



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 765 Newsy Stuff

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

October 19 2011



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INDIA, MADHYA PRADESH - 7 KILLED, 12 HURT IN INDORE CRACKER FACTORY BLAST

 **Photo's** <http://daily.bhaskar.com/article/MP-IND-seven-killed-as-cracker-factory-explodes-2484556.html>



Seven people were killed and over a dozen injured, including three of them critically, when a major fire broke out at a cracker factory following a loud blast in Kamla Nagar area on the outskirts on Thursday. The blast took place at the factory being run in temporary structures covered with metal sheets at around 11:30am. The impact of the explosion could be seen in a radius of 68km as window panes were shattered. The cause of the blast was yet to be ascertained. Most of the deaths took place when the first blast occurred. Several others were injured as metal sheets and portions of bricks scattered and were hurled to a distance of over 500m, eye-witness told DNA. Fire engulfed three structures where the factory was operated by one Mohd Kalam Khan, 30, who died on the spot. One of the accused, who died while being taken to hospital, was yet to be identified. Additional district magistrate Alok Singh, who will conduct a probe into the episode, told DNA that six persons, including three teenagers, were taken out of the rubble. Soon after the incident took place, over a dozen fire tenders rushed to the spot and poured water at the charring

remains. The fire fighters launched a massive search in the area and found six truckloads of un-exploded cracker-making material around the blast site, Singh said adding a search was carried out in neighbouring houses and six quintals of crackers were seized. District collector Raghendra Singh told DNA that the state government was bearing the cost of treatment of the injured. Chief minister Shivraj Singh Chouhan has announced assistance of Rs1 lakh to the kin of each deceased.

Related Links

- [Seven killed in fireworks factory blaze in India](#)
- [Seven killed as cracker factory explodes](#)

http://www.dnaindia.com/india/report_7-killed-12-hurt-in-indore-cracker-factory-blast_1595815

CANADA, SASKATCHEWAN, REGINA, OCTOBER 7 2011. REGINA REFINERY EXPLOSION LEAVES ONE IN CRITICAL CONDITION >> INJURY TOLL AT 10

Watch the Video

- <http://storyful.com/stories/1000009208>
- <http://www.cbc.ca/news/canada/saskatchewan/story/2011/10/06/sk-refinery-fire-1006.html>
- <http://cjme.com/story/videophotos-co-op-refinery-explosion-fire-regina/26387>

Photo's

- <http://www.cbc.ca/news/canada/saskatchewan/story/2011/10/06/sk-refinery-fire-1006.html>
- <http://cjme.com/story/videophotos-co-op-refinery-explosion-fire-regina/26387>



Flames and thick black smoke are seen shortly after an explosion at the Co-op crude oil refinery in Regina on Thursday, Oct. 6, 2011.

The official injury toll holds at 10, although there are reports that it rose Thursday night to 13, after an explosion and fire at the Co-op refinery in northeast Regina. As of Friday morning, three people are still in hospital. Vic Huard, vice-president of corporate affairs for Federated Co-operatives Limited, told News Talk Radio's CJME Morning News on Friday that one of those people is in critical condition. He said the second is in serious but stable condition and the third is in good condition, likely to be released from hospital Friday. Investigators on Friday will start looking into the

biggest explosion and fire at the plant since at least 1989. Regina police say an explosion occurred at the refinery at 2:07 Thursday afternoon. The fire was under control around 2:50. Huard said the explosion happened at a unit that was involved in processing diesel fuel. There was a leak. Hydrogen gas in the pipe was also involved in the explosion. When the fuel and gas found an ignition source, it exploded. A gigantic plume of black smoke could be clearly seen from many points around the city. The black smoke was typical of a diesel fuel fire, however, it was not toxic, said Huard. Vapour was later seen in the area as the fire was extinguished. Huard said that smoke and vapour is not toxic. Huard also said their own fire team was able to

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handle the situation although the Regina Fire Department was at the scene. Another manager also said the fire burned so long because it was being isolated as the area around it was being cooled; diesel/hydrogen allowed to burn itself out.

Safety Concerns

Safety Environment and Training Manager Gilbert Lessandrey said the fire was the worst incident the refinery has experienced since 1989. They don't know the cause for certain, but it's believed that a high-pressure pipe carrying diesel and hydrogen gas leaked and caught fire. "The last time it was completely retubed would be about four or five years ago," Lessandrey said. The safety manager maintained that the plant would continue to operate despite the disaster. "The rest of the plant in the vicinity of the area wasn't affected." He did not say when the rest of the plant will get back to work.

Public Perspective

The French language high school Laval is just one kilometer from the Co-op refinery that exploded on Thursday, and many of its students witnessed the inferno while on break from classes. "It was like a loud bang," said one student. "We saw smoke, there was a little black mushroom cloud," said another. A Laval teacher explained that they decided to carry on as normal after the fire, as they did not receive a directive from the school board to evacuate. Many callers who were near the scene told our newsroom that they were able to feel the explosion in Uplands, including students who were in school at the time of the explosion. Traffic is being re-routed east and west on 9th Avenue North and McDonald Street from Ring Road to Fleet Street. Police are asking motorists to avoid the area.

Related Links

- [Regina refinery explosion injures workers](#)
- ['Danger is over' after Regina refinery explosion](#)

<http://cjme.com/story/regina-explosion-leaves-one-critical-condition/26424>

USA, ILL, TISKILWA, OCTOBER 7 2011. ILL. TOWN EVACUATED AFTER TRAIN CARRYING ETHANOL DERAILS >> TANKER CARS CATCH ON FIRE; 'EVERY TIME ONE EXPLODES, IT SOUNDS LIKE A BOMB IS GOING OFF,' WITNESS SAYS

Watch the Video

- <http://www.wgntv.com/videobeta/eeca76f3-b456-4284-aa7c-455a5d453954/News/Unedited-Video-Fiery-train-derailment-in-Tiskilwa-IL>
- <http://www.chicagotribune.com/news/local/breaking/chi-authorities-evacuating-central-illinois-town-following-train-derailment-20111007,0,5779614.story>
- <http://news.sky.com/home/world-news/article/16084750>

Photo's

- <http://www.chicagotribune.com/news/local/breaking/chi-train-derailment-photos-20111007,0,2743376.photogallery>



Train cars burn after a derailment near Tiskilwa, Ill., Friday.

A freight train loaded with ethanol crashed and exploded Friday, sending up bright orange flames and plumes of smoke that could be seen miles away and forcing the evacuation of a small town in northern Illinois. Capt. Steve Haywood of the Ottawa Fire Department said the train's tanker cars were shipping ethanol for Decatur-based corn processor Archer Daniels Midland, and possibly other materials and chemicals, when it crashed and derailed. There was no immediate word about any injuries, although a fire official told NBC News no fatalities had been reported. Authorities said evacuees from Tiskilwa, a village of about 800 people about 100 miles west of Chicago, are being taken to a nearby high school. No buildings in Tiskilwa have been damaged, the fire official, who spoke on condition of anonymity because he had not been authorized to speak about the incident, told NBC.

Haywood told the Chicago Tribune that at least six cars caught fire after the crash at 2 a.m. CT (3 a.m. ET) on the eastern edge of Tiskilwa, and said there were concerns about possible further explosions.

'It's a Mess'

The fire was still out of control at 5:15 a.m. CT, the Tribune reported. However, a fire official later told NBC that the blaze had been contained. Witnesses reported hearing explosions, and the glow from the fire could be seen from miles away. "It's a

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mess," Mike McComber, owner of the Indian Valley Inn, where some town residents took refuge, told the Tribune. "A quarter to a half mile of cars derailed. Many of them are on fire." "Every time one of them explodes, it sounds like a bomb is going off," he added. "There's a lot of fire and big flames," said Amanda Knight, who told the Chicago Sun-Times that the train derailed about 500 feet from her home. Knight said she heard several explosions coming from the accident scene. "It sounds like a jet coming over the town. That's all I can compare it to," she said. Twenty-six cars on the 131-car train derailed, including seven to nine loaded with ethanol, according to Mick Burkart, chief operating officer of Iowa Interstate Railroad. The fire prevented officials from immediately getting close enough to the train to determine what caused the accident, Burkart said. Burkart would not confirm whether the ethanol was being shipped for ADM, saying he does not discuss his railroad's customers. Later, a spokesman for the National Transportation Safety Board said the organization was sending a team of investigators to the scene.

http://www.msnbc.msn.com/id/44814033/ns/us_news-life/#.To8GFptFuso

USA, MISS, TANEY CO, OCTOBER 8 2011. ATTORNEY GENERAL'S OFFICE FILES SUIT AGAINST WALNUT SHADE RESIDENTS OVER UNDERGROUND STORAGE TANKS

The Missouri Attorney General's office has filed suit against Walnut Shade residents Carthel and Sandra English for violations of the state's Underground Storage Tank law. Online court records indicated the lawsuit was filed in Taney County Circuit Court on Oct. 6 on behalf of the Missouri Department of Natural Resources. A news release from Attorney General Chris Koster's office stated the couple failed to remove three steel underground storage tanks located at their now-defunct gas station, the Walnut Shade In and Out. Missouri law requires the permanent closure of a steel underground tank system if that system has not been maintained for more than one year, according to the news release. The tanks at the English's old gas station have been inoperable and not maintained since at least August 2007. Koster said he filed the lawsuit after the English's failed to respond to correspondence from his office requesting that they close the tanks. The lawsuit asks for a permanent injunction prohibiting the defendants from any further violations of the Missouri tank law, to pay a civil penalty of up to \$10,000 per day for each violation of the law, and to pay court costs.

<http://www.news-leader.com/article/20111007/NEWS01/111007027/1002/SPORTS/?odyssey=nav|head>

USA, N.Y, WESTCHESTER CO, PELHAM MANOR, OCTOBER 8 2011. FUEL TANKER ERUPTS INTO FIREBALL AT PELHAM MANOR GAS STATION

rob ryser & rebecca baker

 **Watch the Video**

- <http://rye.patch.com/articles/explosion-fire-at-pelham-manor-gas-station>

 **Photo's**

- <http://rye.patch.com/articles/explosion-fire-at-pelham-manor-gas-station>

 **Click-2-Listen:**

- <http://newyork.cbslocal.com/2011/10/07/fire-destroys-gas-station-in-pelham-manor/>

Map: [Pelham Manor tanker explosion](#)



The remains of a fuel tanker that erupted into a fireball overnight at the Oil City gas station at 5 Secor Road in Pelham Manor, across from the Pelham Manor Shopping Plaza. The fire also ignited the gas station's convenience store and spread to the auto repair shop. No one was injured.

A fuel tanker making a gas delivery erupted into a fireball at a Pelham Manor gas station overnight, burning down a convenience store and damaging an auto repair shop. The tanker's driver and the gas station attendant escaped from the scene at the Oil City station at 5 Secor Road and were not injured. "This had the potential to be an enormous conflagration," Pelham Manor Fire Chief Joseph Ruggiero said from the scene shortly before the sun came up. "We had a tanker truck off loading and something went wrong which is yet to be determined, causing a fire in the

tanker itself." The chief spoke with the driver briefly and said a more extensive interview is planned. "He claims he felt something hot, saw fire, and ran," the chief said. The chief responded shortly before 2 a.m. today, saw the fireball, and

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immediately called for help from Yonkers and White Plains. "We don't know yet whether there was an explosion," he said. The fire melted parts of the tanker. It burned the tires off the rims and looked as though it cut the storage cylinder in half. A one-story convenience store no more than six feet from the tanker burned and was badly damaged. The chief called it a total loss. A two-story auto body shop that also caught fire was less severely damaged, according to the chief. Firefighters from Pelham, New Rochelle, Mount Vernon and New York City were also on the scene. The station is in a block of businesses across from the Fairway Market, and all of the store owners were notified. There was no immediate indication of any structural damage to the businesses. Nick Galbo, who owns the gas station and auto repair shop next door, said he was awakened at his Stamford, Conn., home with news of the explosion hours after watching the Yankees, his favorite baseball team, lose in the playoffs. He praised the Pelham Manor Fire Department and firefighters from the other departments for their fast work, saying that the fire never got to the 15,000-gallon storage tanks behind the gas station. "It could've been a disaster," he said. "Thank God no one was hurt. Thank God none of my neighbors (businesses) were hurt. It was a great response by the fire department. They must've gotten here within minutes." Galbo, who has owned the property since 1991, said it would take months to recover and rebuild his businesses. He said agents from the U.S. Coast Guard on the scene told him that the burning fuel did not pollute the Eastchester Creek, the waterway behind his property. Firefighters remained on the scene as of 8:45 a.m., and Pelham Parkway remained closed between Boston Post Road and South Columbus Avenue.

Related Links

- [Fuel Tanker Explodes at Gas Station in Westchester](#)
- [Fuel Tanker erupts in fireball at NY gas station](#)
- [Explosion Levels Pelham Manor Gas Station](#)
- [Fire Chief: Flames Stopped Before Reaching 20,000 Gallon Gas Tank\[VIDEO\]](#)

<http://www.lohud.com/article/20111007/NEWS02/111007001/Fuel-tanker-erupts-into-fireball-Pelham-Manor-gas-station>

AUSTRALIA, VICTORIA, SCORESBY, OCTOBER 8 2011. SCORSEBY CHEMICAL LEAK LEADS TO EVACUATIONS - NITRIC ACID VAPOURS

Lucille keen

 Watch the Video <http://news.ninemsn.com.au/national/8357081/chemical-leak-at-cadbury-schweppes-factory>

Businesses in Scoresby were evacuated today after a chemical leak. CFA crews were called to the Cadbury Schweppes factory in Koornang Road, Scoresby, just after 1pm to investigate a report that nitric acid vapours were leaking. More than 1000 mothers and children were evacuated from the nearby Caribbean Gardens baby wear market. A CFA spokeswoman told the Weekly 14 crews, comprising officers from Boronia, Scoresby, Dandenong, Hallam, Bayswater, Rowville and Ferntree Gully stations, were called to the scene. Police also attended, blocked off the street to traffic, and evacuated about 60 people from the surrounding businesses. "CFA crew members are investigating the leak and are fitted with gas suits," the spokeswoman said. "A warning has been issued to nearby residents to stay indoors, shut windows and turn their air-conditioners off." The spokeswoman said that at this stage there were no reports of injuries. Residents who were feeling unwell were advised to call triple-O.

<http://www.knoxweekly.com.au/news/local/news/general/scorseby-chemical-leak-leads-to-evacuations/2316803.aspx>

USA, WI, SHOREWOOD, OCTOBER 8 2011. SEARCH FOR GASOLINE LEAK CONTINUES IN SHOREWOOD

meg jones



State of Wisconsin retail inspectors Steve Hailer (left) and Jim Zorn look at gas tanks at the Citgo Express on E. Capitol Drive and N. Newhall St. in Shorewood on Thursday.

North Shore Fire Department and Shorewood village officials continue to search for the source of a gasoline leak in the sanitary sewer system. Authorities have flushed the system with water and ventilated it, and private contractors were brought in Thursday to discover exactly from where the leak is coming. The area where gasoline can be smelled is at the intersection of Capitol Drive and Wilson Ave. in Shorewood. Firefighters were called to the intersection at 9:30 a.m. Wednesday when residents smelled gasoline in the basement of a nearby apartment building. Despite flushing the sewer with water and fresh air, gas was still in the sewers as of

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12:30 p.m. Thursday. "We don't think it was a one-time dump. We think it could be a larger source" of gasoline, said North Shore Fire Chief Robert Whitaker. Contractors will drill Thursday in the area where officials believe the gasoline is coming from because "we need to pin down the actual cause," said Whitaker. Two apartment buildings were evacuated Wednesday, and residents were allowed to return at 5 p.m. that day. There have been no injuries, and fire officials say there's no health danger to the public.

<http://www.jsonline.com/news/milwaukee/search-for-gasoline-leak-continues-in-shorewood-131233514.html>

USA, PA, MECHANICSBURG, OCTOBER 9 2011. FMCSA FINES TANK BUILDER \$3.87 MILLION; COMPANY TO CHALLENGE FINE

The Federal Motor Carrier Safety Administration Friday announced it had levied a \$3,876,000 in fines against American Welding and Tank of Mechanicsburg, Pa., for violating federal hazardous materials safety standards. The company was fined for manufacturing and selling unsafe nurse tanks – a type of cargo tank used to store and transport anhydrous ammonia, a hazardous material used in farming operations. FMCSA conducted a thorough safety investigation of the company's ASME Tank Operations plant at Fremont, Ohio, following reports of safety defects with recently manufactured nurse tanks, the agency said. After investigating the company's welding practices and safety records, FMCSA said it discovered a clear pattern of AWT failing to manufacture, maintain, repair and sell nurse tanks that meet federal hazardous materials safety standards. "When cargo tank manufacturers are not living up to federal safety standards, we will take action," said FMCSA Administrator Anne S. Ferro. "Our agency is committed to using every resource available to keep our roads safe and save lives." The company said it would challenge the fine. "American Welding & Tank has always followed and met all federal guidelines for the manufacture of anhydrous ammonia nurse tanks and will vigorously oppose any attempt by the Department of Transportation to impose a fine," the company said in a statement released to The Trucker Friday afternoon. "The company is not aware of any incidence of injury or property damage from a pinhole defect in anhydrous ammonia tanks it manufactures, nor in tanks manufactured in the 50-year history of the industry." The company's website says American Welding and Tank is "the established North American leader of propane tank manufacturing and design since 1917." The company's tanks are found in residential, commercial, industrial and agriculture applications, the website said.

<http://www.thetrucker.com/News/Stories/2011/10/7/FMCSAfinestankbuilder387millioncompanytochallengefine.aspx>

USA, IL, TISILKWA, OCTOBER 9 2011. ILLINOIS TRAIN EXPLOSION: HOW SAFE ARE ETHANOL TANKERS? >> A FREIGHT TRAIN THAT DERAILED AND EXPLODED FRIDAY IN ILLINOIS WAS CARRYING ETHANOL. THOUGH RAIL TRANSPORT OF ETHANOL HAS INCREASED DRAMATICALLY, ACCIDENTS INVOLVING HAZARDOUS MATERIALS ARE DOWN.

mark guarino



This frame grab provided by ABC TV, Chicago, shows a freight train in flames Friday, Oct. 7, 2011, in Tiskilwa, Ill. Twenty-six cars on the 131-car train derailed, including seven to nine loaded with ethanol, sending up bright orange flames and plumes of smoke that could be seen miles away and forcing the evacuation of a small town in northern Illinois.

Fire crews in a central Illinois town are fighting to prevent a possible chemical explosion following the derailment of a freight train that contains tankers of burning ethanol, a component used in gasoline production. Twenty-six cars of the 131-car train derailed early Friday morning in Tisilkwia, Ill., about 115 miles southwest of Chicago, apparently with nine carrying ethanol. The entire town of Tisilkwia was evacuated Friday due to fears about a possible chemical explosion. Safety officials

first decided to let the flames die off on their own, but by Friday afternoon, following fears the tanks will break open due to the mounting heat, the firefighters changed course and are currently pouring water and foam on the tankers. It is not yet clear what caused the accident, but the derailment comes at a time when the shipment of ethanol by rail has increased dramatically. At the same time, rail accidents involving hazardous materials have shown modest declines during the past 10 years. Transporting ethanol by rail increased 400 percent between 2000 and 2009, according to the [Association of American Railroads](#) (AAR), an industry advocacy group located in Washington, D.C. Today, there are more than 200,000 carloads of ethanol being shipped, which [Patty Riley](#), a spokesperson for the AAR, says is the result of the increase in ethanol production

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during the past decade. Data from the [Renewable Fuels Association](#) shows ethanol production in the [US](#) increased 64 percent between 2001 and 2010. Shipping ethanol is safer today because of the newer fleet of tank cars specifically designed to carry the material, says [Chris Barkan](#), director of the Rail Transportation and Engineering Center at the [University of Illinois at Champaign](#). "There's no question that ethanol traffic has increased due to the big demand for ethanol fuels. It doesn't make it any more dangerous to transport ethanol," Mr. Barkan says. Despite the rise in production and shipping, ethanol still represents a small slice – just 1.1 percent in 2009 – of total material shipped by rail. The accidental release of hazardous materials by rail has decreased since 2007, when 27 such incidents were reported, according to the [Federal Railroad Administration](#). In 2010, there were 10. A number of factors will be looked at to determine the cause of the accident, including the condition of the tracks, the length of the train and how the train was assembled in the rail yard. One area where investigators will likely look will be where the ethanol tankers were placed along the train line in correspondence to the other cars, says [Paul Metaxatos](#), associate director for research programs at the [Urban Transportation Center](#) at the [University of Illinois at Chicago](#). There is currently no policy regulating the placement of cars carrying hazardous materials, Mr. Metaxatos says, but if investigators find out that "in this situation, shipping ethanol makes a difference in the number of derailments, this will result in a change of policy." Federal and state agencies, as well as hazardous material teams from local counties, are on site to investigate.

<http://www.csmonitor.com/USA/2011/1007/Illinois-train-explosion-How-safe-are-ethanol-tankers>

USA, MN, WINNEBAGO, OCTOBER 9 2-011. CORN PLUS FACES CHARGES REGARDING EMISSIONS EQUIPMENT

kris bevill



Corn Plus LLLP, a farmer-owned cooperative which operates a 49 MMgy corn-based ethanol plant in Winnebago, Minn., is facing charges that it violated the Clean Air Act by providing false information regarding its pollution control equipment to the U.S. EPA in January. According to a document filed in Minnesota U.S. District Court by the state's attorney office, Corn Plus certified on Jan. 27 that its equipment designed to prevent the discharge of airborne particulate matter was in compliance with Title V permit regulations when it was not. Corn Plus said in a statement that it has fully cooperated with federal officials and conducted its own internal investigation immediately upon learning of the alleged record-keeping issues. The company's internal investigation concluded that the likely falsification of the monitoring records were the result of isolated actions taken by a few employees in 2009 and early 2010 without the knowledge or consent of Corn Plus management. The company has since fired the employees responsible for the false reports, hired a new environmental, health and safety manager, contracted with an environmental

compliance consulting firm and has implemented new policies and procedures, according to the statement. The results of the internal investigation, which were voluntarily shared with governmental officials, also showed that the facility never actually exceeded its allowable emissions and did not contribute to polluting the environment in any way, the company stated. "Although Corn Plus does not downplay the seriousness of the alleged violations or the importance of submitting accurate reports to the regulatory agencies, it notes that there are no allegations or evidence of any actual unpermitted pollution emissions or discharges from Corn Plus's facilities," the company stated. "Nonetheless, Corn Plus has recognized the importance of this matter and has consistently attempted to address any past issues, ensure future compliance with its environmental obligations, and continue to provide economic benefits to our region and state by providing jobs, a market for locally grown corn, and the safe, efficient and environmentally friendly production of ethanol as an alternative fuel source." Corn Plus has faced Clean Air Act violations in the past. In 2009, the company pleaded guilty to charges that it negligently discharged wastewater from its facility into a drain tile that led to nearby Rice Lake between 2005 and Aug. 2007. The company was placed on three years of probation as a result of the violation and agreed to pay a \$100,000 fine and contribute \$50,000 toward an environmental project at the lake. Assistant state's attorney David Genrich said on Oct. 6 that an arraignment hearing date has yet to be set for the latest alleged violation. Corn Plus said it will continue to cooperate with regulatory officials and is in discussions with state and federal officials to resolve the lawsuit as soon as possible.

<http://www.ethanolproducer.com/articles/8205/corn-plus-faces-charges-regarding-emissions-equipment>

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USA, CT, FAIRFIELD, OCTOBER 9 2011. REMOVING LEAKING UNDERGROUND OIL TANK IN FAIRFIELD PROVING COSTLY

genevieve reilly



Leaking underground fuel tanks behind Fire Headquarters on Reef Road have driven the project costs \$364,969 over budget.

Removing an underground oil tank at Fairfield's [Fire Station 5](#) earlier this year cost a total of \$38,950. The same project at [Fire Department](#) headquarters/Station 1 on Reef Road is proving much more costly and complicated, the [Board of Finance](#) Learned this week. According to a memo from Public Works Director [Richard White](#), both of the fuel tanks removed behind Station 1 -- a 1,000-gallon heating oil tank and a 2,000-gallon diesel tank -- had leaked. "The 2,000-gallon diesel tank had leaked a significant amount of fuel over the years, resulting in significant contamination of the immediate soil and ground water," White said. There is now an 8-foot-deep hole, measuring about 70-by-70 feet behind the station, where the tanks have been removed and contaminated soil excavated. Town boards had appropriated \$152,000 for the tank removal at both stations, but the work at fire headquarters alone is now estimated to cost \$431,382. With a contingency account bringing the total to \$516,969, the estimated cost overrun, less the original \$152,000 appropriation, is now \$364,969. Because of the extensive leaked fuel and the site's high water table, White said, the state is requesting that the town not only remove the contaminated soil but pump and filter ground water in the immediate area of the excavation to reduce the high level of hydrocarbons for the next two to four months. The state also wants wells to be installed around the perimeter to treat and monitor any ground water that potentially could leave the site. Those wells, according to White, might need to be treated and monitored for as long as one to two years before hydrocarbon levels are reduced to acceptable levels. "We have gone significantly over" the original cost estimates, Fiscal Officer [Paul Hiller](#) told the finance board, adding that the overrun is entirely attributable to the cleanup. "For the short term we will expense it in the public works budget, but clearly there is going to be a need to come back -- although probably not before January -- for a special appropriation" to cover the extra expenses. "I understand there was a major leak," finance board member [Robert Stone](#) said. "Is there a law that says we have to clean it up?" Hiller said having been at the site, he doesn't see many options. And, he said, the town places requirements on private citizens and corporations to clean up similar leaks. Stone asked that the board get a legal opinion on the town's responsibilities. Interim [First Selectman Michael Tetreau](#) said he would arrange to get such a ruling, adding that there appears to be an underground stream at the site that carries water into the nearby marsh, prompting concerns about wider contamination.

<http://www.ctpost.com/local/article/Removing-leaking-underground-oil-tank-in-2208337.php#photo-1653770>

USA, ME, AUGUSTA, OCTOBER 9 2011. AUGUSTA WATCHES WATER SUPPLIES AFTER I-95 SPILL



A tanker truck crashed along Interstate 95 in Augusta on Friday morning, reducing traffic on the interstate to a single lane through much of the day between the Western Avenue and Civic Center Drive exits. The truck was hauling a full load of Nopcote, a liquid used in papermaking, and much of the cargo spilled after the tank ruptured when the truck overturned on its side off the breakdown lane. Maine State Police say the driver, who escaped serious injury, likely fell asleep.

Utility crews and state engineers are monitoring water supplies in Augusta a day after a tanker spilled hundreds of gallons of a papermaking chemical in an [Interstate 95 crash](#). Authorities say about 400 gallons of the chemical spilled into a ditch that feeds into Bond Brook. Brian Tarbuck of the Greater Augusta Utility District tells the [Kennebec Journal](#) that three wells that supply water to the area were immediately shut down Friday morning as a precaution. Two were reopened

Friday afternoon. The third, which is closest to the accident, will remain off until Tuesday, when the utility district will be fully staffed. He says there's no reason to think the spill would have caused any short- or long-term health effects. The aftermath of the crash spurred traffic woes well into the evening Friday, at one point leading to a five-mile jam on the Maine Turnpike.

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According to the [Morning Sentinel](#), as of late Saturday morning traffic was flowing normally again on Interstate 95 between the Bond Brook overpass and Exit 112 in Augusta.

<http://bangordailynews.com/2011/10/08/news/augusta/augusta-watches-water-supplies-after-i-95-spill/>

NEW ZEALAND, WAITIKI LANDING, OCTOBER 9 2011. FAR NORTH PETROL STATION GUTTED

People travelling up the far north of the country will have to travel more than 100km without a petrol station soon. Northland fire safety officer Craig Bain says a fire at Waitiki Landing Petrol Station early on Saturday morning, which took three fire engines about two hours to put out, is likely to have been caused by an electrical fault. "The building is gutted," says Mr Bain. Mr Bain says he believes the last gas station is at Pukenui, which is about 50km south of Waitiki. However that station is due to close later this month, which means there will be no station between Kaitia and Cape Reinga - a distance of more than 100km, APNZ reported. Mr Bain says there were no injuries because the gas station had shut for the night, and no one was inside. He says firefighters had to shuttle water from a tidal creek down the road from the fire because there is no reticulated water up there. The owners of the petrol station - who also own a nearby cafe and motor camp - evacuated people out of the motor camp, backpackers and cabins in case the fuel tanks ruptured and the fuel caught fire, he said. "The buildings were a safe distance, but they moved people out as a precautionary measure just in case."

<http://www.3news.co.nz/Far-north-petrol-station-gutted/tabid/423/articleID/228776/Default.aspx>

CANADA, N.L., SPRINGDALE, OCTOBER 9 2011. TWO DIE WHEN CAR STRIKES TANKER IN N.L.

Two people are dead following a collision between a tanker truck and a car near Springdale, N.L. RCMP Sgt. Boyd Merrill said the victims were in a car that struck the tanker on the Trans-Canada Highway on Friday afternoon. Merrill said the tanker was carrying a flammable liquid and traffic was being kept about 300 metres from the crash site as a precaution. It wasn't known if the tanker was leaking. Merrill said the fluid would be pumped into another tanker. The cause of the crash wasn't immediately known.

<http://www.metronews.ca/london/canada/article/991295--two-die-when-car-strikes-tanker-in-n-l>

USA, ILL, SHOREWOOD, OCTOBER 9 2011. CONTRACTOR SAYS CITGO STATION OWNER IGNORED FUEL LEAK FOR YEARS >> A 2008 PRIVATE CONTRACTOR'S INSPECTION REPORT REVEALED A 1991 GASOLINE LEAK CONTAMINATED SOIL NEAR CAPITOL DRIVE AND NEWHALL STREET.

adam w. mccoy

[Watch the Video http://www.620wtmj.com/news/local/131370573.html](http://www.620wtmj.com/news/local/131370573.html)



The Shorewood Citgo gas station state and fire officials have shut down — in light of a gasoline leak in the village's sewer system has a history of contamination problems stretching back to 1991, [Today's TMJ4 reports](#). The owner of the station at 1602 E. Capitol Dr., Syed Rizvi of Glendale, hired Benchmark Environmental Services in 2008 to examine the property and inspection results showed a 1991 fuel leak had contaminated soil near East Capitol Drive and North Newhall Street. The owner of Benchmark, an Illinois-based environmental engineering firm, told the news station that Rizvi ignored the results of the inspection, and left unaddressed, the contamination likely made its way into Shorewood's sewer system via groundwater and into resident's basements. The source of the gasoline leak has puzzled fire officials since Wednesday morning when firefighters and [Shorewood](#)

[police](#) responded to a report of a gas leak in an apartment basement near East Capitol Drive and North Wilson Drive. The report forced an evacuation of two apartment buildings for several hours. Fire officials say a [significant presence of petroleum was found Friday morning when crews drilled 8- to 10-feet deep in front of Shorewood's Citgo](#) gas station and collected soil samples. State Department of Natural Resources officials are expected in Shorewood soon, to start an investigation into who's responsible for the spill. After a party is designated, as responsible, cleanup efforts will follow, North Shore Fire Department Chief Robert Whitaker said. When they arrive, state DNR officials will set up a venting mechanism to help prevent gasoline from further seeping into sewers. The gas station was closed Wednesday night, when sanitary sewer samples prompted fire officials to shut down its pumping operations. State officials have since stepped in, red-taping Citgo's pumps and restricting the sell of fuel. Meanwhile, crews plan to continue sanitary sewer system ventilation and flushing efforts through the weekend. The

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gasoline stench poses no health danger, officials say, but if residents discover the odor in their home they should flush their water traps with water. If that doesn't work, residents are asked to call 911 and leave their homes.

<http://shorewood.patch.com/articles/contractor-says-citgo-station-owner-ignored-fuel-leak-for-years>

NEW ZEALAND, TAURANGA, OCTOBER 9 2011. ANGER GROWS OVER SPILL RESPONSE

 **Watch the Video** <http://www.skynews.com.au/topstories/article.aspx?id=671266&vld=2763732&cld=Top%20Stories>



Locals are angry at the response time.

Prime Minister John Key is flying into Tauranga today to view the looming environmental disaster that is the stricken container ship as anger grows over the time it has taken to respond. The widespread criticism comes as expert crews prepare to start work cleaning up the 20 tonnes of oil estimated to have leaked out of the 236m Rena - four days after it hit Astrolabe Reef. Maritime New Zealand says oil recovery teams are heading out on the water this morning to collect oil spilled from the cargo vessel Rena. The fuel vessel Awanui is due to arrive today to help offload the 2000 tonnes of oil threatening to spill into the Bay of Plenty. By tomorrow, four naval vessels will be present. 10 Australian Defence personnel who'd had experience working on the Montara oil spill response in the Timor Sea in 2009

will be helping with the on-water recovery operation. No further oil has been reported as seeping from the vessel overnight. Fresh oil found yesterday afternoon had dispersed by last night. Another oiled little blue penguin has been recovered and taken to the wildlife facility in Te Maunga. That brings the total number of oiled birds recovered to eight. The 5km oil slick across the sea is already being cited as exposing the dangers of deep sea oil exploration. Green Party oceans spokesman Gareth Hughes said the inability of New Zealand to cope was exposed by the need to call on Australia for help. "We have to put a moratorium on even testing [oil] wells in New Zealand waters until we can prove that our oil spill response plans are adequate." Environment Minister Nick Smith said yesterday it was possible to manage the risks of exploration. He said proposed laws would ensure the proper protection was in place when they were passed. Maritime pollution response co-ordinator Mick Courtneil said it had the potential to be similar to the Gulf of Mexico disaster which left the Florida coast knee-deep in thick oil. Cracks were visible in the hull of the Rena yesterday and boaties had learned through the marine radio that the front compartment had been crushed by 2m. "We're not mopping up spilt milk in the kitchen. It could be a long term beach clean-up. If the ship breaks in half and all the oil comes to shore, it will be buckets and spades sort of stuff." Bay of Plenty residents told of their outrage over the time it was taking to respond. Brett Keller, of Tauranga Marine Charters, said the past four days of calm weather should have been used to get containers off. "From what I've seen so far they're woefully under-prepared," he said. "People here are getting more annoyed by the day by the lack of action. It's been four days now and still nothing." Earth 2 Oceans dive centre owner Rachel Rolston said she was "horrified" by the amount of time it was taking. "There seem to have been slow, ill-equipped and inefficient responses from the organisations and departments that should have been doing something about this. People here are angry. They're really angry." Mark Tucker, operator of sight-seeing company Orca Explorer, said he felt authorities were not doing enough to soak up the oil already in the water. "If the wind turns on shore it will hit the beaches. It's like tar, it'll be impossible to clean up." On Thursday, Tucker heard Maritime NZ officials trying to reach Rena's captain through maritime radio channel 12. "The officer said the captain was sleeping in his cabin and refused to wake him up." The oil spill was not enough to put off Mt Maunganui's Gary Plane, 52, from taking his 90hp runabout out yesterday. He steered clear from Astrolabe, his favourite spot, but still came home with 19 snapper and tarakihi. "I'm worried about that ship breaking," he said. "That whole area is a very unique eco-system. It will be a disaster. That ship must have been miles off course. It should never have happened."

<http://www.odt.co.nz/news/national/181427/anger-grows-over-spill-response>

CANADA, B.C, QUEEN CHARLOTTE HARBOR, OCTOBER 9 2011. RAPID RESPONSE TO FUEL SPILL IN QUEEN CHARLOTTE

Immediate response from several agencies meant a fuel spill Thursday in the Queen Charlotte harbour was mopped up within a few hours. Diesel fuel spilled into the water while it was being transferred between tanks on the Gwaii Haanas 2, one of Parks Canada's vessels. Gwaii Haanas spokesperson Terrie Dionne said the small spill took place at around 9 a.m. on Oct. 6. Gwaii Haanas technical services and resource conservation staff were both on site and sought assistance immediately. Oil

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spill equipment is stored on the vessel and the Coast Guard as well as Fisheries and Oceans Canada, Burrard Fuel Spill Response Team and the harbour master were on the scene with additional equipment. The spill was cleaned up by noon, said Ms Dionne and the Coast Guard was satisfied there were no adverse effects. No measurements were taken of the amount of fuel spilled, but Ms Dionne said it was a small amount in the scheme of things. She said Gwaii Haanas will document the event in a hazardous occurrence report and do an internal investigation, "to see if there are any steps to take to add to the process of transferring fuel." All of those who participated were certified to respond to an oil spill, said Ms Dionne.

<http://bit.ly/qgogui>

DENMARK, SOUTHERN JUTLAND, ANDST, OCTOBER 9 2011. TWO DEAD IN DANISH BLAST >> DANGEROUS FIREWORKS INSIDE THE BUILDING



An emergency worker assists at the site of a warehouse fire following a series of violent explosions in Denmark.

A powerful explosion on Saturday in a former military barracks in southern Denmark killed at least two people, police said. "We can confirm that two people have died. There could be more," police spokesperson Helle Lundberg said, adding that the cause of the blast had not yet been determined. "Our investigation into the cause of the explosion could take several days," she said. Ulrit Mosekjaer, a local emergency services co-ordinator, expressed doubt that any munitions had remained in the barracks to cause the explosion. "They were completely empty when they were sold to a private owner several years ago," he told AFP. "It must have been something else, but I don't know what." Earlier, Lundberg said 174 families living within a 400m radius of the site in the small town of Andst had been evacuated because of the risk that there were dangerous fireworks inside the building. "The police and fire brigade have evacuated the area because we know that there are big fireworks of the type used by professional pyro-technicians inside the barracks," she said. Danish news

agency Ritzau, said six to eight buildings near the barracks had been damaged in the blast.

Related Links

- [Two dead in blast at former Danish barracks: police](#)
- [At Least 1 Killed, 1 Injured in S Denmark Explosions](#)
- [Two dead in blast at former Danish barracks: police](#)

<http://www.news24.com/World/News/Two-dead-in-Danish-blast-20111008>

CANADA, N.S, CAPE BRETON, OCTOBER 9 2011. TUGBOAT DETAINED AFTER SHIP GROUNDED OFF CAPE BRETON >> SHIP DAMAGED IN STORM WITH 3,000 LITRES OF OILY WASTE STILL ABOARD



A 15-metre gash in the stern of the carrier was opened in Thursday's storm.

Nova Scotia authorities have detained a Greek tugboat that lost a bulk carrier now grounded and damaged off Cape Breton. Sheriffs served a federal court order against the Hellas late Thursday afternoon after the province filed a \$15-million claim. The tug is required to remain at the dock in Sydney harbour until some financial questions are answered. "We had to provide an estimate yesterday when we took the court procedure, we estimated that it would be in the area of about \$15 million," Nova Scotia Premier Darrell Dexter told CBC News Friday. We put in roughly \$5 million for environmental remediation, salvage costs and the like. So you've got to understand you can only do these things in a ballpark basis, but it

would be somewhere in that neighbourhood," Dexter told the CBC's Suhana Meharchand. The legal filing claims that:

- Hellas failed to take all necessary and prudent precautions to properly and safely tow and secure the MV Canadian Miner
- It towed the vessel without due care and attention in the conditions prevailing
- It allowed the ship to fetch up onto the shores of Scaterie Island, which is Crown land and designated as a wildlife management area

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- It failed to take timely and reasonable measures to remove the ship
- It abandoned the ship once it ran aground

"Our primary concern is that the vessel is removed safely," said Karen White, a spokeswoman for the Nova Scotia Department of Environment. "We're looking for some assurance that any cost incurred by the province, if we require any financing for additional salvage efforts or environmental restoration, that they be available." White said department of natural resources staff landed on Scaterie Island Friday. They took photos of the ship and confirmed there is a large hole in the side of the vessel. It does not appear to have breached the opposite side of the ship, she said. Staff inspected the island for debris from the ship, but found none. They found a patch of hard tar about 800 metres east of the ship, but concluded it had been there before the ship grounded. "Over the weekend, we'll continue to work with the vessel owners, salvage company and our federal colleagues to ensure the safe removal of the vessel," she said. "Staff from the provincial and federal government will also be on site tomorrow to monitor the vessel." The tug was towing the MV Canadian Miner in rough seas on Sept. 20 when a line broke. The old carrier, which was en route to Turkey to be scrapped, has been grounded near Scaterie Island ever since.

Lobster-Fishing Area

Dexter said that he wants the matter dealt with immediately because the grounded ship sits in a sensitive lobster-fishing area. "Environmental damage is an unacceptable result that can lead to long-term damage," Dexter said. A salvage company removed 6,000 litres of engine oil and diesel fuel, but there was still about 3,000 litres of oily waste water. The ship was [damaged in a storm Thursday](#). The Canadian Coast Guard, which has been monitoring the salvage effort, spotted a 15-metre wide hole in the stern and a hole in the side near a cargo hatch. The coast guard said there was no sign of environmental damage. A salvage team was expected to return to the ship on Friday to start removing the remaining waste, if the seas calm down. The MV Canadian Miner once carried coal, ore and grain on the Great Lakes. Dexter wouldn't say whether the province's lawyers were contacted by lawyers for the tugboat company. White said negotiations with lawyers will continue Friday.

<http://www.cbc.ca/news/canada/nova-scotia/story/2011/10/07/ns-tugboat-detained-scaterie.html>

CANADA, B.C, GOLDSTREAM PROVINCIAL PARK, OCTOBER 9 2011. FEARS OF FUEL SPILL'S LEGACY HANG OVER SALMON RUN

judith lavoie



The white oil spill barrier is evident in the background of this picture taken on April 18. It was put in place following an incident in which a Columbia Fuels truck lost control and veered off the highway near Goldstream Park.

Coho and chinook salmon are milling about in Saanich Inlet, but few have entered the Goldstream River and concerns are growing

that residual effects from an April fuel spill could be keeping them away. "We have seen virtually nothing in the river, but there's anecdotal information that there are fish in the inlet," said Peter McCully, manager of Goldstream Hatchery. This spring, a Columbia Fuels tanker crashed on the Malahat, B.C., spilling 42,000 litres of gasoline and 650 litres of diesel, some of which seeped into the river, killing salmon and trout. Coho and chinook are normally spawning in the river by the end of September, but, so far, only eight coho have been spotted, McCully said. Between 1,000 and 1,500 coho are expected to return. "What is holding them out there? Could they be repelled by the smell of fuel?" said McCully, who questions why the nearby Sooke River has good early returns of coho and chinook. However, there could be other elements affecting fish behaviour, such as the number of seals in the upper inlet, he said. "We just don't know and Mother Nature has a wonderful way of confounding us," McCully said. "We are searching for any possible explanation of why we are not seeing the pattern we have seen in the past. We are certainly concerned, but all is not lost yet." The main Goldstream run of chum salmon does not usually enter the river until the third week of October. At Goldstream Nature House, where an art exhibition showing the resilience of nature runs until Monday, manager Tracey Bleackley is hoping the fish will appear when water levels rise. "We just don't know. The fish rely heavily on their senses to find their way back to the river they were born in. Are they going to smell the river?" she said. Beavers, which were active before the spill, have not been seen since, but it is not known whether the spill has anything to do with their disappearance, Bleackley said. The popular river no longer has an obvious smell of fuel

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and the telltale sheen has disappeared in most areas. But three trouble spots remain on the highway and a soil vapour extraction system will be installed next week by contractors hired by Columbia Fuels, said Graham Knox, provincial manager of environmental emergencies. The unit puts soil in a vacuum, turning hydrocarbons to gas, which are collected in carbon filters. Apart from the crash site, the two other trouble spots are where the fuel ran through old water courses and became stranded. Ongoing surveys have not turned up any problems with species diversity, Knox said. "All numbers look as if they are in the normal range," he said. A survey in August showed about 900 square metres of water was still showing a sheen, so fisheries crews from Saanich First Nations raked the gravel, Knox said. "That was very successful and I don't think any more work needs to be done on it," he said. Andrea Voysey, director of marketing for Columbia Fuels, which is responsible for the cleanup, said monitoring will continue for years, even though the Goldstream water is now clean enough to drink and the ecosystem is recovering. "It looks good," she said. "We want to make sure it is put back the way it should be." Columbia Fuels will not disclose the cost of the cleanup. However, Knox said the figures are likely to eventually be made public. "It's not something that will be kept secret," he said.

<http://www.vancouversun.com/Fears+fuel+spill+legacy+hang+over+salmon/5524769/story.html>

AUSTRALIA, NEW SOUTH WALES, GIRRAWEE, OCTOBER 9 2011. POISON SEARCH UNDER WAY

natalie o'brien



Tainted timber ... some claim the chemicals stored at the DuPont factory in Girrawee has leaked into the groundwater and poisoning trees.

Environmental investigators are crawling over a western Sydney suburb for samples of leaves, soil and dust as they try to unravel the mystery behind the poisoning of hundreds of trees and plants. Forensic technology has been brought in by the Office of Environment and Heritage (OEH) to try to match the poison to a source. The OEH has already revealed it is a herbicide - the type made by chemical giant DuPont at its nearby factory. It has served DuPont with prevention and investigation notices and is building its case. The Sun-Herald recently revealed that residents of Girrawee have complained

their vegetable gardens were dying. DuPont has denied it is responsible for the poisoning and has engaged its own investigators.

Related Links

- [DuPont denies herbicide link in Girrawee](#)
- [DuPont in frame over dead trees in Girrawee](#)
- [Tree deaths focus on DuPont factory](#)
- [DuPont denies leak but Girrawee gardens die](#)
- [Fruit and vegies die a slow death in Girrawee](#)
- [DuPont denies herbicide link](#)

 **Document** [Material Safety Data Sheet: DuPont™ Ally® herbicide](#)

 ["Our Company Australia"](#)

<http://www.smh.com.au/environment/poison-search-under-way-20111008-1lev6.html>

ENGLAND, BLACKPOOL, OCTOBER 9 2011. DANGER FIREWORKS HAUL STORED IN GARAGE



Almost 690 kilograms of fireworks were found at his home.

This illegal haul of fireworks could have caused carnage after being stored in the garage of a man's home. Almost 700kgs of high explosives – with names such as Screaming Missiles and Hell Fire Barrage – were left stacked alongside a chemical drum, highly-flammable brake cleaner and cigarette lighters. Trading Standards officers found the deadly consignment in cardboard boxes in Steven Taylor's garage and annexe on Victoria Road West in Cleveleys. They were being stored in a "dangerous manner" and Taylor had no licence to keep them at his property. District Judge Jeff Brailsford told him: "You had a massive amount of flammable explosive material in your garage and annexe. "I do not think you put it there to try and conceal

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it. But you dumped them not giving a thought to the huge amount of carnage which could have followed. "It was a crassly stupid thing to do." Nick McNamara, principal officer for Lancashire County Council Trading Standards, said the fireworks in Taylor's home posed an enormous risk to the public and nearby property. He said: "In the garage, as well as finding loose fireworks and fireworks in open transit cartons, officers also found a chemical drum marked kerosene, a drum marked brake cleaner, a moped, tools, animal beds, clothing and boxes of cigarette lighters, any or all of which were potential ignition or combustion risks. "In the annexe it was a similar story with loose fireworks being stored close by Christmas decorations and hi-fi equipment. "The judge calculated there was a considerable amount of raw explosives. The judge even said he wouldn't like to contemplate the carnage it could have caused." Trading Standards were called to 45-year-old Taylor's home on May 25 following reports of live fireworks being stored there. Officers discovered 32 transit cartons containing a mixture of fireworks in selection boxes and loose pyrotechnics in the garage. In a side annex to the house another 27 transit cartons and three evidence bags full of loose fireworks were seized. In total there was 690kgs or 108 stone of fireworks – the equivalent of the weight of nine male adults. Taylor admitted storing fireworks without a licence and keeping them in a dangerous manner at Blackpool Magi strates Court. Both charges were brought under the Explosives Act. The father-of-three was fined £1,500 and ordered to pay £1,250 costs. The court heard when Taylor was interviewed he admitted what he had done was wrong. He told the court the fireworks had been bought from wholesalers and were left over following sales to the public from a shop on Mowbray Drive, Layton. Taylor said he thought some of the stock was water damaged. He said he was struggling financially and although he did have properties they were in negative equity and might be repossessed. The fireworks were made the subject of a forfeiture order and will be kept by Lancashire County Council's Trading Standards department.

http://www.blackpoolgazette.co.uk/news/local/danger_fireworks_haul_stored_in_garage_1_3852953

USA, PA, BLAIR CO, OCTOBER 9 2011. VEEDER-ROOT A WORLD LEADER

walt frank



Editor's note: This is the third of four stories about businesses being inducted into the Blair County Chamber of Commerce Business Hall of Fame.

Veeder-Root Co. continues to change with the times to remain a world leader. Veeder-Root, a global leader of environmental fuel tank monitoring, will be one of four businesses inducted into the Blair County Chamber of Commerce Business Hall of Fame Oct. 17 at the Blair County Convention Center. "From its beginnings as a manufacturer of hinges and counting and measuring devices, Veeder-Root's innovations have kept pace with ever-changing market conditions to establish its legacy of market leadership," said Hall of Fame Committee Chairwoman Claudia Montero Pequignot of Allegheny Ridge Corp. Michael Carini, Veeder-Root director of materials, said the company is honored by the recognition. "We've been in the community for 54 years and have become one of the more stable organizations in the area. It is quite an honor to be named to the Hall of Fame," Carini said. "It is a very nice recognition for all of our employees here now and those who started here 50-plus years ago. The current and past employees will be very proud of what they accomplished over the years." The beginnings of Veeder-Root, the world's leading supplier of automatic tank gauging and fuel management systems and one of the few companies in the industry to design, manufacture and service its own products, can be traced back to 1866. That's when the Root Co., a hinge manufacturer, was founded in Bristol, Conn. The following year, the company expanded to manufacture counting and measuring devices for

production, textile equipment and census taking. In 1895, Curtis Veeder, the founder of Veeder Manufacturing Co., invented a cyclometer to record the miles traveled on a bicycle. The cyclometer's success led to a full line of Veeder counting devices. In 1928, the Root and Veeder companies merged to form Veeder-Root Inc. of Hartford, Conn., the largest manufacturer of counting devices in the world. Today, Veeder-Root is a wholly-owned subsidiary of Danaher Corp., based in Simsbury, Conn. Veeder-Root came to Altoona in 1956 and moved into its 160,000-square-foot manufacturing facility on Route 764 near Duncansville in 1957. The local plant is the largest of two Veeder-Root manufacturing facilities - the other is a small assembly plant in Shanghai, China. When it first opened in Blair County, Veeder-Root manufactured mechanical gasoline computers and meter registers. "Those were the two things Veeder-Root was known for at the time," Carini said. Through the 1940s, '50s and '60s, Veeder-Root mechanical computers could be found on more than 90 percent of U.S. and Canadian gasoline pumps. In

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the 1970s when gasoline prices began to soar, Veeder-Root was the first company to manufacture gasoline computers that would register \$1 or more for a gallon of gasoline. During the 1970s gas crisis, the company also introduced the automatic tank gauge to help gas station owners accurately detect loss and released the first generation of TLS (tank level sensing) monitoring products which monitor leaks and inventory. "We became the world leader in that endeavor. Since the late 1970s, that has been our mainstay product for Veeder-Root," Carini said. "As the world has gone electronic, there was not as much need for the mechanical products. We do not make as many as we used to make." In 2002, Red Jacket, a manufacturer of mechanical fuel pumps, was acquired and manufacturing was moved to the local plant, bringing an additional 60 new jobs to Blair County. Veeder-Root has continued to develop new products and upgrades to existing products to meet its customers' needs. For example, the station diagnostic system monitors hazardous emissions during fueling, and the phase two water detector prevents undetected water in ethanol-blended fuels from separating and damaging engines. Veeder-Root products are distributed worldwide. "About 20 years ago we changed our focus to lean manufacturing - eliminating waste out of the processes and making sure we branded quality into the products," Carini said. "Our success and longevity are because of lean manufacturing that helped us to compete on a worldwide basis." Today Veeder-Root employs about 300 people at the local plant, down from the nearly 1,000 that worked there in the late 1970s and early 1980s. "That was when there was a need for the gasoline computers. We were running three full shifts. The work was a lot more labor-intensive than the products we make today," Carini said. "Now we run one main shift and a second and third shift at selected times when they are needed." Community service has always been important at Veeder-Root as the employees formed a community service action team in 2008. The team has donated many labor hours and raised more than \$20,000 which has been donated to numerous local organizations such as the Wounded Warrior Project, Family Crisis Center, Gulf Restoration Network, American Cancer Society, Salvation Army, Red Cross, Multiple Sclerosis Society, Make-a-Wish Foundation, Big Brothers/Big Sisters, March of Dimes, United Way, Altoona Food Bank, and Quaint Corner Children's Museum. "We have made an effort to raise money for the community," Carini said. "Everyone here really gets behind it."

<http://www.altoonamirror.com/page/content.detail/id/554280/Veeder-Root-a-world-leader.html?nav=725>

NEW ZEALAND, TAURANGA, OCTOBER 9 2011. RENA CAPTAIN ARRESTED, FEARS CONTAINER SHIP WILL BREAK UP NEAR ASTROLABE REEF OFF NEW ZEALAND



Cracking up ... the stranded cargo vessel Rena grounded on the Astrolabe Reef today.

Update 5.32PM: Fears grew today that a ship stuck on a New Zealand reef may break up and release a new tide of oil, as its captain was charged over the nation's worst maritime environmental disaster. Prime Minister John Key said cracks had been found in the hull of the stricken container ship Rena, and that the situation was precarious, with the boat listing at a steep angle in stormy seas, AFP reports. "We have identified stress fractures on the ship. We can't rule out the risk of the ship breaking up, that's certainly being monitored," he told reporters in Tauranga, where beaches have already been fouled and wildlife found dead. "I wish that boat wasn't spewing oil out into New Zealand's pristine sea, but it is and we're dealing with that." Up to 300 tonnes of heavy fuel has leaked into the environmentally sensitive Bay of Plenty since the Liberian-flagged Rena hit the Astrolabe Reef, 22km off the North Island coast, last Wednesday. Officials have warned that New Zealand faces an even worse disaster if the Rena breaks up on the reef and releases all 1,700 tonnes of oil on board. About 70 containers had fallen off the cargo vessel Wednesday and it is highly likely that more will be lost due to the current severe weather conditions and the vessel's heavy list, Maritime New Zealand said, according to Dow Jones Newswires. Navigational warnings have been issued to mariners and major shipping has been re-routed. In addition, the captain of the vessel has been charged with "operating a vessel in a manner causing unnecessary danger or risk," Maritime New Zealand said. The Rena's remaining crew of 24 had to be evacuated from the ship early Tuesday. Maritime New Zealand said 1368 containers are on board. Eleven containers containing hazardous substances are on the vessel and are not among

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the 70 estimated to have fallen overboard. The vessel is carrying four containers of ferrosilicon, a solid matter that can give off hydrogen and cause a fire risk if it comes into contact with water. New Zealand dairy giant Fonterra Co-Operative Group also confirmed it had 89 containers of "dry product" on board the ship destined for North and Southeast Asia and West Africa. Environmental rescue teams found 200 birds killed by the oil on the coast of Tauranga on Wednesday, the New Zealand Herald reported. Department of Conservation spokesman Mike Patt told the newspaper the dead seabirds included blue penguins and shags, and had been found by teams trawling through oil on Bay of Plenty beaches. He added that many of the birds died from hypothermia after being soaked in the oil. The worst such disaster New Zealand had seen before was in 1998, when a Korean fishing boat ran aground off Stewart Island with 400 tons (363 tonnes) of oil spilled. New Zealand Transport Minister Steven Joyce confirmed the captain's arrest to RadioLive this morning and says shipping is being diverted from the area. The Rena's captain will appear in court today charged "for operating a vessel in a manner causing unnecessary danger or risk". He has been charged under section 65 of the Act and more charges may follow. The charge carries a maximum penalty of \$10,000, or a maximum term of imprisonment of 12 months. MNZ spokesman Nick Bohm says other containers are still moving a lot and will "probably" also fall off the ship if the weather conditions remain. They're expected to float for two days and wash ashore, where they'll be dealt with by police and the Fire Service, before going into Maritime custody. A tug is being sent out to the Rena to move some of the floating containers today. A floating crane was coming from Singapore to move containers off the Rena, Radio New Zealand reported.

<http://www.heraldsun.com.au/news/world/rena-captain-arrested-containers-in-sea-on-the-astrolabe-reef-off-tauranga/story-e6frf7lf-1226164565680>

NIGERIA, ABIA STATE, UKWA EAST, OCTOBER 10 2011. HOW OIL BUNKERING IS POLLUTING IMO RIVER

bashiru abdullahi

Imo River is situated in Ukwu East, Abia State, approximately 30 kilometers from Port Harcourt, the Rivers State capital. It straddles Abia and Rivers states with five flow stations, a gas compressor station and several kilometers of pipelines. But the river is gradually being devastated by oil spills, suspected to be a consequence of upsurge in illegal oil refining and bunkering in the area by oil thieves who are also believed to be engaged in vandalizing pipelines. Surrounding the river are illegal refining points and storage depots, locally made barges, locally made ships called 'Cotonou boats' believed to be used to transfer stolen crude oil from truck lines to local refineries along the river bank, in the process leaving some amount of oil spills on the waters. Now there are noticeable effects of the spills on vegetation surrounding the waters. Environmental pollution as a result of oil theft is not peculiar to Imo River. The Nigerian Navy had recently arrested forty-three persons with three vessels of stolen crude oil on the Bonny waterways in Rivers State. The Commanding Officer of the Nigerian Navy in charge of Bonny waterways, Captain Tanko Yakubu, confirming the arrest, said the activities of oil thieves have seriously polluted lands and waters in communities in Andoni Local Government Area of Rivers State. "Especially in Andoni/Opobo axis," said Captain Yakubu. "Much of the land there is desolate. If you go there and see the level of pollution, you will be sorry for the communities and unfortunately, the communities seem to be happy with it as they don't report to government. It is like they derive some benefit. In the last four years, over one million barrels of crude oil have been stolen from the Niger Delta region and about 34,000 oil spills were recorded in the region within the same period, the Executive Director of the Environmental Rights Action (ERA) Mr. Nnimmo Bassey said recently. The Director of Corporate Accountability and Administration of ERA, Akinbode Oluwafemi, also told newsmen in Enugu that, "close to 1,000 oil spills occur every year, although the official figures currently puts this at 34,000 over a period of four years." Dr Nenibarini Zabbey, a lecturer in the Department of Animal Science and Fisheries, University of Port Harcourt and a member of Centre for Environment Human Rights and Development in the Niger Delta, told Weekly Trust that crude oil is one of the most complicated natural mixtures on earth with a cocktail of poisonous substances. "Most of these poisons are persistent in the environment. Apart from their immediate effects on the eco system function and structure, some of them have a long lasting effect on land, agriculture and impact on water quality." He said the oil spills destroy mangroves which serve as shore line protectors. "They protect local communities from erosion by stabilizing the shore lines. Because of the presence of pollutants in oil spills and the behavior of crude oil on water, it leads to the death of aquatic animals." In addition to illegal refining, the activities of oil companies in the Niger Delta region have also been blamed for the pollution in the area. Oil companies such as Shell Petroleum which owns five flow stations in the Imo Rivers have come under sever attack over oil pollution in the region, prompting environmentalists to warn that if the activities of illegal oil bunkerers are not checked, there could be an extensive environmental damage. Oil bunkerers use hacksaws to cut trunk lines and transfer stolen products from the storage depots to sell to illegal transporters who lift the product by land tankers or

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large barges to be refined locally and sold at cheaper prices. The criminal act of oil theft has damaged the environment, forcing Shell Petroleum Development Company (SPDC) to suspended production from its Imo River field on the 28th August 2011, resulting in the loss of 25, 000 barrel of oil every day. The SPDC Vice President, Health, Safety, Environment (HSE) and Corporate Affairs, Tony Attah, said the scale of crude theft is unprecedented in the area. "In September alone, we discovered some 16 illegal bunkering points within the Imo River Field. Aside from revenue loss to government and other stakeholders, significant portions of the stolen crude are spilled, blighting large swathes of the ecosystem. This is why production from this field will remain suspended until we are sure that crude oil thieves and saboteurs have left the area for good." SPDC said it has been engaging stakeholders such as the Ukwu Local Government Council, the Abia State House of Assembly, the Department of Petroleum Resources and over 500 community members to assist stop illegal bunkering. Environmentalists say the move by SPDC to suspend production from Imo Rivers is a mere precautionary measure, considering the recent judgment by a London Court that found SPDC guilty of environmental pollution in Ogoniland. The Ogonis have repeatedly emphasized that Shell is no longer welcomed to their land. Michael Karikpo, the convener of the Ogoni Civil Society Platform (OCSP) said, "I think the minds of the Ogoni people have been made up before now. We have always said that Shell is no longer welcome in Ogoniland. I am not sure whether it is a matter of debate or negotiation. Ogonis have said they do not want Shell. Even at that, there is this principle of the polluter must pay. We are saying Shell should go; if you have polluted over the years before, you have to pay for those years and compensate the victims of the pollution." The Ogonis have also kicked against what they say is a plan by the federal government to replace SPDC with Nigerian Petroleum Development Company (NPDC). The Administrator of OCSP, Bari-Ara Kpalap, said, "You are aware that before President Musa Yar'adua died, he sacked Shell and as a result of that, he had already asked Nigerian Petroleum Development Company (NPDC) to take over Ogoni oil concession. That is why we are kicking against NPDC because it is an arm of the Nigerian National Petroleum Corporation (NNPC) and does not have that technical competency to be able to drill oil. NPDC has never drilled oil anywhere. They do not also have any community relation and any respect for human or environmental rights." Weekly Trust gathered that government security forces in March 2010, carried out an operation to clear illegal bunkering and oil theft from Imo River Field. They succeeded in eliminating bunkering in March, 2011 at Bodo West and Ogbogolo in Rivers State. However, the criminals have gone back to Imo River.

http://dailytrust.com/weekly/index.php?option=com_content&view=article&id=7349:how-oil-bunkering-is-polluting-imo-river&catid

USA, PA, WATERFORD, OCTOBER 10 2011. CORY MAN DIES IN CRASH WITH TANKER TRUCK IN WATERFORD

A Corry man died early Saturday morning when his car collided with a tanker truck filled with gasoline on Route 19 near the intersection with Bagdad Road. Erie County Deputy Coroner Korac Timon identified the man as Jamie L. Ossa, 38. The man was driving north on Route 19 at 3:27 a.m. when his car crossed into the southbound lane and hit the tanker head-on, state police at Lawrence Park Township said. The car was moving at high speed, police said. Ossa was pronounced dead at the scene at 4:15 a.m., Timon said. Ossa died from multiple blunt-force trauma, Timon said. The truck's driver was not hurt. Emergency workers remained at the scene until 8 a.m.

<http://www.goerie.com/article/2011/1009/NEWS02/310089888/Corry-man-dies-in-crash-with-tanker-truck-in-Waterford>

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