was running for safety. On the way I witnessed not less than four women

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who had miscarriages and a few hapless old people, the sick and disabled people walking slowly hoping that some good Samaritans would help them. Among them was a young lady, Lea Suleiman, who had just been discharged from hospital with her two-day-old baby girl she delivered by operation. She felt tired but happily she was in the company of an 82-year-old Mariam Nasibu and a 90-year-old Asthumani Rajabu, who were walking with her. A policeman with a loudspeaker asked a multitude of fleeing people to go to as far as Uhuru Stadium, about 10 kilometres away. "This is inhuman, why doesn't the government provide vulnerable groups with transport, while army buses and trucks are parked?" one person queried, adding: "It seems we don't learn from past mistakes and this results in forming probe teams whose reports are seldom made public." Calamities don't come in singles. Commuter bus operators cashed in on the disaster and sudden shortage of transport, hiking bus fares. It was booming business for some greedy commuter operators, who shamelessly said in Kiswahili 'kufa kufaana' literally translated: "One's funeral is another's fortune". In the morning after being assured of safety, we went back to the compound to, among other things, look for our children, who went missing, among them my 10-year-old son Fadhili Edwin, who narrated that he had been terribly scared and followed the mob without knowing where he was going. Thank God he had returned safely! We were reunited yesterday morning but our joy was short lived as we got strict instructions from army officers, busy searching for live bombs in the area, not to return to our home until we are assured of our safety – thus turning us into Internally Displaced Persons (IDPs).

<http://www.ippmedia.com/frontend/index.php?l=26174>

USA, IN, INDIANAPOLIS, FEBRUARY 18 2011. TRAIN SPILLS FUEL AFTER DERAILMENT ON EAST SIDE



Diesel fuel spilled on the east side Thursday night after a train derailed. Emergency crews went to the 200 block of South Trowbridge Street on the city's east side at about 7:14 p.m. Thursday. Officials say roughly 1,600 gallons of diesel spilled into a natural pooling area. There's no danger to local property or drinking water, and the home adjacent to the tracks is vacant. The train remained upright. Crews initially put foam on the fuel as a precaution, until hazmat crews said diesel fuel doesn't easily catch fire. Indiana Department of Environmental Management and the health department have been notified, along with Indiana Railroad. The train tracks are shut in the area, but traffic hasn't been affected. The train was traveling at about 10 miles per hour, but simply went off the tracks. It had been traveling on the tracks for about 30 minutes, hauling plastic pellets. The train operators were merely a few hundred feet from their destination when the derailment occurred. Indiana Railroad

will be investigating to determine what went wrong. The two train operators on board have 40 years of combined experience. They believe the issue was either operator error, a track switch error or an engine error. There was some damage to the track, but no one was injured.

http://www.wishtv.com/dpp/news/local/marion_county/train-spills-fuel-after-derailment-on-east-side

AUSTRALIA, VICTORIA LONG FORD, FEBRUARY 18 2011. WORKSAFE SEEKS SAFETY ASSURANCES FROM ESSO LONGFORD

WorkSafe Victoria has imposed a condition on Esso's licence to operate its Longford plant. "Like all major hazard facilities in Victoria, this plant needs a licence from WorkSafe to operate," Executive Director for Health and Safety Ian Forsyth said. "By putting a condition on the licence, we're requiring Esso to ramp up its safety program, and provide an extra level of assurance to WorkSafe that they're on top of safety issues," he said. WorkSafe has placed a condition on Esso's licence following four separate incidents since December 2008, where corroded pipelines have caused crude oil or gas to leak. The most recent incident was last August, when WorkSafe issued two safety improvement notices to Esso after a crude oil leak. "These events have raised concerns about the effectiveness of Esso's maintenance of pipes and related structures at Longford," Mr Forsyth said. "We don't want to be dealing with pipe maintenance issues on a piecemeal basis – we want assurance from Esso that they're across the issue and are putting specific steps in place to deal with it," he said. The licence condition requires Esso to carry out the following work by July 2011:

- Demonstrate that improved pipeline maintenance means the risk of corrosion and leakage is reducing.
- Analyse past corrosion incidents, and identify any trends in these incidents.
- Identify measures to stop further incidents from occurring.
- Develop a plan to implement these measures.

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WorkSafe will seek proof that the condition has been met through written evidence and inspections. "Victoria's regulation of major hazard facilities is the strongest in the country," Mr Forsyth said. "WorkSafe's technical inspectors carry out annual in-depth inspections of every major hazard facility in Victoria, as well as two or three visits between every inspection – in addition to the longer-term work we do with individual facilities. "The local community deserves the assurance that these issues are being properly managed," he said.

Background:

All Victorian Major Hazard Facilities (MHFs) must hold a licence, issued by WorkSafe Victoria, in order to operate. When applying for a licence, an MHF has to submit a detailed [safety case](#) to WorkSafe. WorkSafe's technical assessors and inspectors assess the application, and a licence panel makes a decision on whether to issue a licence. MHFs are required to report safety incidents to WorkSafe. These include the escape, spillage or leakage of any substance that exposes a person in the immediate vicinity to an immediate risk.

<http://www.worksafe.vic.gov.au/wps/wcm/connect/wsinternet/worksafe/sitertools/news/worksafe+seeks+safety+assurances+fro+m+esso+longford>

BELGIUM, ANTWERP, FEBRUARY 18 2011. BAN TOXIC CHEMICALS IN HOUSEHOLD PLASTICS

pete harrison

The European Union will ban six toxic chemicals within three to five years, three of which are commonly used in plastic household items, the EU Commission said on Thursday. Among the compounds are three plastic softening phthalates, a musk fragrance, a flame retardant and a hardener for epoxy resin, the Commission said. Although the most toxic phthalates have been banned in children's toys since 1999, a survey last October showed some are commonly found in products on supermarket shelves, including items regularly used by children, such as pencil cases and erasers. "Chemicals are everywhere in the modern world and some of them can be very dangerous," EU environment commissioner Janez Potocnik said. "Today's decision is an important step toward better protecting our health and the environment." Unless they obtain specific exemptions, companies will not be able to sell items containing phthalates known as DEHP, BBP and DBP, the fragrance Musk Xylene, flame-retardant HBCDD, or the epoxy resin-hardener MDA. Any company wishing to use the chemicals will need to demonstrate they are controlling safety issues, or that the benefits for the economy and society outweigh the risks. The decision is a victory for campaigners who raised their concerns about hundreds of compounds in the report released last October. "We are pleased this has finally happened, but the pace is far too slow," said Christian Schaible of the European Environmental Bureau, which published the October report.

<http://planetark.org/wen/61237>

USA, LA, NEW ORLEANS, FEBRUARY 18 2011. MURPHY OIL WILL PAY MILLIONS FOR RELEASING POLLUTANTS

benjamin alexander-bloch



Murphy Oil must pay for releasing more pollutants than allowed by federal law.

In part because of numerous [Clean Air Act](#) violations by its refinery in St. Bernard Parish, a federal judge this week signed off on a settlement that will require Murphy Oil USA to pay \$1.25 million in civil penalties, invest more than \$142 million in new equipment to reduce future pollution and spend at least \$1.5 million on environmental projects statewide. Within the next 30 days, Murphy must pay \$625,000 to the federal government, \$395,312 to the Louisiana Department of Environmental Quality and \$229,687 to the state of Wisconsin. The consent decree comes a year after U.S. District Judge Sarah Vance found Murphy [liable for 21 violations](#) of the federal pollution law for releasing more chemicals than allowed at the company's Meraux oil refinery. A lawsuit was filed in 2008 by the St. Bernard-

based Concerned Citizens group, which is made up of members who live near the Meraux refinery and alleged foul odors and health concerns when sulphur dioxide, hydrogen sulfide, benzene and corrosive dust from the refinery blew into their yards. Benzene, for one, can cause various respiratory problems, dizziness, headaches and cancer. In September, seven months after that Vance ruling, the U.S. Environmental Protection Agency, DEQ and the state of Wisconsin filed suit against Murphy for violations of the EPA's Clean Air Act and ordered the company to pay penalties for its past and ongoing violations. In addition to its refinery in Meraux, the oil company based in El Dorado, Ark., has a refinery in Superior, Wis. Both refineries released excessive emissions, the suit stated. The Meraux plant processes about 125,000 barrels of crude oil per day compared with 35,000 from the Wisconsin plant, according to court records. They process that crude oil into various products

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such as gasoline and diesel fuel. Murphy is in discussions to sell its refineries and move completely toward oil exploration. The company announced its plan to sell the refineries this summer, and an update was given last week at the Meraux refinery's monthly Community Advisory Panel meeting. According to panel members, officials told them the company is in discussions with four different oil companies and gave each tours of its refineries, and that the tours had gone well. Panel members said they expect a sale within the year. Even if they were sold, the settlement still would apply to the new owner. Barry Jeffery, the company's director of investor relations, said Wednesday the consent decree "assists and clarifies anything that could have been a question mark in terms of the sales process." In terms of that sale, he said, "All we can say is that we are in advanced stages of moving that process forward." During the past few months, the consent decree was signed off on by Murphy, EPA and DEQ officials, and a U.S. Department of Justice attorney in Wisconsin. On Tuesday, a federal judge in Wisconsin signed the decree into law. And on Wednesday, in light of that decree, the Concerned Citizens group filed a motion to dismiss its own remaining claims against the refinery. The group, represented by the Tulane Environmental Law Clinic, sat in with the EPA during negotiations with Murphy, and group members said Wednesday that they were satisfied with the results. Civil penalties associated with the 21 violations declared last February were folded into the \$1.25 million stipulated in the decree. By April 1, Murphy is required to host an evening community town-hall meeting to explain the federal decree as it relates to the Meraux refinery. And by May 16, Murphy must sponsor the first of now-required monthly meetings to provide "a mutually beneficial forum for discussion of matters of concern to those living nearby the Meraux Refinery, and shall be in addition to, and not in lieu of, any Community Advisory Panel ("CAP") that may be sponsored or held by Murphy," according to court records. But if the Concerned Citizens group agrees, the CAP and the public meetings can be merged, the decree states. Carl Zornes, a Murphy spokesman, transferred questions about the required public meetings over to Barry Jeffery, who said he was unaware of any dates or times yet scheduled. The settlement is part of an EPA petroleum refinery initiative that has resulted in 27 settlements with 104 refineries across the nation, more than 90 percent of the nation's refining capacity.

http://www.nola.com/crime/index.ssf/2011/02/murphy_oil_will_pay_millions_f.html

USA, ILL, GLENDALE HEIGHTS, FEBRUARY 18 2011. MAN HURT IN EXPLOSION IN GLENDALE HEIGHTS HOUSE FILLED WITH FIREWORKS

• **Watch the Video** http://www.wgntv.com/news/wgntv-glendale-hgths-explosion-feb16_0.5285753.story

• **Watch the Video** <http://www.nbcchicago.com/news/local-beat/glendale-heights-fireworks-116352344.html>



Fireworks apparently triggered an explosion that injured a man inside of a home in Chicago's west suburbs.

Glendale Heights, Ill. - One man was injured Wednesday morning in an explosion in a home filled with fireworks in west suburban Glendale Heights. At 8:36 a.m. Glendale Heights police got a 911 call of an explosion on the 400 block of East Altgeld Avenue, police said. The incident occurred at 404 E. Altgeld Ave., according to Nicor spokesman Richard Caragol, who said the utility was notified at 8:45 a.m., but discovered the explosion was not natural gas-related. When officers got to the scene they found a man just inside the front entrance of the home, a release from the Glendale Heights police said. Paramedics from the Glenside Fire

Protection District took the man to Advocate Good Samaritan Hospital in Downers Grove in an undisclosed condition. As of about 1 p.m. fire crews remained at the scene; the street was blocked off; and the DuPage County Hazardous Disposal Unit was investigating, along with the U.S. Bureau of Alcohol, Tobacco, Firearms and Explosives, according to Glendale Police eputy Chief Thomas Bialas. "There's a bunch of fireworks in the hosue," he said, explaining the presence of so many emergency personnel and HazMat crews. He said it is "currently a HazMat situation," and investigators from ATF, in HazMat suits are in the home. Officers also evacuated 10 homes in the area of the explosion and asked other area residents to either leave their homes or remain inside as the investigation took place. The exact cause of the explosion remained under investigation early Wednesday afternoon

<http://www.myfoxchicago.com/dpp/news/metro/glendale-heights-home-explosion-fireworks-man-injured-20110216>

USA, OH, MENTOR, FEBRUARY 18 2011. KEROSENE LEAK IN MENTOR BEING MONITORED

The Mentor Fire Department and Environmental Protection Agency for the next few days will monitor the site of a kerosene leak that occurred on Wednesday. The fire department received a call at 1:47 p.m. regarding a strong odor on Hopkins Road, Mentor Fire Acting Battalion Chief Eric Gartner said. Upon arrival, firefighters found a fuel-type odor in the area and a sheen

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

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on a small stream. The fire department worked their way back to find a storm water drain, which had a strong odor coming from it, discharging into the stream. The department backtracked the storm water system using water maps, which led them to an old unused fuel oil tank found in the back yard of a residential property on Kelly Drive in Mentor, about two miles away, Gartner said. Water booms and fuel absorbent pads were placed downstream to minimize the impact on the Mentor Marsh and the U.S. Coast Guard responded to ensure that the waterways were protected. The fire department, Lubrizol Corp. and EPA officials worked on containing the spill at the residential property on Kelly Drive and the fuel was eventually determined to be kerosene, Gartner said. Units were on scene for hours until a cleanup company responded to the scene.

<http://news-herald.com/articles/2011/02/17/news/doc4d5d2ac253cae226728451.txt?viewmode=fullstory>

NEW ZEALAND, MARSDEN POINT, FEBRUARY 18 2011. REFINING CO. LOOKS AT PLANT REPLACEMENT



New Zealand Refining Company is planning to extend its Marsden Pt complex, near Whangarei, in Northland.

The New Zealand Refining Company is considering investing up to half a billion dollars to replace its ageing petrol making plant at Marsden Point. The move could add up to 300 jobs to the region. The country's only refinery wants to boost its share of the fuel market from about 50% to about 80%. Chief executive Ken Rivers says it will carry out a \$23 million study to examine how cost-effective the investment will be, amid an expected surplus of petrol stocks in the region. He says the report should be ready for the board to consider by this time next year. The refinery more than doubled its annual profit to \$57.6 million in the year to the end of

December due to improved refining margins as demand picked up. Revenue rose 16% to \$291 million with economic growth in China and India, a rise in diesel demand in the Asia Pacific region and reduced refining capacity boosting margins to \$US6 per barrel. New Zealand Refining declared a dividend of 10 cents a share, on top of the first half payout of two cents. The company supplies around 80% of the country's refined fuels and charges a processing fee for refining crude oils and feedstocks. It is 73% owned by BP, Mobil Oil, Caltex and Greenstone Energy.

<http://www.radionz.co.nz/news/business/68854/refining-co-looks-at-plant-replacement>

UK, BUNCEFIELD, FEBRUARY 18 2011. BRITAIN'S MOST COSTLY INDUSTRIAL DISASTER WAS CAUSED BY POOR MANAGEMENT OF SAFETY CRITICAL PROCESSES, AN OFFICIAL REPORT HAS CON.CLUDED.



The Buncefield depot burned for five days.

The report into the explosion and five-day fire at the Buncefield oil storage depot in Hemel Hempstead in December 2005 tells for the first time the full story of the Health & Safety Executive (HSE) and Environment Agency's (EA) investigation. The economic cost of the fire has been estimated as £894m. Drawing on previously unpublished material held back until the criminal prosecution was completed and the appeals processes exhausted, The Buncefield explosion: Why did it happen? identifies several failings including:

- Systems for managing the filling of industrial tanks of petrol were both deficient and not fully implemented
- An increase in the volume of fuel passing through the site put

unsustainable pressure on those responsible for managing its receipt and storage, a task they lacked information about and struggled to monitor. The pressure was made worse by a lack of necessary engineering support and other expertise.

- A culture developed where keeping operations going was more important than safe processes, which did not get the attention, resources or priority status they required.

Inadequate arrangements for containment of fuel and fire-water to protect the environment.

Gordon MacDonald, the chairman of the COMAH Competent Authority Strategic Management Group that published the report, said: "Major industrial incidents are thankfully rare - this report will help make them even less frequent by sharing some key insights and lessons with the wider high hazard industries. Companies that work in a high hazardous industry need to have strong safety systems in place, underpinned by the right safety culture. Buncefield is a stark reminder of the potential result of a poor attitude towards safety. The local community was devastated and the environmental impact of the disaster is still evident today. With estimated total costs exceeding £1billion, this remains Britain's most costly industrial disaster." In July

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2010, five companies were fined a total of £9.5m for their part in the catastrophe. The 36-page report highlights a number of process safety management principles, the importance of which were underlined by the failings at Buncefield:

- There should be a clear understanding of major accident risks and the safety critical equipment and systems designed to control them.
- There should be systems and a culture in place to detect signals of failure in safety critical equipment and to respond to them quickly and effectively.
- Time and resources for process safety should be made available.
- Once all the above are in place, there should be effective auditing systems in place which test the quality of management systems and ensure that these systems are actually being used on the ground.
- At the core of managing a major hazard business should be clear and positive process safety leadership with board-level involvement and competence to ensure that major hazard risks are being properly managed, the report says.

The full Report, [The Buncefield explosion: Why did it happen?](http://www.theconstructionindex.co.uk/news/construction-news/buncefield-safety-failings-identified)

<http://www.theconstructionindex.co.uk/news/construction-news/buncefield-safety-failings-identified>

SCOTLAND, EDINBURGH, FEBRUARY 18 2011. TANKER DRIVER AXED IN AIRPORT BOOZE PROBE

paul thornton



Safety ... plane is refueled

An airport tanker driver was suspended after a pilot accused him of being drunk while refuelling his passenger plane. The easyJet captain confronted Steven Winters after hearing him throw up in the cabin toilet of his aircraft, it was revealed last night. The flier believed Mr Winters - who left his 72ft 45,000-litre tanker because he was feeling ill - had booze on his breath, and reported him. But the driver was allowed to finish his shift at Edinburgh Airport on February 6 before being suspended next day by bosses at North Air. Mr Winters, of Clydebank, was later cleared and returned to work after an investigation found he hadn't been drinking, but instead had a medical condition. However, an airport insider last night

said: "The supervisor should have sent him home immediately and told police but did neither." A spokesman for North Air - which is owned by BP - said Mr Winters was "not under the influence of alcohol" and no action would be taken. He said: "At no time were passengers or crew put in any danger - the vehicle was put in a safe condition." An Edinburgh Airport spokesman said: "Correct reporting procedures were followed."

<http://www.thesun.co.uk/scotsol/homepage/news/3416158/Tanker-driver-axed-in-airport-booze-probe.html>

CHINA, FUJIAN PROVINCE, PUTIAN CITY. LINGCHUAN TWP, FEBRUARY 19 2011. 29YO FUJIAN MAN A ZHONG'S SKULL BLASTED OFF BY FIREWORKS



A Zhong's wife

A 29-year-old man in southeast China's Fujian Province died on February 14 after the fireworks he attempted to set off misfired and blew his head off, "The Southeast Express" reports. The man, who went by the name of A Zhong in the report, left behind a daughter less than two years old and parents in their 60s in Xiawei village, Lingchuan Township, Chengxiang District of Putian City. The 25-sound fireworks that killed A Zhong were more than 13 centimeters in diameter and illegally obtained from Liuyang City in Hunan Province, a traditional manufacturing center of fireworks in China, the report said. A Zhong's relatives said the village's four major families took turns organizing fireworks displays as an annual celebratory rite. The giant fireworks exploded immediately after they were

lit, giving A. Zhong no time to escape, one of his brothers-in-law was quoted as saying. The man's skull was retrieved the next day by neighbors. Xu Yunhai, head of the local work safety supervision station, told the newspaper that fireworks of such size are banned from being sold in markets and can only be set off on special occasions by specialists or under their guidance. He also said it was difficult to supervise the sale of such large-scale fireworks as strong demand had prompted illegal sales to mushroom.

<http://www.whatsonxiamen.com/news17525.html>

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NORWAY, HVALER ISLAND GROUP, FEBRUARY 19 2011. SHIP GROUNDING SETS OFF OIL SPILL

▶ **Watch the Video** <http://www.euronews.net/2011/02/18/norway-s-only-marine-reserve-hit-by-oil-spill/>

- Fuel tanks ruptured when ship ran aground
- Size of spill near Swedish border not known
- Leak threatens bird sanctuary, marine national park



An Icelandic-owned container ship ran aground and was leaking oil Friday around the scenic islands of Hvaler on Norway's southeast coast, setting off a spill that local officials called "a catastrophe." By midday oil was washing up on the island of Akerøya. was leaking oil in an area that borders the [new Outer Oslo Fjord National Park](#). The coastguard effort has now been declared an official "state action," bringing much-needed emergency personnel along with the ongoing recovery efforts. Nils Petter Andersen of Trafikksentralen in nearby Horten told Norwegian Broadcasting (NRK) that the cause of the grounding was unknown, suggesting that a commission was required to investigate the issue. He did know how the vessel had gone slightly off course half-a-nautical mile before it grounded, and confirmed that the pilot had left the ship a short while before the accident. Andersen stressed

that this was "not unusual" if the captain was "well familiarized" with the area, and it did not constitute a violation of rules or regulations. The ship, the 17,000-dwt cargo vessel Godafoss, It was unknown exactly how much oil is on board the ship, built in 1995, but estimates are as much as 800 tonnes. Oil was leaking from two tanks that can contain 250 tonnes each on both sides of the ship, which currently sits lopsided where it has run aground. The vessel, registered in Antigua and Barbuda, is owned by Icelandic firm Eimskip, and was on its way from Fredrikstad to Helsingborg in Sweden, with a further route taking it to Denmark, the Faroe Islands and finally Iceland. The Norwegian coast guard (Kystverket)suspects that a third tank might also have been breached. The coast guard has already put out a series of booms around the area to contain the spill. Norwegian and Swedish authorities are cooperating, with the Swedish coast guard already operating surveillance flights to monitor the situation and preparing to deploy a further layer of booms. Pumping of oil from the sea has already begun. Speaking on the relief effort, coast guard captain Pål Bustgaard told the website [f-b.no](#) that "this is an oil catastrophe. The oil slick continues to widen out. And it is frightening that this happens in the middle of a national park." He added that there was more oil being observed than originally estimated. Hvaler is also a popular recreational area in the summer, dotted with holiday cabins and marinas. The relief efforts were aided by good weather and relatively calm waters, expected to last for the coming days. Early observations showed that the oil was leaking out towards the sea and away from land, with a 2.5 nautical mile slick seen moving south and southwest with the direction of prevailing winds and currents. Later reports from NRK, however, suggested that the slick was turning northward and inwards towards land, which could threaten the area of Vestfold, lying on the western edge of Oslo Fjord. The Norwegian coast guard confirmed oil was washing up on the island of Akerøya by midday. The leader of Green Warriors in Norway (Norges Miljøvernforbund), Kurt Oddekalv, told NRK that he fears a serious environmental disaster in the area, and believes that a recovery effort will be made difficult by the generally harsh winter conditions and lack of suitable equipment to mitigate any problems. He called for stricter rules on sea traffic in the environmentally sensitive area, although a former ship pilot speaking to NRK suggested that the region was not especially difficult to navigate. This latest oil spill comes just weeks after an [accident off Karmøy](#), near Haugesund in southwest Norway, which saw hundreds of thousands of litres of diesel leak into the surrounding waters. Indeed, the Outer Oslo Fjord National Park is no stranger to dangerous encounters with large ships, as a 103-meter long vessel known as 'Cometa' ran aground just last November between Oslo and Fredrikstad, although no oil was spilled. Norway's [oil spill preparedness has been called "shameful"](#) in the wake of the 2009 grounding of a Chinese tanker off Telemark. The resulting spill fouled the coast south to Kristiansand, including bird and nature preserves.

<http://www.newsinenglish.no/2011/02/18/ship-grounding-sets-off-oil-spill/>

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