



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 718 Newsy Stuff

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

June 8 30 2011



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AUSTRALIA, QUEENSLAND, BRACALBA, JUNE 1 2011. WOMAN DIES IN CRASH WITH PETROL TANKER

Map: [Bracalba fatal crash](#)

A woman has died after being critically injured in a two vehicle crash yesterday at Bracalba, near Woodford. The 50-year-old woman driving a ute collided with a petrol tanker around 7.05am on the D'Aguilar Highway near the Bracalba Quarry. The woman, from Burpengary, was cut from the wreckage and flown to the Royal Brisbane Hospital where she died yesterday. The driver of the tanker was not injured. The Forensic Crash Unit is investigating.

<http://www.sunshinecoastdaily.com.au/story/2011/06/01/woman-dies-crash-petrol-tanker/>

USA, ME, WALLAGRASS, JUNE 1 2011. GAS SPILL INJURES DRIVER IN WALLAGRASS

jen lynds

Emergency personnel and officials from the Maine Department of Environmental Protection were at the scene of an accident in which a gas truck overturned. Samantha Depoy-Warren, DEP spokeswoman, said Tuesday evening that an estimated 4,000 to 5,000 of the 8,000 gallons of fuel in the truck, owned by John T. Noble of Caribou, had spilled. The trucker was hauling gas for Daigle Oil Co. in Fort Kent. Details about the accident weren't immediately available but Depoy-Warren said that she believed the accident occurred in the early afternoon on Route 11. She said that she believes the driver was injured and had to be extricated from the vehicle. "At least one fuel compartment was breached during the accident," she said. "Crews are on the scene working to control the gas vapors and another truck is also there to pump the remaining fuel out of the truck." She added that the accident location is in a rural area, but there are houses nearby. Geologists will be checking area wells beginning Wednesday to make sure they were not contaminated. "Our responders on scene are reporting that most of the spilled gasoline made it into the bedrock alongside the road and as a result, may have seeped into the groundwater," said Depoy-Warren. "Local law enforcement officials have notified nearby residents of the situation and possible water contamination." "The big issue is getting the fuel cleaned up," she said. "This is a dangerous situation and we are working as quickly as we can to remedy it." The Aroostook County Sheriff's Department is investigating the crash.

<http://bangordailynews.com/2011/05/31/news/gas-spill-injures-driver-in-wallagrass/>

INDIA, NEW DELHI, JUNE 1 2011. BANNED IN BANGLADESH, TOXIC SHIP HEADS TO INDIA >> PREVIOUSLY OWNED BY TRAFIGURA

nitin seth

Watch the Video:

<http://timesofindia.indiatimes.com/home/environment/pollution/Banned-in-Bangladesh-toxic-ship-heads-to-India/articleshow/8670761.cms>

After being banned in Bangladesh, a toxic-laden ship, Probo Koala, is headed towards Indian shores for dismantling, a global group of activists called 'NGO Shipbreaking Platform' has warned. The ship, a 1989-built oil carrier cargo vessel weighing 31,255 tonnes now named Gulf Jash, was banned from entering Bangladesh waters recently after environmentalists in neighbouring countries warned the government about it. The ship has been in the thick of controversy in Africa and Europe. Its previous owner, a company called Trafigura, tried to offload its on-board toxic material in Amsterdam. It was detected in time and when the authorities imposed heavy charges for proper disposal, the company decided to instead send the ship to Africa. After trying its luck in Nigeria, the company finally found a dealer in [Ivory Coast](#) to dump the chemicals off board. Hundreds of tonnes of toxic chemicals were poured into the country's largest city, Abidjan. NGO Shipbreaking Platform said the toxic dumps lead to the death of 16 people and thousands of people falling ill. The company had to reportedly settle cases out of court by paying out 30 million pounds to the victims and nearly 100 million pounds to the Ivory Coast government for clean up though the company never officially accepted blame. The ship, environmentalists warn contains many tonnes of hazardous asbestos, PCBs, toxic paints, fuel and chemical residues which have not been cleaned up before sending the ship for breaking down. Activists have been demanding for years that ships owned by companies in the developed world should be rid of all toxic material before being sent to shipyards in poorer countries. But the global shipping companies, wary of the costs involved, have preferred not to do so on several occasions. While the Basel Convention, an international treaty, prevents rich countries from transporting hazardous waste and chemicals to developing countries without prior information, the shipping firms and those in the market for dismantling old ships get around the treaty quite easily. The ships are registered in developing countries under shell companies carrying what are called 'flags of convenience' which permit them to bypass the treaty. The [Probo Koala](#) is registered in Panama. The last confirmed owner of the ship was a group called GMS, which has faced charges of trying to smuggle out another dirty ship in the US. The ship, Oceanic, finally reached India for breaking. GMS also made an

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out of court settlement with the US Environmental Protection Agency (EPA) and paid more than half a million dollars. India has also faced two high profile cases those of Clemenceau and Blue Lady though the shipyards at Alang continue to break hundreds of ships even after that. Besides India, Bangladesh, Pakistan and increasingly China have become the world's junkyards for retired ships. In developed countries, laws and the costs involved make dismantling ships a prohibitive exercise. The low cost of labour, lax standards and even worse monitoring has made South Asia a ship-breaking hub. An added attraction is the steel taken out of these ships, which comes in handy for the insatiable markets in Asia. China has been gaining in the market for junk ships by setting up modern facilities, unlike those in India. Ritwick Dutta, the Indian representative of NGO Shipping Platform has warned that after Bangladesh banned the entry of the ship, its most probable destination is India. "Shipbreaking takes place directly on tidal beaches such as the one at Alang, which makes the safe use of cranes and emergency access impossible. The ships are broken down by hand, their structure cut open by igniting cutting torches," he told TOI. "India does not seek certificates from owners on the ship having been cleaned of toxic chemicals and gases. This threatens workers and leads to pollution in the tidal waters," he said.

<http://timesofindia.indiatimes.com/home/environment/pollution/Banned-in-Bangladesh-toxic-ship-heads-to-India/articleshow/8670761.cms>

SOUTH KOREA, SEOUL, JUNE 1 2011. REPORT REVEALS TOXIC POLLUTION AT NUMEROUS USFK BASES

nam jong-young



conducted in 2007, study findings were not disclosed to the public due to the SOFA.

Analysis of an environmental contamination report obtained by the Hankyoreh on Tuesday of 22 U.S. military bases returned to South Korea showed the discovery of high concentrations of materials such as phenol, a toxic material that can cause organ damage, and benzene, a carcinogen, at some of the bases. Oil pollution was discovered in the soil at 21 of the sites, the only exception being the Yongsan heliport. Inclusion of soil contaminated with heavy metals brought the area of contamination to roughly 25 times that of Seoul Plaza. Prior to the bases' return to South Korea, the Ministry of Environment conducted a thorough environmental pollution survey in 2007 on 22 bases and

lots, including Camp Page in Chuncheon and the Maehyangri firing range in Hwaseong. Controversy ensued when the report on its findings was not revealed to the public due to the Status of Forces Agreement (SOFA) between South Korea and the United States. Some of the information was disclosed in the process, but this marks the first time the entire report has been obtained and analyzed. Analysis of the overall report found many instances in which soil was compromised by oil and chemicals such as cleaning fluid, as well as subsequent contamination of underground water. A layer of oil 4.8 meters thick was found in underground water at Camp Kyle in Uijeongbu, as oil spilled on the soil permeated through to the underground water stratum. Kangwon National University Geology Professor Lee Jin-yong said, "This is equivalent to the oil pollution from a large petroleum refinery." Total petroleum hydrocarbons (TPH) in underground water at Camp Gray in Seoul's Daebang neighborhood were detected at 2884mg/L, some 1,923 times the public water standard of 1.5mg/L. Other toxic materials were also detected. Phenol was found at 71 times the standard public water level of 0.005 mg/L at Camp Howes in Paju, and also exceeded standard levels at Camp Edwards and Camp Greaves in Paju and Camp Essayons in Uijeongbu. Phenol is a toxic material that causes dizziness and damage to nerves and organs. Carcinogenic benzene was detected at over 21 times standard public water levels at Camp Greaves. The report expressed concerns that benzene "might spread outside the investigation area within the next year and enter surrounding farmland." At Camp Page, highly carcinogenic PCE was found at 2.7 times standard levels. Soil contamination, a precursor of underground water contamination, was found to be widespread. Some two-fifths of the total area of Camp Kyle was found to be contaminated with oil and heavy metals. Contamination with heavy metals such as lead and cadmium was found to be severe at Camp Howes and Camp Falling Water in Uijeongbu and the Joint Security Area in Panmunjeom. At Camp Colbern in Hanam, some 2,450 square meters of construction waste was found buried haphazardly. A full 332,006 square meters was determined to have this type of soil contamination. According to the Soil Environmental Conservation Act, it is not possible to farm or build schools or parks on these sites. Green Korea Peace Action Bureau head Chung In-chul said, "Since the scale of bases examined was so small, the contaminated area will increase further when other large-scale bases are included." Reports on six bases, including Camp Stanton in Paju, warned that contaminated underground water would spread outside the base within one to two years. No immediate measures were

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taken in response, with cleanup efforts only beginning in 2007. "Since measures to check the spread of contamination were not carried out immediately, there is a strong chance that additional contamination took place," said Lee Jin-yong.

http://english.hani.co.kr/arti/english_edition/e_national/480749.html

USA, CA, VENTURA COUNTY, POINT MUGU, JUNE 2 2011. JET FUEL CONTAINED AFTER TANKER CRASHES AT MUGU

Andrea Howr



Booms prevent jet fuel from leaking into the environmentally sensitive wetlands at Naval Base Ventura County, Point Mugu, after a fully loaded air tanker crashed on takeoff Wednesday, May 18. Cleanup efforts are continuing.

Quick response by a team of Navy, Coast Guard and California Department of Fish & Game oil-spill experts kept jet fuel from leaking into wetlands that are home to several endangered species after an aerial refueling tanker carrying more than 25,000 gallons of jet fuel crashed at the edge of Mugu Lagoon on takeoff. A Unified Command Response Team rushed to the site of the May 18 crash of the Boeing 707 tanker at Naval Base Ventura County, Point Mugu. Several environmental experts arrived within half an hour of the 5:25 p.m. crash. As soon as emergency response crews allowed them into the vicinity — which was extremely hot and smoky given the burning jet fuel — they began to assess the situation and determine an appropriate response. Culverts were closed to prevent lagoon water from flushing the site and potentially carrying jet fuel into the wetlands. Working around the clock for several days, and trying to adjust for the tides, the team installed sandbags and booms, long floating tubes designed to soak up contaminants, whether it's oil in the Gulf of Mexico or jet fuel at Mugu Lagoon. The team also installed skimmers, which pull contaminants from the water, but they were soon removed because there was nothing to skim. At one point, nearly 40 people from the Navy, Coast Guard, the Department of Fish & Game, contractors and the Oil Wildlife Care Network were at the site. By Friday, biologists had found no visible signs of affected wildlife near the crash site, and

thermal images of the area did not detect any fuel in the wetlands. "We have not found any dead birds or any sign of harm to the endangered species that live in the wetlands," said Dan Shide, NBVC's environmental program manager. "We were lucky in that most of the fuel burned off. A combination of wind and wave action resulted in the rest of the exposed fuel being evaporated." Endangered species in the area are the light-footed clapper rail, the western snowy plover and the Belding's savannah sparrow. Biologists continued to search for small animals that may have been contaminated — crabs and snails, in particular — that could enter the food chain. National Transportation Safety Board officials announced that the tanker experienced an engine fire during the takeoff attempt, but that other details were still under investigation. The three crew members escaped serious injury. Fire engulfed the aircraft immediately after it crashed and burned for several hours, creating a plume of black smoke that could be seen for miles. The fire destroyed much of the plane, but the right wing remained intact — and it contained 7,500 gallons of fuel. "After the fuel is drained and the wreckage removed, we can analyze the sediment under the plane to determine how much contamination, if any, is there," Shide said. When the environmental assessment is complete, the Navy will take over rehabilitation of the wetlands, scooping out whatever contaminated soil there is and replanting vegetation.

Related Links [Jet fuel contained after tanker crashes at Mugu](http://www.vcstar.com/news/2011/jun/01/jet-fuel-contained-after-tanker-crashes-at-mugu/)

<http://www.vcstar.com/news/2011/jun/01/jet-fuel-contained-after-tanker-crashes-at-mugu/>

USA, ME, WALLAGRASS, JUNE 2 2011. GEOLOGISTS TESTING WELLS AFTER WALLAGRASS GAS SPILL

Geologists from the Maine Department of Environmental Protection were testing private wells in the area of a [gasoline spill](#) Wednesday afternoon to determine whether drinking water had been contaminated as a result of an accident on Tuesday. Samantha Depoy-Warren, spokeswoman for the DEP, said Wednesday that several homes with wells are near the site of the Route 11 spill, which resulted from an accident Tuesday afternoon. A tanker truck owned by John T. Noble of Caribou [overturned](#) after becoming unstable when it drifted close to the soft shoulder of the roadway. It was hauling 8,000 gallons of fuel for Daigle Oil Co. in Fort Kent. Warren said that close to 5,000 gallons spilled when one of the fuel compartments was

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breached. Most of the gasoline made it into the bedrock alongside the road and may have seeped into the groundwater. "Our geologists will be developing a strategy for further testing and treatment if there was contamination," she said. Carol Ouellette of Fort Kent, who was in the area at the time of the accident, said firefighters used extrication equipment to pull the driver, who has not yet been identified by the Aroostook County Sheriff's Department, from the cab. Firefighters also sprayed the tanker with fire-retardant foam. The driver escaped serious injury in the crash, according to DEP officials. Crews remained on the scene to control the gas vapors, and another truck arrived to pump the remaining fuel from the overturned tanker.

<http://bangordailynews.com/2011/06/01/news/aroostook/geologists-testing-wells-after-wallagrass-gas-spill/>

GIBRALTAR, JUNE 2 2011. GIBRALTAR EXTINGUISHES FUEL TANK BLAZE

 **Slideshow [11 Images]** <http://www.bbc.co.uk/news/world-europe-13612897>



An oil tank explodes in the port of Gibraltar on May 31, 2011. "Independence of the Seas" cruise ship which was nearby has pulled out to sea for safety.

Firefighters put out a huge blaze on the British territory of Gibraltar on Wednesday, a day after a fuel tank exploded near a cruise ship and injured at least 14 people, officials said. They battled through the night and finally extinguished the flames shortly before dawn. An oil tank explosion probably caused by a spark from welding operations shook the Rock on Tuesday afternoon, nearby the giant cruise ship Independence of the Seas. The inferno, which sent dense black smoke billowing across the port, later spread further when the heat and flames caused a second nearby fuel tank to explode, the authorities said. "There was an explosion and full collapse of the second tank," said a senior fire service spokesman. Firefighters had focused on extinguishing

the fire and cooling the adjoining tanks. But when the second tank went up, it resulted in a "much larger fire", a government spokesman said. Land-based firefighters had to withdraw and battle the blaze from the sea, he said. Initial reports indicated two workers were welding on top of the tank, which contained a mixture of water and used oil, when it exploded, the government said. One of the welders, a 40-year-old Spanish national, suffered life threatening injuries and was taken to a Gibraltar hospital and then a specialist burns unit in a hospital in Seville, Spain. The other worker, a 25-year-old Spaniard, suffered minor injuries and was in the Gibraltar hospital. Gibraltar's government said 12 passengers onboard the 'Independence of the Seas' suffered injuries, mostly minor burns, but one passenger suffered a fractured shoulder. The cruise ship had arrived in Gibraltar Tuesday morning and had been scheduled to leave the same afternoon. The tank exploded 25 minutes before the ship's scheduled departure, and the vessel had to abandon its berth near the tank in an emergency departure. "The ship did not suffer serious damage," said a government spokesman.

<http://www.vancouversun.com/travel/Gibraltar+extinguishes+fuel+tank+blaze/4873138/story.html>

USA, N.J, LINDEN, JUNE 2 2011. LINDEN REFINERY WORKER CRITICAL AFTER BEING BURNED IN FIRE

suzanne c. russell

A 41-year-old worker at the ConocoPhillips Bayway Refinery in Linden was in critical condition last night with burns over about 20 percent of his body after a fire started in a furnace in a crude unit used to heat crude oil as part of the refining process. Police said the worker suffered burns on his legs, face, hands and arms. He was airlifted to the burn unit at Saint Barnabas Medical Center in Livingston after medics determined he apparently inhaled superheated air through his nose. A company spokesman could not confirm the extent of the worker's injuries. Rich Johnson, a ConocoPhillips spokesman, said a fire occurred in a furnace crude unit at the refinery at about 1:50 p.m. The unit heats crude oil as part of the refining process. He said a vacuum also is part of the crude unit that heats up crude oil at a plant that produces gasoline and motor fuels. The refinery fire department responded and extinguished the fire, Johnson said. The fire was extinguished shortly after 2 p.m., police said. Johnson said local officials, emergency responders and government agencies also were notified. Johnson said one worker was burned and transported to the hospital for treatment. All other workers in the unit are safe and have been accounted for, he said. Johnson said refinery crews followed established safety procedures to shut down the furnace, with minimal flaring and no off-site impact. He said the refinery remains in operation but is running at a reduced rate. The unit where the fire occurred has been shut down. The cause of the fire is under investigation by ConocoPhillips personnel, Johnson said. He said the Occupational Safety and Health Administration also was notified.

<http://www.mycentraljersey.com/article/20110601/NJNEWS/306010027/Linden-refinery-worker-critical-after-being-burned-in-fire>

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CANADA, ALTA, PEACE, JUNE 2 2011. ROLLED TANKER LEAVES ONE IN CRITICAL CONDITION



Northern Sunrise Regional Protective Services and EMS responded to a trapped truck driver in an oil tanker rollover. Fire crews had to foam down the area due to a diesel spill and oil leaking from the tanker.

One man is in critical condition following a vehicle rollover last week. On Tuesday May 24 at approximately 8:10 a.m. Peace Regional RCMP received a report of a single motor vehicle collision involving an oil tanker near the intersection of Township Road 822 and Range Road 190. Upon arrival RCMP found an oil tanker on its side. The vehicle was travelling west on Township Road 822 and entered the ditch almost 300 metres before the intersection. According to the RCMP the driver sustained serious injuries and was removed from the cab using the Jaws of Life. The driver was airlifted to the University of Alberta hospital where he is listed in critical condition. The rolled tanker maintained its structural integrity and a minimal amount of oil had leaked in the ditch. The cleanup efforts

followed laws in conjunction with Alberta Environment as well as an investigation in to the collision. Anyone who may have witnessed this accident is asked to contact the Peace Regional RCMP Detachment at 780-624-6677.

<http://www.prrcordgazette.com/ArticleDisplay.aspx?e=3148251>

USA, HI, HONOLULU, JUNE 2 2011. TOXIC WASTE IN HAWAII >> HOW BROWNFIELDS AND CONTAMINATED SITES AFFECT DEVELOPMENT

dennis hollier



Operations manager Dave Griffin, left, and Mark Ambler are confident that Weston Solutions' chemical oxidation process can clean up the old GasCo site in Iwilei. The contaminated property is immediately makai of the Home Depot store.

Thirty years after it shut down, the old Gasco site in Iwilei is still a vacant lot. For generations, it converted heavy petroleum into synthetic gas and light oils. Now, its storage tanks, thermal cracker unit and pipelines are long gone and, in their place, is a field of gravel and weeds. All that remains of the old gasworks is its contamination – a vast underground reservoir of viscous tar and toxic aromatics, like benzene, toluene and ethylbenzene. Indeed, the Gasco site is one of the most contaminated sites in the state, and the technical and legal consequences of that contamination are why the land sat vacant for more than three decades. Even so, three years ago, Weston Solutions, an international environmental engineering company, bought the property – and all the liability that goes with it. That's because the four-acre site is prime real estate. It's near downtown, the harbor, airport, highways and the planned rail line. Weston plans to clean it and redevelop it, but three years after buying the land, Weston's project still faces technical glitches and regulatory hurdles, and has become a symbol of Hawaii's contaminated lands problem.

Distribution of Toxic Sites

Here's the good news: Hawaii is much less affected by contaminated sites than most Mainland states, according to Fenix Grange, manager of Site Discovery, Assessment and Remediation for the state Department of Health. That's largely because we haven't had as

many heavy industries as in the Rust Belt or the petrochemical regions of the Gulf Coast. Also, according to Grange, it's rare for contaminated properties here to sit idle. "In Hawaii, because land is so valuable, most large, urban properties that have contamination on them get developed anyway," she says. "People just make the cleanup and control costs part of their redevelopment plans," Grange says. Nevertheless, industrial areas like Iwilei, Campbell Industrial Park, Mapunapuna and Kakaako are heavily contaminated, which complicates land sales and development. The main issue, of course, is liability for the required cleanup, which can mean millions of dollars in uncertain expenses. Beyond these large, well-known industrial sites, there are hundreds of anonymous, smaller sites: dumps, auto-repair shops and old underground tanks at gas stations. Former sugar and pineapple plantations have dozens of contaminated sites that were once used for fertilizer storage or pesticide mixing. The state Department of Health has investigated more than 1,700 sites of potential contamination, nearly half of which merited further action. "We have about 800 sites in our database that have current or historic contamination that are either still dirty, or were dirty and have been cleaned up," Grange says.

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Joint & Several Liability

Hawaii's rules on toxic sites are mostly derived from the U.S. Environmental Protection Agency's regulations. "In federal law," Grange says, "liability is 'joint and several,' which means anybody associated with the contamination is in the chain of responsibility. The regulators look first to the party that actually caused the contamination. Then they look to the current property owner. But anyone associated with the contamination is in the chain of responsibility." That means, the current property owner is on the hook, but so is the previous owner. An excellent example is Weston's other Oahu project, the old Chem-Wood facility in Campbell Industrial Park. From 1973 to 1988, Chem-Wood, a Campbell Estate tenant, used copper chromate arsenic to pressure-treat lumber there. Campbell sold the property to Chem-Wood in 1989, but, under duress from the EPA to clean up the site, Chem-Wood went bankrupt in 1997, leaving behind tanks of the toxic chemical. In 2008, vandals broke in, spilling 300 pounds of the copper chromate arsenic. Arsenic levels in the soil are now some of the highest in the state. In the intervening years, other responsible parties have disappeared. The most recent owner, a Japanese businessman who also faced pressure to clean up, walked away from the property, taking haven from the EPA in Japan. His predecessors went bankrupt. But bankruptcy is not an option for the Campbell Estate; its pockets are too deep. Until it sold the site to Weston Solutions, it was stuck with all the liability for the cleanup, even though it hadn't been the owner of the property for more than 20 years. That's the principle of "joint and several." The uncertainty and risk created by joint and several liability has made it difficult to redevelop parcels that are contaminated – or are even suspected of contamination. As a result, the EPA and state regulators have devised programs intended to ease liability for buyers that want to redevelop a contaminated property. The state's Voluntary Response Program, for example, provides owners and purchasers with technical assistance, quicker oversight and some relief from future liability. "With the VRP," Grange says, "a developer comes in, agrees to characterize a site and take responsibility for the contamination up to a level suitable for their proposed use, and then they're free from additional liability." She adds that the liability for the remaining contamination doesn't simply go away. "That liability stays with whoever caused the contamination in the first place." She gives an example from Iwilei: "The site of the Lowe's store has a bunch of petroleum-contaminated soil from the old ConocoPhillips tank farm. Lowe's wanted to build its store there, but it didn't want to assume all of ConocoPhillips' responsibility. So it entered our VRP and agreed to remediate within the property boundaries to a level that was safe and appropriate to build a commercial store. The VRP leaves the remaining environmental responsibility with ConocoPhillips." Probably the most important program for encouraging the redevelopment of contaminated lands has been the federal Brownfields Program. This law, which was mirrored at the state level in 2009, provides many of the same protections as the VRP. "We have about 20 VRP sites in the state," Grange says. "But with the new Brownfield purchaser law, I think there will be less need for those in the future, because they can get those protections automatically now." One of the big differences with the Brownfield Program is its funding options. "Right now, we have what's being presented as the poster child for Brownfield," says Mike Yee, one of the principals at the local consulting firm EnviroServices and Training Center. "That's our East Kapolei Site, the pesticide-mixing site and surrounding area in Ewa that the Department of Hawaiian Homelands wants to put homes on." Through the Brownfield Program, DHHL is funding some of its environmental assessment costs with a \$200,000 EPA grant. DHHL is also the first entity to use a \$1 million EPA revolving fund administered by the state Department of Business, Economic Development and Tourism. This money can be used for the actual cleanup and paid back after the property has been redeveloped. "Wow," says Yee. "What a wonderful way to use federal money: to bring that money into our state to investigate and clean up contaminated sites. It's good for the developer, good for the state and, ultimately, good for the community – not to mention the environment." Weston has created an interesting business model for its Gasco and Chem-Wood projects. Typically, environmental firms are simply consultants or subcontractors; the developer remains liable for the contamination. But Weston bought these properties outright. In effect, Weston has gambled on its expertise in environmental engineering, believing it can purchase properties at a discount, clean them and sell them at a premium. In the interim, though, Weston is the responsible party as far as DOH is concerned. In the lingo of environmental engineers, Weston has bought the liability. "I'd like to tell you that we're really smart at this," says Dave Griffin, Hawaii Operations Manager, "but we have a card up our sleeve: We buy an insurance policy. We engage insurance to underwrite this risk for us, so if we encounter 50 drums of methyl-ethyl that nobody knew about, we can recover some of our expenditures." While being the property owner is much riskier, Griffin points out some advantages. To begin with, any upside on the development end of the deal belongs to Weston. And since the company's cleanup agreement with DOH is based upon the end use for the property, Weston can tailor its cleanup process to a specific function, potentially saving money. There's also the method of payment. Although Weston technically "bought" the property from BHP, the details of the contract are more complicated: The seller pays most of the downstream costs. "Instead of billing for hours," Griffin says, "we get paid up front. So now we're sitting on that money, drawing interest. Financially, that makes a lot of sense." Rick Smith elaborates: "You get paid for everything up front," he says. "So they (property sellers) pay for the insurance. We don't pay for that. ... The cost of the

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cleanup, what we actually do in the field, all that's paid up front. All that's part of the calculation." But he notes there's a lot of prelude before the symphony of cash. "That reward, that big lump of money, doesn't just stroll in the front door. There's a lot of work that goes into putting one of these deals together." In this case, the deal took 18 months to arrange. "It's not for the faint of heart," says Griffin. "The truth is, we're trying to do the right thing here. By redeveloping this property, we get jobs, we get tax base and we get a more vibrant community out of the deal. That's our kind of model. Would we like to make some money at the end of the deal? Absolutely. We found a piece of property that's been sitting vacant for 30 years (the old Gasco site), and it's right next to the highest-selling Costco in the country. We think we've found a little gem here. But, in the end, it's Weston's contamination now."

Bankers and Consultants

Although a large, international company like Weston Solutions can afford to self-finance its projects, most local companies interested in redeveloping contaminated property will need a lender. And that's just the beginning, says Scott Rodie, environmental risk manager at Bank of Hawaii. "Banks don't like uncertainty," says Rodie. "What we try to do, cooperatively with the client, is help them avail themselves of the experts that are out there." That means making sure their clients have qualified environmental consultants and appropriate insurance, and that, overall, they know what they're getting into. One problem is figuring out if your advisors are knowledgeable. "It's unregulated and unlicensed," Rodie says. "Under federal law and Hawaii Revised Statutes, there are requirements that you have an 'environmental professional,' as defined by the rule, perform a Phase-1 (site investigation). But, again, it's unlicensed. You have nearly nothing to go after" if they get it wrong. "So it's buyer beware," Rodie says. Or, better yet, listen to your banker.

How Toxic Land is Cleaned

Environmental engineering companies have several ways of cleaning contaminated land, from the most basic method to high-tech solutions. First, figuring out if there is anything toxic in the ground, what it is and where, can be complicated. Mike Yee, of EnviroServices, elaborates: "How far down does the contamination go? How wide has it spread? What are the actual contaminants and what is the level of the contamination? Then we look at remediation alternatives – what's the best way to treat it? Normally, there's not just one way to clean up a site, and there are a lot of factors that go into determining which one you select." One option is very basic: dig up the contaminated soil and remove it. Damon Hamura, project manager for EnviroServices, calls it "Bag it and tag it." With this method, you're not actually getting rid of the contaminant; you're just moving it – often to a landfill. That's sometimes the only solution, particularly with metals contamination, but it presents its own problems, including moving truckloads of contaminated soil through the neighborhood. "Sometimes," Hamura says, "they just put it back on the same site – a kind of reinterment. They dig a pit, put all the contaminated soil in there, then cover it with concrete or asphalt. That's called 'encapsulation.'" This is the strategy being used at the Chem-Wood site in Campbell Industrial Park. When it comes to cleanup options, Hamura says, "Removal is a pretty short list, but when you get to remedial action, it's a relatively long list. And it's getting longer as technology grows." This is particularly true for petroleum-based contaminants, the prevalent form of soil and groundwater pollution in Hawaii. For example, you have various kinds of bioremediation – basically using petroleum-eating microbes, either natural or introduced – to remove the contaminant. This is often combined with sparging, essentially bubbling oxygen through the groundwater to improve the effectiveness of the bacteria. A more radical approach is thermal desorption. "Basically," Hamura says, "you're heating up the soil, trying to burn off the contaminants. But you also need to capture the vapor that's produced. Usually, you use this method for organic contaminants. If you have a metals issue, that's not going to do much for you." Often, remediation is an ongoing responsibility. Many properties, especially those that have passed through the VRP or Brownfield Program, require "administrative controls." These controls might forbid digging or strictly limit the use of the property. The remediation can also be engineered into the new development. In areas with petroleum contamination, like the Lowe's and Costco sites in Iwilei, this probably involves the installation of a vapor barrier and a vapor extraction system. Weston plans a more aggressive approach with the tar and benzene at the Gasco site. "We're proposing to use in situ chemical oxidation," says David Griffin, Weston's operations manager in Hawaii. "That's pumping 40,000 gallons of diluted industrial-grade hydrogen peroxide into the ground. That treats the contamination. (The byproducts are carbon dioxide and water.) Plus, it destroys the contaminants in place, so we're not bringing them to the surface, putting them in trucks and hauling them through the local neighborhoods." This drives the benzene out of the groundwater to a ventilation system on the surface, where it's burned off. "Then, we do a monitoring program to make sure we're meeting the levels we signed up for," Griffin says. This system is not without risks. Last September, the flame arrester failed on the thermal oxidizer – basically a big furnace – and the resulting backflash caused an explosion in the PVC ventilation system, which ignited a small fire in a benzene vent. No one was hurt, but the fire department arrived in HazMat gear and took two hours and 200,000 gallons of water to put out the tiny fire. Nevertheless, Weston is

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confident in its system – early tests suggest it's already lowered the benzene level 60 percent – and only awaits Department of Health approval to expand from the current test grid to the whole site.

<http://www.hawaiiibusiness.com/Hawaii-Business/June-2011/Toxic-Waste-in-Hawaii/>

USA, OH, PITTSBURGH, JUNE 2 2011. TEAM 4: TOXIC WASTEWATER BEING DUMPED INTO ENVIRONMENT >> CHEAP FILTERS COULD LET TOXIC MATERIALS ENTER ENVIRONMENT

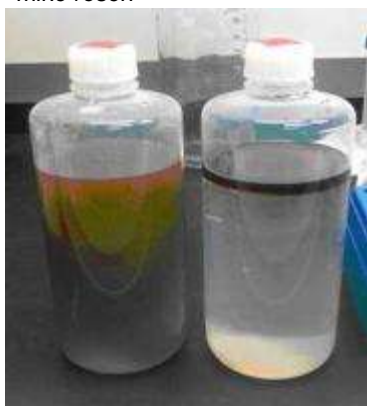
 **Watch the Video** <http://www.wtae.com/team4/28086570/detail.html>

There are hundreds of old gas stations in western Pennsylvania that had leaky underground storage tanks, and a man whose job is cleaning up the old tanks sites told Team 4 that a state agency is encouraging companies like his to dump toxic wastewater into the environment. Steve Klesic, of United Environmental Group, said much of the wastewater coming from tank sites is not cleaned up at plants. Instead, he said the water is dumped back into the ground after first passing through carbon filters. But Klesic said those filters are not removing toxic materials, allowing contaminants such as benzene, methyl tertiary butyl ether, toluene and xylene to potentially enter the environment. When leaky gas storage tanks are removed, there is a lot of oily contaminated water. Years after the tanks are dug up, companies like United Environmental Group are still taking out toxic wastewater and haul it to a treatment plant in Ohio Township. Klesic said the state agency that pays for tank cleanups -- the Underground Storage Tank Indemnification Fund -- has been encouraging companies to dump their waste through filters because it's much cheaper than sending it to treatment plants. Klesic said he complained two years ago to the Department of Environmental Protection, which sent a letter to USTIF to not encourage companies to use cheap filters. But records obtained by Team 4 showed USTIF kept doing so even after the DEP told them not to. Team 4 took its findings, which showed one bid that was sent out one year after the department's memo, to the DEP. "I appreciate your bringing this to my attention and will look into this," said DEP spokeswoman Katy Gresh. In February, the DEP told USTIF to make sure that all wastewater from leaky tanks is contained in drums and tested for contaminants before it is dumped. In Harrisburg, the Pennsylvania Insurance Department oversees the storage tank fund. A Team 4 request for an interview with the insurance department was denied. "Any contention to the contrary that the (USTIF) has encouraged substandard work or somehow engages in practices that are environmentally questionable is without basis," the insurance department said in a statement. Former DEP official Gale Campbell disagrees. "I would like to see USTIF do what's required by the department. It just doesn't always work that way," said Campbell. Klesic said that when he blew the whistle on USTIF, the agency retaliated against him by trying to keep him from getting cleanup contracts. Klesic is currently in the middle of a lawsuit against the agency.

<http://www.wtae.com/team4/28086570/detail.html>

USA, ORE, PORTLAND, JUNE 2 2011. NATION SHOULD LEARN BETTER OIL SPILL RESPONSE >> MY VIEW • DON'T LET LESSONS OF GULF DISASTER BE SWEEPED UNDER BUREAUCRATIC NONSENSE

mike rosen



The saltwater sample on the left contains oil and dispersant. The one on the right is oil in salt water.

Anyone who is still skeptical that the 200 million gallons of oil carelessly released into the Gulf of Mexico last summer have magically disappeared, and left one of the world's most productive fisheries unscathed, would have wanted to attend the world's foremost conference "on the science of oil spill response" held last week in Portland. Beginning the fifth decade of discussion among the world's leading scientists, government regulators and the oil industry's highest-paid cheerleaders, the 2011 International Oil Spill Conference seemed to be the place to discover whatever lasting truths and new thinking resulted from the largest oil spill in U.S. history. After spending 10 days on the Gulf Coast with a team of 22 Portlanders last summer, I attended with two primary questions: Were the methods used to respond to the spill effective, understood, and safe? And, what were the primary "lessons learned."

Let's Start with the Latter.

Every one of the lead conference speakers insisted that during the catastrophe the press and the public information demands were overwhelming, and the public was not adequately educated in the science of oil spill response. Therefore, the public concluded the worst. Juliette Kayyem, Obama's former Assistant Secretary for Homeland Security (responsible for coordination and planning during the spill), noted that there was an insatiable appetite for information

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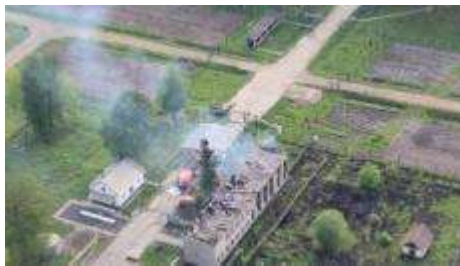
with everyone asking questions and no one coordinating the answers. That said, you'd think the conference program committee, which included representatives of each federal bureau that responded to the spill, would have welcomed extensive press participation at IOSC. Unfortunately, the opportunity was squandered. While the conference program committee included government representatives, the American Petroleum Institute ran the conference two days before it began, Eric Wohlschlegel, API's press officer, informed me that press attendance to all conference panels and workshops had to be pre-approved. I was denied access to every presentation I requested to attend. Even with severely limited access, there was information that could be gathered regarding the use of chemical dispersants. An unprecedented 2 million gallons of Corexit were used at the ocean's surface and a mile below, to protect Gulf beaches and marshes from the 200 million gallons of oil released. So, was the primary method used to combat the oil effective, understood and safe?

Related Links

- [Senate panel OKs dispersant ban](#)
- [Oil clean-up chemical dispersants more dangerous than oil itself](#)

http://www.portlandtribune.com/opinion/story.php?story_id=130696700485129900

RUSSIA, BASHKORTOSTAN REPUBLIC, URMAN, JUNE 2 2011. EXPLOSIONS AT RUSSIAN MILITARY BASE FINALLY CEASE



Explosions caused by a fire at a military ammunition depot in the Russian republic of Bashkortostan nearly a week ago have finally ceased, RFE/RL's Tatar-Bashkir and Russian services report. The fire and explosions started at a military base northeast of the republic's capital, Ufa, on May 26. Some of those who had been among more than 7,000 local residents evacuated from the area last week started returning to the village of Uрман in the Iglino district on June 1. Those whose homes are situated close to the burning military facility are still unable to return home because the fire is still burning. More than 116 people were made homeless by the incident, 12 were injured, and some 500 left unemployed after their businesses were destroyed by the fire and explosions.

Bashkortostan Security Council head Marat Magadeev told journalists that new homes will be built and finished by August for those who are homeless. Firefighters were able to enter the base on the morning of June 1 after the explosions stopped. Magadeev told journalists that heavy rain is currently helping to extinguish the blaze. Russian soldier Sergei Denyayev has reportedly been charged with starting a fire that led to the explosions after he violated military regulations on the handling of explosive materiel.

Related Links

- [Russian arms depot blasts force evacuation](#)
- [Blasts rock Russian arms depot, nearby residents evacuated](#)
- [Residents in Urals flee their homes as new blasts rock arms depot](#)

http://www.rferl.org/content/explosions_at_russian_military_base_finally_cease/24212549.html

INDIA, ANDHRA PRADESH, RAMANTHAPUR, JUNE 2 2011. FIRE AT PETROL PUMP AT RAMANTHAPUR

Fire broke out at Uppal Auto Services petrol pump of Indian Oil Corporation at Ramanthapur on Tuesday evening. The machine was completely damaged in the fire mishap. Two staff members of the petrol pump, Narasimha Reddy and Ramesh, suffered minor injuries in the incident. Customers and staff members of the petrol pump ran to safety after noticing the fire. Some staff members tried to put out the flames using foam extinguishers. The staff of nearby petrol pump, which is just 300 metres away from the mishap site, rushed to the spot and assisted them in firefighting. Soon after receiving a phone call from the petrol pump around 5.25 pm, fire service officials sent one fire tender from Moulali and another from Malkajgiri. The two fire tenders reached the petrol pump within minutes and started firefighting operations. To prevent flames from spreading to other parts of the petrol pump, the entire premises was doused with foam. The timely action of the staff of the petrol pump and fire service personnel averted a major disaster as a gas filling station was also located on the same premises. A petrol tanker was unloading fuel into the tanks of the filling station when the vending machine caught fire. Though the exact reason of the fire is yet to be ascertained, the fire service officials suspect the use of a mobile phone on the premises by a customer or the excess heat generated in the vending machine might have led to the mishap.

<http://ibnlive.in.com/news/fire-at-petrol-pump-at-ramanthapur/155787-60-121.html>

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USA, TN, CHATTANOOGA, JUNE 2 2011. FIRE INVESTIGATORS RELEASE CAUSE OF GAS STATION FIRE

rich sobolewski

 **Watch the Video** <http://www.wrcbtv.com/Global/story.asp?S=14738213>



Fire investigators say they now know how a gas station fire started that severely burned a woman last week. Captain Anthony Moore with the Fire Investigation Division said that while 20-year-old Samantha Lawrence was putting gas into her Jeep Cherokee, her boyfriend, Derek Sereteau, went inside the store to buy some cigarettes. Captain Moore says Sereteau told investigators that he then returned to Lawrence at the pump and lit up a cigarette. As he flicked the lighter next to Ms. Lawrence, there was a flash fire that caught her clothes on fire. Investigators say Lawrence screamed for help and a bystander reportedly told her to drop to the ground and roll around to extinguish the flames. Meantime, a store cashier saw the fire and hit the cut-off switch to keep more gas from getting to the flames. The cashier and another employee then brought out a fire extinguisher and put out the flames. There was very little damage to the gas pump. Lawrence suffered second and third degree burns to approximately 30%

of her body. Since the fire, investigators say her condition has improved and she is being treated for her injuries at the Joseph M. Still Burn Center in Augusta, Georgia. The cause of the fire will be listed as accidental.

<http://www.wrcbtv.com/Global/story.asp?S=14776907>

CANADA, B.C, NANAIMO, JUNE 2 2011. FUEL SPILLS INTO HARBOR >> FINDING CULPRITS RESPONSIBLE FOR DAMAGE IS DIFFICULT

darrell bellaar

The Nanaimo Port Authority is looking into a series of recent oil spills. Two spills over the weekend were likely from the bilges of boats anchored in the harbour. A larger 200-litre spill in early April happened when diesel fuel was being transfer off a barge to the Petro-Canada facility. Identifying who was behind the weekend spills will be difficult, if not impossible, but any spill is considered serious. Bilge releases happen frequently, but environmental regulations require the port to investigate each event. "It's serious in that you're not allowed to put any oil in the water and if you can find out who's doing it you take action," said Edward Dahlgren, Nanaimo harbour master. Oily water can be released by a bilge pump from a vessel's engine compartment during heavy rain, and in the warmer months it can happen "not infrequently." Education is often the best approach to the problem. As bad as they look at the time, bilge releases are not nearly as serious as the spill at Petrocan's Suncor fuel facility. Transport Canada is still investigating that spill. The port authority plans simulation exercises in late June to look at its response to that spill, and whether any changes in protocol are needed. "What we're investigating is the communication train," said Dahlgren. He said that spill was roughly the same volume as a 45-gallon drum. The amount spilled was initially reported as a smaller than what was actually released. "This is still actively being investigated. Our focus is on lessons that can be learned regarding communications and how we can streamline our best response." The spill was not reported publicly when it happened. Neither the port authority nor Transport Canada usually notifies the public when it investigates such spills.

<http://www.canada.com/Fuel+spills+into+harbour/4866761/story.html>

USA, MA, SHREWSBURY, JUNE 2 2011. OIL SPILL A COSTLY MYSTERY FOR TOWN >> OLD TANK LEAKED NEAR WARD HILL

james o'brien

Shrewsbury police and state environmental officials would like to find out who is responsible for an oil spill from an illegally dumped 1,000-gallon tank that was left some time ago on town property near Ward Hill. The spill, which occurred at the site of a former waste-water treatment plant, was discovered April 30 and has cost \$32,500 so far to clean up. Fire Chief James Vuona said finding answers about the spill will be difficult. "There was very little if any evidence to work with," Vuona said in an e-mail. "The tank was very old, rusted, and had no markings, name plates, or serial numbers, to my knowledge." The investigation is under the jurisdiction of Shrewsbury police and state environmental officials. Ed Coletta, spokesman for the state Department of Environmental Protection, said the likelihood of catching whoever dumped the tank seems small. "Without obvious markings on the tank itself, the town could look to talk to people in the area," he said. "But it's not something that we'd be likely to follow up on." Police Chief James Hester said his department would assist state environmental officials if a lead

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emerges. As for why the tank ended up out in the woods, Coletta could only speculate. "Occasionally there are issues with people pulling out old oil-heat systems," he said. "What do you do with the tank? That might be an issue that is in play here." After a Shrewsbury police officer discovered the ruptured tank, state and town officials worked for at least four days to clean up the spill. Vuona said state environmental officials described the contamination as "contained, controlled, and mitigated." Town Manager Daniel Morgado said the final bill for the cleanup will be paid out of the town's Sewer Department budget, and an insurance claim has been filed. "Sure it's a significant amount of money," said Morgado. "Anything over \$100 is a significant amount of money, in my parlance. It's not something we were planning to spend, no question about that. It's not something we take lightly." Morgado said a final report detailing whether further remediation of the soil is necessary is expected within a month from a cleanup consulting company, Weston & Sampson Inc. of Peabody. Chad Chysna, the Police Department's K-9 officer, first noticed the leaking tank while training a dog in the wooded area near Ward Hill, Hester said. It had come to rest along an embankment next to a gravel access road. The tank was leaking slowly from a breach in its side, Vuona said, one that could not be plugged due to the poor condition of the container. Coletta said that when Fire Department personnel cut the top off the tank they found three to four inches of oil still inside. Robert Ljunggren, the Fire Department's hazardous materials technician, headed an initial-response team that laid down absorbent pads to stop the oil from spreading. They then injected the drum with Speedy Dry, an absorbent chemical, to solidify the remaining contents. "A perimeter of hay bales and more absorbent booms was also set up to contain runoff due to rainfall," Vuona said. "Finally, plastic sheathing was put underneath the tank and above it to shield the tank and the immediate spill area from rain and weather," he said. A short time later, Weston & Sampson workers, led by Sean Healey, a licensed site professional with the firm, arrived to help minimize the environmental damage. With the help of the town Water and Sewer Department, which provided heavy machinery to provide access to the area, contractors removed the tank and dug up enough oil-soaked soil to fill a dump truck. Healey said the leak was relatively minor and it did not appear to have caused any harm to wildlife or vegetation in the area. The oil never reached nearby wetlands or a stream that flows some 75 feet from where the tank ended up, he said. "We can't tell, by testing, how many gallons spilled," Healey said. "The tank was at some point deposited there, and some residual oil eventually leaked out, but it was probably a slow leak." The most recent tests, Healey said, show that the soil at the site is clean enough that they can conclude the operation.

http://www.boston.com/news/local/massachusetts/articles/2011/06/02/shrewsbury_oil_spill_proves_a_costly_mystery/

USA, N.J, GLOUCESTER CO, JUNE 2 2011. NO INJURIES IN 295 CRASH, FUEL SPILL

bryan littel



A truck carrying diesel fuel went over a guardrail just south of Mantua Grove Road on Route 295 Wednesday.

No one was seriously hurt when a truck carrying diesel fuel crashed over a guardrail and landed on its side just south of Mantua Grove Road on Route 295 Wednesday. A tire blowout caused the crash, State Police said, which left the truck half in the woods, completely over the guardrail near Mantua Creek. Despite initial reports that several thousand gallons of diesel spilled, police said there was a leak from the truck's fuel tank,

rather than the main cargo container. It was unclear how much fuel was spilled. The crash shut Exit 19 to southbound Route 295 from Mantua Grove Road starting around 5:50 p.m., as crews with heavy towing equipment began the process of removing the wreck from the side of the highway

<http://westdeptford.patch.com/articles/no-injuries-in-295-crash-fuel-spill>

USA, WASHINGTON, JUNE 3 2011. OIL REFINERY GROUP SUES EPA OVER REQUEST FOR EMISSIONS DATA

gabriel nelson

 [Document Read API's Lawsuit.](#)

 [Document Read API's Comments on the Data Request](#)

An oil and gas trade group has taken the rare step of challenging a U.S. EPA information request, saying the agency is seeking too much data as it revisits a George W. Bush-era analysis of refineries' cancer-causing emissions. In its effort to update toxic pollution limits that date back to 1995, EPA has asked refineries to estimate their emissions of benzene and other carcinogenic chemicals, as well as pollutants that form soot and smog. The agency has long required refineries to use pollution controls to prevent such emissions, but now, it's doing a "residual risk review" to figure out whether remaining emissions give people an additional one-in-a-million chance of getting cancer. The American Petroleum Institute filed a [lawsuit](#)

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(pdf) yesterday in federal court to challenge the data request, which could provide the underpinnings for a stricter set of pollution rules. By ordering data from all 152 U.S. refineries, rather than just a sample, EPA's February request will waste the oil industry's time and money, API attorney John Wagner said. The agency is seeking an "unprecedented" amount of information from each refinery, and wants it sooner than the owners can manage, he wrote in an email statement. Refiners needed to provide the first responses by yesterday. Two more batches of data are due by the end of June and the end of August. "The extremely tight timeframes will make it difficult if not impossible to present complete and quality-assured data to EPA," Wagner said. "That being said, I understand the refineries will be responding as they are able given the artificial limitations being placed on them." Underlying their concerns is a fear that the Obama administration will be stricter in its review than the George W. Bush administration, which released a rule in its final days saying that refineries didn't need new equipment to protect the public from their toxic emissions. The incoming Obama administration refused to publish the rule, which was signed by former EPA Administrator Stephen Johnson four days before President Bush left office in January 2009. Later that year, EPA made it known that it would formally withdraw the rule and redo the study of cancer risks. Public health groups and environmentalists had claimed that the Bush-era study used flawed methodology to spare the industry from adding new controls. For instance, they said, EPA had calculated the cancer risk from exposure to a single plant rather than the compound effect of living near Houston's Ship Channel or the refinery-packed Louisiana corridor that is often derided as "Cancer Alley." "We remain disappointed that EPA never published the final rule after years of analysis and copious technical support," said Howard Feldman, API's director of regulatory and scientific affairs. He described it as a "a very costly and unnecessary approach, considering that EPA already had a final rule completed." Data submitted by oil companies would also be used to update the New Source Performance Standards (NSPS) for refineries. Due late next year under a settlement deal with environmentalists, the standards will include greenhouse gas limits for an industry with higher emissions than any but the power sector. John Walke, clean air director at the Natural Resources Defense Council, said he was surprised by the new lawsuit. It is unusual for trade groups to challenge information collection requests, which don't require companies to curb their pollution, he said. "This is something that communities have a right to know, but that API is going to extraordinary lengths to block," Walke said. Under the Obama administration, EPA has taken heavy fire from critics on Capitol Hill after releasing strict new toxic emissions limits for power plants, industrial boilers and cement kilns. Each of those rules was preceded by an information collection request, which must be reviewed by the White House Office of Management and Budget. Lawsuits tend to pile up whenever EPA puts out a major rule, but the past three data requests were not challenged in court. EPA estimated that the data request for refineries would take 69,000 hours and cost \$30.9 million, but API and the National Petrochemical and Refiners Association predict that it will take 540,000 hours and cost more than \$77 million. Walke said it appears that refineries are trying to starve EPA of the information it needs to write solid rules. The request isn't very expensive, he said, and when the agency starts with an incomplete data set, as industry groups claimed it did with the recent set of rules for industrial boilers, there are often damaging problems with the proposed rule. "It's not only hypocrisy -- it's hypocrisy on stilts," Walke said. "In Washington, they scream that EPA doesn't have accurate data and is imposing unrealistic emissions standards. And what do they do? They turn around and try to block EPA's collection of data."

<http://www.nytimes.com/gwire/2011/06/01/01greenwire-oil-refinery-group-sues-epa-over-request-for-e-88142.html>

USA, OH, BOND HILL, JUNE 3 2011. FAULTY GAS PUMP IN BOND HILL HAS CUSTOMERS ANGRY

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 **Watch the Video** <http://www.fox19.com/story/14824103/fox19-investigates-a-faulty-gas-pump-in-bond-hill>



A woman who paid top dollar to put premium gas in her SUV called FOX19 to look into a so-called faulty pump at a Shell station at the corner of Tennessee and Paddock Roads in Bond Hill. You're already paying a lot for the gas you put in your tank, but what about the gas that spills out, when the pump mechanism fails to recognize your car is full and keeps on pumping? Ella Thomas has repeatedly complained to the gas station's managers about a faulty pump and why they failed to fix it right away. One manager said, "Hey it's fixed, it's been taken care of." "It doesn't cut off," said Thomas about Pump #6 at the Shell station. "So, you're filling the car with the gas and it just keeps going." So Thomas complained to the manager on two separate incidents, but he placed the blame on a sensor in her gas tank. "He was telling me, it was my car, it's my car," she said. "That there's nothing wrong with the pumps." Until after some

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prodding, Thomas said she agreed to try and fill-up his own car. "Gas poured out, on the ground," Thomas said. "He said, I'm going to shut this pump down right now and I'm going to call and report it." Thomas said she drove by repeatedly, but saw no sign and said the manager never threw down any absorbent material to contain the spill. So, what's the big deal over a little bit of spilled gas? With prices up, it all adds up real fast. "If it's 50-cents and he has ten people coming-in, and they're spilling 50-cents worth of gas on the ground, that's 150 dollars a month, and that'd be 25-hundred dollars a year," Thomas said. "That's ripping-off the community." She paid for the gas that spilled out of her tank on both incidents. "He said there's nothing he could do about it," she said referring to the manager's comments about the gas spilling out. Except maybe fix the pump? "He's having a nice chunk in his pocket," she said wryly. Thomas said she's happy to support a business in her neighborhood, so it will stay in her neighborhood. "People won't have to drive you know, 2 to 3 to 4 miles to get gas," she said. "It's ridiculous," she fumed. "It's unfair." Ella confronted the managers again on Wednesday. "Have you fixed the pump? Have you called and reported it?" she said to Sam Singh, one of the stations two managers on-duty Wednesday afternoon. "He said he was going to shut it down, put a sign out that says do not use because gas spills out," she continued. Singh answered back, "He just fixed it." A second time Singh confirmed the pump had already been fixed. Singh even offered a look at their security cameras as proof that the pump had been fixed. "You want to check the cameras back there?" he asked. "I can do that too." Singh was asked if he thought it was fair for people to pay for gas that's on the ground and not in their car. "The whole thing is, if you go to the law, they have to pay attention if the pump is shut down or not, they can't put the pump in there, sit in their car and wait, it's a machine, it can fail down, it's something that can happen, it's a computer thing," Singh said. "It's their responsibility to stand up there and see how it's pumping." So, we wanted to test the pump and see if it was working correctly. We went outside, when another manager appeared and had the brand new nozzle in his hand. That manager declined comment on camera, but pointed to a sign close to wear the nozzle hangs that reads, "You must remain in attendance outside your vehicle while fueling." And as he changed the nozzle, gasoline spilled out all over the place. It too was never cleaned-up. He pointed out sometimes these things go bad and there is an expiration date to change the nozzle out, by December of this year, right there on the side. Will Thomas still patronize this particular neighborhood gas station? "Probably not," she said. We are still checking into it, but ultimately it is your responsibility to pay for whatever gas you pump, even if it's not getting into your gas tank. Inspectors are going to stop by that Shell station Thursday, to check and make sure the pump is working correctly and not posing a pollution hazard. Hamilton County Health and Environmental Services said spilling gas on the ground poses a two-fold danger, especially when our air quality has been in-question with the hot and humid weather. Gas that is not cleaned up, could explode if someone carelessly tosses-away a cigarette. It also impairs the air that we breathe. "That is emitting about six pounds of volatile organic compounds or VOC's into the air," said spokesperson Sarah Dowers. "So every gallon of gas that's spilled and not cleaned-up and it evaporates is putting six pounds of VOC's into the air and the VOC's are one of the pollutants that when mixed in the presence of sunlight, does create ozone and contributes to our smog problem."

<http://www.fox19.com/story/14824103/fox19-investigates-a-faulty-gas-pump-in-bond-hill>

USA, N.J, EAST GREENWICH TWP, JUNE 3 2011. TANKER TRUCK FLIPS ON INTERSTATE 295 IN EAST GREENWICH

A commercial tanker truck overturned Wednesday afternoon on Interstate 295, coming to rest on its left side in a wooded area just off the shoulder of the highway here. Firefighters and other responders were dispatched around 4:40 p.m. to the accident that occurred just past the overpass between exits 18 and 19 southbound. It was not immediately clear whether there were any injuries, nor what the tanker was carrying. Hazardous materials responders arrived to contain any fuel or other substances that may have spilled. The tank portion, at least, lay roughly perpendicular to the roadway, with the rear facing the road, just inside the wooded area and visible to passersby. Firefighters were still on the scene around 6 p.m. The highway's right lane was closed for a short distance, slowing traffic there briefly to a crawl as drivers sought to merge left.

http://www.nj.com/gloucester-county/index.ssf/2011/06/tanker_truck_flips_on_intersta.html

CHINA, XINJIANG UYGUR, URUMQI, JUNE 3 2011. 4 KILLED, 2 MISSING IN FACTORY EXPLOSION IN XINJIANG

Four people have been confirmed dead and two remained missing in a factory explosion Wednesday evening in Urumqi, the capital city of northwest China's Xinjiang Uygur Autonomous Region, local authorities said Thursday. Rescuer workers were still combing the debris for the two missing workers, the Urumqi city publicity department said in a press release. A furnace exploded at 7:45 p.m. Wednesday at aluminium alloy production workshop of Xinjiang Yuansheng Technology Development Co. in Urumqi's High-tech Development Zone when more than 30 people were at work. Body parts were found 50 meters away from the factory, according to reporters on the scene. The blast also severely injured three workers and lightly injured another 13. The explosion was not man-made, an initial investigation showed.

<http://www.philstar.com/Article.aspx?articleId=692302&publicationSubCategoryId=200>

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GIBRALTER, JUNE 3 2011. AMIDST THE FURY OF THE FLAMES, POLICE RECRUIT'S HEROIC RESCUE

brian reyes



Rescue Moment: The RGP recruit Tuesday afternoon when he helped rescue the injured men. Picture Anthony Partridge.

In the shadow of a huge and intense fireball yesterday, a local police officer helped two injured workers down the steep steel ladder that curled around the fuel tank where they had been working just minutes before. The adjacent tank was in flames and one of the men had been seriously injured. Thanks perhaps to the efforts of this hero officer, the man was last night fighting for his life in a hospital in Seville. While most people were running away from the fire, he ran towards it on hearing that there were people on the tank. Without a thought for his own safety, he climbed the ladder to help the workmen down. A Chronicle reader captured the dramatic image of the



officer – he has not been officially named as yet - and the other worker dragging the injured man to safety. Last night the man's prognosis was not good and a spokeswoman for the hospital said he remained in critical condition having sustained burns to 70% of his body. Initial reports suggested the two workmen had been welding atop the tank that exploded but investigators, based largely on images sent to the Chronicle, are now exploring another possibility: that the two were in fact working on the adjacent tank. Officials cautioned yesterday that it was too early to draw any conclusions on the cause of the fire. All options remained open, though foul play had all but been ruled out.

Tug View: The scene from the tug 'Anna'.

The site of the fire on the Western Arm lay in blacked out ruins yesterday, still smoldering in the morning as fire crews continued to pour water on it to cool the steel down. By late afternoon, firemen could be seen resting close to where they had spent 14 hours battling one of the worst blazes in Gibraltar's recent history. A multi-agency investigation is now underway to analyse the incident from every possible angle. Officials want to know about health and safety issues, what procedures were followed, how the response unfolded and what lessons can be drawn from this. Some fire fighters felt that, despite their best efforts on the night, the scale of the fire required additional resources. "At times it was like pissing on a bush fire," said one. A key issue will be the role played by Spanish salvage tugs, particularly following concerns raised by Spanish Popular Party politicians who insisted yesterday that specialist

help should have been brought in faster.

http://www.chronicle.gi/headlines_details.php?id=21884

USA, N.C, RALEIGH, JUNE 3 2011. N.C COULD EASE RULE FOR LEAKY UNDERGROUND GAS TANKS

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North Carolina legislators are considering easing the rules on leaking underground gas storage tanks as Republicans use their majority power to pare back environmental regulations with the aim of freeing businesses to expand. The measure approved by a Senate environment committee on Thursday meshes with other GOP proposals that would cut back environmental regulations to standards required by federal law. The bill would limit the extent of any cleanup from underground or above-ground tanks to depend on how much risk the pollutants pose. Tank owners who demonstrate cleanup would cause a "severe financial hardship" could have the cleanup costs paid from a state fund that collects money from gasoline taxes and fees on operators. "Obviously some folks love it and some folks hate it," said Sen. Don East, R-Surry, the bill's sponsor. The bill is designed "to relieve some of the pressure on some of these folks" who own the storage tanks. Count environmentalists among those hating the proposal. Pollution from leaking tanks should be cleaned to a standard that protects public health now and in the future, and polluters should pay to clean up their own mess, said Elizabeth Ouzts, state director of Environment North Carolina. "This bill walks away from those principles," she said. The legislation also tackles a cleanup problem that has already lasted a generation and cost a half-billion dollars, and at the current pace of removing containers could linger about as long and cost as much, according to a 2009 report by legislative analysts. The report recommended raising fuel taxes and operator

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fees to catch up on the backlog. North Carolina has one of the country's largest collections of underground fuel tanks at nearly 30,000. The federal government mandated in the mid-1980s that states regulate underground tanks and required owners to take financial responsibility if their tanks leaked. North Carolina stood behind the petroleum dealers by creating a backup cleanup fund that uses money from gasoline taxes and fees on operators. As a result, taxpayers pick up more than half the cleanup costs through the taxes paid on gasoline and other petroleum products, while tank owners and operators pick up about a third of the cost, said Dexter Matthews, who heads the waste management division of the state Department of Environment and Natural Resources. Petroleum distributors complain that North Carolina's environmental rules are much stricter than neighboring states. "We really can't meet them in any kind of cost-effective manner," said Joe Harrell, who owns Harrell Oil Co. in Mount Airy. "Virginia is significantly cheaper."

http://www.forbes.com/feeds/ap/2011/06/02/business-us-storage-tanks-north-carolina_8497104.html

USA, CA, SAN FRANCISCO, JUNE 3 2011. CHEVRON CHIEFS FACE SHAREHOLDERS AFTER HUGE \$18BN ECUADOR FINE >> CALIFORNIA-BASED OIL COMPANY CRITICISED BY INVESTORS FOR 'TAKE NO PRISONER' ATTITUDE TO ECUADOR JUDGMENT

felicity carus



Chevron [should] cease its lies and pay,' said Humberto Piaguaje, an Ecuadorian tribal leader attending the AGM.

[Chevron](#) bosses are facing shareholders for the first time since the company was fined a total of \$18bn (£11.1bn) by a court in [Ecuador](#) over contamination from [oil](#) extraction in the Amazon. California's largest oil company is coming under increasing pressure from institutional investors and long-term shareholders who are gathering at the annual general meeting at Chevron's HQ in San Ramon, near San Francisco. A judge ruled in February this year that the company was liable to pay \$8.6bn in damages, mostly to decontaminate polluted soil. The judge also awarded \$860,000 to plaintiffs and a further \$8.6bn in punitive damages. Chevron has appealed the decision, which amounts to the

largest award in corporate history, exceeded only by BP's \$20bn compensation fund after the Gulf oil spill. Chevron's earnings were \$6.2bn in the first quarter of 2011, up from \$4.6bn last year. The New York State Common Retirement Fund – which manages \$150bn of state government pensions – has filed a resolution calling on Chevron to appoint an independent board member with environmental expertise. Pat Doherty, director of corporate governance at the New York State office of the state comptroller, said: "The fact that Chevron didn't have someone with this expertise on the board probably helped contribute to the problem. We're suggesting that Chevron's take no prisoner approach has arguably also made things worse." Chevron acquired Texaco in 2001, inheriting its liabilities for alleged substandard oil extraction in Ecuador's rainforest between 1964 and 1992. The company no longer extracts oil in Ecuador, but has operations in Argentina, Brazil, Colombia and Venezuela. It has admitted in court documents that enforcement of the penalties by the seizure of assets in these countries would bring "irreparable harm" and disrupt its supply chain. Chevron also now faces scrutiny by the Securities and Exchange Commission after Trillium Asset Management, a Boston-based sustainable and responsible investment fund, filed a request this week to review the company's shareholder disclosures on the magnitude of its financial and operational risk. Shelley Alpern, vice president and director of ESG research and shareholder advocacy at Trillium, said: "The Ecuadorian courts are but one step away from seizing Chevron's assets to pay for the record \$18bn judgment. It doesn't seem unreasonable to hope that a settlement agreement might be brokered that comes in below this extraordinary amount, puts funds to work immediately restoring the polluted areas, and helps Chevron put this reputational disaster behind it." A delegation from the affected region in Ecuador is due to attend the AGM, alongside 22 proxy voters. Humberto Piaguaje, a leader of the Secoya tribe in the Ecuadorian Amazon, said: "We have fought for nearly 20 years to bring Chevron to justice, and finally we have a court judgment that affirms what we have been saying all this time. "The court, which Chevron chose, found them guilty of poisoning our rainforest, and our families. With this verdict, we have come north to demand that Chevron cease its lies and pay to clean up the contamination that is choking our communities." Chevron continues to aggressively deny liability. The company said: "Chevron has appealed because the judgment was procured by fraud and because the Ecuadorian judicial system failed to afford an impartial tribunal and due process. "The plaintiffs' representatives have colluded with the court and its experts, fabricated evidence, falsified reports, and forged signatures. Chevron acknowledges that the people of Ecuador's Amazon face legitimate challenges. But a fraudulent lawsuit is not a solution."

<http://www.guardian.co.uk/environment/2011/may/25/chevron-heads-shareholders-huge-fine>

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