



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 803 Newsy Stuff

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

January 26 2012



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CHINA, SHANGHAI, JANUARY 14 2012. APPLE CONFIRMS ALUMINUM DUST CAUSED CHINESE FACTORY EXPLOSIONS >> COMPANY SAYS IT HAS REQUIRED SUPPLIERS TO PUT ANTI-DUST MEASURES INTO PLACE

gregg keizer

 **Document** The Apple report can be downloaded from the company's website ([download PDF](#)).

Apple today confirmed that explosions last year at Chinese plants of two of its parts suppliers were caused by excessive aluminum dust. In its annual report on its suppliers' efforts in worker safety, labor rights and environmental impact, Apple said the explosions at facilities operated by Hon Hai Precision Industry -- better known by its trade name, Foxconn -- and Pegatron last year were traced to small airborne particles. The [Foxconn plant explosion](#) in May 2011 in Chengdu, China, killed four and injured 18 others. A [December explosion](#) at a Shanghai factory run by RiTeng Computer Accessory, a subsidiary of Pegatron, injured 59, Apple said. Other reports had put the injured tally at the latter explosion at 61. According to the Apple report, both explosions involved combustible dust -- specifically, aluminum dust. Reports at the time of each explosion had identified aluminum dust -- produced while milling and polishing the casings of such Apple products as its iMac, MacBook and iPad -- as the likely culprit. Interviews with air-quality experts last May after the Foxconn explosion also pointed to combustible dust. Very fine particles of all kinds of materials can trigger an explosion, said Brian Edwards, director of engineering at Atlanta-based Professional Engineering, in an interview at the time. "By creating fine particles or dust powder, you increase the surface area of the material, which with a spark, can cause a rapid exothermic reaction," said Edwards, using a more technical term for an explosion. "That decreases the minimum energy needed for ignition and speeds up the reaction." Aluminum is more explosive than either sugar or grain dust, Edwards added, talking about two typical causes of dust explosions in the U.S. "You need a perfect storm," Edwards said. "You have to have the right concentrations of dust in the air, you need sufficient oxygen, and you need an ignition source." Edwards speculated that the cause of the Foxconn explosion was aluminum dust that had collected in the ductwork that drew off dust from polishing or grinding equipment, which in turn ignited dust in the actual workspace. Such explosions can be massive, he noted. "In a dust explosion, you typically see structural damage," Edwards said. Christopher Haase, director of environmental, health and safety at Environmentally Sensitive Solutions, a Milwaukee, WI-based firm that develops industrial cleaning products, said that Chinese factories badly lagged behind American plants in their dust-explosion prevention methods, in part because government censorship prevents managers and specialists from getting the information they need to create safer workplaces. "The last few years, the Great Firewall means they can't talk to others, or complain about the work environment," said Haase. "They're asking for help, but they have to use proxies and things like Hotmail to open a dialog with Western experts." The "Great Firewall" is the name many have slapped on the Chinese government's attempt to control what its citizens are able to access on the Web. In its report, Apple said that it had worked with external experts to audit all its suppliers that handled aluminum dust, and with one exception, put new measures into place. "We have established new requirements for handling combustible dust throughout our supply chain," said Apple. The company ticked off several action items, including ventilation requirements, regular inspections of ductwork, and banning the use of compressed air for cleaning, a practice that makes more dust airborne. "All suppliers except one have implemented the counter-measures identified by the team of external experts," Apple said. "The one supplier that has not will remain shut down until modifications are in place." Apple did not identify the laggard.

http://www.computerworld.com/s/article/9223435/Apple_confirms_aluminum_dust_caused_Chinese_factory_explosions

USA, N.J, GLOUCESTER TWP, JANUARY 15 2012. DAY AFTER DIESEL SPILL, SMELL REMAINS >> RESIDENTS SEEK REASSURANCE ON LEAK

carol comeagno

 **Watch the Video** [Residents Seek Reassurance On Leak](#)



Fuel Spill Clean-Up Continues: Clean-up from the diesel fuel spill that has affected waterways in Camden and Gloucester counties continued Friday morning.

The family of Twan Nguyen could hardly stand to venture outside their home overlooking Grenloch Lake Friday. The stench from a diesel fuel spill into the lake the day before was more pungent than on Thursday. A stiff wind was blowing the odor toward the lakeside house on College Drive. An estimated 26,000 gallons of the diesel fuel spilled from underground tanks at a NJ Transit bus garage in neighboring Washington Township Thursday. Through the house windows and from



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its patio, the family could see containment booms and tank trucks scooping up contaminated lake water along Black Horse Pike, which bisects the Grenloch Lake. There was even a faint hint of the odor inside, but Nguyen was more concerned about the environmental impact on the future of the lake, its wildlife and this home's well water. He received reassurance from environmental officials that there is no contamination of local drinking water and that the odor is not harmful. "We have to wait and see how good the cleanup is. We saw it on the news and it is all being downplayed (by officials). I don't know what to think about this summer," said a skeptical Nguyen. The lightweight diesel leaked into Stone Bridge Run along Sicklerville Road behind the bus garage at Route 42 and the Black Horse Pike in the Turnersville section of Washington Township. That stream feeds into Grenloch Lake, which then feeds into Blackwood Lake as part of the Big Timber Creek system that eventually empties into the Delaware River. Across the Black Horse Pike in a nearby lakeside residential area, retired Camden fireman Abraham Smalls and wife Mary wondered if the state will be able to stock the lake with trout this April as it does every year. He said the odor was not as strong outside his home on Friday because the wind was blowing it in another direction. "These things happen," the husband said of the spill. "A lot people use the lake and I boat on it with my small skiff myself. I don't know what all the environmental issues are, but we hope everything gets cleaned up and back to normal." Meanwhile, NJ Transit spokesman John Durso Jr. said the pollution cleanup by contractor Clean Venture of Elizabeth and Clayton will continue throughout the weekend both at the bus garage and in the waterways. Larry Hajna, a spokesman for the state Department of Environmental Protection, said officials are still evaluating how much fuel leaked into waterways and how much is being recovered. He said 1,300 feet of boom have been laid on the waterways. "It's much lighter than crude oil and does not present as much of a problem for wildlife, and there is evaporation factor with it," he said. The impact on wildlife appears "minimal," according to Hajna. As of Friday afternoon, he said Tri-State (Bird Rescue) had recovered one Canada goose, one muskrat and two turtles and that one dead fish also was observed. "The lake will be reassessed before trout stocking occurs," he added. He said the spill has been contained and there is no visible impact on the creek because it is a surface spill that can more easily be cleaned up. Durso said the spill was discovered after 7 a.m. Thursday and attributed to a malfunctioning fuel pump gasket. "A fuel pump stopped yesterday morning when the buses were being refueled and there was no fuel pressure," he said. After an assessment Friday, Durso said it was decided not to replace the fuel tanks but only to repair the fuel line between the two tanks and to address the spillage in the ground there. The 100 buses that usually operate out of the garage on routes in South Jersey and Philadelphia are being refueled at the Camden garage. "There has been no measurable impact on bus service," he said. The fuel tanks had been inspected three weeks ago on Dec. 22 by NJ Transit inspector Joseph Palmieri and were found to have no deficiencies, according to a copy of the report obtained by the Courier-Post that confirmed what transit officials said Thursday. Durso said the two tanks are scheduled to be replaced next year. Emergency management teams from Gloucester and Camden counties were on the scene. NJ Transit police were coordinating the effort and the Camden County Health Department was helping to monitor the cleanup. A private briefing was held with municipal officials Friday morning to update them on the status of the problem. "There is no threat to public drinking water, (and) there is no public health threat to residential areas. However, we are asking that residents stay clear of the Grenloch Lake and Blackwood Lake areas until further notice," Washington Township officials said in a notice posted on the township website. Due to the spill, local officials there also said the Grenloch Lake fishing pier and the Grenloch Dog Park are closed until further notice.

<http://www.courierpostonline.com/article/BZ/20120114/NEWS01/301140018/Day-after-diesel-spill-smell-remains?odyssey=nav%7Chead>

USA, MISS, PASCAGOULA, JANUARY 15 2012. THREE ARRESTED, FOURTH WANTED IN CONNECTION WITH THEFTS AT CHEVRON REFINERY

Four men have been arrested and a fourth is wanted in connection with thefts at the Chevron refinery early in January, according to a news release from Jackson County Sheriff Mike Byrd. An investigation into a grand larceny and felony motor vehicle theft that occurred at the Chevron refinery on Industrial Road over the New Year's holiday began Jan. 3, Byrd stated. Several pieces of equipment were stolen including a white Ford F-150 pickup truck belonging to a Chevron sub-contract company. The pickup truck was stopped in the Wilmer, Ala., community by Mobile County sheriff's deputies and the occupants fled the vehicle. Jackson County and Mobile County sheriff's investigators determined the truck was the one stolen from the Chevron refinery and identified the driver as Harold Russell Roche, 25, of Wilmer, Ala., Byrd stated. Roche is wanted on charges of felony taking of a motor vehicle, he stated. Chevron security personnel detained two individuals caught on Chevron property who were attempting to steal a generator valued at \$20,000 on Jan. 4, Byrd stated. The two are Vernon Dale



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Bohannon, 51, and Brad Jason Long, 34, both of Wilmer and they are charged with grand larceny, Byrd stated. Detectives identified Steven Jason George, 38, of Wilmer as a suspect in the thefts as well as the theft of about \$22,000 in copper wire from the refinery on the weekend of Nov. 25, Byrd stated. On Thursday, George was arrested by Jackson and Mobile county detectives at his residence in Wilmer on a charge of grand larceny, Byrd stated. George awaits extradition to Jackson County where he faces two counts of grand larceny and one county of felony faking of motor vehicle, he stated. At the time of George's arrest he was on probation through the Alabama Department of Corrections for a string of equipment thefts in 2009 and will face a possible 20 year sentence, Byrd stated. If convicted in Mississippi all the suspects could face up to 10 years in the state penitentiary and \$10,000 in fines per charge, he stated. Bohannon and Long are being held at the Jackson County Adult Detention Center. Anyone with information in relation to these crimes is asked to contact the Jackson County Sheriff's Department Criminal Investigation Division at 228-769-3063.

http://blog.gulflive.com/mississippi-press-news/2012/01/three_arrested_fourth_wanted_i.html

SOUTH KOREA, INCHEON, JANUARY 15 2012. FIVE KILLED IN OIL CARGO SHIP EXPLOSION

 Watch the Video's

- <http://www.youtube.com/watch?v=BNYbueooJ0o>
- <http://www.youtube.com/watch?v=n4Ucw2hRJ0Y>



South Korean Coast Guard boats move around the broken South Korean cargo ship Doola No. 3 after an explosion in waters off South Korea's western port city of Incheon, South Korea, left five people dead and six others missing, officials said. The unexplained explosion tore apart the front of the ship and left the 4,198-ton vessel half-submerged, coast guard officials said. An explosion struck a cargo ship carrying petroleum in waters off South Korea's western port city of Incheon on Sunday, killing five people, the coast guard said. Six crew were missing. A Korea Coast Guard spokesman said the explosion on the 4,191-tonne freight ship, with 16 crewmen -- 11 Koreans and 5 Myanmarers -- on board, happened in waters north of Jawol Island near Incheon. Five people, including the captain, were rescued. At least two of the dead crewmen were Myanmarers, the spokesman said. The coast guard was trying to identify the bodies of the other crew. A TV footage showed the explosion tore the ship almost into two parts leaving it half-submerged. No oil leakage was reported. The ship was heading south to return to Daesan, another port on the west coast, after unloading gasoline at the Incheon port. The cause of the explosion was not known immediately but the Yonhap news agency quoted the captain of the ill-fated vessel as saying the blast had occurred while the crew was draining gasoline vapors from an oil tank on the deck to remove residues. He said that static electricity may have ignited the gas, causing the explosion.

<http://www.reuters.com/article/2012/01/15/korea-ship-explosion-idUSL3E8CF0BB20120115>

USA, VA, CULPEPER, JANUARY 15 2012. TOWN FACES \$160K FINE FOR 2008 CHLORINE LEAK >> SUB: AGREEMENT WITH EPA EXPECTED LATER THIS MONTH

allison brophy champion

- The U.S. Environmental Protection Agency recently warned Culpeper of a potential \$160,265 fine related to a chlorine gas leak at the town sewer plant in May 2008.

In a Nov. 15 letter, the EPA outlined its case against Culpeper, saying the town: 1) failed to immediately notify the National Response Center and state emergency response commission of the chlorine leak, as required by law; 2) failed to provide written follow-up reports to the state and local emergency officials "as soon as practicable" after the gas release, as required by law and, 3) does not have proper risk management or written safety procedures in place in dealing with the potentially lethal gas. "Should the town and EPA fail to reach a settlement agreement in this matter, EPA reserves the right to seek the maximum allowable penalty at law in litigation," said the letter signed by Karen Melvin, EPA associate division director with the Office of Enforcement's Hazardous Site Cleanup Division. According to Culpeper Town Environmental Services recent departmental report, staff is working with legal staff to develop a counter proposal. Environmental Services Director Chris Hively said in an email last week, "We are in negotiations with the EPA and will hopefully have an agreement later this week." Hively was not employed with the town at the time of the chlorine spill at the sewer plant off McDevitt Drive. A plant worker suffered minor injuries in the Saturday morning chlorine gas leak that occurred while two employees were changing a 2,000-



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pound chlorine cylinder as part of a routine operation. A plant operator had removed a regulator from an empty tank and was installing it on a new tank. When she was unable to open the valve, she asked another worker for help. As he exerted pressure on the valve, "It made a crack noise" and "gas shot out," the plant operator said at the time. Both workers were wearing a breathing apparatus and gloves. They fled the building and called 911. A small amount of the chlorine gas made contact with the male worker's skin, causing a minor injury. Inhaling the gas can cause death. No residents of the area were evacuated, but police closed East Chandler Street, Keyser Road and McDevitt Drive as a precaution. The Fredericksburg Fire Department Hazardous Materials Team responded to the incident. The town's sewer plant was upgraded and expanded in more recent years and no longer uses chlorine in the treatment process. In 2009, two other plant employees were exposed to chlorine gas, but were not hurt.

<http://www2.starexponent.com/news/2012/jan/15/town-faces-160k-fine-2008-chlorine-leak-ar-1612312/>

USA, FLA, JACKSON CO, GRAND RIDGE, JANUARY 15 2012. TRAIN WITH CHEMICAL CAR DERAILS IN GRAND RIDGE

lauren delgado



Eight cars of a CSX train derailed Saturday morning in Grand Ridge. No one was injured. Authorities are working to repair 400 feet of track and right the cars.

Eight cars on a CSX train derailed in Grand Ridge before 7:30 a.m. on Saturday. No one was injured. The train contained several chemical shipments, bringing the Jackson County Sheriff's Office, Jackson County Emergency Management, Grand Ridge Fire Department, Jackson County Fire Rescue, Marianna Fire Department, Sneads Fire Department and several other first responders to assess the scene. As of noon on Saturday, the only chemical that spilled was PVC pellets. Jackson County Sheriff Lou Roberts said the pellets would be vacuumed up by environmental services. Jackson County Fire Chief Tony Wesley said there was a slim chance that righting the cars would cause another spill, as CSX planned to stabilize the cars first. If a more serious spill didn't happen during the derailment, it was unlikely to happen now, he said. About 400 feet of track needs to be replaced. Roberts said CSX planned to fix the track and bring in special equipment to put the cars back on the track. CSX spokesman Bob Sullivan said crews were on their way

to have service restored by Sunday morning. Sullivan said the two-locomotive 48-car train was going from New Orleans to Waycross, Ga. The cause of the derailment is still under investigation.

<http://www2.jcfloridan.com/news/2012/jan/14/train-chemical-car-ar-3046013/>

UNITED ARAB EMIRATES, FUJAIRAH, JANUARY 15 2012. THREE DIE ON TANKER AS SPARK SETS OFF EXPLOSIONS

Watch the Video <http://www.youtube.com/watch?v=qAKbKHKjagM>

Investigations have begun into a series of explosions on an oil tanker at Fujairah port that left three people dead, one injured and two missing. Some 105 local repair workers and crew were on board when welding work created a spark that triggered three blasts on the MT Prem Divya on Thursday. The tanker, which is owned by the Indian firm Mercator Limited, was not carrying oil. Fujairah port authorities said the vessel had been certified as having been cleared of any of the flammable gases often present on oil tankers, particularly empty ones, where the gas has more space to expand. Technical experts representing both the shipowner and insurer had arrived to try to determine the cause of the accident, Capt Mousa Morad, the general manager of Fujairah port, said yesterday. "They have to come together to find out," he said. "There's money, there's insurance, there's some people missing - so many things." Meanwhile civil defence authorities began searching yesterday for the missing men. It was unclear if they had stayed on board or, like many of their peers, jumped into the water. The three crewmen who died had remained on board, and their bodies were being removed yesterday. One of the injured was sent to Fujairah Hospital with burns on his body and fractures in the bones around an eye. "His case is still not stable," said Mohammed Abdullah Said, head of the Fujairah health district. Half of the 24-man crew were now staying in hotels, and the other half would remain with the ship. The repair workers had left, said Ishtiaq Ahmed Malik, the duty official of the Blue Sea



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Shipping Agency, which was managing the vessel. The Prem Divya will remain in the UAE until accident-related issues are sorted, including the investigation into the cause, an assessment of damage to the ship, compensation to the repair companies and repatriation of the deceased. "It's a long procedure," Mr Malik said. The tanker had arrived in Fujairah on December 27 for 10 days of "operational care". Workers from local firms had come to check the pipes and do welding in the engine room and other repairs and maintenance. Ships must receive gas-free approvals before commencing any "hot work", or activities that could start a fire, such as welding, Capt Morad said. "We already got that, so what went wrong, we don't know. Any tanker that has gas in it should be made free of gas before any welding or hot work takes place." Soon after the explosion late on Thursday afternoon many of the men on board leapt into the water. Neighbouring ships and the coastguard arrived to help them to safety, and the port authorities sent a crew to put out the fire. "There were three blasts - boom, boom, boom - so the people were in panic," Mr Malik said. Empty oil tankers are susceptible to having residual flammable gas on board - even more so than on full tankers, where the gas has less area in which to expand. Strict degassing regulations are key to preventing accidents, said a locally based maritime consultant and former US coastguard official who declined to be named. "When you pop off all the oil products, then you have all that space which, unless it's ventilated, is one giant flammable gas environment," he said, stressing that he did not know the specifics of the incident in Fujairah. "If you do any kind of hot work, which is welding work, you want to make certain that the space that you're in and the space that's adjacent to that has been appropriately degassed for any explosive gas and ventilated," he said. Fujairah police directed queries to the port authorities, and the coastguard there said they were not authorised to comment.

<http://www.thenational.ae/news/uae-news/three-die-on-tanker-as-spark-sets-off-explosions>

ENGLAND, DORSET, JANUARY 15 2012. CHEMICAL TANKER IN WEYMOUTH BAY DETAINED

A chemical tanker anchored on the Dorset coast should not sail because of its poor condition, The Maritime and Coastguard Agency (MCA) has said. Global Star came into Portland to refuel but the captain had no means of paying, so it anchored in Weymouth Bay. The tanker, with 14 crew on board, was on its way to be scrapped in India. Maggie Hill, from the MCA, said: "We have concerns about the crew accommodation, the engine room, and the safety equipment on board." The ship has received special dispensation to be refuelled with gas oil to keep its generators running.

<http://www.bbc.co.uk/news/uk-england-dorset-16557799>

OMAN, MUSCAT, JANUARY 15 2012. EXPAT SUCCUMBS TO BURN INJURIES IN OMAN

An expatriate worker who was battling for his life with severe burns succumbed to injuries yesterday. The deceased is identified as Maruthamalai, a bitumen tanker operator, from the southern Indian state of Tamil Nadu. Maruthamalai suffered "high degree" burns when the tanker exploded due to some "unknown reasons" at their worksite last Thursday. "The worker and his helper were at our Wadi Adei-Amerat road worksite. What we came to know is that at around 4pm, when the helper stepped out of tanker to take something, the tanker exploded. The operator was not able to jump out from the tanker. Later on, somehow he managed to come of the tanker and fell on the road," an official from the company said. "We called 9999 and the rescue team arrived at the accident spot. Maruthamalai was rushed to Khoula Hospital and was given the best treatment," the official added.

Allegations

However, a few colleagues of Maruthamalai alleged that the victim was given not proper treatment and the company failed to follow up his health conditions sincerely. According to medics, Maruthamalai suffered 40 to 60 per cent of burns. "The company didn't take up his case seriously," they alleged. Dispelling the allegations, the company official said that the victim was given the best care they could provide and they didn't commit any laxity. "Usually, burn victims will not fall unconscious for the first four to five hours. So, Maruthamalai was able to talk. This might have been taken by his friends in other way. As the victim had chemical burns, his condition started to worsen. On the second day itself, he had renal failure. And yesterday morning, he succumbed to his injuries," the official added. Maruthamalai is survived by his wife and two children. He had been working in Oman as bitumen operator for the past three years. "He was planning to go home next year. He had to pay loans of around half-a-million rupees. He was saving money for that," one of his friends said. Meanwhile, the company officials said that the report and other procedures to send back the body could be done only today. "Today we will do the paper work to send his body back. We have informed his family. As it was an accidental death, a lot of procedures have to be completed," the company officials said, adding the victim may get around 1.5 million Indian rupees as compensation.

<http://www.timesofoman.com/innercat.asp?detail=53544&rand=>



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OMAN, MUSCAT, JANUARY 16 2012. SOMALI PIRATES RELEASE CHEMICAL TANKER MT FAIRCHEM BOGEY

mike schuler



MT Fairchem Bogey.

The chemical tanker MT Fairchem Bogey has been released by Somali pirates just five months after it was hijacked, according to a report by the [Somalia Report](#). The tanker made headlines in August 2011 after the she was [hijacked from the Omani port of Salalah while at an anchorage](#). The brazen attack by Somali pirates was made just after armed guards that were stationed on board the vessel during her transit through the Gulf of Aden had disembarked. Somalia Report says that the vessel was released after a estimated ransom payment of \$8 million was made to the pirates but adds that the actual ransom paid is likely to be less than that given the vessel was carrying just a partial load of methanol and the quick turnaround time. No word yet on the condition of the 21 crew that was onboard when the MT

Fairchem Bogey was hijacked.

<http://gcaptain.com/somali-pirates-release-chemical/?37393>

CHINA, HUNAN PROVINCE, JANUARY 16 2012. ACCIDENT IGNITES FIREWORKS DISPLAY IN HUNAN PROVINCE

Watch the Video's

- [Accident Sets Off Tunnel Fireworks Display](#)
- [Watch a Bunch of Fireworks Go Off Inside a Tunnel](#)

A truck carrying fireworks dropped its goods and set off a series of colourful explosions inside a tunnel in southern China's Hunan Province on Saturday, state television reported. The truck -- loaded with fireworks and firecrackers -- was driving inside the Jiaoxi Ridge Number One Tunnel on Saturday morning when it scratched against tunnel walls and propelled its goods from the vehicle. Some explosives lit up as they hit the ground, state media reported. Nobody was trapped inside the tunnel and no casualties were reported, according to state television. Red, yellow and green sparks could be seen inside the smoke-filled tunnel as firefighters attempted to douse the fireworks with water, eventually extinguishing the fire after three hours at 10:30am. Traffic stretched five kilometres from the tunnel when it closed for the emergency works, state media reported. The accident took place about a week before Chinese New Year, when families would gather and set off the ancient Chinese inventions all across the country in celebration.

<http://www.digtriad.com/news/watercooler/article/209100/176/Accident-Ignites-Fireworks-Display>

GUAM, ADELUP, JANUARY 16 2012. FUEL TANKER TRUCK, DUMP TRUCK COLLIDE NEAR ADELUP

Nick Delgado

Watch the Video's

- [Guam Auto Traders Employee Says He and Others Feared Major Explosion\](#)
- <http://www.guampdn.com/article/20120119/NEWS01/201190302>

Photo's

- <http://www.facebook.com/media/set/?set=a.10150494104058742.379572.39567613741&type=1>



A major collision involving a fuel tanker truck and a dump truck caused quite the delay for motorists this morning. "The dump truck coming down the hill lost control and maybe lost his brakes and ran through the intersection striking the IP&E fuel tanker," commented Guam Fire Department spokesperson Lieutenant Ed Artero. It was during morning rush hour traffic. At 8:47am two large trucks collided at the Adelup intersection right in front of Mobil blocking the flow of traffic both north and southbound for several hours. Guam Auto Traders sales executive Bob Zamora witnessed the crash, saying, "I was out here in the lot checking the cars and I heard the dump truck sounding its horn really bad and then I saw him avoid the car in front of him and then when the big IP&E gas tank was coming in without noticing, it was



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a blind corner and then just a big impact. You can hear the shake of the surrounding, it was like an earthquake. "Officer A.J. Balajadia with the Guam Police Department added, "I heard a big boom noise and looked in the rear view mirror and noticed a fireball." The nearby car lot caught the entire crash on video surveillance. Balajadia was in the parking lot of the Ricardo J. Bordallo Complex at the time. He ran from his vehicle to help the 21-year-old driver. The Angoco Trucking driver was OK, and even got out and ran away from the vehicle following the crash. "I ran towards the tanker truck, there was several people gathered in that area running towards the vehicle and trying to help the driver who was hanging out the window," he said. Balajadia got to the 49-year-old trucker inside the IP&E truck that was hauling jet fuel, and stayed with him until medics arrived to take him to the hospital. The man suffered broken legs and will have to undergo surgery. The scene had powder from fire extinguishers and sand laid over to absorb the oil spill. A backup IP&E truck was also brought in and the jet fuel transferred. Guam Homeland Security and Guam EPA also responded to ensure a proper clean up of the scene. "It could have been a really bad situation especially if there was an explosion," said Balajadia. The road was reopened just after 1 o'clock this afternoon. Highway Patrol officers continue to investigate the crash.

<http://www.kuam.com/story/16541969/fuel-tanker-truck-dump-truck-collide-near-adelup>

ALBANIA, DURRES, JANUARY 16 2012. 2 DEAD, 1 MISSING IN TANKER BLAST OFF ALBANIAN COAST

Two people were killed and another one went missing Sunday after a tanker under Sierra Leone flag caught fire and sank in Albanian waters of the Adriatic sea, a police spokeswoman said. The tanker Erdine had a 15-member crew on board, including two women, originating from Azerbaijan, Georgia, Turkey and Ukraine, according to Gazmen Tahiri, the head of the Albanian maritime department. The boat unloaded some 3,000 tonnes of fuel and was leaving the northwestern Albanian port Porto Romano when an explosion rocked the area some three nautical miles (5.5 kilometers) from the coast, the spokeswoman Ornela Ceko told AFP. "The explosion occurred at 1:30 pm (1230 GMT) and half an hour later the burning boat sank," a witness, Besim Imeri, told AFP by telephone. The rescuers saved 12 members of the crew and were searching for the one unaccounted for, police said. Those rescued were hospitalised in the nearby town of Durres.

<http://news.ph.msn.com/business/article.aspx?cp-documentid=5768686>

SAUDI ARABIA, JAZAN, JANUARY 19 2012. CHILD KILLED, BROTHER HURT IN FUEL TANK BLAST

A six-year-old Saudi boy was killed while his four-year-old brother was seriously injured when a fuel tank exploded near them. The two boys were playing near a waste site in the southern province of Jazan when the tank exploded after catching fire at the waste. "The older brother Ayad was killed while his brother Waleed was seriously injured...police have opened an investigation into the accident," the Saudi Arabic language daily Kabar said.

<http://www.emirates247.com/news/region/child-killed-brother-hurt-in-fuel-tank-blast-2012-01-18-1.438370>

ENGLAND, ESSEX, JANUARY 19 2012. PETROL TANKER CAB ARSON IN THURROCK LINKED TO EARLIER FIRE



Fire crews were able to contain the fires to the cabs.

Police believe two incidents of arson in Essex, one of which involved three petrol tanker cabs, are connected. Six vans and three trailers were set alight in Weston Avenue, Thurrock, at 01:45 GMT on Tuesday. Three cabs connected to petrol tankers were later set on fire in nearby Motherwell Lane at about 22:00 GMT. Fire crews were able to prevent the fire spreading to the tankers in what police described as a "staggeringly thoughtless" act. No-one was injured in either incident.

'Close Proximity'

The exact causes of both are being investigated and police are checking CCTV footage of the area. Det Ch Insp Simon Anslow, of Essex Police, said: "At the moment we're approaching them as a linked investigation. "It seems too coincidental to have two offences in such close proximity within 20 hours of each other." He added: "The danger they caused by setting [the cabs] on fire is just immense. It's staggeringly thoughtless. "The tankers were parked up immediately behind and there were other vehicles parked up adjacently. "Those tankers could have exploded and would have undoubtedly set the ones adjacent to them off and we could have had a major explosion.

<http://www.bbc.co.uk/news/uk-england-essex-16616211>



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ENGLAND, MILFORD HAVEN, JANUARY 19 2012. MILFORD HAVEN-BOUND OIL TANKER COLLIDES WITH FISHING VESSEL

A tanker carrying 90,000 tonnes of crude oil to Milford Haven collided with a Belgian fishing vessel just after 1am this morning (Wednesday). Mark Andrews, Harbourmaster at Milford Haven Port Authority confirmed that the tanker sustained some damage, although no pollution has resulted from the incident and nobody was injured. He said: "We understand that at 1.15am today (January 18th 2012), a Belgian fishing vessel named "The Deborah" collided with an oil tanker, "The Sea Transport", 14 miles from the entrance to Milford Haven. "The oil tanker, which is carrying 90,000 tonnes of North Sea crude oil, came from the Sullom Voe Terminal in the Shetland Islands. "An inspection by the crew has reported the tanker sustained some damage to compartments at the stern of the vessel approximately three metres above the water line and well away from any cargo or fuel storage areas, which are contained within a double skin. "The tanker, which was due to berth at Milford Docks at 2pm today, will remain where it is, 14 miles outside port limits, while we wait for a survey report from the Maritime & Coastguard Agency (MCA). The tanker will only be permitted to berth once it has been confirmed by all agencies that it is safe to do so." A Marine Accident Investigation Branch (MAIB) spokesman said: "We are aware of the incident and are making initial enquiries."

http://www.westerntelegraph.co.uk/news/9478397.Milford_Haven_bound_oil_tanker_collides_with_fishing_vessel/

NIGERIA, LAGOS, JANUARY 19 2012. CHEVRON SAYS NIGERIA RIG FIRE STILL BURNING

Braden Reddall



Chevron Corp reported early indications that equipment failure may be the cause of a fire still burning on a drilling rig off the coast of Nigeria more than a day after it broke out. Two contractors missing after the fire aboard the K.S. Endeavor, operated by FODE Drilling Nigeria Ltd, had not yet been found, the company said in a statement on Tuesday. Chevron, already under scrutiny due to an oil spill off Brazil caused by the loss of control of a deepwater well, said a full investigation was under way of the accident on the Nigerian shallow-water rig. "Initial indications point to the possible failure of surface equipment during drilling operations that led to a loss of well control," the company said in a statement. Chevron said the rig had partially collapsed, and it could not estimate how long the fire would continue. But the company said 152 workers on the rig and an associated barge were safely evacuated, with two hospitalized due to minor burns. Drilling contractor Hercules

Offshore Inc said earlier on Tuesday it may have lost a liftboat in Nigeria following the K.S. Endeavor fire. A sheen estimated at 13 barrels was visible near the natural gas exploration well in the Funiwa field, about 6 miles (10 km) off the coast in 40 feet (12 meters) of water, Chevron said. The company has contracted a rig from Transocean Ltd to drill a relief well at the site, and is deploying additional experts to assist in getting the well under control. The second-largest U.S. oil company already faces pressure due to the November oil spill off Brazil, where regulators have fined Chevron and a huge lawsuit has been filed. Chevron shares rose 0.6 percent on Tuesday, though that was less than the 1.3 percent rise in an index of oil companies. Chevron holds a 40 percent interest in the Nigerian well, while the Nigerian National Petroleum Corp holds the rest.

<http://af.reuters.com/article/investingNews/idAFJOE80H00V20120118>

ITALY, ISOLA DEL GIGLIO, JANUARY 19 2012. ITALIAN CAPTAIN 'TURNED TOO LATE'



The ship lies close to shore, so any oil released could do major damage.

Even as the search continues for any further survivors of [the Costa Concordia accident](#), questions are being asked about the potential environmental impact. We have a big ship with tanks full of fuel, aground on an island in a sea fringed with natural protected areas. So the worst case scenario is pretty bad. Isola del Giglio, where the stricken cruise ship rests, is part of the [Tuscan Archipelago National Park](#), the largest marine protected area in Italy. Among its inhabitants are important plants and birds and some rare frogs, while the seas support coral, cetaceans and the occasional [Mediterranean monk seal - a critically endangered species](#). However,

there is also quite a large human presence in the archipelago. [On Giglio itself](#), only about half the land area is protected, and none of the seas around the shore. Other islands further to the north and west - Elba, Pianosa, Montecristo - contain more



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natural riches. To the east on the mainland, lies the Laguna di Orbetello, an important bird reserve. A little further north is the [Natural Park of Maremma](#) - the only Italian habitat for at least one dune-dwelling plant, a stopover point for migratory birds, and the location for a successful reintroduction of osprey. Elena Moutier, a scientific consultant working at the park, told BBC News that an oil spill there "would be a disaster". "The Maremma Park is one of the most important regional parks in Italy, for the landscape, the ecosystem and the richness in endemic species of plants and animals," she said. However, all of this is in the realms of the potential, not the actual. As far as we are aware - and sources including the salvage company Smit and environmental group WWF concur - there has been no fuel spillage so far. There has been a fair amount of confusion about what material is on board, with some reports saying the Concordia runs on heavy fuel oil and others citing diesel. That's a crucial point if there is a spill. While relatively light diesel would disperse fairly quickly in a swelling sea, heavy fuel oil is clumpy and clinging, as we saw in the [Deepwater Horizon disaster](#) of 2010. The answer is that the ship contains both. Smit's figures are 2,400 tonnes of heavy fuel oil and 200 tonnes of diesel; the manufacturer of the ship's engines told BBC News that they are "fuel flexible". For comparison, said Simon Boxall from the UK's [National Oceanography Centre](#), the fuel oil consignment is equivalent to "about half of a day's output" from the Deepwater Horizon disaster "when spewing oil at the full rate". But the ship's proximity to the coast means a spill would be "damaging", he said. Smit's experts and equipment are now in place near the stricken ship, and are ready to begin extracting the oil. The process involves drilling holes at the highest and lowest points of the tanks and fitting valves to them. Seawater exerts pressure from the bottom, forcing the oil up and out of the top valve. The sticky oil is encouraged to flow by using heat from a steam generator on a nearby barge. The process could take two to four weeks. The big risk in the meantime would be if the vessel began breaking up. During a news conference on Tuesday morning, contractors were optimistic that it would not. The seas are said to be calm; and although the Concordia is perched in coastal shallows with the potential to tumble into deeper waters, Smit believes it's unlikely to move. "Based on the first underwater pictures, there are quite a number of [hull] penetrations on the starboard side," operations manager Kees van Essen told reporters. "They are acting as an anchor; so although we never underestimate the danger, the chance of the vessel sliding down into deeper water is minimal." In case of spillages in the meantime, the site is surrounded by booms - although as Deepwater Horizon proved, their utility as barriers can be substantially less than promised. Perhaps the closest recent comparator is [the Rena](#), the container ship that struck New Zealand's Astrolabe Reef in October. Again, the site was in an area of outstanding ecological importance. And the pounding seas eventually broke the ship in two. Nevertheless, the incident fell a long way short of constituting an environmental disaster - mainly because salvage operators [were able to pump out the vast majority of the oil](#). So far, the indications are that the Concordia may prove even less damaging - at least from an environmental point of view. In both cases, there's a wider question. Neither vessel was on its scheduled course, for different reasons. But parts of the Italian government and environment groups are asking whether such large vessels should be able to travel through, or even close to, areas that are supposed to be protected. As Italy's Environment Minister Corrado Clini put it, referring to the passenger boats that ferry people around the Venetian lagoon: "That's enough, we have to stop treating these ships like they were simple vaporetti [small ferries]." But cargo ships and cruise liners have commercial imperatives to go where they go. We will see whether Mr Clini wins the argument he is bound to have if he is serious about reining them in. <http://www.bbc.co.uk/news/science-environment-16597720>

USA, N.D, FARGO, JANUARY 19 2012. 10 YEARS LATER: COUPLE RECALLS HORRORS OF MINOT TRAIN DERAILMENT

travis skonseng

 [Watch the Video Couple recalls horrors of Minot train derailment](#)

A decade ago an unimaginable tragedy struck the city of Minot. A train derailed, sending a deadly chemical into homes, as people slept. The wounds are still fresh for many victims of the horrific crash that stunned the state. The Canadian Pacific derailment killed one man and forced hundreds of homeowners to evacuate. Tonight, we meet two survivors, still coping with the terror on the tracks. Liz Rogness – Minot Native: "It kind of replays like a movie in your mind." Ten years to the day, the scary scenes from that horror movie continue to haunt Minot native Liz Rogness. Liz Rogness: "And just kind of like your life flashing before your eyes. Really thinking, we're not going to make it. The next morning, there's going to be cars full of people and families that are going to be found dead." The Fargo woman quickly rewinds to that deadly day as if it were yesterday, her family of six fleeing in the middle of the night. Liz Rogness: "And I remember that so vividly, just kind of watching your parents. Just kind of seeing their desperation of kind of the weight of the world and their kids on their shoulders." Thirty-one of the 112



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rail cars went off the tracks January 18th, 2002. Five tank cars carrying anhydrous ammonia ruptured, sending a powerful chemical over the city. Cody Rogness: "The cloud kind of hung down in the valley." Liz Rogness: "So we all held wet wipes over our faces." The cloud so thick, you couldn't see in front you. Liz's family became trapped in their vehicle. Liz Rogness: "Are we just going to die here? I remember really truly feeling what's going to happen if my parents die. Am I going to have to drive the vehicle? Am I going to be responsible?" They patiently prayed for help, all along the chemical seeping into their bodies, burning their eyes and making it hard to breathe. The 16 year-old feared the worst. Liz Rogness: "So just thinking in that car of, 'okay am I ever going to get married? Am I ever going to have kids? Like is this really going to be my last day.'" But that would not be the case. Liz and her family made it to a neighbor's home. A couple years later, she'd meet the love of her life, Cody. Ironically, they married in 2010, with a picture in front of train tracks. Cody Rogness: "It's something that really did scar her family." Liz Rogness: "It really brought our family together and made us stronger and really made us realize that throughout it all God was protecting us." Liz still gets dry eyes and has respiratory problems. Doctors aren't sure why that is or what future health troubles she may have. Six thousand people filed claims. The railroad settled some lawsuits. In 2008, a federal judge awarded \$7 million to about 4,000 victims who didn't file individual suits.

Related Links

- [First Responders Recall 10 Years Ago](#)
- [Minot's Train Derailment: 10 Year Anniversary](#)

<http://www.wday.com/event/article/id/57772/group/homepage/>

USA, V.I. ST. CROIX, JANUARY 19 2012. MAJOR OIL REFINERY TO CLOSE IN US VIRGIN ISLANDS



One of the world's largest oil refineries will close next month, the company announced Wednesday, stunning nearly 2,000 workers and threatening to upend the reeling economy of the U.S. Virgin Islands. Industry analysts said the closure is unlikely to have a major effect on the global oil market, but Gov. John de Jongh described the loss of the territory's largest private employer as "a complete body blow" for the U.S. territory of about 108,000 people. He said Hovensa generated a minimum of \$60 million a year in revenue for the government, which recently laid off hundreds of public workers due to a budget crisis. "Given what we're going through right now, this is the last bit of news that I wanted to hear," he said in a teleconference with reporters. Losses at Hovensa, a joint venture of U.S.-based Hess Corp. and Venezuela's state-owned oil company, have totaled \$1.3 billion over the past three years and were projected to continue due to reduced demand caused

by the global economic slowdown and increased refining capacity in emerging markets, said Brian K. Lever, president and chief operating officer of Hovensa LLC. "We deeply regret the closure of the Hovensa refinery and the impact on our dedicated people," Lever said in a statement. "We explored all available options to avoid this outcome, but severe financial losses left us with no other choice." Hess announced in New York that it will take a \$525 million after-tax charge against its fourth-quarter 2011 earnings due to the shutdown. The refinery employs about 1,200 people in St. Croix in addition to approximately 950 contractors, according to Hovensa spokesman David Roznowski. About 100 people, including contractors, will work at the oil storage terminal, the company said. The refinery, founded in the 1960s, has been producing about 350,000 barrels per day during the rough economic climate. It relies on oil for fuel while competitors on the U.S. mainland use less expensive natural gas. Hovensa was the third largest U.S. refinery before it cuts its capacity of 500,000 barrels by 30 percent last year. It is now the eighth largest, according to the U.S. Energy Information Administration. The refinery dominates the southern coast of St. Croix, where hundreds of workers live in company-built neighborhoods. Speaking in hushed tones during a shift change at Hovensa on Wednesday, dozens of workers wondered where they would go after the refinery is converted to an oil storage terminal. "This is all I know," said a worker who had been with the plant for more than 30 years. "I don't know what I am going to do now." Like others, he declined to be identified for fear of angering managers who will allocate the few remaining jobs. The company's website says it is still one of the 10 largest oil refineries in the world, but the closure is not expected to have a major effect on the oil industry because it had not been operating at full capacity, said Fadel Gheit, senior energy analyst for Oppenheimer & Co. Hess benefits because it had been hemorrhaging money through the refinery, he said. The closure reflects a three-year trend across the U.S. of refineries closing because of the global financial crisis, a drop in gasoline



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consumption and a shift in growth elsewhere, Gheit said. "They cannot compete with the modern refineries being built in India, China and the Middle East," he said. Despite the closure, the U.S. remains Venezuela's largest customer, and Venezuela is still among the top four suppliers of crude oil to the U.S., he said. Alejandra Leon, a Latin America oil analyst for Cambridge, Massachusetts-based IHS CERA, said that in 2010, PDVSA reported the Hovensa refinery processed 389,000 barrels a day, of which 227,000 barrels a day were supplied by Venezuela. She said it wasn't clear where the remainder came from. She said there is an excess of refining capacity globally, so Hovensa's closure "is helping to rebalance the market." Hovensa spokesman Alex Moorehead said the refinery equipment will shut down by mid-February, but that the company will continue to provide fuel oil to the island's Water and Power Authority through end of June. Local Sen. Terrence Nelson said the announcement "is a blow in the gut," and suggested the territory might need assistance from the federal government. Nelson accused Hovensa of violating a long-term agreement with the government to continue refinery operations on the island. Nelson said it is unclear what Hovensa will need to do to compensate the government for breaching the agreement. "It's devastating," Senator Samuel Sanes said. "It was something I suspected was going to happen, but of course it took me by surprise. On a personal level it affects many people in my family. I have many in my family working for Hovensa." De Jongh said he called an emergency meeting to talk about ways to offset the economic damage. He warned that local fuel prices will likely rise while the government looks for other suppliers and said officials are asking the U.S. Environmental Protection Agency to ease sulfur content restrictions so they can quickly contract a new supplier. The Energy Information Administration reported last year that the refinery accounted for 85 percent of the territory's petroleum products. De Jongh said he will also ask Hovensa officials if they are interested in selling the facility. "I cannot afford to have an asset of that size sitting there," he said. In January, Hovensa entered into a consent decree with the U.S. Environmental Protection Agency and Justice Department in which the company agreed to invest \$700 million on pollution controls after a series of chemical releases affected people living downwind from the refinery. Hovensa also agreed to pay a \$5.4 million penalty for violating the Clean Air Act. It is unclear how the agreement will be affected by the closure. EPA spokeswoman Mary Mears said the agency and the U.S. Department of Justice are still talking with Hovensa officials about how the closure will affect the consent decree. She said the company already paid the penalty.

http://www.cbsnews.com/8301-505245_162-57360857/major-oil-refinery-to-close-in-us-virgin-islands/

COLOMBIA, BOGOTA, JANUARY 19 2012. SABOTAGE ON OIL PIPELINE IN COLOMBIA



A stretch of an oil pipeline was dynamited on Wednesday in a rural zone of the Colombian department of Norte de Santander, a bordering region with Venezuela, confirmed a source from the oil sector. "We can not blame anyone yet, but we do know that it was sabotage, a bomb blast", the technical director of Petroleo del Norte Company, Renzo Coronado, told the press. The specialist also stressed that the blast caused an oil spill, the magnitude of which has not been established yet, as action to assess the damages and repair the oil pipeline are being coordinated with security forces. Coronado assured that the staff of the company activated checkpoints located in the tributaries that flow into Catatumbo River to prevent the oil slick from spreading. The sabotaged oil pipeline, Rio Zulia-Ayacucho, is 180 kilometers long and carries crude oil from fields of the state-owned Ecopetrol, Norte de Santander, to

the neighboring department of Cesar, also bordering Venezuela.

http://www.plenglish.com/index.php?option=com_content&task=view&id=469339&Itemid=1

AUSTRALIA, NEW SOUTH WALES, SYDNEY, JANUARY 19 2012. SHELL AUSTRALIA PARTIALLY SHUTS CLYDE REFINERY

Oil giant Royal Dutch Shell has partially shut its 75,000 barrels-per-day Clyde refinery near Sydney for an unplanned maintenance, its spokesman told Reuters on Wednesday. "Shell Australia has temporarily shut down part of its Clyde refinery to carry out unplanned maintenance works," the spokesman said in an emailed statement. "Shell is not expecting any issues with supply to its customers as a result and there are currently healthy stocks at our Shell branded retail network in New South Wales." He declined to say which units were affected by the outage or how long it was expected to last. Diesel exports from Singapore to Australia more than tripled in the week ended Jan. 11 to 129,269 tonnes from 37,516 tonnes the week before,



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latest data from the International Enterprise showed. But it is unclear if the spike in exports to Australia is related to the Shell outage in Sydney.

<http://www.reuters.com/article/2012/01/18/shellclyde-outage-idUSL3E8CI4SX20120118>

USA, MD, SILVER SPRING, JANUARY 19 2012. TRAPPED WORKER RESCUED FROM UNDERGROUND TANK

A man working in a 10-thousand gallon underground tank who became injured and couldn't get out of the tank has been rescued, according to the Montgomery County Fire Dept. Just before 4 p.m. Tuesday, rescue units received a report of someone trapped below ground in the 1200 block of East-West Highway. The units discovered a man who had been working in an underground tank near the Blair East Apartments. He had somehow become injured, and although his injuries were not life-threatening, they prevented his getting out of the tank. After taking readings and doing other safety tests, two Montgomery County Fire/Rescue personnel went into the tank. The rescuers were able to get the injured worker into a harness. He was removed from the tank and taken to an area hospital with non life threatening injuries. No information is available at this time about the nature of his injuries, how he was injured or what he was doing in the tank. The name of the company he works for is not known at this time.

<http://wusa9.com/news/article/185364/189/Trapped-Worker-Rescued-From-Underground-Tank>

ALASKA, ANCHORAGE, JANUARY 19 2012. RUSSIAN TANKER BEGINS TRANSFERRING FUEL TO ICED-IN ALASKA TOWN

 **Photo's** [Much-Needed Fuel Arrives in Alaska](#)

 **Watch the Video** <http://www.foxnews.com/us/2012/01/17/fuel-transfer-begins-at-iced-in-alaska-town/>



A Russian tanker and its crew have begun offloading more than a million gallons of fuel to an iced-in city along the western coast of Alaska. Two parallel hoses, 700 yards long each, are stretched between the tanker Renda and a pipeline that will deliver the fuel to storage tanks in the city of Nome. One is carrying gasoline, the other diesel fuel. The transfer could be finished within 36 hours or it could take as long as five days. It started near sundown Monday, after crews laid the hoses along a stretch of Bering Sea ice to the pipeline that begins on a rock causeway 550 yards from the tanker, said Jason Evans, board chairman of the Sitnasuak Native Corp.

Sitnasuak owns the local fuel company, Bonanza Fuel, and has been working closely with Vitus Marine, the supplier that arranged for the delivery of the 1.3 million gallons of fuel. State officials said the transfer must start during daylight, but can continue in darkness. Nome has just five hours of daylight this time of year. The city of 3,500 didn't get its last pre-winter barge fuel delivery because of a massive November storm. Without the Renda's delivery, Nome would run out of fuel by March or April, long before the next barge delivery is possible. Alaska has had one of the most severe winters in decades. Snow has piled up 10 feet or higher against the wood-sided buildings in Nome, a former gold rush town that is the final stop on the 1,150-mile Iditarod Trail Sled Dog Race. The Renda began its journey from Russia in mid-December, picking up diesel fuel in South Korea before heading to Dutch Harbor, Alaska, where it took on unleaded gasoline. It arrived last week off Nome on Alaska's west coast, more than 500 miles from Anchorage. A Coast Guard icebreaker cleared a path for the 370-foot tanker through hundreds of miles of a slow journey stalled by thick ice and strong ocean currents. In total, the tanker traveled an estimated 5,000 miles, said Rear Adm. Thomas Ostebo, commander of District Seventeen with the Coast Guard. "It's just been an absolutely grand collaboration by all parties involved," said Stacey Smith of Vitus Marine, the fuel supplier. Smith said the effort is a third of the way over with the arrival of the Renda near Nome. Pumping the fuel from the tanker will be the second part. The third part will be the exiting through ice by the two ships. Personnel will walk the entire length of hosing every 30 minutes to check for leaks, Evans said. Each segment has its own containment area, and extra absorbent boom will be on hand. The Coast Guard is monitoring the effort, working with state, federal, local and tribal representatives, Chief Petty Officer Kip Wadlow said. The fuel participants had to submit a plan to state environmental regulators on how they intended to get the fuel off the Renda, he said. "We want to make sure the fuel transfer from the Renda to the onshore storage facility is conducted in as safe a manner as possible," he said.

<http://www.foxnews.com/us/2012/01/17/fuel-transfer-begins-at-iced-in-alaska-town/>



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Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 803 Newsy Stuff

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January 26 2012



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USA, PA, PITTSBURGH, , JANUARY 19 2012. WESTMORELAND FIREWORKS SALES RINGLEADER GETS FOUR YEARS IN PRISON

paul peirce

The ringleader of a group of Mt. Pleasant-area men who sold illegal fireworks for decades was sentenced by a federal judge on Wednesday to serve more than four years in prison despite pleas for leniency from family and friends. James E. McCloy, 61, of Bridgeport, Mt. Pleasant Township, was sentenced by U.S. District Judge Arthur Schwab to serve four years and three months in prison followed by three years of supervised release. McCloy pleaded guilty in June to conspiracy, two counts of transporting explosives without a license and possession of a firearm by a convicted felon in connection with a 2008 raid at his home. Agents from the Bureau of Alcohol, Tobacco and Firearms allege that McCloy led a group that brought in truckloads of fireworks to the state and resold them, according to federal agents. In addition to fireworks, they dealt in flash powder and M-80s and M-200s, which are illegal and classified as explosives under federal law, agents said. The four men operated a fireworks business from 2003 through 2008, when ATF agents raided McCloy's home and confiscated trailers filled with explosives and thousands of cases of fireworks, authorities said. They also found 10 pistols and rifles at the home, according to records. James McCloy's brother, Howard F. McCloy, 64, had been sentenced to serve 15 months, while his son, Howard "Tubs" McCloy Jr., 22, and Fred Collins, 62, were sentenced to probation. Before Schwab delivered the sentence, he received letters asking for leniency from several McCloy relatives and area residents, court records show. Retired Mt. Pleasant Area School District administrator Linda M. Vecchio told the judge she has known McCloy for more than 30 years. She described him as "a true friend and person who is there to help anyone in any way he can. I have had numerous experiences with Jimmy, whether I needed a favor or had a problem to be solved, I knew I could always count on him," she wrote. In court filings, McCloy's attorney, William McCabe, contended that fireworks, legal and illegal, are part of American culture. "This case involves the seasonal sale of such display fireworks by Mr. McCloy, solely in connection with the celebration of the Fourth of July holiday, and unfortunately without possessing a federal explosive license. Mr. McCloy has had a lifelong fascination with fireworks in connection with celebrating the Fourth of July holiday," McCabe told the court. Federal officials described the McCloy's illegal fireworks operation as expansive. The men sold shipments of up to 100 cases at a time in Ohio, West Virginia and Maryland, sometimes earning as much as \$3,000 per transaction, according to the indictment. When agents conducted a raid on June 19, 2008, on Howard McCloy's property, also in Bridgeport, they found 13,000 explosive devices in trailers.

http://www.pittsburghlive.com/x/pittsburghtrib/news/westmoreland/s_777216.html

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, JANUARY 19 2012. ORICA'S EXPLOSIVE PLANS FOR VINEYARD IN UPPER HUNTER VALLEY

malcolm holland

Accident prone Orica plans to store 2000 tonnes of ammonium nitrate, the explosives chemical at the centre of several leaks from its Newcastle factory, on the site of a Hunter Valley winery. Orica is negotiating to buy the former [Rosemount Estate winery](#) near Denman in the upper Hunter Valley and has lodged development plans with Muswellbrook Council to build an ammonium nitrate storage facility. The plans reveal it wants to truck the ammonium nitrate from its Kooragang Island plant, the scene of a series of leaks which forced its shutdown in recent months, for use as an explosive in Hunter Valley mines. The company was forced to alert the government to yet another leak on Tuesday afternoon, this time of mercury from its Port Botany plant in Sydney. Environment Minister Robyn Parker said yesterday the mercury emission was "deeply concerning". Rosemount Estate, one of the country's most recognisable wine labels, was sold to Foster's Group several years ago and Foster's early last year sold the 260ha site to a company called UHI. UHI's director Bob Wheeldon said yesterday he was "not in a position to comment" on the sale to Orica. Green groups said Orica's safety record and history of not informing the public of leaks at its plants meant there were questions over how its Rosemount Estate storage would operate. "Orica's proposed new ammonium storage facility in the Hunter Valley should be ruled out until the company can demonstrate a stronger risk management approach and compliance with pollution laws across all its facilities," a spokeswoman for the Nature Conservation Council of NSW said yesterday. "State parliament is currently investigating whether the litany of toxic incidents at Orica's Kooragang Island facility indicates a systemic failure to control pollution. Hunter Valley anti-coal seam gas activist Graeme Gibson said yesterday he wanted to know more about Orica's plans but was concerned the company wanted to truck the chemical through the Hunter Valley - because of its record of leaks. Denman Chamber of Commerce president Craig Benjamin said community meetings were scheduled with Orica in the next few weeks and said that he was personally not opposed to the project.



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Related Links

- [EPA on trail of latest Orica spill](#)
- [Fire at Orica plant after lightning](#)
- [Another leak at an Orica plant](#)

<http://www.dailytelegraph.com.au/news/oricas-explosive-plans-for-vineyard-in-upper-hunter-valley/story-e6freuy9-1226247712887>

INDIA, SOUTH DELHI, VASANT VIHAR, JANUARY 19 2012. FIRE AT LPG FILLING STATION >> 4 PERSONS, INCLUDING 2 FILLING STATION EMPLOYEES, INJURED



PTIFire personnel at the CNG pump in South Delhi where a fire broke out on Monday.

Four persons sustained minor injuries when a car caught fire at an LPG filling station of Indian Oil in South Delhi late on Monday evening. The fire at the filling station, located at Munirka near the Vasant Vihar DTC bus depot, was reported around 8-25 p.m. As per the preliminary reports, a car that had come to the filling station caught fire. To ensure that the blaze did not spread to the rest of the filling station, a number of staff members began using fire extinguishers to douse the flames. In the process, two filling station employees and two other persons suffered minor injuries. In the meantime, the Delhi Fire Service said, the fire spread to the main valve of the LPG supply. Almost three hours after the fire started, the Fire personnel were still battling the blaze which though confined posed a serious threat to the entire area. In all, the DFS had pressed 10 vehicles into service till 11-30 p.m. It said its personnel were continuously spraying water on the fire to control it. To limit the impact of the fire, the Delhi Police quickly cordoned off the area and diverted the traffic in the vicinity to safety. It also quickly cleared the way for the emergency vehicles to operate. The entire area was cordoned off to keep the bystanders at bay and to allow the fire fighters an opportunity to combat the blaze effectively.

<http://www.thehindu.com/news/cities/Delhi/article2807810.ece>

USA, UT, STOCKTON, JANUARY 20 2012. US ARMY BURNS OFF FINAL CHEMICAL WEAPONS IN UTAH

Gary McCloskey may have destroyed more chemical weapons than any man alive, but he barely reacted when the final weapons from the world's largest stockpile of warfare agents came out of an incinerator. McCloskey, a 63-year-old engineer and manager for URS Corp.'s Federal Services division, was on hand as a U.S. Army depot in Utah finished destroying the last of 1.3 million munitions filled with a witches' brew of toxins, blister and blood agents. He was on a Pacific atoll in 1986 when the Army destruction campaign started, living just 300 yards from an incinerator. "These things really are detoxified and are safe," McCloskey said Wednesday at the Deseret Chemical Depot, watching a video feed of mustard agent projectiles leave an incinerator on a conveyor belt. "This is the last tray of the last weapons to go through this plant." The last 23 projectiles were baked for two hours at 1,500 degrees, purging them of mustard agent, which can produce painful skin blisters. The Utah depot, which at its peak held 13,600 tons of chemical agents, making it the world's largest, expects to complete the job by the weekend when it incinerates bulk supplies of Lewisite, a powerful skin, eye and lung irritant. By then, the U.S. Army will have destroyed about 90 percent of its aging chemical weapons that accumulated through the Cold War. "We can honestly say that the destruction of chemical agents ... has made the world a safer place," said Col. Mark Pomeroy, commander of the Deseret Chemical Depot. The U.S. is part of an international treaty to rid the world of chemical weapons, a campaign taking place with spotty success around the globe. The goal was supposed to be accomplished by April 29 but will take years longer. "Clearly, it's still a tremendous example of what the world can do," said Craig Williams, director of the Chemical Weapons Working Group in Berea, Ky., an advocate for safe disposal. "You've got 188 of 194 countries on the planet signing the treaty. It's an impressive effort, a great step forward for the safety of the world." The U.S. has acknowledged it will take as long as 2021 to finish destroying the final 10 percent of its chemical weapons at depots in Pueblo, Colo., and Richmond, Ky. Russia is farther behind in its effort, having destroyed only about 48 percent of a large cache of chemical weapons, according to the Organisation for the Prohibition of Chemical Weapons in The Hague, Netherlands. An international tribunal voted last month to waive trade or other sanctions and instead subject the U.S. and Russia to increasing pressure and inspections. Each country



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must submit plans by April 29 detailing how they will finish the job "in the shortest time possible." A third country, Libya, also is expected to miss the deadline. The recent uprising in Libya interrupted that country's work and exposed more chemical weapons depots than were thought to exist, Williams said. In the U.S., the Army has finished destroying chemical weapons at depots in Anniston, Ala.; Pine Bluff, Ark.; Newport, Ind.; Aberdeen, Md.; Umatilla, Ore.; and a Pacific atoll where the work started in 1986, according to the Army's Chemical Materials Agency. That leaves a stockpile of mustard agent in Pueblo, Colo., and a mixed inventory of mustard and nerve agents at Kentucky's Blue Grass Army Depot. The Deseret Chemical Depot in Utah once contained 44 percent of the nation's supply of chemical agents. The depot didn't just hold obsolete U.S. weapons. A supply of nerve agent seized from Nazi Germany at the end of World War II was destroyed only months ago. McCloskey said about 1,100 URS contract workers are being let go with generous severance, sent into early retirement or transferred to other chemical weapons depots. Others took advantage of the company's college benefits to learn a new trade. A small number will remain for cleanup duty. The Deseret Chemical Depot will be turned into an Army storage site for conventional weapons. The heavily guarded Utah incinerator sits in the middle of a desolate base of nearly 3 square miles, surrounded by barbed wire and chain-link fences in remote Rush Valley. Underground bunkers were used to store the explosive shells, mortars, land mines, projectiles, rockets, spray tanks for use by war planes and bulk storage containers. The Deseret Chemical Depot logged 14 million man-hours destroying weapons since 1996 without a single serious accident, Pomeroy said. Chemical weapons were introduced into warfare during World War I, killing 90,000 troops on battlefields, according to the Organisation for the Prohibition of Chemical Weapons. As far as is known, the U.S. has never fired a chemical weapon in anger, although some consider the use of the defoliant Agent Orange during the Vietnam War a chemical attack, Williams said.

http://www.philly.com/philly/wires/ap/news/nation/20120119_ap_usarmyburnsoffinalchemicalweaponsinutah.html

NIGERIA, LAGOS, JANUARY 20 2012. 2 PRESUMED DEAD AFTER CHEVRON RIG FIRE

Two foreign workers are presumed dead after an offshore rig exploded off Nigeria's coast, officials said Thursday, the second such incident in the last month the oil-rich West African nation. Chevron Corp. said in a statement early Thursday that it had stopped searching for the two missing workers after rescuing 152 others from the burning shallow-water rig, 6 miles off Nigeria's coast. "On behalf of Chevron, we extend our sincere condolences to the families of the missing individuals," said Chevron official Andrew Fawthrop. The two worked for FODE Drilling Ltd., which was operating the on Chevron's behalf, said FODE Operations Manager Ian Laidlaw. He declined to give nationalities. Chevron said it was investigating the fire from the gas exploration well, which occurred near its North Apoi oil platform and which forced it to shut down. However, Nigeria's government believes a "gas kick" — a major build-up of gas pressure from drilling — was responsible, said Levi Ajuonoma, a spokesman for the state-run Nigerian National Petroleum Corp. Chevron and other foreign oil companies in Nigeria pump crude oil in partnership with the state-run company. But experts say oil companies largely regulate themselves in a country where safety procedures are not enforced. Lawmakers approved a motion Thursday to investigate the cause of the incident and measure the losses it caused. "It not's enough for government to be looking for compensation," said Nigerian safety consultant Jeff 'vwede Obafor, "we should be heavy on prevention and professional discipline." A satellite image showed that the fire was at least 1,340 degrees Fahrenheit, "hot enough to soften steel," an independent watchdog group called SkyTruth said on its website. Residents in the coastal community of Koluama 1 in Bayelsa State told the Nigerian group Environmental Rights Action the fire that has been burning for more than three days has made life difficult. "Fishes are dying in great numbers in the ocean," community chief Christian Munghanbofa-Akpele told Environmental Rights Action. "Apart from the dead fishes, we are even scared of eating those that may be caught alive because of the pollutants in the environment." Even at night, "everywhere is orange-red," said Anna Orumo, another resident. The accident comes just over three weeks after Nigeria saw its worst offshore oil spill in more than a decade. The Royal Dutch Shell PLC spill from its Bonga deep-water field discovered on Dec. 20 was contained before reaching the West African nation's coast, 75 miles away, Shell officials said. However, the company acknowledged that workers only discovered the leak after daylight broke, noticing a sheen surrounding the Bonga vessel. In the meantime, less than 40,000 barrels — or 1.68 million gallons — had already bled into the Atlantic Ocean. Shell had said it would clean up another spill it discovered while containing their own, which the company said it had not caused. Nigeria, an OPEC nation, is the fifth-largest crude oil exporter to the U.S. Nigeria and has proven natural gas reserves of about 5.29 trillion cubic meters. It produces about 2.4 million barrels of crude oil a day. However, more than 50 years of oil and gas production has taken a heavy environmental toll.

<http://www.freep.com/usatoday/article/52676696?odyssey=mod%7Cnewswell%7Ctext%7CFRONTPAGE%7Cp>



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