



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 769 Newsy Stuff

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

**October 28 2011**



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#### **NORTHERN IRELAND, BELFAST, OCTOBER 18 2011. 100 'POP-UP' PETROL STATIONS SELLING ILLEGAL FUEL**

 **Watch the Video** [Fuel thieves caught on camera](#)

Almost 100 "pop-up" petrol stations have been uncovered in Northern Ireland in the last year. In Belfast, temporary illegal stations have been selling laundered red diesel for as little as 90p a litre. Accounts found at one such station showed it was making £22,000 a month. Red diesel is intended for farm or building use but various criminal gangs across Northern Ireland bleach and filter it before selling it illegally and cheaply for profit. The information has been uncovered as part of a BBC Panorama investigation into illegal fuel operations in the UK. Figures from HM Revenue and Customs (HMRC) for 2010/11 show widespread diesel laundering and illegal sales across Northern Ireland. With 60% of pump prices down to taxation there is a plenty of room for the black market to profit from drivers. HMRC also said there is some evidence that organised criminals from Northern Ireland are attempting to shift their business to the rest of the UK. Vehicles taxed for the roads are not allowed to run on red diesel. Cars found running on illegal fuel, such as cleaned red diesel, can be seized by customs officers or their owners subjected to a £500 on-the-spot fine.

##### **Moral Question**

Also, the HMRC warns that the chemicals being used to strip the red dye out of the diesel can badly damage vehicle engines. DUP MP Gregory Campbell, a former member of the Northern Ireland Affairs Committee who has spent years monitoring organised crime and paramilitary activity, said cheap illegal fuel comes with a moral trade-off. Mr Campbell said in many cases the big players in Northern Ireland-based fuel crime are former paramilitaries who have graduated from funding terrorism during the Troubles to become profiteering fuel gangsters. "The type of people who are probably involved at the top of this are the terrorists of yester-year who would like to be the oil barons of tomorrow," he said. Quentin Willson, of the Fair Fuel UK Campaign group, said the price of petrol has reached the point where it is straining motorists' moral compass, helping to fuel the criminal activity. Mr Willson said people, especially small business owners, are having to choose between being law-abiding and not being tempted by bargain-priced fuel that they know is likely stolen and avoiding bankruptcy. "To be good...and law-abiding and go bankrupt or to steal fuel, and I'm not for a minute condoning that, but to be in such a situation I have to say, I've got to steal fuel to keep my business going." The effect on business of fuel prices that have risen by a third in the past three years is borne out by research conducted for the transport industry that found that 75% of companies that instructed insolvency in 2010/11 cited the cost of fuel as the main reason for their situation. Panorama: The Great Fuel Robbery, BBC One, Monday, 17 October at 20:30 BST and then available in the UK on the BBC iPlayer.

<http://www.bbc.co.uk/news/uk-northern-ireland-15335567>

#### **USA, NEW JERSEY, OCTOBER 18 2011. ISSUE: PUMP YOUR OWN GAS? IN JERSEY? GET SERIOUS!**

jim namiotka



*Motorists in every state but two, New Jersey and Oregon, can pump their own gas. Here, a woman in Miami fills up her tank.*

In August, I wrote an essay on this same page titled "Ten things other states are doing better than New Jersey." The idea was to highlight a few items where other legislatures around the U.S. had, in my opinion, figured out a better way to do things than we do them in the Garden State. The essay covered taxes, beaches, traffic and the makeup of our government itself. No. 10 on the list was a somewhat tongue-in-cheek stab at New Jersey's ban on self-serve gas: An abridged version: "New Jersey is one of just two backward states in the U.S. (Oregon is the other) with laws on the books that absolutely forbid car-driving adults from pumping their own gasoline. The origins of the law were rooted in safety with the citizens of the 48

reckless states apparently bursting into flames at their self-serve pumps daily ... Give motorists a choice — self-serve or full-serve. Shouldn't the free market be allowed to decide whether self-serve gas belongs in New Jersey? Shouldn't customers get to decide whether they are capable of filling their own tanks at \$4 a gallon? That's capitalism. That's America." Response was swift, hearty and enthusiastic. If I could mash all of the e-mails, letters and online comments together into one short summary, it would read something like this: "Great article! I agree with everything on your list!" "Except the gas pumping thing." "You jackass." New Jersey drivers protect their pump-no-gas privilege like they would shield their infant from gunfire — throwing themselves desperately in front of any suggestion of self-serve stations. Reactions are indignant, incredulous and angry. It has

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even been suggested — by an otherwise loving and level-headed woman — that I might find somewhere else to sleep if I ever write about this again. Apparently, Jersey girls don't pump gas.

#### **Born, Bred on Self-Serve**

Self-serve gasoline isn't just the third rail of New Jersey politics — that implies that some politician might actually try to touch it. Long-timers know better. Former Gov. Jon Corzine learned that lesson the hard way in 2006, when he proposed a pilot program that would allow drivers to give self-serve a try. Corzine never planned to end the state's gas-pumping tradition; he simply suggested that the self-serve ban be lifted and drivers given a choice. He might as well have suggested walling off the Shore. Corzine's justification was a good one: Gas prices were on the rise and experience told him that self-serve gas was cheaper than full-serve in other states. Why not give motorists in New Jersey the same opportunity to save? Voters accosted Corzine at public events. They flooded his office with angry letters and phone calls. High-ranking lawmakers, even those from his own party, threw him to the wolves. Today, when I broach the subject of self-serve gas with any lawmaker, the most common response is laughter, followed by "Next." My own justification for wanting to pump my own gas is selfish: I was born, raised and learned to drive in Pennsylvania. I've filled my own tank since I was 16. I'm really good at it. Being scolded by the gas attendant the first time I tried to grab a nozzle in New Jersey felt like being back in middle school — like I graduated and got a great job, but still had to ask for a hall pass to go to the boy's room. Whether it's waiting for my tank to be filled by the lone gas attendant trying to manage 12 pumps, or sitting alone at the station while I wait for the professional to finish his smoke or his text message before making the slow walk toward my car, I count the minutes of my life wasted waiting while I could be pumped, paid and on my way.

#### **Safety isn't the Issue**

The stated justification for our full-serve laws has two pillars: That professionally pumped gasoline is safer and that self-serve wouldn't be any cheaper. But when I wrote about eliminating the full-serve gas monopoly and letting the free market decide whether there was room for self-serve in New Jersey, readers' comments said little about exploding gas pumps or the price per gallon. "Who wants to get out of their car to fill up in the middle of winter?" "I don't want my hands to stink." "No wife of mine will ever pump her own gas." And there, you see, is the real justification for New Jersey's love affair with its gas attendants: We've legislated a convenience and, in a world where we're all being asked to try to do more with less, filling our own tanks isn't a sacrifice we're willing to share. New Jersey drivers have a good thing going, and they know it. And they're not letting go without a fight.

#### **Afraid Dam will Break**

But I believe that, deep down, where reason and rational thought lurk, the citizens of New Jersey also know that their law against self-serve gas is a luxury, not a necessity, that it's un-American and fundamentally wrong. And they know that their hold on what might be one of the last few trappings of living in the Garden State is thin as a spider's thread, so fragile that even a whisper about ending the self-serve ban could blow it all away. And that's why the reactions are so strong should anyone suggest there might be another way. People are convinced that, should self-serve be legalized for those who want it, the dam will break. Gas stations would fire the state's 20,000 gas attendants the next day without lowering prices accordingly. Drivers would be doubly screwed. It defies logic. But then, so do lawmakers who seem almost as desperate to find a legal justification for continuing to ban something that is allowed in 48 other states.

#### **Legislative Scare Tactics**

Current law already uses the dangers of pumping gasoline ( "...gasoline station operators have the control needed over that activity to ensure compliance with appropriate safety procedures, including turning off vehicle engines and refraining from smoking while fuel is dispensed ..." ) and health concerns ( "Exposure to toxic gasoline fumes represents a health hazard when customers dispense their own gasoline, particularly in the case of pregnant women..." ) to justify the ban. The law also claims to protect the poor ( "higher prices usually charged for full-service ... result in discrimination against low income individuals, who are under greater economic pressure to undergo the inconvenience and hazards of dispensing their own gasoline ) and be good for your car ( "... customers are less likely, because of the much higher price usually charged for full service, to have attendants make needed maintenance checks, thus causing ... danger both to the customers and to other motorists ). And they're still trying. A bill sponsored by state Sen. Jeff Van Drew, D-Cape May, has been knocking around the Legislature for the last decade or so, without much action. Known in the current session as S1173, the bill seeks to provide additional rationale for maintaining New Jersey's ban, by adding protection for disabled motorists, who apparently have a hard time filling their tanks outside New Jersey, and protecting gas attendants' jobs. Let's extend that logic: In the name of protecting jobs and the public welfare, what other private businesses should be legally required to create jobs? Perhaps a state law that requires

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every bar and restaurant to provide valets, whose job would be not only to park cars, but also to check customers' breath before handing over the keys, protecting the rest of us from drunken drivers?

### Not Holding My Breath

Honestly, I don't believe I'll be allowed to pump my own gas in New Jersey in my lifetime. And, frankly, there are more important issues on which our Legislature should spend its time. More critically, there's no political will among lawmakers to fiddle with a law — a tradition, really — that has near-total public support. Why would they? Jersey girls don't pump gas. I get it. I suppose some small success would be to hear someone acknowledge that the self-serve ban isn't about safety, or health, or jobs, or prices. If someone in a position of authority would come right out and say, "Yes, that other stuff, that's all a load of crap. It's a perk of Jersey living. We like it. Leave it alone," I'll still fume every time I have to wait 10 minutes for a fill-up, but I'll appreciate the honesty.

<http://www.mycentraljersey.com/article/20111016/NJOPINION03/310160014/-ISSUE-Pump-your-own-gas-Jersey-Get-serious-?odyssey=nav|head>

### USA, WASHINGTON, OCTOBER 18 2011. EPA MANDATES TRAINING ON MARINA STORAGE TANKS

The U.S. Environmental Protection Agency is requiring marina owners that have an underground storage tank on their property to undergo training by August 2012 or face penalties for being out of compliance with regulatory requirements, the Association of Marina Industries reports. To date, 34 states have put training requirements in place and the others are working on their programs. Because states are interpreting federal guidelines, the requirements will vary according to where the business is located. Marina personnel must contact their state EPA or the Office of Underground Storage Tanks to find out how to comply, the association said. "This rule is not dictated by size of [underground storage tanks]. If you have one, you must do the training," AMI said. "The purpose of the training is to ensure those working with and around USTs understand the operation and maintenance recommendations for their tanks. Topics include spill prevention, leak detection, emergency response and record keeping. This is not the same as the requirements for Spill Prevention Control and Countermeasure Plans." The type of training can include online, classroom, onsite or a combination of all. Nearly all programs will require a final exam that must be passed for an employee to get a certificate of training.

<http://www.tradeonlytoday.com/home/516691-epa-mandates-training-on-marina-storage-tanks>

### USA, CA, LOS ANGELES, OCTOBER 18 2011. ENVIROS SAY SOCAL GAS POLLUTES L.A. WATER

*matt reynolds*

The Environmental Law Foundation claims Southern California Gas Co. injected so much natural gas into its giant underground storage field, 1 mile deep under Los Angeles, that the gas migrated into the city's drinking water and polluted it with chemicals that cause cancer and birth defects. The environmental group claims the San Diego-based gas company pumped "increasingly greater volumes of natural gas" into the 240-acre formation, 6,000 feet deep under Playa del Rey, from 1956 until the mid-1980s, though it knew of the environmental damage it would cause as early as 1942. It claims the gas company polluted drinking water with carcinogenic benzene, toluene and ethylbenzene. "The natural gas is stored in a subsurface oil field, located 6,000 feet below ground," according to the Superior Court complaint. "The storage facility is a geological subsection of a much larger oilfield; the subsection storage area is approximately 240 acres in size. When the natural gas is injected into the subsurface storage facility, it mixes with gases that are naturally present in oilfields, including chemicals benzene, toluene and ethyl benzene ('BTEX'). Benzene, toluene and ethylbenzene are chemicals known to the State of California to cause cancer and/or birth defects." The Environmental Law Foundation claims the West Coast and Santa Monica sub-basins of the Los Angeles Regional Water Quality Control Board's Los Angeles Basin Plan have been contaminated. As SoCalGas stored ever greater volumes of natural gas there, the increased pressure caused the gas "to migrate outside of the 240-acre boundary and throughout the larger oil reservoir," the complaint states. "SCG has been aware of this phenomenon since 1942, when it began gas storage operations at Playa del Rey. Moreover, when SCG began expanding its operations in 1956, SCG's engineers drafted papers warning SCG that natural gas stored at a pressure of 1,000 pounds per square inch ('psi') or greater will migrate outside of the storage area. Furthermore, the facility operates like a stopgap, such that when pressure is decreased the gas does not return. Regardless, SCG continued to increase the pressure of its stored gas," according to the complaint. SoCalGas public relations manager Denise King told Courthouse News the lawsuit has "no merit." "SoCalGas has safely operated the Playa del Rey underground storage field since the early 1950s under the oversight of numerous regulatory agencies, including the California State Division of Oil, Gas & Geothermal

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Resources, the California Public Utilities Commission, OSHA, SCAQMD and the Los Angeles Fire Department," King said. "We constantly monitor all active wells at the Playa del Rey Storage Facility, and also do leakage surveys with instruments that detect minute amounts of gas. Our monitoring procedures and nearly 50 years of experience at this field give us confidence that it is safe and not a threat to California's drinking water. Safety of our employees, our customers and the communities we serve is our top priority." In its lawsuit, the Environmental Law Foundation claims the permit from the Department of Conservation caps the pressure at the storage facility at 1,750 pounds per square inch. "However, the pressure is much greater in other sections of the oilfield where gas has migrated, including as far west as the Venice Peninsula," the complaint states. "The high pressure causes gas to vertically migrate from the storage field towards the surface. The gas finds natural and manmade conduits to move vertically, using any point of passage to seek lower pressure horizons. The most common conduits are SCG's active and abandoned wells. The gas also seeks natural fractures and fissures in the earth to move vertically." The environmental group says three "hydrocarbon zones" - the 6,000-foot deep subsurface oil field where natural gas is stored, and two shallower zones - leak toxic chemicals, including BTEX, which move into a "fresh water zone" above. "The base (deepest point) of the fresh water zone varies from approximately 1,400 to 800 feet below ground surface and extends upward to the surface throughout the region," the complaint states. "Within the fresh water zone is groundwater, which includes but is not limited to aquifers, aquicludes and continuously saturated soils. Under Proposition 65, all groundwater that has been designated as suitable for domestic use (its 'beneficial use') under the Porter-Cologne Act and the region's Basin Plans, is to be protected as a source of drinking water. ... SCG has not constructed nor abandoned its wells in a manner that protects groundwater in the fresh water zone and therefore BTEX that is discharged or released from SCG's wells passes or will likely pass into the groundwater." Of SoCalGas' 70 active and 100 abandoned wells, only "a portion of these wells are located within the 240 acre permitted storage facility," the group says. It claims six storage wells are leaking: Reigle, Covington, Stewart, SoCal 8, Fast and Harlan. "Despite defendants' knowledge that the six wells discharge or release toxic chemicals known to the state to cause cancer and/or birth defects, they continue to operate their facility and the six wells in such a manner that these chemicals pass or threaten to pass into protected sources of drinking water," the group says. It claims that SoCalGas knows very well that its Playa del Rey storage facility leaks millions of cubic feet of gas into the environment every year. The Environmental Law Foundation seeks an injunction and statutory penalties of \$2,500 per day for violations of California's Health and Safety Code. Its lead counsel is David Rosen. The Environmental Law Foundation did not respond to a request for comment.

<http://www.courthousenews.com/2011/10/17/40660.htm>

### USA, TX, JEFFERSON CO, OCTOBER 18 2011. DUPONT, TOTAL, OTHERS NAMED IN BENZENE SUIT

Two Texas residents have filed suit against DuPont De Nemours and 24 other companies, alleging the companies caused a man's death from leukemia by exposing him to benzene. Minnie Carolyn McDonald and Melissa Michelle Nix claim the recently deceased James McDonald was exposed to benzene throughout his career as a pipefitter from 1971 until November 1980. Because of this exposure, James McDonald developed lymphocytic leukemia, according to the complaint filed Oct. 7 in Jefferson County District Court. In the complaint, McDonald and Nix name Arco Chemical Company, B.P. Exploration and Oil, B.P. Products North America, Chevron U.S.A., E.I. DuPont De Nemours, Exxon Mobil Corporation, Mobil Oil Refining Corporation, Texaco, T.I.N. Inc., Total Petrochemicals, Union Carbide Corporation and Union Oil Company of California as premises defendants. Employer defendants named are Beazer East; Chief Constructors; Delta International; Ford, Bacon and Davis; Foster Wheeler Energy Corporation; Kellogg, Brown and Root; The Litwin Corporation; Lummus Technology; Procon Incorporated; The Shaw Group; and Stone and Webster Engineering. The plaintiffs blame the defendants for causing James McDonald's death, saying the premises companies negligently allowed James McDonald to work in what they knew to be an unsafe workplace. The employer defendants negligently enabled James McDonald to work around products containing benzene that they knew to be hazardous to his health, the suit states. Because of his exposure to the products, James McDonald experienced great physical pain, suffering and mental anguish and incurred medical costs before his death. In addition, he suffered physical impairments and was prevented in participating in his normal activities, the complaint says. The plaintiffs claim they have lost James McDonald's society, love and affection; have experienced mental anguish and grief; and have incurred funeral and burial expenses. They are seeking compensatory damages, plus costs, interest at the legal rate and other relief the court deems just. They will be represented by Joseph C. Blanks of Hobson Blanks in Doucette. The case has been assigned to Judge Gary Sanderson, 60th District Court. Case No. B191-162

<http://www.setexasrecord.com/news/239022-dupont-total-others-named-in-benzene-suit>

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### AUSTRALIA, VICTORIA, SOMERVILLE, OCTOBER 19 2011. SOMERVILLE CFA INVITES ALL TO A MOCK LPG TANKER CRASH



*Life saving exercise: The Jaws of Life, being wielded by Langwarrin CFA members at a crash earlier this year, will be used during Monday's emergency training exercise.*

FIRE brigades from Somerville, Langwarrin, Pearcedale and Bittern have invited residents to see firefighters in action during a training drill in Somerville on Monday night, October 24th. Brigades will turn out for a mock emergency drill in the car park behind the Woolworths supermarket in Somerville, where an LP gas tanker will roll over about 7pm. "The situation will involve a mock-up of an accident between a large gas tanker and a car," Somerville CFA captain Allan Monti said. "CFA members will have to deal with multiple events including a simulated gas leak." Captain Monti invited residents to check out the brigades' equipment and see emergency crews in action. A free cup of tea and sausage sizzle would be available.

The exercise is supported by Cootes Transport, which will provide a tanker and specialist response vehicle.

<http://www.peninsulaweekly.com.au/news/local/news/general/somerville-cfa-invites-all-to-a-mock-lpg-tanker-crash/2326551.aspx>

### AUSTRALIA, N.S.W, SYDNEY, OCTOBER 19 2011. EXPLODING GAS BUS SPARKS SAFETY DISPUTE AS UNION ORDERED BACK TO WORK

*jacob saulwick & leesha mckenny*

**Watch the Video**

[The Rail, Tram and Bus Union, says this video, shot by a passerby, shows an explosion on a gas bus on Beauchamp Road, Hillsdale, on July 29. It accuses the STA of failing to provide bus drivers with details of the incident.](#)



*An image of the bus on fire.*

Government bus drivers will continue to operate vehicles their union says are possible "ticking time bombs" after the Industrial Relations Commission last night directed them back to work following snap industrial action yesterday. While the Rail, Tram and Bus Union accepted the direction and services will return to normal this morning, the union says it still has concerns about at least 254 gas buses. "We will abide by the independent umpire but our concerns have not been addressed," the division secretary of the RTBU, Chris Preston, told the Herald last night. "I would have thought that State Transit would themselves keep these buses off the road ... obviously State Transit has no real concerns about public safety," Mr Preston said. A dispute between the authority and the union erupted yesterday afternoon when the union told members to refuse to drive 700 gas-powered buses, about a third of

the government bus fleet. The union claimed the authority had not informed it about the progress of investigations into why a Mercedes-Benz 0500 CNG bus caught fire in the south-east Sydney suburb of Hillsdale on July 29. When the union received a video of the flaming bus from a member of the public yesterday, it said, it became so concerned it ordered the withdrawal from service of all gas-powered buses, not just the Mercedes model. The government immediately responded by saying it thought the buses were safe, and blamed the industrial action on a breakdown in wage negotiations. The Transport Minister, Gladys Berejiklian, said she was "disgusted" by the union's actions and that State Transit had been conducting weekly checks on Mercedes buses. The Premier, Barry O'Farrell, said: "We are confident those buses have been inspected and that there isn't a problem." Correspondence between State Transit and the union dated August 12, obtained by the Herald, shows the Mercedes buses had been closely monitored prior to February following "thermal incidents involving this particular model of vehicle". After the fire, which left the chassis a charred skeleton, a Mercedes fire investigator flew in from Germany. But the union says it has had no information about the progress of the investigation. An Office of Transport Safety Investigations inquiry into the incident remains open.

<http://www.smh.com.au/nsw/exploding-gas-bus-sparks-safety-dispute-as-union-ordered-back-to-work-20111018-1lyuo.html>

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#### INDIA, MANGALORE, OCTOBER 19 2011. EXPLOSION AT MRPL SITE KILLS ONE



A worker was killed and at least three others injured, one of them critically, when paint caught fire at a construction site of the Mangalore Refinery and Petrochemicals Ltd. (MRPL) on Tuesday morning. A group of workers was applying paint to a huge over-ground crude oil tank as part of the third phase expansion of MRPL, according to M.R. Zhadke, site in-charge of Offshore Infrastructure Ltd., which is building three tankers for MRPL at the site. He told The Hindu that a spark from nearby "cutting work" led to the accident. The site is within a radius of one km from the main refinery. The tank under construction is near the main entrance of MRPL in Bala village near here. Mediapersons were not allowed to take a close look inside the tank, apparently made of metal, stating there is no safety clearance

to do so. The deceased has been identified as Munna Kumar from Bihar. One of the injured, Rahim of Bidar district has been admitted to A.J. Hospital with severe burn injuries. Doctors described his condition as serious.

<http://www.thehindu.com/news/cities/Mangalore/article2548802.ece>

#### SCOTLAND, EDINBURGH, FIFE, OCTOBER 19 2011. LANDFILL WORKERS TREATED AFTER FIFE NITRIC ACID SPILL

Nine workers and two paramedics have been treated in hospital after a barrel of nitric acid overturned at a landfill site in Fife. The chemical incident happened at Lochhead Landfill site in Dunfermline just before 11:30. The 11 were taken to Queen Margaret Hospital in Dunfermline by ambulance after breathing in fumes from the liquid. The landfill site was closed and the area evacuated as a precaution. Ten of the people taken to hospital have since been released while one has been admitted but is not said to be giving cause for concern.

##### Decontamination Procedures

Michael Enston from Fife Council said: "No members of the public have been injured during this incident and all of the emergency services have been present. "The landfill site was closed and the area evacuated as a precaution, with all landfill operations suspended. "Lochhead has now reopened but the materials recovery facility remains closed until decontamination procedures have been completed." Investigations into the incident will be carried out over the next few days.

<http://www.bbc.co.uk/news/uk-scotland-edinburgh-east-fife-15355271>

#### AUSTRALIA, SOUTH AUSTRALIA, HACKNEY, OCTOBER 19 2011. HACKNEY POLLUTION PROBE

*brittany dupree*



*Affected: Hackney resident John Crocker is happy he is being kept informed.*

Authorities are unable to say whether pollution from the old Sanitarium factory in Hackney has leaked into the River Torrens. Last week the EPA and Sanitarium confirmed groundwater contamination at the site on Hackney Rd had probably seeped under neighbouring houses. Questions to the EPA and Sanitarium about whether the hydrocarbons have spread to the river - which is just 300m away - have gone unanswered. No off-site testing has been done, but a consultant hired by Sanitarium will test soil along the site's boundary within in the next month. Spokeswoman Julie Praestiin said Sanitarium became aware of the contamination in February when it was preparing the site for sale. Ms Praestiin said the contamination came from several underground fuel and heating oil tanks on the site. "During the removal of the tanks in May 2011, it became apparent that some of the tanks had rusted and its remaining contents had leached into the surrounding

soil and groundwater," Ms Praestiin said. "The environmental site assessment confirmed a major underground heating oil spill had occurred. "The extent of the contamination beyond the property's boundary is yet to be determined." Sanitarium could not say when the results of the off-site testing would be available. EPA director Peter Dolan advised residents against drinking bore water. He said there were 27 registered bores within a 500m radius. "Four wells are registered as domestic," he said. The news comes a week after the East Torrens Messenger reported residents wanted assurances about the cause of the

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contamination. Sanitarium said it had since door-knocked neighbours. John Crocker had been spoken to by Sanitarium and was happy he and his neighbours were kept informed.

<http://east-torrens-messenger.whereilive.com.au/news/story/hackney-pollution-probe/>

#### USA, MO, LOUIS CO, OCTOBER 19 2011. TANKER SPILLS FUEL ON INTERSTATE 270 IN ST. LOUIS COUNTY

Authorities this afternoon were responding to a fuel tanker leaking gasoline onto Interstate 270 near Highway 367, officials said. The tanker was reported leaking fuel in the eastbound lanes of I-270 about 2 p.m. Shortly before 3 p.m., a tow truck had responded to move the truck that had pulled over onto a shoulder. A spokeswoman with the Missouri Department of Transportation said the spill did not start a fire and that all lanes were open. It was not immediately clear what caused the fuel spill. There were no reports of injuries.

[http://www.stltoday.com/news/local/metro/article\\_4b31a79a-f9c4-11e0-acbf-0019bb30f31a.html](http://www.stltoday.com/news/local/metro/article_4b31a79a-f9c4-11e0-acbf-0019bb30f31a.html)

#### USA, TN, FRANKLIN, OCTOBER 19 2011. EXPLOSIONS WERE DISPOSAL OF MODEL ROCKET PROPELLANT

*kevin walters*

Williamson County emergency and law enforcement agencies set off three detonations Monday night of explosive materials left over from making model rockets. The explosions were made around 9 p.m. at the County Highway Department quarry in Franklin though homeowners reported hearing the explosions miles around Franklin. Officials said the county's Emergency Management agency responded to a homeowner's call to investigate materials remaining from the model rockets. The Tennessee Highway Patrol's Tactical/Bomb Squad was contacted and detonated the materials with three blasts. "This is an infrequent event and the materials, which were legal to own, were stable but required disposal in a controlled and safe manner" said Mac Purdy, county emergency management director in a statement.

<http://www.tennessean.com/article/20111018/WILLIAMSON01/111018016/Explosions-were-disposal-of-model-rocket-propellant>

#### USA, NV, LAS VEGAS, OCTOBER 19 2011. BENZENE WRONGFUL DEATH LAWSUIT RESULTS IN \$7.5M VERDICT

The family of a Nevada truck driver has been awarded \$7.5 million as the result of exposure to benzene, which they claimed caused his death from Myelodysplastic Syndrome (MDS) in May 2009, at the age of 58. The wrongful death lawsuit was filed by the family of Rick Lewis, who alleged that his death was caused by benzene exposure while working as a gasoline tanker-truck driver for Kinder Morgan Energy Partners, L.P., the defendants in the case. Lewis worked from 2002 to 2008 at the Kinder Morgan's Las Vegas terminal, where he loaded gasoline daily and delivered it to other locations. The gasoline contained up to 3% benzene, which is a known carcinogen. According to the complaint, Kinder Morgan failed to properly monitor for benzene exposure, did not warn employees of the risks of benzene and failed to practice industry-accepted safety standards. Following trial in Clark County District Court, a jury agreed with the negligence charges and awarded the family \$7.5 million. Myelodysplastic Syndrome, sometimes referred to as preleukemia, is a bone marrow disease that often causes severe anemia and low blood counts due to bone marrow failure. It often precedes the development acute myelogenous leukemia.

Benzene is an industrial chemical that has been associated with the development of several fatal forms of cancer, leukemia and other conditions. In addition to MDS, it has been linked to Acute Myelogenous Leukemia (AML), Chronic Myelogenous Leukemia (CML), Acute Lymphocytic Leukemia (ALL), Chronic Lymphocytic Leukemia (CLL), Hairy Cell Leukemia (HCL), Non-Hodgkin's Lymphoma, Multiple Myeloma, Myelofibrosis and Myeloid Metaplasia, Aplastic Anemia and Thrombocytopenic Purpura.

<http://www.aboutlawsuits.com/benzene-wrongful-death-lawsuit-verdict-21907/>

#### NIGERIA, LAGOS, OCTOBER 19 2011. TANKER DRIVER KILLED IN ACCIDENT ON OWORONSOKI EXPRESSWAY

A tanker driver was on Thursday killed while two others were injured when their vehicle ran into another truck on the Oworonsoki expressway. An eyewitness, who simply identified the deceased driver as Waliu, told NAN that the fully-loaded fuel tanker, with registration number XC 468 MNY, was going to Saki in Oyo State. According to the eye witness, the tanker, which was on high speed collided with a container truck from behind at about 1.25 a.m. The front of the tanker was badly damaged but the container truck did not stop, the eye witness said. "Waliu cried for help till he died at about 4 a.m but there is nobody to rescue him. "Some people came and left without assisting, I called the Accident Emergency Rescue

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Agency for help but no response," said the eyewitness. Mr Ojubanire Fatai, an official of Lagos State Transport Management Authority (LASTMA), told NAN that the accident happened overnight. The LASTMA official added that the injured victims were responding to treatment at the hospital.

[http://234next.com/csp/cms/sites/Next/Home/5745982-146/tanker\\_driver\\_killed\\_in\\_accident\\_on.csp](http://234next.com/csp/cms/sites/Next/Home/5745982-146/tanker_driver_killed_in_accident_on.csp)

#### AUSTRALIA, QUEENSLAND, CONONDALE, OCTOBER 20 2011. TANKER DRIVER IN SERIOUS CONDITION

*nikkii joyce*

A 50 year old Sunshine Coast truck driver is in a Brisbane hospital with serious injuries after scrambling out of a 3000 litre diesel tanker rollover at Conondale. Emergency services were called to a single-vehicle crash on the Maleny-Kenilworth Rd 1km north of the hinterland township about 12.30pm on Tuesday. Maleny police officer-in-charge Bob Eather said the southbound mini tanker lost control on a left-hand bend and the runaway truck rolled crashing into a cattle property fence. Senior Constable Eather said the driver miraculously pulled himself out of the cabin which had collapsed around him and ran back up the embankment to flag down passing motorists. Snr Const Eather said the cause of the crash was still being investigated, but early signs indicated the driver had failed to safely negotiate the bend. The Sunshine Coast man initially was taken by road to Nambour General Hospital with minor chest injuries, but he was taken by road to the Royal Brisbane Hospital several hours later. Sources told the Daily the truck driver had suffered some bleeding on the brain, a smashed jaw and a fractured sternum. The truck driver's condition could not be determined last night.

<http://www.sunshinecoastdaily.com.au/story/2011/10/20/tanker-driver-serious/>

#### ENGLAND, KIDDERMINSTER, OCTOBER 20 2011. TAR TANKER FIRE IN KIDDERMINSTER

A tar tanker caught fire in Kidderminster last night. Fire crews are currently at the scene in Mill Street to ensure the Bitumen lorry is safe. They were first called out at 9pm when two pumps from Kidderminster and one each from Stourport and Bewdley attended the blaze. There was no one in the vehicle and fire fighters are still investigating the cause of the flames.

[http://www.kidderminstershuttle.co.uk/news/9313418.Tar\\_tanker\\_fire\\_in\\_Kidderminster/](http://www.kidderminstershuttle.co.uk/news/9313418.Tar_tanker_fire_in_Kidderminster/)

#### USA, VA, FAIRFAX, OCTOBER 20 2011. PETERSEN, CULIPHER CLASH ON HOW TO MANAGE TANK FARM SPILLS >> PETERSEN PREFERS A LEGISLATIVE APPROACH WHILE CULIPHER

*whitney rhodes*



*Tanker flips at main street and pickett road intersection in august.*

A much maligned tank farm on Pickett Road in Fairfax City has muddied up the race for Virginia State Senate District 34 weeks before the Nov. 8 election. Democrat and incumbent Sen. Chap Petersen told voters that, unlike his opponent, he would continue to use legislation to fight environmental violations at Pickett Road Terminal Complex in [a video released](#) by Petersen's campaign Tuesday. "That's why you elect me, that's why I'm here, folks," he said in the video footage from a Mantua Civic Association meeting on Sept. 28. At the same meeting, Republican Gerarda Culipher urged voters to consider private options, like purchasing the tank farm property,

rather than turning to more government regulation. "I will happily work with the citizens of Mantua to explore all private options, to see if a more compatible business or organization might be interested in purchasing the land before turning to the government," she told Patch on Tuesday. Mantua civic association members paused when Culipher suggested the residents find a way, a loan, or fund program or philanthropist, to buy the property at the September meeting. "We pay \$20 a year in dues, our budgets aren't quite there yet," said one member of the civic association. "You're talking about something that's violating environmental safety laws," Petersen countered. "Why would we reward them with a \$25 million payout for their continued violation of the law?" Culipher later stressed that she's not opposed to the tank farm's relocation and doesn't think highly of the business' environmental violations. Instead she's against making the "regulations on the tank farm so burdensome that it will be forced to close shop." "I am urging us all to brainstorm for ways come to a private agreement that will satisfy both the owners of the tank farm and the citizens of Mantua," she said. Petersen stood by his belief that sometimes assembly action is necessary when it comes to staunching environmental hazards and protecting voters. Earlier this year, Virginia approved a [Petersen-sponsored bill](#) that forces the tank farm to meet safety requirements for newer above-ground fuel storage tanks by 2021. The bill updates modern environmental standards to tanks built before 1992. "Hopefully, the cost of

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upgrading the facilities (estimated at \$10 million) will incentivize the oil companies to eventually sell the site and find a location in a non-residential area," Petersen said in a [September Patch Q&A](#). The tank farm has had only one major spill since 1980 but has experienced minor problems over the past four years. Late last January, one of four companies that use the tank farm discovered a diesel fuel leak on the property. It was contained within the complex. Last August, a fuel tanker flipped over at Pickett and Main Street while leaving the farm. The incident caused heavy traffic delays. City police, rescue and cleanup crews stopped the mild fuel spill and removed debris from the intersection. In 1990, an underground leak caused about 250,000 gallons of diesel oil, gasoline and other chemicals to contaminate the surrounding neighborhoods, according to news reports. The cleanup cost hundreds of millions of dollars and troubled Mantua residents for years.

<http://fairfaxcity.patch.com/articles/petersen-culipher-butt-heads-over-how-to-manage-tank-farm-spills#photo-4787507>

### USA, TX, DENTON CO, OCTOBER 20 2011. STATE FINES TWO IN COUNTY

*peggy heinkel*

Two Denton County women face fines related to violations of state environmental rules, according to default orders that were approved in Austin on Tuesday. The Texas Commission on Environmental Quality approved a default order fining Donna Tounley, of Little Elm, \$6,300 for failing to remove an old, underground petroleum storage tank. Tounley could not be reached for comment. The tank is located on property on Rocky Point Avenue in Flower Mound that used to be a lumberyard, according to state documents. State inspectors first visited the property in July 2010, after someone complained about the old equipment. Inspectors returned to the property in January and found it unchanged, the documents showed. In addition to the fine, the default order requires Tounley to either register the storage tank or remove it within 30 days.

[http://www.dentonrc.com/sharedcontent/dws/drc/localnews/stories/DRC\\_State\\_fines\\_1019.21743a168.html](http://www.dentonrc.com/sharedcontent/dws/drc/localnews/stories/DRC_State_fines_1019.21743a168.html)

### USA, IA, CEDAR RAPIDS, OCTOBER 20 2011. CONSTRUCTION CREW DRILLS INTO GAS TANK >> FIREFIGHTERS WERE ABLE TO BANDAGE THE HOLE AND MANAGE FUMES ON FIRST AVENUE



*On October 19, 2011, a Cedar Rapids fire fighter patches an old fuel tank that a construction crew accidentally drilled into while installing fiber optic cable for improved communication service at the 2500 block of First Ave.*

A crew operating a directional drill southbound on the 2500 block of First Avenue collided with an old fuel tank Wednesday. Cedar Rapids fire fighters said they were dispatched around 5:40 p.m. to find that a large drilling machine ran into an old fuel tank, putting a hole in the tank, and damaging the machine. Telecom worker Justin Westrum said the crew drilled along the residential stretch installing underground fiber optic cable to upgrade communication service when he heard a loud noise, which sounded similar to drilling through rock. That's when the 24-year-old realized the head of the drill snapped off after running into an old fuel tank. Another worker said the tank was nearly full, but the damage sustained was just above the fuel line,

and fire fighters were able to bandage the hole to keep fumes down for the night. No one was injured.

"I rarely run into something like this," Westrum said. A battalion chief with Cedar Rapids Fire Department said he didn't know if the fuel tank will be removed or not, but had contacted the city's public works department to handle the issue.

<http://thegazette.com/2011/10/19/construction-crew-drills-into-gas-tank-on-first-avenue/>

### AUSTRALIA, TASMANIA, BICHENO, OCTOBER 20 2011. BICHENO'S FUEL CRISIS

*bruce mounster*

Panic spread throughout Bicheno yesterday as word got around that the town's only service station was shutting down for three months. Post office operator Helen Bain said out of the blue a sign appeared outside the United service station advising that "as of Thursday there would be no diesel and no unleaded petrol shortly thereafter". Locals understand that complaints about a diesel fuel tank and bowser located just metres from neighbouring holiday cabins triggered the situation, with Workplace Standards Tasmania insisting on an upgrade, which could cause a suspension of supplies for as long as three months. Ms Bain said that during summer Bicheno's population swelled from about 700 to 3000 as holiday crowds poured in. She said it was also when fishermen got active and emergency services were busy. Having no fuel for all that time was unthinkable. "No one knows what to do," she said. The nearest service stations in Swansea, Scamander, St Helens and Coles

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Bay are at least 40 minutes' drive away. United state manager Jim Carter would not comment yesterday except to say that a delivery of unleaded petrol was on its way to Bicheno last night, after the station's tanks ran dry yesterday morning. Last night it was not clear if United had a plan to continue supplying fuel once the station refurbishment began. Locals understand that diesel is likely to run out today and won't be replenished. Clyde Sheehan, operator of the Porks Place restaurant and takeaway, said it had been an awful fright for the town. He and wife Marion participated in yesterday's fuel-buying frenzy. "It was just panic, chaos," Mr Sheehan said. "You'd think it was New Year's Eve in a bottle shop, just ridiculous. "How can this happen in a world-class holiday area." Ms Bain said many tourists arrived with near-empty tanks, and if anyone got into trouble there would be no way of helping them. She said the worst horror story she had heard so far was of a local woman who, having heard that petrol had run out, drained her lawnmower supply into her tank and crawled to St Helens at 60km/h to conserve fuel. "She believed she would have to walk the last 5km, but she got there," Ms Bain said. She said locals felt sorry for the service station's new lessee, Adam Gluth, who said he could not comment on the situation. The Sheehans said they were worried that the absence of fuel would turn tourists off, but they and Ms Bain said they remained hopeful that a solution would be found.

[http://www.themercury.com.au/article/2011/10/20/270131\\_tasmania-news.html](http://www.themercury.com.au/article/2011/10/20/270131_tasmania-news.html)

### USA, CA, COTATI, OCTOBER 21 2011. NORTH 101 COULD BE CLOSED FOR HOURS AFTER TANKER, TRUCK COLLIDE

mary callahan



*A fuel tanker collided with a truck on Highway 101 North near Cotati early Thursday morning, snarling rush-hour traffic.*

A crash involving a big rig and a fuel tanker closed all northbound lanes of Highway 101 in Cotati on Thursday morning, creating a commute hour worthy of the Halloween season, as stopped motorists jammed the freeway and others struggled to inch their way to alternate routes. The 6:26 a.m. collision punctured the tanker's front tank, spewing an estimated 1,200 gallons of fuel across the roadway, the CHP and emergency dispatchers said. The tank carries a 4,200-gallon load, CHP Officer Steve Fricke said. Authorities said it could take hours to clear the mess because of the expansive fuel spill. Hazardous materials crews were on the scene to assist with the clean-up. At the scene, officials said that the fuel may be causing a chemical reaction in the asphalt that could require the highway to be re-paved.

Initial indications were that both big rigs were side-by-side in the narrow construction zone when they collided, Fricke said. No one was injured, but chaos spread quickly because of the fuel spill. Reports from the scene were that many of the motorists trapped between the Highway 116 Cotati closure and the accident site simply got out of their vehicles as they awaited instructions about how to get out. Traffic was also backed up to Santa Rosa on the southbound side as motorists slowed to see the wreckage. Fricke said Caltrans was hoping to move some of the K-rail construction walls into a southbound lane to clear northbound vehicles from the area. Commuters, meanwhile, were directed to find alternate routes like Stony Point Road from Petaluma or Petaluma Hill Road from locations on the east side of Highway 101. Those already on the northbound freeway were instructed to take the Highway 116 Cotati exit to Commerce Boulevard, cutting back to the freeway on Rohnert Park Expressway, Fricke said. The CHP estimated that the northbound lanes may not re-open until 2 or 3 p.m., and Caltrans said it could be even later. A tanker has been brought in from a Stockton company to offload whatever fuel remains in the original tanker. The CHP says that the tanker was following the big rig in the slow lane and that the truck was stopped for traffic ahead of it. The tanker swerved left to avoid a collision, which caused the crash. Old Redwood Highway and all nearby side streets are backed up due to the crash. SRJC student Mark Gensler left Petaluma around 8 a.m. for a 9 a.m. class and shortly before 9 a.m. was still stuck in Cotati on Old Redwood Highway. "I'm trying to get to the JC for a class that starts in nine minutes. Not going to happen," he said. Johanna Steffanski of San Rafael was having similar issues. She normally exits 101 northbound at Penngrove but this morning got stuck in traffic on her way to the barn where her horses are kept in Cotati. "It's heavily jammed, normally from Penngrove it takes 15 minutes. It's been 30," said Steffanski.

<http://cotati.towns.pressdemocrat.com/2011/10/news/north-101-could-be-closed-for-hours-after-tanker-truck-collide/>

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### USA, MI, ITHACA, OCTOBER 21 2011. UNDERGROUND GASOLINE LEAKAGE REPORTED IN ITHACA

*linda gittleman*

An apparent underground gasoline leak in Ithaca has local officials on alert. Ithaca City Manager Chelsey Foster is asking residents who smell a solvent or gasoline smell in their basements to call the city at 875-3200 during business hours, or in an emergency situation, evacuate the home and call 911. "The presence of a "solvent/gasoline type odor and visual evidence of an unnatural substance was discovered in a sanitary sewer manhole at the intersection of Emerson and Main streets by Ithaca Public Works crews on Monday and reported to authorities," Foster said. The leak is apparently from a gasoline fueling station at the corner of Center and Main streets. "The Michigan Department of Environmental Quality hasn't confirmed this, but all signs point to it," Foster said. "The DEQ, the Gratiot County Emergency Operations Center and both local and corporate management for the fueling station were immediately notified of the situation," Foster continued. DEQ officials were expected in Ithaca Thursday to assess additional precautionary measures and the agency ordered inspection of all tanks, lines and monitoring systems. However, employees of August Mack Environmental in Livonia, hired by the gas station, report that monitoring wells near the tanks show no evidence of further leakage, Foster said. Ithaca has also hired NTH Consultants, an environmental firm, to monitor the situation on the city's behalf. "While we are not aware of any immediate public health concerns, we are treating this as an emergency until we receive further information about this ongoing situation," Foster said. "We hope this is a minor issue that will be resolved quickly. The city will keep the public informed as we learn more." Foster said the city is now in the process of obtaining equipment that can test the air quality in basements. One precautionary measure suggested by NTH, is to pour four or five gallons of fresh water into any open basement floor drain. Ironically, Foster was the first one to detect an odor in his basement that smelled like "WD40" in his own basement. Work crews and plumbers found nothing but then the smell came back, he said. And with it came a decision to dig further. When the manhole cover was opened, the smell was pungent and obvious. "There are no reports of illness, but we'd rather be safe than sorry," he said. Symptoms of a related illness "can go from mild lightheadedness up to asphyxiation, with rapid onset if the concentrations are high enough," said Dr. Robert Graham, medical director for the Mid Michigan District Health Department. "The other potential danger is explosion," he continued. "If gasoline odors are noticed, evacuate the premises and call 911 from a cell phone or a neighbor's phone." Foster said he believes the explosion risk is low. But if the odors are strong, he also advises residents to get out of the house. The apparent source of the problem is an underground storage tank that was built in 1985, he said.

<http://www.themorningsun.com/articles/2011/10/20/news/doc4ea0532f14873708053368.txt?viewmode=fullstory>

### USA, N.J, HACKENSACK, OCTOBER 21 2011. UNDERGROUND OIL TANKS CAN CAUSE HOMEOWNERS HEADACHES

*kathleen lynn*

When Marianne and Matthew Schottenfeld began thinking of selling their Waldwick, N.J., home in early 2009, a real estate agent advised them to remove the underground heating-oil tank. "We thought it was going to be pretty painless and inexpensive," Matthew said. "But the contractor discovered that the tank was corroded, and oil had leaked into the ground. It was downhill from there." The Schottenfelds' property is completely clean now, but it took more than \$60,000 and 2 1/2 years. Although their case is extreme, it illustrates the trouble these hidden tanks can create for homeowners, buyers and sellers. "They're very frightening things," said Richard Kelly, an Oradell, N.J., real estate lawyer. There are an estimated 120,000 buried residential oil tanks in New Jersey, according to the New Jersey Fuel Merchants Association. That number has been shrinking as homeowners remove the tanks, either by replacing them with aboveground tanks or switching to natural-gas heat. In many cases, a home sale forces the issue. Because of the tanks' potential for pollution, most homebuyers demand they be removed before the deal can go forward. "I haven't had a buyer in years who accepts a house with a tank in the ground," said Sheldon Neal, a Re/Max agent in Oradell. "Many buyers will say right up front, 'I want gas, I don't want to look at oil,' because of the perception that these tanks are a problem," said Deborah Graske of Abbott&Caserta Realtors in Ho-Ho-Kus, N.J. Mortgage lenders and homeowners' insurance companies also are wary of underground tanks. As a result, many real estate agents advise sellers to deal with the tanks before they even put the house on the market. Sellers don't always know whether there's an oil tank on the property because a previous owner may have abandoned the tank and switched to gas heat years earlier. If there's a question, home inspectors often look for signs indicating there's an abandoned tank on the property, like old pipes or oil feed lines in the house. Inspectors specializing in oil tanks are sometimes called in to sweep the property with a metal detector to search out an old tank and do test borings of the soil nearby to see if there are any leaks. If a tank is found, removing it typically costs around \$1,500 to \$2,000 — if it's not leaking. But if it has leaked oil, cleanup costs can run into the

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tens of thousands. That's what happened to the Schottenfelds, whose tank leaked oil into their neighbor's property as well as their own. Tests found that the leaks probably started 25 to 30 years ago. Joe Solari, vice president of Aim Tank Services in Wayne, N.J., said that in his experience about 60 percent of removed tanks are leaky. Insurance won't necessarily take care of the cost of a cleanup. Insurance companies try to limit their exposure to tanks. New Jersey Manufacturers Insurance Co., for example, will not cover liability for oil leaks unless the homeowner buys a special endorsement, which is offered only in the first year of coverage. And USAA won't write a new homeowners' policy for any property that has an underground tank, although it continues to renew policies on such properties. Homeowners can get insurance through their oil companies, covering up to \$100,000 in cleanup costs on the homeowner's property. That insurance carries restrictions, including the requirement that if an underground tank is removed, the homeowner installs another tank and sticks with oil heat for at least a year, since the oil industry would like to keep the customers rather than see them switch to gas heat. Jenni and Paul Harmon, newlyweds who recently bought a Cape Cod home in Waldwick N.J. accepted an underground oil tank only because there was a \$100,000 policy provided through the oil dealer. "It definitely gave us some peace of mind," said Paul Harmon, a customer service supervisor. The Harmons, nonetheless, plan to remove the underground tank within a few years. Other buyers just want the tanks out immediately. "Even if there's insurance on the tank, maybe half of buyers just look to get rid of it," said Barbara Weismann, a real estate agent with Weichert in Tenafly, N.J. Some homeowners, especially in the past, have dealt with unneeded underground tanks by having them cut open, drained of oil and filled with sand or foam — a process called decommissioning or abandoning in place. In those cases, the town typically inspects the tank and issues documents saying the tank abandonment was properly handled. But these days, the New Jersey Department of Environmental Protection strongly advises that tanks be removed rather than abandoned. "When you don't remove them from the ground, it's pretty hard to determine if there's a hole in there," said Gary Sanderson, coordinator of the agency's residential tank program. In fact, if you abandon a tank in place, you may find yourself paying a second time to have it removed later because many home buyers are asking that previously decommissioned tanks be taken out. That's what Kelly advises buyers to do because he's seen several cases where a tank leaked oil into the ground, even though it was apparently decommissioned properly. Martin Fong and his wife, Elisa, recently found a Leonia, N.J., house they liked but discovered it was heated by oil, with an underground tank still in use. Though tests suggested the tank was not leaking, the Fongs wanted it out. "We definitely wouldn't want to get into a situation where we would have to be responsible for a cleanup and all these other headaches," said Fong, a finance professional. The sellers provided a credit to pay for the tank removal and agreed to be liable for any clean-up costs. The Fongs converted to gas heat in September. To their relief, after the tank was removed, no oil was found in the ground. Celia Riggio, a real estate agent with Terrie O'Connor Realtors in Wyckoff, N.J., said an underground oil tank recently held up the sale of a three-bedroom ranch. The home was in "a wonderful neighborhood" and attracted a lot of attention from potential buyers, she said. But all balked at the oil tank, even after the seller offered a credit for the cost of removing the tank and converting to gas heat. The home sold only after the sellers took care of the tank and the conversion to gas themselves. "Although we knew the oil tank would be an obstacle, we underestimated just how big an obstacle it would prove to be," Riggio said. "I would advise any homeowner with an oil tank to convert to gas, if natural gas is an option, before putting their home on the market." Kelly said he advises buyers not to just accept a credit for the removal of an oil tank, because if there's a leak, the cost can be much more than expected. "You don't know what you're assuming," he said. If a leak is discovered, the state advises homeowners to find a clean-up contractor on the list of certified companies, which can be found online. As with all home projects, homeowners should get several bids and check references before hiring a company, the state said. The cost of cleanup depends on how extensive the contamination is, and whether the oil got into the groundwater. Costs range from about \$8,000 to more than \$100,000 for major leaks, though the New Jersey Department of Environmental Protection says \$15,000 to \$20,000 is a more typical range.

[http://www.therepublic.com/view/story/REAL-OILTANKS\\_6350901/REAL-OILTANKS\\_6350901/](http://www.therepublic.com/view/story/REAL-OILTANKS_6350901/REAL-OILTANKS_6350901/)

### USA, CA, CAMBRIA, OCTOBER 21 2011. NO OIL FOUND ABOARD SUNKEN WWII TANKER OFF CAMBRIA COAST

Underwater assessments of the sunken World War II tanker Montebello have found no oil onboard. The announcement follows 11 days of surveys and sampling by a remotely operated dive vehicle at the wreck site more than six miles off the coast of Cambria. Samples of cargo and fuel tanks found no quantifiable amount of oil onboard. "After careful evaluation of the data, we have concluded with a high level of confidence that there is no oil threat from the S.S. Montebello," said Coast Guard Capt. Roger Laferriere, one of two on-scene commanders of the expedition.

<http://www.sanluisobispo.com/2011/10/20/1804155/montebello-sunken-tanker-oil.html>

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#### INDIA, KANPUR, OCTOBER 21 2011. ILLEGAL HOARDING OF FIREWORKS CONTINUES

*faiz rahman siddiqui*

Bhola (name changed), a resident of [Colonelganj](#), does not want to let this Diwali go without making some quick bucks by hoarding illegal firecrackers in a godown hired for the purpose in one of the congested areas of the Industrial City. He had purchased the firecrackers from illegal units situated in bordering districts of Unnao, Kannauj, Farrukhabad and Fatehpur. He claimed to have in store a good number of powerful 'bombs' that he had ordered for Diwali. He proudly claimed nobody else could provide such powerful bombs in the city. "I am getting buyers in good numbers and so have hoarded a good stock," he said. As the citizens do not want to miss the chance of exploding firecrackers of high decibels, illegal hoarding and manufacturing of firecrackers in and around the district is becoming a cause of concern for the police. As Diwali, the Festival of Light, is inching closer, the administration is also trying hard to handle this problem. Mishaps in the past few years have already exposed dangers of illegal firecracker manufacturing units in residential areas on the outskirts of the city. In Bibipur blast in 2005, in which around 12 persons were killed, the unit had no licence. Similarly, last year in Bara-Sirohi area under Kalyanpur police station, a community health centre had been damaged in a powerful explosion. Four persons were killed in the blast. Another area Tikra, which has also earned the nickname of Sivakasi (famous for fireworks) due to manufacturing of firecrackers, also has the 'illegal' tag attached to it. Many firecracker manufacturers conduct this business illegally in Tikra and without the requisite safety measures. Administration, on its part, has been conducting raids but has so far been unable to check this malpractice. There are about 10-12 families engaged in the manufacturing of firecrackers at Tikra. Generally, women and children are employed to manufacture firecrackers. According to sources, though the firecracker units in Tikra, Kalyanpur and Shivli have become a source of employment for locals, most of them are illegal. They operate in violation to the [Explosives Act](#) and also without the requisite licence. Only five to six persons in the whole area have valid licences. Although the manufacturers claim they have taken precautions like water and sand storage to deal with an emergency, it seems to be more of a formality. A senior police official told TOI: "We are trying to get a list of registered firecracker manufacturers and traders of the district from the administration. We are going to conduct raids soon to put an end to this illegal practice." Social activists and groups also worry that this year too the sale and use of firecrackers exceeding permissible decibel levels, and also those that contain hazardous chemicals, will take place without any check. "The Supreme Court's guidelines ban firecrackers that are louder than 120 decibels, but the rules will once again be flouted this year. Firecrackers like 'desi' and 'sutli' bombs have decibel levels that are not permissible," said LN Dikshit, patron of Vivekanand Samiti, Hemant Vihar Barra. He has been campaigning against firecrackers for maintaining ecological balance and lesser noise pollution this Diwali. The Vivekanand Committee, a group of city people, has started a campaign, 'say no to fire crackers', to create awareness in Kanpurites.

<http://timesofindia.indiatimes.com/city/kanpur/Illegal-hoarding-of-fireworks-continues/articleshow/10419349.cms>

#### USA, MI, MARSHALL, OCTOBER 21 2011. OIL COMPANY HOPES TO AVOID ANOTHER MAJOR LEAK

*michael puente*

Click-2-Listen [Listen to this Story](#)



*Clean up of the Kalamazoo River in summer 2010.*

The company behind one of Michigan's biggest oil leaks is seeking to replace 75 miles worth of underground pipes. Enbridge Energy Partners is hoping to start next summer to replace the pipes. Of the 75 miles, 65 miles worth of pipe replacement is targeted for Southwest Michigan. A total of 10 miles will also be replaced near the Indiana cities of Griffith and LaPorte. The actual pipeline begins and Enbridge's pumping station in Griffith, about 30 miles southeast of Chicago, and heads into Ontario, Canada. Enbridge spokesman Joe Martucci says the company's engineers determined that the pipes will need repairs in the coming years. So, instead of repairs, replacement is a better alternative, he said. "Replacing those particular segments would be less disruptive to the landowners than coming back in, possibly repeatedly in coming years and having to do individual repairs on those segments," Martucci told WBEZ on Wednesday. The oil leak contaminated parts of the Kalamazoo River near a pump station in Marshall, Michigan in July 2010, about the same time as the massive BP oil leak in the Gulf of Mexico. Enbridge replaced the section of pipe that broke. That section will also now be replaced again under this new project. But Martucci said the proposed project is unrelated to what happened last year.

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"It's an integrity management program and it's maintenance oriented," Martucci said. Enbridge needs approval for the project from both the Michigan Public Service Commission and the Indiana Regulatory Commission. Martucci said Enbridge hopes to begin work next summer and complete it by the end of 2012. Dozens of homeowners were displaced following the leak, that fallout of which continues to this day. The U.S. Environmental Protection Agency warned this month that Enbridge could face civil penalties if it does not submit clean-up plans for the river for next year. The EPA estimated that more than 23,000 barrels of Canadian tar sands oil spilled into the Kalamazoo River and Talmadge Creek from the ruptured pipeline. Enbridge estimates the cost of the cleanup and potential claims for damage at about \$700 million.

<http://www.wbez.org/story/oil-company-hopes-avoid-another-major-leak-93328>

### USA, N.Y, NEW YORK, OCTOBER 21 2011. TO FIGHT OIL SPILLS, AN OPEN-SOURCE SWARM OF ROBOTIC SAILBOATS

*alex pasternack*

[Watch the Video To Fight Oil Spills, An Open-Source Swarm of Robotic Sailboats.](#)



Ask anyone who lives in the Gulf or the Niger Delta: oil spills are very nasty, and they don't clean themselves up. Chemical dispersants can [make spills worse](#). And deploying hundreds of people in boats to run the clean-up presents a host of health hazards. After the BP disaster last year, those challenges led Cesar Harada, a design-and-technology polymath, to another solution: swarms of autonomous sailboat drones armed with sensors, trawling the water for oil. If their designs were open-source, anyone from Nigeria to Louisiana could adopt them as needed. The result is Protei. Named in part for the son of Poseidon, it's an autonomous sailboat that pulls an absorber, mopping up oil slicks without the need for large crews or night

time breaks. The boat has been built through a rigorous, iterative, and [open hardware](#) process. Last month, Harada and his team were putting the finishing touches on their most recent prototype; Motherboard [made a film](#) about the process, as part of [its new series "Upgrade."](#); watch it above. I spend much of my time these days at [Motherboard](#), where I've been editing a great group of writers and producing films focused on technology and culture and what I like to think of as the human face of the future. This video is the first installment in "Upgrade," a new show about world-changing designers and engineers who are innovating really good solutions to serious challenges outside of the mainstream; Protei stood out as elegant proof that big innovations can come out of left field. Robots have already played a significant role in cleaning up the oil spill in the Gulf, scanning the ocean underwater and managing the capping process. They haven't been foolproof, of course; one was blamed for losing [billions of gallons of oil](#). But like many technologies, the potential for unmanned vehicles in helping environmental clean-ups are giving "drones" a promising reputation beyond their military one. Robots were used to assess damage at the Fukushima Daiichi plant, and new swarm robots are [being designed](#) for sniffing out chemical leaks and sealing them. And on top of the reduced costs of clean-up that come with autonomous operation, open source design allows projects like Protei to be cheaper and go farther. Working without the help of big investors or institutions is not an easy prospect - without a giant budget, Protei has relied in part on fans to help fund it, through sites like Kickstarter; contests like the X-Prize can also prove helpful to open-source designers. This week, the contest awarded \$1 million to [tiny company that designed a powerful oil skimming tool](#) useful for small oil spills. After their sixth prototype, which can be seen in the video above, the team is going strong, and focusing on the Gulf; Harada recently left MIT and set up shop in New Orleans. But it is in places like Niger Delta - in the midst of a monster 30-year clean-up of a slick that each year is estimated to be the size of the total BP spill - where projects like Protei may prove the most valuable.

<http://www.treehugger.com/files/2011/10/fight-oil-spills-open-source-swarm-robotic-sailboats-video.php>

### ENGLAND, MANCHESTER, OCTOBER 21 2011. GUNPOWDER PLOT GANG ARMED WITH MACHETES STEAL LORRY-LOAD OF FIREWORKS

*paul britton*

Thousands of powerful fireworks have been stolen in a raid on a Manchester warehouse by a gang of ten men armed with machetes. Terrified security guards were tied up as the raiders spent more than an hour loading three huge wooden pallets into a getaway lorry. Each pallet was packed with both domestic and industrial-strength fireworks which police warned could kill or cause serious injury in the wrong hands. The gang burst into the warehouse, on Hargreaves Street in Strangeways,

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around midnight. They calmly spent more than an hour loading the pallets into the truck. The warehouse is a fully-licensed fireworks storage depot, which distributes to shops throughout the region. The raiders, who were also armed with wooden bats lined with nails – struck in the early hours of yesterday. The stolen fireworks are understood to have included high-velocity rockets and air bombs. Police were called to the scene after one of the guards was able to free himself and raise the alarm. A car – believed to have been used by the raiders – and a small amount of fireworks were recovered in Blackfriars, Salford. The public were warned today to report anyone trying to sell the stolen fireworks in pubs, from vans, or in other unlicensed premises. Det Sgt Alex Wild, of North Manchester CID, said: "They are deadly and need to be taken off the streets. "We want the public's help to catch this criminal gang. They subjected the security guards to an hour-long ordeal in which they didn't know whether they would be harmed or not. Thankfully, they were not injured, but that doesn't lessen the impact this crime will have on them mentally." Stuart Morgan, petroleum and explosives manager at Greater Manchester Fire and Rescue Service, said: "In light of this firework theft, I would underline safety messages surrounding buying fireworks. People shouldn't buy fireworks from anywhere they're not sure about." Four men have been arrested on suspicion of robbery and were being questioned by police.

[http://menmedia.co.uk/manchestereveningnews/news/crime/s/1462387\\_gunpowder-plot-gang-armed-with-machetes-steal-lorry-load-of-fireworks](http://menmedia.co.uk/manchestereveningnews/news/crime/s/1462387_gunpowder-plot-gang-armed-with-machetes-steal-lorry-load-of-fireworks)

### USA, MI, DETROIT, OCTOBER 21 2011. NIGERIANS SEEK \$1 BILLION FROM SHELL FOR OIL SPILLS



*A Nigerian tribal king filed a lawsuit in a US court seeking \$1 billion from Royal Dutch Shell for decades of pollution.*

A Nigerian tribal king filed a lawsuit in a US court seeking \$1 billion from Royal Dutch Shell to compensate for decades of pollution that sickened his people and damaged their lands, his lawyer said. The suit was filed a day after the US Supreme Court said it will consider a lawsuit accusing Shell of human rights abuses in Nigeria in a landmark case that could make companies liable for torture or genocide committed overseas. That case will assess the potential liability of corporations -- including multinationals with a US presence -- under the Alien Tort Statute, a US law dating back to 1789 that scholars say was meant to assure foreign governments that the United States would help prevent breaches of

international law. The latest case alleges that Shell's Nigerian operations are "well below internationally recognized standards to prevent and control pipeline oil spills" because the Anglo-Dutch company "has not employed the best available technology and practices that they use elsewhere in the world." It cited a recent United Nations report that found that contamination was widespread in the Nigerian Delta after 50 years of oil extraction left groundwater badly contaminated and the soil soaked with hydrocarbons to depths of five meters. The suit was brought on behalf of the people of Ogale in the Eleme local government area, where the UN team found the most serious groundwater contamination and people drinking water laced with cancer-causing benzene at 900 times World Health Organization guidelines. Scientists found an eight centimeter layer of refined oil floating on the groundwater that served the wells. The oil was linked to a spill that had occurred six years earlier and was not properly cleaned up. A spokesperson from Shell did not immediately return a request for comment. The Nigerian plaintiffs said they decided to file the suit in a US court because of Shell's history of a "culture of impunity" and "disregard" for the Nigerian judicial process. They note that the Shell has refused to comply with a 2005 order to end gas flaring in the Iwharekan community or to pay a 2006 judgment to pay \$1.5 billion to the Ijaw Aborigines for damages caused by decades of pollution. It typically spends years appealing cases that inevitably "bled the victims dry in legal costs," the complaint alleges. King Emere Godwin Bebe Okpabi and four other tribal leaders said Shell's "indiscriminant pollution" has created "severe health hazards" that threatened their lives and violated their right to development. Their community is "exposed to hydrocarbons every day through multiple routes" including frequent oil spills and pervasive air pollution from refining operations. "At all times relevant to this litigation, Defendants knew or should have known that the crude oil contains chemicals hazardous to human health and to the environment and ecosystems," the complain said. Shell is accused of cruel, inhuman or degrading treatment, gross negligence and the violation of international treaties and obligations to the United States and Nigeria. The complaint also noted that Shell has "not taken any concrete steps to protect the environment, provide safe drinking water or subject the endangered people of Nsisioken Ogale Community to medical assessment and treatment" since the UN issued its scathing report in

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August. In addition to the \$1 billion damages, the lawsuit also seeks immediate cleanup of the pollution and an injunction to require air and water monitoring. The 32-page civil complaint was filed Tuesday at the federal court in Detroit, Michigan.

<http://www.starafrika.com/en/news/detail-news/view/nigerians-seek-1-billion-from-shell-for-197434.html>

### USA, WASHINGTON DC, OCTOBER 21 2011. CSB RELEASES NEW VIDEO ON LABORATORY SAFETY AT ACADEMIC INSTITUTIONS >> "EXPERIMENTING WITH DANGER" FOCUSES ON CSB CASE STUDY ON TEXAS TECH UNIVERSITY ACCIDENT; LABORATORY DEATHS AT UCLA AND DARTMOUTH



The U.S. Chemical Safety Board (CSB) today released a new safety video on the potential hazards associated with conducting research at chemical laboratories in academic institutions. The 24-minute video focuses on three serious laboratory accidents: the death of a lab research assistant in 2008 in a flash fire at the University of California Los Angeles (UCLA); a death by accidental poisoning of a highly regarded Dartmouth College professor in 1997; and a 2010 explosion at Texas Tech University (TTU) that severely injured a graduate student, who lost three fingers in the blast and suffered eye damage. Entitled "[Experimenting with Danger](#)" the video notes that the CSB has collected preliminary data on 120 explosions, fires, and chemical releases at university laboratories and other research facilities that occurred around the country since 2001, causing deaths, serious injuries, and extensive property

damage. The video provides extensive information on the CSB's investigation of the TTU accident and the resulting [case study](#). The report, issued during a webinar on laboratory safety yesterday and now available online at [www.CSB.gov](http://www.CSB.gov), includes six key safety lessons the Board believes apply to academia as a whole. In the video, CSB Chairperson Dr. Rafael Moure-Eraso, says, "Research conducted at university laboratories is often on the forefront of technology and innovation. It is important that this research continues and thrives. But it must be done within a strong safety culture where preventing hazards is an important value." The three laboratory accidents are depicted through the use of illustrations. Dr. Naveen Sangji, the sister of Sheharbano "Sheri" Sangji, who died of injuries from the UCLA accident, says in the video, "A lost life is not just an anonymous loss of life, but real people, and families are profoundly affected. And safety has to be an absolute priority and the first priority for any laboratory." TTU vice president for research Dr. Taylor Eighmy, who appears in the video, said, "The video is immensely powerful. It tells a compelling and poignant story and should be used all the time in every university that has anything to do with laboratory or workplace safety." CSB lead investigator Cheryl MacKenzie and investigator Dr. Mary Beth Mulcahy comment extensively on the results of their team's investigation of the TTU explosion during an experiment with energetic materials being conducted under a funding agreement with the Department of Homeland Security. Investigator MacKenzie says, "The CSB is concerned with laboratory safety because it's an area that appears in comparison to industry pretty unregulated. There is an OSHA laboratory standard but its focus is on exposure hazards and health hazards of the research work being conducted." Investigator Mulcahy, who has a doctorate in physical chemistry, notes that at TTU, the injured lab worker had not received any specific, formal training on working with potentially explosive compounds. "When graduate students go into these new endeavors - a new project, a new process - they need to get specific training and they need to have it ensured and have it assessed - do they really understand what it is they're doing?" she asks. The video includes remarks from UCLA's head of environmental health and safety Dr. James Gibson; Dartmouth College chemistry professor Dr. John Winn; TTU chemistry professor Dr. Dominick Casadonte; Dr. Eighmy of TTU; Laboratory Safety Institute president Dr. James Kaufman; and Dr. Jyllian Kemsley, a chemist and reporter for the Chemical and Engineering News, a prominent publication of the American Chemical Society. In concluding the video, Dr. Moure-Eraso calls on universities to study the key lessons from the Texas Tech case study and "do everything possible to provide safe working environments in their laboratories."

<http://www.csb.gov/>

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