



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 815 Newsy Stuff

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

February 25 2012



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AUSTRALIA, NEW SOUTH WALES, EVANS HEAD, FEBRUARY 15 2012. ETHANOL DAMAGE STARTING TO SHOW

samantha elley



E10 Contamination: A small sample of E10 contamination found in local fuel tanks.

As a mechanic for more than 30 years, Greg Slade, of Pro-tec Automotive in Evans Head, has seen plenty of problems with all types of cars. There is one new problem however, Greg said, that has emerged and "snowballed" in the last 18 months, and it has to do with the type of fuel being put in cars. "In the last 18 months I've been getting at least two to three cars a week with fuel system problems and it's turned out to be because of the ethanol found in E10 petrol," he said. "People were coming to me complaining that their car wasn't catching or was sluggish so I'd tune it up for them, but I had no idea what was wrong. I suggested they put premium fuel in their car and those who did said their cars ran better."

Petrol Research

After some research Greg came to the conclusion it was the cheap E10 fuel they were putting in their cars that was causing the problems. "Ethanol is an alcohol-based fuel that absorbs water," he said. "It can absorb its own weight in water and when it hits saturation point and sits in the bottom of a metal tank, it separates from the ethanol and that's where fuel tanks can rust out. Now 18 months down the track I am getting those cars that kept on using E10 and seeing the damage." Greg said the worst damage he had to fix was on a Holden Jackaroo where there was corrosion in the fuel tank and fuel pump and the carburettor was blocked. "That cost the owner \$1200 to fix. The fuel can also damage smaller motors such as in outboards, lawn mowers and whipper snippers."

E10 Is Not Cheaper In the Long Run

While E10 petrol is cheaper, Greg warned in the long run it is not a cheap fuel. "Fuel consumption goes down and tests have shown that a car runs 10% worse on E10 than with premium. Not to mention that ethanol is plant-based and food crops are replaced with crops for this fuel. It costs more to make than the benefits it's meant to provide."

Symptoms That E10 May Be Affecting Your Car:

- Slight drop in fuel consumption
- Car is sluggish when starting in the mornings
- Motor stalls or misses when starting

<http://www.northernstar.com.au/story/2012/02/15/ethanol-damage-starting-to-show/>

USA, AL, MOBILE, FEBRUARY 16 2012. ELECTRIC CIGARETTE EXPLODES IN US MAN'S MOUTH



A worker holds a partially assembled electronic cigarette. The battery-powered products resemble real cigarettes but produce a fine nicotine mist absorbed quickly and directly by the lungs.

A faulty battery caused an electronic cigarette to explode in a man's mouth in the US, taking out some of his front teeth, a chunk of his tongue and severely burning his face, fire officials said. Tom Holloway, 57, was trying to quit smoking so he was puffing on the device when it blew up, fire officials said. Officials have not officially identified the victim, but a Facebook page under his name was filled with well-wishers commenting on the injury and database searches matched his address with his name. "The best analogy is like it was trying to hold a bottle rocket in your mouth when it went off," said Joseph Parker, division chief for the North Bay Fire Department. "The battery flew out of the tube and set the closet on fire." Mr Parker said fire investigators do not know the brand of cigarette, type of battery or age of the device. It appears the battery was rechargeable lithium because a recharging station and other batteries were in the room, he said. Mr Parker said he has

forwarded information about the blaze to the Fire Marshall's Office to include in any databases on the devices. But Mr Parker said he has yet to hear of any similar instances. Fire Chief Joseph Miller said the victim contacted the department on Wednesday to thank firefighters and told them he was recovering at a hospital in Mobile, Alabama. Thomas Kiklas, co-founder of the Tobacco Vapor Electronic Cigarette Association, said the industry knows of no problems with the cigarettes or batteries exploding. Mr Kiklas said the cigarettes include a small battery and cartridge. The battery is designed to generate an electric charge when the device is inhaled. The charge sets off the vapor in the cigarette tube. Mr Kiklas cited a federal report that



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found 2.5 million Americans used electronic cigarettes last year. "There have been billions and billions of puffs on the cigarettes and we have not heard of this happening before," he said. Holloway and his family members did not immediately answer The Associated Press' requests for interviews.

Related Stories

- [E-cigarette explodes in man's mouth](#)
- [Electric cigarette blows out man's teeth](#)
- [iPhone catches fire on airliner](#)

<http://www.heraldsun.com.au/technology/electric-cigarette-explodes-in-us-mans-mouth/story-fn7celvh-1226272440917>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, FEBRUARY 16 2012. CHEMICAL SPILL IN NEWCASTLE

cole latimer

Koppers Australia's Mayfield plant in Newcastle has recorded a naphthalene spill.

According to the EPA the minor incident occurred after pipe was blocked during maintenance and cleaning, the Newcastle Herald reported. Newcastle plant consists of two continuous tar distillation units and a naphthalene still. The incident comes as the NSW Office of Environment and Heritage, of which the EPA is part, announces a change to environmental legislation in the state. It called on the public to submit comments to the proposed changes to improve the way environmental incidents are reported and managed. Gary Whytecross, the OEH's acting chief environmental regulator, said the change will see industries in the state required to identify who should be notified and when in the event of an incident. "The proposed changes put an onus on any industry in NSW who holds an Environment Protection Licence to prepare, implement and test pollution incident management plans," Whytecross said. "These plans will need to include proposed actions to be taken to protect communities and the environment from a pollution incident and clearly specify the procedures to inform local communities and relevant authorities. "It's about ensuring that serious pollution incidents are avoided to every the extent possible, but if they do occur they can be handled quickly and effectively." The ongoing spills at Orica prompted the change in legislation.



http://www.safetowork.com.au/news/chemical-spill-in-newcastle?utm_source=20120216&utm_medium=email&utm_campaign=newsletters

AUSTRALIA, QUEENSLAND, ILBILBIE, FEBRUARY 16 2012. TRUCKIES REELING AFTER CRASH, 1 A B-DOUBLE FUEL TANKER

 **Watch the Video** <http://www.dailymercury.com.au/story/2012/02/15/driver-dies-in-two-truck-crash-bruce-highway/>

 **Photo Gallery [15]** <http://www.dailymercury.com.au/photos/galleries/fatal-crash-ilbilbie/#/7>

nat bromhead



The scene of this morning's fatal two-truck crash.

A brotherhood of truckers shared coffee and breakfast at a Bakers Creek roadhouse Wednesday morning. Less than an hour later one of them was dead. Seasoned driver John Power fondly described his trucking mates as "like brothers". He said Wednesday morning was the same as many, the truckies eating together and sharing the usual camaraderie "I had breakfast with him this morning," Mr Power said. "We had coffee together." He said after the group enjoyed breakfast together the pair climbed into their rigs to prepare for another day at the wheel. One by one the trucks turned onto the highway, Mr Power moments behind his fellow truckie who was driving toward disaster. South of Ilbilbie, through heavy rain, he saw an

explosion. Screaming to all other drivers through the CB radio, he couldn't believe the carnage ahead. "I hit the brakes that hard. My heart's still sitting on the Kenworth badge on the front of my truck." The two trucks had collided just metres ahead. One a B-double fuel tanker heading north and the other his mate's low-loader carrying an 11-tonne ram. The low-loader's fuel tanks ignited. "I ran to the fuel tanker and pulled the driver out," Mr Power said. "He was shocked and stunned. I then took my



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extinguisher and started putting the fire out. "Then we found him, deceased, in the prime mover." A Sunshine coast-based driver who was first on the southern side of the scene said he was thankful it hadn't been him. Still visibly shaken hours later, he said the first thing he saw was the second B-double tanker 50ft in the air. The driver skidded his truck to a stop, the airborne fuel tanker landing 8ft from his cabin. "The impact split the B-double in half," he said. "I've never seen anything like it and never want to see it again." Snr Sgt Tony McDowall said the cause of the crash remained unknown and the forensic crash unit was continuing with investigations. He said the driver of the second semi-trailer had been transferred to Sarina hospital suffering from shock. The crash scene took all day to clear, with one lane of the highway re-opening at 6pm and the second lane reopening at 8pm.

Related Link [Police probe fatal truck crash](http://www.dailymercury.com.au/story/2012/02/15/driver-dies-in-two-truck-crash-bruce-highway/)

<http://www.dailymercury.com.au/story/2012/02/15/driver-dies-in-two-truck-crash-bruce-highway/>

USA, CT, NORWALK, FEBRUARY 16 2012. OIL SPILL FROM NORWALK SCHOOL CONTAMINATES POND

nancy quenther chapman

Hundreds of gallons of oil stemming from a spill at a Norwalk school is being cleaned up by the [Connecticut Department of Energy and Environmental Protection](http://www.ct.gov/deep). About 300 gallons of fuel oil has been recovered from a retention pond in the [Sunrise Hill condominium](http://www.sunrisehill.com) complex, said Dwayne Gardner of DEEP's communications office. It came from West Rocks Middle School, and DEEP is not sure whether that is all the oil. "The cleanup is still ongoing," Gardner said Wednesday. Maintenance was being done on an oil line that went to the school's burner, Gardner said. "Over the weekend it failed, so it spilled oil in the vicinity of the boiler," he said. Gardner didn't know whether the boiler was in the basement, but the oil entered the drainage system, then a catch basin and then a local stream. It then made its way to the retention pond. Residents of the complex complained of a strong fuel oil smell Tuesday, and authorities found the spill, he said. "We were out there yesterday, and we were out there today, and we will be out there for the foreseeable future," he said. "The school district has hired an environmental contractor to recover the oil and to remediate any contamination. We'll be out there supervising that." Gardner did not know how much the cleanup might cost. "We'll have to determine what's been contaminated, working with the contractor, and that will determine where our cleanup will go."

<http://www.thedailynorwalk.com/news/oil-spill-norwalk-school-contaminates-pond>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, FEBRUARY 16 2012. CALTEX MAY SHUT BOTH ITS REFINERIES, JEOPARDISING 800 JOBS



Caltex writes down value of two key refineries.

CALTEX Australia has flagged shutting its two domestic refineries, putting 800 jobs at risk and possibly marking the end of its presence as a fuel refiner after almost 70 years. Caltex Australia reported today that it had written down the value of the refineries by \$1.5 billion, partly because of the effect of the strong Australian dollar on its business. More than 800 people are employed at the refineries, in Kurnell in Sydney and Lytton in Brisbane, which provide almost one third of the country's total refining capacity of around 800,000 barrels a day. The closures would leave Australia with five remaining operating refineries. Caltex Australia chief executive Julian Segal said a review of the two refineries was six months from being completed. "The options are on the table and being considered: from investing to improve the competitiveness of the refineries to shutting down if we can have competitive and reliable supply," Mr Segal told reporters. He said no decision had been made but the status quo could not continue. The company blamed the writedowns on the high Australian dollar and competition from more modern, larger scale and thus cheaper and more efficient refineries in Asia. Caltex has been hit by higher costs and narrower refiner margins related to the cost of buying crude oil as it is not an upstream producer of oil. The value of the refinery assets has been reduced to \$340 million, from \$1.8 billion. Refineries in countries such as India and Singapore are more modern, sometimes producing more than one million barrels a day and handling a wider array of crude oils, compared to an average 100,000 barrels a day for an Australian refinery. Caltex Australia chief financial officer Simon Hepworth said the review was also investigating how to improve the refineries' productivity, including expanding the types of crude that could be processed, thus increasing the range of refined products with commercial uses. Mine Life resources analyst Gavin Wendt said Caltex might have already decided the refineries did not have a future in the long term and was preparing the market for their



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eventual closure. "They are growing profit in the retail business, service station where they sell chocolate bars and groceries, as their refining petrol margins have been declining because of refining costs," Mr Wendt said. "The other big disadvantage they have is that they are not a fully integrated oil company. "They don't go out and produce their own oil, they've got to buy their oil. "I think they've probably made a decision that in their long-term thinking it's going to be easier to import petrol." Caltex Australia said its forecast net operating profit for calendar 2011 was unchanged at between \$180 million and \$200 million, compared to \$302 million in 2010.

<http://www.heraldsun.com.au/news/more-news/caltex-may-shut-both-its-refineries-jeopardising-800-jobs/story-fn7x8me2-1226273077099>

CANADA, SASKATCHEWAN, FEBRUARY 16 2012. DIESEL FUEL ENTERS SEWER SYSTEM AFTER SPILL



A spill of approximately 200 litres of diesel at a Saskatoon gas station Tuesday saw an unknown amount of fuel enter the city's storm sewer system.

A fuel spill at a Saskatoon gas station Tuesday evening resulted in diesel fuel entering the city's storm sewer system. Saskatoon Fire and Protective Services crews and hazmat units were called just after 7 p.m. to a fuel spill at the Husky station at Marquis Drive and Highway 16 North where approximately 200 litres of diesel fuel had been discharged from one of the fuel pumps. Fire officials said in a news release that staff at the station acted quickly to seal off a storm drain on the lot and create a barrier to prevent more fuel from entering the storm sewer. Fire crews

assisted to contain the spill and secure the area to prevent traffic from passing through the area. Husky staff called an environmental cleanup company to remove the spilled fuel and materials and clean the pavement, the news release said. Saskatchewan Environment and the City of Saskatoon's water and wastewater treatment branch have been notified that an unknown quantity of fuel entered the storm drain and are investigating.

<http://saskatoon.ctv.ca/servlet/an/local/CTVNews/20120215/sask-fuelspill-120215/20120215/?hub=Saskatoon>

USA, MS, GULFPORT, FEBRUARY 16 2012. HAZMAT SPILL COULD TAKE THREE DAYS TO CLEAN

 **Watch the Video** [Chemical cleanup continues on Seaway Road](#)

 **Photo Gallery [5 pics]** [Hazmat spill could take 3 days to clean](#)



A cleanup crew works to remove a corrosive liquid that leaked from a Channel Chemical Corp. storage tank. The DEQ and the company said the spill poses no threat to public safety.

A hazardous-materials crew is working around the clock to clean up a corrosive liquid spill at Channel Chemical Corp. and expects the cleanup will take two or three days, Earl Etheridge of the state Department of Environmental Quality said Tuesday. Etheridge said the spill at the Seaway Road plant apparently occurred after a valve malfunctioned on a tank that held about 2,000 gallons of phosphorus acid, hydrochloric acid and a type of ethanol. The tank is outside the plant on the back of its property. "Close to 1,000 gallons came to rest inside their facility and

another 1,000 gallons spilled outside the fence," Etheridge said. "What I'm more concerned about right now is what is outside the fence line near the public right-of-way." Etheridge and a company spokesman both said the spill did not pose a threat to public safety. "Once the cleanup is done, DEQ's chemical branch in Jackson will come down and oversee the 'hows' and 'whys' of what happened and address anything that needs to be done to prevent it from happening in the future," Etheridge said. Tim Reid, Channel Chemical director of operations, said the spill occurred between 11:30 p.m. Monday and 6:30 a.m. Tuesday in an area where the plant is making upgrades. He said workers immediately dammed up areas around the plant's storm-water ditch, which runs along Seaway, to help contain the spill. Police and firefighters said they were notified at 9:54 a.m. Emergency response shut down traffic on Seaway for more than an hour. Etheridge said the cleanup crew will neutralize the acids, then suck them up or dig them up for safe disposal. Channel Chemical, in business for more than 25 years, manufactures industrial chemicals mainly for the oil and gas industries.

<http://www.sunherald.com/2012/02/14/3753408/hazmat-spill-could-take-three.html>



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USA, AK, ANCHORAGE, SEPTEMBER 17 2012. OIL COMPANY STILL TRYING TO CONTROL ALASKA WELL BLOWOUT, HELP ON THE WAY

craig medred

A North Slope oil rig was evacuated Wednesday after a Repsol drilling contractor hit a pocket of gas that triggered a methane blowout. The venting gas sparked fears the rig could explode, but the rig was intact and Repsol was reported to be working toward control of the situation. As of late Wednesday night, a crew of specialists was on its way from Texas to help bring the well under control. There were no reports of spilled oil. Repsol initially estimated that approximately 1,200 gallons of drilling mud had been released to the gravel drilling pad and surrounding snow-covered tundra. But as of Wednesday night, that estimate grew to 42,000 gallons of drilling mud, or about 1,000 barrels, according to the Alaska Department of Environmental Conservation. An unknown amount of gas had escaped. At 5:30 p.m. Wednesday, Repsol reported to the state that the flow of gas from the well had nearly stopped, with gas levels near the pad returning to safe levels. "Well control is still pending, and gas is currently being vented through a diverter," the North Slope Borough reported earlier in the day. "Well control and spill response operations are being mobilized." Repsol is a Spanish company and a relatively new player in Alaska's oil patch. State environmental regulators reported that Repsol contractor Nabors Drilling was sinking an exploratory well at the Qugruk 2 site located in the Colville River Delta. The drill penetrated a shallow gas pocket at about 2,600 beneath the tundra, resulting in a "gas kick" and causing the loss of drilling fluids as gas pressure forces drilling mud out of the well. "The gas kick drove drilling mud used to lubricate and cool the drill out of the hole, onto the gravel pad and adjacent snow-covered tundra," according to the Department of Environmental Conservation. "Additional mud was pumped into the borehole in an attempt to kill the well, but that mud was also blown out." The Alaska Department of Natural Resources approved formation of the Qugruk unit only weeks ago. In the plan dated Jan. 26, Repsol described plans to drill four exploratory wells in the area this winter. Wes Ghormley, a environmental program specialist with DEC, said he will fly to the North Slope Thursday. "Maybe it's a small pocket that will run itself out," he said. "They're bringing in professionals to figure out how to shut it off. The first step is to control the source." The blowout is near the village of Nuiqsit. A secretary at the offices of Kuukpiik Corp., the village Native corporation, said the community had been told in the morning to be prepared to evacuate, but by afternoon no one had moved. No one had reported smelling any gas from the well drifting into the village, she said; natural gas is typically odorless. DEC reported "the well is currently not under control," but gas was being run through the drill rig and diverted as efforts began to regain control. The drilling mud "is hazardous to the tundra," Ghormley said. "The majority is on the gravel pad (on which the rig sits). It's on the snow," which will help protect the tundra. Repsol told DEC it has hired well-control specialists from Houston to help tame the well. The crew from Wild Well Control Inc. is expected to arrive at 7 a.m. Weather conditions on the Slope were relatively friendly Wednesday. The air temperature was minus-14 and the winds light with some isolated snow showers.

<http://www.alaskadispatch.com/article/oil-company-still-trying-control-alaska-well-blowout-help-way>

NIGERIA, LAGOS, FEBRUARY 17 2012. DIESEL TRUCKS BURNT AT ILLEGAL DEPOT



Workers trying to put out the fire from depot.

About three trucks filled with diesel were burnt at an alleged illegal diesel depot at Ojota, Ikeja, Lagos State, Southwest Nigeria, Thursday afternoon when fire broke out at the depot. The cause of the fire outbreak which engulfed a vast expanse of land on Abayomi Adelaja Drive, Olusosun, Ojota, could not be ascertained as at press time, but eyewitnesses to the incident gave different accounts as to the actual cause. One version has it that the fire broke out when some diesel dealers with their drivers operating in the area were transferring diesel from one truck to another. Sources said there were about fifteen trucks, waiting to load their trucks. Another account, has it that fire broke out when some greedy diesel dealers were mixing original diesel with spirit and kerosene to maximise profit. The source further said

that the dealers have been in the nefarious business for quite a long time. "The place is always crowded with truck drivers who usually come there to buy cheap and adulterated diesel, rather than patronising the filling stations for genuine oil. "The Lagos State government and security operatives should urgently investigate the unwholesome activities of these agents of destruction to prevent further damage to the economy of Lagos State," the source stated. When P.M.NEWS visited the scene on Thursday afternoon, Lagos State fire fighting personnel were seen battling to put out the fire which had already burnt down



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about three trucks. It was gathered that ten other drivers who had lined up their trucks to load diesel hurriedly drove away immediately the fire broke out. The police at Alausa Police Division, were also at the scene to maintain law and order.

<http://pmnewsnigeria.com/2012/02/17/113029/>

USA, MD, BALTIMORE, FEBRUARY 17 2012. SETTING RECORD STRAIGHT ON JACKSONVILLE SPILL

In a recent article, [Exxon Mobil Corporation](#)'s public relations team described its massive gasoline spill in the Jacksonville area of Baltimore County as an "unfortunate accident" ("Residents sort through ruling on Exxon spill jury verdict," Feb. 11). The oil company's spin ignores what really happened. Exxon's gas station unleashed 26,000 gallons of petroleum into the aquifer, the sole source of drinking water for Jacksonville families. That never would have happened had Exxon kept the promise it made, under oath, to the Baltimore County Board of Appeals to install a protective underground liner. Exxon made that promise to surmount vigorous opposition from the county health department to its gas station that was being built. Another Exxon station nearby, then closed, had earlier contaminated the same aquifer. Extra protective measures should have been taken. Indeed, Exxon's representative told the Board of Appeals the new gas station would be "state of the art" with "extraordinary measures" to prevent underground discharges into the aquifer. But the promised safeguards were never put in place. Exxon also claims the aquifer water in Jacksonville is safe. Yet experts in the last trial demonstrated that the water is neither safe to drink nor to wash in. In the case tried by our law firm, a Baltimore County jury found that this and other misconduct by Exxon constituted fraud. It awarded plaintiffs slightly over \$1 billion in punitive damages. The trial judge sustained the award for punitive damages, noting a "high degree of reprehensibility." The world's largest oil company wants us to ignore its misconduct and broken promises to Baltimore County. An "unfortunate accident?" Hardly.

<http://www.baltimoresun.com/news/opinion/readersrespond/bs-ed-exxon-letter-20120216,0,962418.story>

USA, TX, BEAUMONT, FEBRUARY 18 2012. MAN AWARDED \$17.5 MILLION IN CASE AGAINST OIL COMPANIES FOR BENZENE EXPOSURE

julie garcia

The plaintiff in a case against Chevron USA, Inc., Texaco, Inc. and Unocal was awarded \$17.5 million on Feb. 10 after the jury found that he had "suffered extensive benzene exposure" while employed for the companies. The former petroleum inspector worked upon ships and barges in Southeast Texas and Southwest Louisiana, said [Darren Brown](#), a representative with Provost Umphrey Law Firm. The benzene exposure allegedly caused the man to develop acute myelogenous leukemia at the age of 48. After completing chemotherapy treatments, he was left with "substantial medical bills" and was unable to continue to work at his chosen profession, Brown said. The man is currently in remission, but worries about a relapse in the future, he said. Brown said that the verdict is a clear recognition that workers are important and that the jury recognized that the defendant oil companies should be punished for knowingly exposing the man to chemicals. The man was represented by Brown in Beaumont and Wells Watson with Baggett, McCall, Burgess, Watson and Gaughan in Lake Charles, La.

<http://www.beaumontenterprise.com/news/article/Man-awarded-17-5-million-in-case-against-oil-3337913.php>

NEW ZEALAND, WELLINGTON, FEBRUARY 18 2012. MAN TRIED TO SNEAK EXPLOSIVES ON FERRY



Tod booked under another name as he tried to take the blasting explosive from Wellington to Picton (pictured)

An explosives handler frustrated with the bureaucracy for moving dangerous goods tried to sneak a potentially catastrophic amount of explosives on to an inter-island ferry. Allan Herbert Tod, 67, of Raetihi, did not do the paperwork to take the 663kg of blasting explosive on to the 2.25am sailing on August 15, 2010. Police found out about his booking, under another name, for a four-wheel drive and trailer, knew it was likely to contain explosives and stopped him before he drove on to the ship. Tod pleaded guilty to charges of criminal nuisance, failing to correctly identify his load, failing to give the master of the ship the required dangerous goods declaration, failing to placard his vehicle to warn of

the dangerous load and failing to carry dangerous goods documentation. He was sentenced in the High Court at Wellington today to 300 hours community work and a \$5000 fine. Tod was taking the explosive - a mix of ammonium nitrate and fuel oil - to help control avalanches at Mt Hutt ski-field. He worked part time for a business specialising in avalanche control. His lawyer,



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Debbie Goodlet, said there was a very low level risk of the load detonating and no detonators were carried with it. Mt Hutt had used up its stock of explosives during a period when avalanches were a high risk and more was needed to keep the ski-field open and safe, she said. A booking on the ferry should have been made three weeks before the intended crossing and only specified early-morning sailings carry such loads. While the prosecutor Tom Gilbert had pointed to convenience and cost-saving as being the main reasons for Tod failing to follow the rules, Tod had told the authorities it was sheer frustration with the bureaucracy involved in transporting explosives. The prosecution produced evidence that had the load exploded it would have been enough to sink the ferry. Justice Alan MacKenzie said the potential for harm had been enormous but the extent of the risk that there might have been an explosion was much less clear. He rejected a prosecution submission that the sentencing process should begin from a six to nine month jail term. The maximum penalties were one-year jail and a \$10,000 fine. The judge said 300 hours community work and a \$5000 fine met the needs to denounce Tod's offending and deter others. The court was told it was that no other cases had been found involving similar offending that could give guidance in the sentencing.

<http://www.stuff.co.nz/national/6437025/Man-tried-to-sneak-explosives-on-ferry>

USA, MI, STERLING, FEBRUARY 18 2012. ENBRIDGE REPORTS OIL LEAK IN MICHIGAN

An oil pipeline running from mid-Michigan to the state's Upper Peninsula ruptured though not much crude oil was released, pipeline company Enbridge said. Local broadcaster WOOD-TV8 reports oil contamination was discovered near Sterling, Mich., in a pipeline that runs to the state's northern territory. A representative for the company told the broadcaster the spill was small enough that crews were able to clean up most of the area by Wednesday evening. Enbridge didn't reveal the type or volume of oil spilled. Line 6B of the Canadian pipeline company's Lakehead oil pipeline ruptured July 2010 near Marshall, Mich., spilling heavy crude oil from Alberta tar sands into the Talmadge Creek and Kalamazoo River. The U.S. Environmental Protection Agency estimated more than 27,000 barrels of so-called heavy oil had been recovered, though Enbridge disputes the figures. The EPA recovered about 18,000 barrels of oil from the surface. Officials said it was unclear how the remaining oil would affect the environment because there is no spill with which to compare the Enbridge leak. Crews have worked or more than a year to remove oil from the bottom of Michigan waterways.

http://www.upi.com/Business_News/Energy-Resources/2012/02/16/Enbridge-reports-oil-leak-in-Michigan/UPI-58961329397828/#ixzz1mYhQezkv

USA, OK, TULSA, FEBRUARY 18 2012. MAGELLAN OPENS PIPELINES AT MINNESOTA TANK FARM AFTER LEAK

colin mcclelland

Magellan Midstream Partners LP, owner of fuel pipelines stretching from the Gulf Coast to North Dakota, said it reopened lines that were shut Feb. 14 at the Apple Valley tank farm in Minnesota after a gasoline leak. Excavation of soil and cleanup following the spill of 62,034 gallons are expected to continue for the foreseeable future, Bruce Heine, a company spokesman based in Tulsa, Oklahoma, said in an e-mail. The fuel leaked when a line flange gasket failed. "We have maintained adequate supplies of gasoline and diesel fuel throughout the northern tier of our distribution system, which includes the state of Minnesota," Heine said. The Apple Valley tank farm has a storage capacity of approximately 500,000 barrels, he said. Pipelines from Apple Valley generally transport refined products to the northern part of the Magellan system, he said. No injuries, evacuations or road closures resulted from the spill, Heine said.

<http://www.businessweek.com/news/2012-02-17/magellan-opens-pipelines-at-minnesota-tank-farm-after-leak.html>

USA, TX, FORT WORTH, FEBRUARY 18 2012. OWNER OF CONTAMINATED WATER WELL IN PARKER COUNTY LOSES IN COURT

jack z. smith

[Watch the Video](#) [Watch Steve Lipsky's video](#)

A judge has concluded that a Parker County resident, owner of a methane-contaminated water well, created a "deceptive video" that was "calculated to alarm the public into believing the water was burning." State District Judge Trey Loftin said well owner Steve Lipsky collaborated with Alisa Rich, an environmental consultant. Loftin made his remarks in an order, signed Thursday, denying a motion by Lipsky and Rich to dismiss Range Resources' multimillion-dollar counterclaim against them. Fort Worth-based Range filed the counterclaim in July after Lipsky and his wife, Shyla Lipsky, sued it for \$6.5 million in Loftin's



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43rd State District Court in Weatherford. The couple contends that two Range natural gas wells contaminated their water well with methane, a primary component of natural gas. "I respect Judge Loftin, but do not agree with his ruling," Rich, owner of the Wolf Eagle Environmental consulting firm in Flower Mound, wrote in an e-mail Friday. "... We are entitled to an appeal ... and intend to exercise our right." Rich has been heavily criticized by the oil and gas industry, which has questioned her professional credentials, objectivity and testing methods. Range said she "serves as a hired gun for plaintiffs' lawyers who attack the oil and gas industry." She has defended her work in various depositions. Lipsky declined to comment on Loftin's order and remarks, referring a reporter to his attorneys, Allen Stewart and David Ritter, who did not respond to requests for comment. In sworn depositions, Lipsky and Rich have generally denied improper actions or intent to deceive with the video, which has been shown in TV reports and can be viewed on YouTube.

The Original Order

On Dec. 7, 2010, the Environmental Protection Agency issued an emergency order against Range, contending that two of its Barnett Shale gas wells "caused or contributed" to contamination of water wells belonging to Lipsky and a neighbor. But John Blevins, the EPA official who signed the order, later backtracked somewhat, saying the Range wells "may" have caused or contributed to the contamination. In his order, Loftin expressed concern that Lipsky, "under the advice or direction" of Rich, attached a hose to the water well's gas vent -- not to a water line -- and then lit the gas from the hose's nozzle. "This demonstration was not done for scientific study but to provide local and national news media a deceptive video, calculated to alarm the public into believing the water was burning," the judge wrote. Loftin also cited evidence that Rich had sought to mislead the EPA. Loftin said e-mails between Lipsky and Rich about the video could reasonably lead people to believe that a "conspiracy to defame Range" exists. Range called the video a "gross distortion." "The hose pictured ... is not a water hose at all, but is used solely for the purpose of venting gas" from the Lipskys' water well, the company said in its counterclaim. Range is seeking \$4.2 million in actual damages, plus unspecified punitive damages, for legal costs and damage to its reputation. Range maintains that its gas wells did not cause the contamination and is battling the EPA in federal courts to have the order against the company dismissed. Range has said that water wells are often vented to prevent gas from building up, a practice employed long before Range began drilling around Parker County.

Another Setback

Loftin's order is the second major legal setback to the Lipskys in three weeks. On Jan. 27, the judge threw out the Lipskys' \$6.5 million lawsuit against Range, ruling that the couple lacked legal jurisdiction to sue because the Texas Railroad Commission had determined in March that Range's gas wells were not responsible for contaminating their well. Loftin said that any challenge of the commission's ruling should have been filed in state district court in Austin and that the deadline for doing so has passed. Lipsky previously said he didn't participate in a commission staff hearing about well contamination in January 2011 because his expert consultants didn't have enough time to prepare. The Lipskys maintain that methane got into their well because of improper casing and cementing of the Range gas wells. They said Range's "failure to cement the surface casing of the Butler and Teal wells to a depth of at least 1,000 feet" caused gas from geological formations above the Barnett Shale to seep into their water supply. In its March ruling, the Railroad Commission agreed with its staff and Range that gas in the water wells likely migrated from the shallow Strawn formation, which is only hundreds of feet deep. It is more than a mile above the Barnett Shale, the source of the Range wells' gas. Range says gas from shallow formations had appeared in south Parker County water wells for many years before Range began drilling in the area. But Lipsky said his water well had generally functioned capably for several years and began having serious problems only after the two nearby Range gas wells were drilled. While the video posted on YouTube was labeled "Hydraulic Fracturing turns gardenhose to flamethrower," neither the EPA nor the Lipskys have cited that drilling method as a cause of the water well contamination.

<http://www.star-telegram.com/2012/02/17/3744111/owner-of-contaminated-water-well.html>

CANADA, ALBA, CALGARY, FEBRUARY 19 2012. SEMCAMS CHARGED WITH SPILL BASED ON 2010 INCIDENT >> WASTEWATER RELEASE KILLED FISH, PLANTS IN CREEK OUTSIDE FOX CREEK

dina o'meara

Calgary company SemCAMS ULC faces numerous environmental charges based on a pipeline leak in 2010 that killed fish and plants after wastewater was leaked into a creek in west central Alberta. The August 7, 2010 release totalled approximately 850,000 litres of mostly saline water with some hydrocarbons from the South Kaybob natural gas processing plant near Fox Creek. "As a result (of the leak), almost one kilometre of the creek and associated wetlands were impacted, including a substantial fish kill," said Alberta Environment and Water and Environment Canada, in a statement Friday. "Other aquatic life



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and plants in the watercourse and wetland were also destroyed." The provincial and federal regulators also charged the company, which gathers and processes natural gas, for not immediately reporting the spill. SemCAMS runs two sweet and two sour gas processing plants outside of Edson, with a combined capacity of 1.5 billion cubic feet. Dave Gosse, vice-president of operations, said the one km-long pipeline, which flowed waste from the plant to an injection well, developed a leak adjacent to the remote facility. "The immediate actions taken at the time included a bunch of things, including setting up berms and booms to minimize the impact," Goss told the Herald. "We engaged all of our regulatory agencies, including Alberta Environment and Environment Canada and (Energy Resources Conservation Board), and they were engaged in assessing and developing the plan to address the spill and minimize the impact." The leak happened at a joint in the pipeline as it entered the ground. The entire line has since been replaced, Gosse said. The company is expected to appear in provincial court on April 23 in Fox Creek to faces four charges under the provincial Environmental Protection and Enhancement Act. The charges include releasing a potentially harmful substance, failing to immediately report the incident, failing to remedy the incident and confine the spill, and failing to dispose the substance properly. Charges have also been laid by Environment Canada under the Fisheries Act.

<http://www.calgaryherald.com/business/SemCAMS+charged+with+spill+based+2010+incident/6171540/story.html>

USA, WA, FERNDAL, FEBRUARY 19 2012. CREWS DOUSE FIRE AT WASHINGTON'S LARGEST OIL REFINERY



Fire crews doused a dramatic blaze that broke out Friday at Washington's largest oil refinery, BP Cherry Point.

Fire crews doused a dramatic blaze that broke out Friday at Washington's largest oil refinery, sending up towering flames and creating a thick plume of black smoke visible for miles. Workers at the BP [Cherry Point](#) refinery near Blaine in northwest Washington's Whatcom County were evacuated shortly after the fire started at about 2:30 p.m. in a tower on the refinery's south side. The fire was out by 4 p.m., BP spokesman Scott Dean said. The [Bellingham Herald](#) reported that about 100 evacuated workers gathered in a parking lot to watch the flames. All employees and contractors who were at the site were safe and accounted for, Dean said, although he could not provide a precise figure Friday night. One contractor complained of knee pain and went to a local hospital for observation, the spokesman said. Dean couldn't say what the tower is normally used for or what it contained. Television

footage showed fire crews sending several streams of water onto the fire and also using retardant foam to douse the tower. There was no immediate word on the cause of the fire or the extent of damage. The refinery continues to produce products for customers, Dean said, adding it was "too soon to speculate on future supply impacts." The one-square-mile refinery employs more than 800 people and can process as much as 230,000 barrels of crude oil a day from Alaska. From that amount, the refinery has the ability to produce 2.5 million gallons of jet fuel, 3.5 million gallons of gasoline, 2.2 million gallons of diesel, 360,000 gallons of butane and 140,000 gallons of propane. According to the BP website, the refinery is the largest supplier of fuel for the Seattle, Portland, and Vancouver, [British Columbia](#), airports. It also provides 20 percent of Washington state's gasoline, the website said. The refinery was fined more than \$69,000 in 2010 for 13 serious safety violations, state [Department of Labor](#) and Industries spokesman Hector Castro said. He added that all five of the state's refineries have been fined for safety regulations. Inspectors were heading to Cherry Point to investigate Friday's fire. The U.S. Environmental Protection Agency was sending an air-monitoring crew to make sure there was no danger to those nearby, EPA spokesman [Mike MacIntyre](#) said. Mike Abendhoff, another BP spokesman, said the refinery's own air-monitoring crew had already begun tests and he had no reports of danger from fumes.

<http://www.usatoday.com/news/nation/story/2012-02-18/oil-refinery-fire/53138662/1>

USA, WASHINGTON DC, FEBRUARY 19 2012. JOURNALS WARNED TO KEEP A TIGHT LID ON DIESEL EXPOSURE DATA

sam kean

A protracted legal battle over an \$11.5-million health study into whether diesel exhaust damages the lungs of miners has suddenly widened to take on scientific peer review. Editors with at least four research publications say they have received a letter advising them against "publication or other distribution" of data and draft documents. The warning, including a vague



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statement about "consequences" that could ensue if the advice is ignored, is signed by Henry Chajet, an attorney at the Patton Boggs firm in Washington, D.C., and a lobbyist for the Mining Awareness Resource Group, which works on behalf of the mining industry. Chajet declined to comment, but his letter makes it clear that he seeks to persuade journals to delay publishing or distributing papers containing results from the Diesel Exhaust in Miners Study (DEMS), a government-funded research project. His letter pointed out that a coalition of mining industry groups are legally entitled to review data from the study before publication. Other lawyers and researchers involved in the case also declined comment because the 2-decade-long dispute over DEMS is now under review in the U.S. Court of Appeals in New Orleans. The diesel study, for which planning began in 1992, is run jointly by the National Institute for Occupational Safety and Health (NIOSH) and the National Cancer Institute (NCI). It has monitored the health of more than 12,000 miners exposed to diesel exhaust in underground spaces. One goal of the study (which controls for smoking) was to learn how many miners developed lung cancer. NIOSH currently classifies diesel exhaust as a "[potential human carcinogen](#)," but new data could prompt a revision of that assessment. The timing of the release of DEMS data is critical because two prestigious groups, the International Agency for Research on Cancer and the U.S. National Toxicology Program are set to review their standards on the health risks of diesel exhaust. Their decisions could have financial consequences for many users of diesel engines, particularly in lawsuits claiming harm. An industry coalition, including the Mining Awareness Resource Group, has long argued that DEMS was scientifically flawed. The coalition first took the federal government to court in the 1990s arguing that the industry needed to be more involved in DEMS oversight. The case has gone through multiple hearings (details below), resulting in a court order that requires DEMS scientists to turn over all data related to DEMS, including drafts of scientific papers based on that data, to the mining coalition and to the U.S. House of Representatives Committee on Education and the Workforce, which claims jurisdiction over the study. The coalition and committee have the right to review the data for 90 days prior to publication. Editors at two U.K.-based publications—Occupational and Environmental Medicine (OEM) and The Annals of Occupational Hygiene—say they have received the letter from Chajet warning them not to publish DEMS results or even pass around drafts of papers. Science obtained a copy of the letter, which says, in part, "We respectfully request that you and your counsel carefully consider any intent to publish these [DEMS] papers, as well as the impact and consequences of any such publication." It continues: "[W]e provide you with advance notice of this situation in the hope that, if you are considering publication or distribution of these papers, you will refrain from doing so, until the court orders and congressional directions are complied with, or otherwise resolved." (Read a [full copy of the letter](#).) Dana Loomis, editor of OEM and an epidemiologist at the University of Nebraska Medical Center in Omaha, says, "I was completely surprised" by the letter, especially since OEM does not have and never had any DEMS paper under consideration. "It's a vague but threatening letter, and I think its vagueness is what makes it noteworthy," Loomis says. "It demonstrates how the legal system can be used to restrain scientific communication." Loomis says he doubts the legal rulings would even apply to scientific journals, especially ones based in another country. Another recipient, The Annals of Occupational Hygiene, had already published some DEMS work in October 2010—a long, four-part explanation of DEMS's methodology. (Parts [one](#), [two](#), [three](#), and [four](#) available here. The Annals published a [rebuttal](#) from six scientists working for the mining groups a few months later, in April 2011.) Trevor Ogden, a retired physicist and the editor of The Annals, says his journal accepted the four papers in February 2010. Publication usually takes 7 weeks after acceptance, but the various court actions delayed publication in this instance for months. The journal also accepted a fifth paper in February 2011, but is still waiting for permission from DEMS to run it. Ogden says, "Despite our attempts to be neutral on various controversies, this journal has more frequently been accused of being on the employers' side. However, I am disgusted by the many actions being taken to delay [the DEMS] publications and prevent their being open to public examination." Ogden added that the letter he received was sent to two other publishers as well, but they declined to be named. Loomis says the Journal of the National Cancer Institute already has a paper outlining the main findings of DEMS. A spokesperson refused to comment on whether NCI had received a letter. In skipping up and down through the court system, the legal case has stretched almost as long as DEMS and has turned multiple times on bureaucratic minutiae. Early disputes involved whether DEMS ought to include industry representatives on a scientific oversight committee. The two sides also disputed who exactly should have jurisdiction over DEMS. Eventually a court ruling forced DEMS to file a charter with a U.S. House committee. This should have gone through the House Committee on Education and the Workforce. But the U.S. Department of Health and Human Services (which oversees NIOSH and NCI) mistakenly submitted applications to a different committee. This inevitably brought new lawsuits, with accusations that DEMS was trying to "evade transparency." DEMS personnel did file with the proper Senate committee. Litigation about the mistaken filing went to the federal court in Lake Charles, Louisiana, where Judge Richard Haik ruled in March 2000 that DEMS had to turn over all data to the mining groups



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and the House Committee on Education and Workforce. Haik in effect granted them power to stop DEMS from publishing any results. DEMS leaders appealed, and the U.S. Court of Appeals in New Orleans overturned much of the lower court decision in May 2001, saying that DEMS had the right to publish. However, it affirmed that the scientists had to turn over all data and drafts to the mining coalition and to the House committee for review, and that these reviewers must get the materials at least 90 days before publication. The legal fracas started up again in 2010 and 2011, as The Annals prepared to publish the four methodological papers. The mining groups charged that DEMS scientists had withheld data and not turned over drafts of papers before submitting them for peer review, violating court orders. The case went back to Judge Haik, who once again ruled in favor of the mining groups, holding the federal government in contempt of court and reaffirming that the DEMS scientists must turn over all data and drafts of any papers they plan to publish. The ruling also ordered the DEMS people to notify scientific journals that the journals were not allowed to circulate any drafts they had already received. This case has since been appealed and argued before the U.S. Court of Appeals in New Orleans; a ruling is expected soon.

<http://news.sciencemag.org/scienceinsider/2012/02/journals-warned-to-keep-a-tight.html>

NIGERIA, LAGOS, FEBRUARY 19 2012. 5 DIE, 40 VEHICLES BURNT IN LAGOS TANKER FIRE

olalekan olabulo & sylvester okoruwa



Many people are feared dead with about 32 vehicles burnt in an accident involving an fuel tanker early on Saturday morning in Nigeria's commercial city, Lagos.

Five people were on Saturday afternoon burnt to death and many others severely injured as a tanker went up in flame around Mile 2, along the Apapa Oshodi Expressway in Lagos State. Besides, no fewer than 40 vehicles, most of which belonged to transport companies, were also completely burnt in the fire incident that occurred around 12.00 midnight. The development also created serious traffic gridlock along the ever-busy road. The petrol tanker, with registration number XB 370 ATN, lost control and tumbled while descending the Mile 2 Oke Bridge and exploded, emptying its content on the road. An eye witness informed Sunday

Tribune that the tanker later exploded. He said the driver of the truck, while trying to negotiate the bend between the bridge and Orile road, lost control and eventually crashed the truck. Another eye witness who identified himself simply as lyke stated that "everybody just heard a loud sound and before we knew it, there was fire everywhere." Five people were caught in the ravaging fire and they were burnt to death, while many others were injured before the fire was eventually put out. Among those who died were said to be the driver of the tanker and two members of the National Union of Road Transport Workers (NURTW) who were said to be around the area when the incident occurred. About 40 vehicles, including Toyota buses, known as "Hummer Buses" in local parlance, belonging to transportation companies were burnt in the fire. There were also taxi cabs and private cars among the burnt vehicles. A public toilet located within the vicinity was also torched. The fire incident created serious commotion as traders and transporters battled to salvage some of their properties while the fire raged. The state Police Public Relations Officer (PPRO), Joseph Jayeoba, confirmed the fire incident, but stated that only three people had been confirmed dead.

Related Links

- [3 killed, 39 vehicles burnt in Lagos tanker explosion](#)
- [Explosion kills three in Lagos](#)
- [Tanker explodes in Lagos](#)

<http://www.tribune.com.ng/sun/front-page-articles/6456-5-die-40-vehicles-burnt-in-lagos-fire>

USA, WASHINGTON, FEBRUARY 19 2012. NEW ETHANOL BLEND PUTS HUNDREDS OF MILLIONS OF ENGINE WARRANTIES AT RISK >> EWG GUIDE AIMS TO HELP CONSUMERS AVOID FUELING MISTAKES

The Environmental Protection Agency's decision today to pave the way for the sale of gasoline blended with up to 15 percent ethanol is likely to prove a nightmare for car owners who improperly fuel their gas tanks. Every major automaker has warned that millions of vehicle warranties will be voided if drivers fill up with E15. That means consumers will pull into gas stations that could have as many as four pumps with different kinds of fuel: one for E10 (up to 10 percent ethanol); one for E15; possibly one for E85 (between 70 and 85 percent ethanol); and maybe one for old-fashioned gasoline. The EPA intends to approve



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E15 only for vehicles manufactured after 2000. But some gas station pumps may not even have labels specifying which ethanol blend is which, because not every state requires them. "It is going to be extremely confusing and dangerous for consumers," said Sheila Karpf, a legislative analyst at the Environmental Working Group. "If they make a mistake and put E15 into an older car or small engine, there's a good chance they'll ruin their engine and the manufacturer's warranty won't cover the damage." To advance consumer safety, EWG analysts have created an [Ethanol Blends Guide and Fact Sheet](#) to help drivers choose the right fuel for their vehicles. The analysis provides more information about the new E15 label requirements. Ethanol is more corrosive and burns hotter than gasoline, properties that could cause some engines to stall, misfire and overheat. Fuel with higher ethanol blends emits more nitrous oxide and formaldehyde than gasoline, lowers mileage and damages fuel tanks and pumps. "Instead of approving a fuel that will pose health and safety hazards and damage engines, the U.S. should invest in energy efficiency measures and research and development for truly sustainable biofuels," said Karpf. "The high cost of replacing or repairing engines will be tacked onto corn ethanol's other costs -- including higher food prices, increased soil erosion and polluted water supplies." To be safe, EWG recommends that consumers stick with E10 or regular unleaded gasoline if they can find it. If gas pumps are not labeled, consumers should ask a service station employee for more information about the fuel and the amount of ethanol it contains. Consumers should check with their engine manufacturers or mechanics to find out if their cars or small engines can safely run on E15 or other ethanol blends.

Related Links [Ethanol -Ethanol Blends Guide and Fact Sheet](#)

<http://www.ewg.org/report/ethanol/press>

BANGKOK, PHUKET, FEBRUARY 19 2012. DOZENS INJURED BY THAI HOTEL POOL CHLORINE LEAK



Tourists sit on the edge a swimming pool at the Phuket Orchid Resort and Spa hotel on Karon beach on the Thai resort island of Phuket on Feb 18, 2012 after more than 30 people were rushed to hospital earlier in the day after a chlorine leak at one of the hotel's swimming pool.

More than 30 people, many of them foreign tourists, were rushed to hospital Saturday on the Thai resort island of Phuket after a chlorine leak at a hotel swimming pool, local officials said. The accident occurred shortly after 10:00am (0300 GMT) at the Phuket Orchid Resort and Spa hotel on Karon beach, according to chief investigator Lieutenant Colonel Chavalit Pethsripia. He said more than 30 people suffered minor injuries after they were exposed to an unhealthily high level of chlorine in the pool. The leak caused skin irritation and

sore eyes, according to director Phumin Silapan at the local Patong hospital. "There are 37 people hospitalised, including 26 foreigners," he told AFP, adding that 12 had already been discharged while 25 were referred to a larger hospital. One of those referred was a pregnant tourist who had breathing difficulties after inhaling the chemical, he said. Among those that went to hospital were 10 Norwegian and nine Swedish nationals, with five Swedes still in hospital, one of them in a serious condition, Sweden's foreign ministry said. The Norwegian foreign ministry said all of its nationals had left or were in the process of leaving hospital

<http://www.bangkokpost.com/news/asia/280549/dozens-injured-by-thai-hotel-pool-chlorine-leak>

USA, PA, PATTON TWP, FEBRUARY 19 2012. GAS TANKER CRASHES, CATCHES FIRE, CLOSES ROADS

Watch the Video [Tanker truck hauling gasoline explodes](#)



Firefighters spray foam on the burning truck to extinguish the fire. A tractor trailer crashed and caught fire Friday, Feb. 17, 2012, at approximately 6 a.m. The crash occurred on the Interstate 99/Route 220 southbound on-ramp, in State College, Pa., near the Gray's Woods interchange.

A column of thick, black smoke rose from the burning tanker truck on its side in the grassy median. Firefighters let it burn. They had decided it was the safest approach Friday morning after the tanker, carrying 8,500 gallons of gasoline, rolled over and caught fire beside an on-ramp at the Grays Woods interchange of Interstate 99. "The fire basically melted the truck away and the product burned itself out," said



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Shawn Kauffman, assistant chief of the Alpha Fire Company. The crash happened at about 6 a.m. when the 2000 Freightliner tanker overturned while making a sharp left from North Atherton Street onto the I-99 southbound entrance ramp. Gasoline spilling from the ruptured tank ignited. State police said the driver, Roy Dunlap, 47, of Tyrone, was charged with driving too fast. He freed himself from his cab by crawling through the front windshield, police said. Dunlap, who was wearing a seat belt, suffered unspecified injuries and was taken to Mount Nittany Medical Center. Further details about his condition and destination were not available. Kauffman said once firefighters saw that Dunlap had escaped, and determined the truck didn't contain harmful chemicals, they stood back from the intense heat and made sure neither the flames nor the gasoline spread. After about two hours, firefighters used foam to finish extinguishing the blaze, Kauffman said. The blaze destroyed the truck, leaving little more than a scorched chassis covered in ash. Alpha fire police, assisted by the Boalsburg Fire Company, closed North Atherton Street from Sellers Lane to Grays Woods Boulevard for about three hours. During that time, both I-99 southbound ramps off North Atherton were also closed. For most of Friday, as an Eagle Towing & Recovery hazardous materials unit and state Department of Transportation workers helped clean up, North Atherton Street traffic was reduced to one lane around the accident site near Curve Hill Road. State police said the ramp where the accident occurred will remain closed until further notice because of damage to the concrete. State and Patton Township police assisted firefighters throughout the morning.

<http://www.centredaily.com/2012/02/18/3094831/gas-tanker-crashes-catches-fire.html>

USA, LA, NEW ORLEANS, FEBRUARY 19 2012. BARGE COLLISION IN MISSISSIPPI RIVER CAUSES OIL SPILL >> THE TANKER BARGE CONTAINED ABOUT 148,000 GALLONS OF OIL, BUT COAST GUARDS RUSHED TO MINIMIZE THE DAMAGE

rusty costanza



Members of the U.S. Coast Guard examine a huge gash in the side of a tanker barge that was involved in an overnight accident with a crane barge in the Mississippi River in Edgard on Friday. The barge spilled thousands of gallons of oil into the river, causing a five-mile stretch to be closed. The Coast Guard on Friday partially reopened a five-mile stretch of the Mississippi River upriver from New Orleans after oil spilled from a barge following an early morning collision. [Capt. Pete Gautier](#), the Coast Guard's captain of the port, said southbound traffic on the river can move through the affected area until 6 p.m. Then, from 6 p.m. to 6 a.m. Saturday, northbound traffic will be allowed to transit the area. "One of our priorities is to facilitate the safe continuation of commercial traffic," Gautier said in a news release. "Safety is paramount, and the unified command is working to minimize the impact this spill has on people, the environment and commerce."

Officials said a tanker barge pushed downriver by the tugboat [Clarence Settoon](#) rammed a crane barge being pushed upriver by the tugboat Alydar about 2 a.m. on Friday about 50 miles upriver from New Orleans. The collision tore a 10-foot by 5-foot gash above the waterline of the double-hulled tanker barge and oil spewed less than 10,000 gallons of Louisiana sweet crude oil into the water, Gautier said. The tank contained about 148,000 gallons of oil, but the spill was substantially less than the tank's contents, the Coast Guard said. [Chief Petty Officer John Edwards](#) said no injuries were reported and neither barge nor tugboat sank. He said the leak has been contained. The Coast Guard said the Clarence Settoon deployed 100 feet of containment boom soon after the collision, and another 30,000 feet was available if needed. A cleanup company has been hired to take further steps to deal with the spill. St. Charles Parish authorities downriver from the crash closed intakes that draw water for drinking from the river, but said an adequate supply is on hand until water quality can be checked. They described the move as precautionary and said there appeared to be no public danger from the spill. The intakes were reopened later Friday. The section of river where the crash occurred is part of a busy shipping and industrial corridor that stretches from New Orleans north to Baton Rouge. It is lined by refineries, chemical plants and the massive Port of South Louisiana, which handles much of the grain exported from farms in the U.S. heartland. Their operations did not appear to be seriously hampered by the river's closing.

<http://www.nydailynews.com/news/national/oil-spill-mississippi-river-a-barge-collision-article-1.1024822?localLinksEnabled=false>



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INDIA, KOCHI, FEBRUARY 19 2012. ITALIAN GUARDS ABORD OIL TANKER MISTAKENLY KILL TWO INDIAN FISHERMEN

andrew macaskill & isaac arnsdorf

 **Watch the Video** [Fishermen Deaths: AK Antony Chooses To Stay Silent](#)

 **Watch the Video** [Two Indian fishermen shot at from Italian ship](#)



Armed guards aboard an Italian crude oil tanker killed two fishermen they mistakenly suspected of being pirates in waters off the south Indian state of Kerala. The tanker M.V. Enrica Lexie, en route to [Egypt](#) from [Singapore](#), was escorted to the nearby port of Kochi by the Indian Coast Guard, which is questioning the crew, according to an e-mailed statement from the country's Directorate General of Shipping. Italy's Ambassador Giacomo Sanfelice di Monteforte told reporters in [New Delhi](#) today that the crew of the ship acted in self-defense after the fishing vessel failed to stop. The tanker's crew "followed international protocol as it was approached by a vessel, which did not stop," he said in televised comments after a meeting at [India's Ministry of External Affairs](#) in New Delhi. "They fired warning shots, not targeting the vessel." Maritime piracy costs the global economy an estimated \$7 billion to \$12 billion annually, according

to the United Nations' International Maritime Organization. Attacks in the Gulf of Aden, the [Red Sea](#) and off the Somali coast increased fivefold in the past five years to a record 236, the London-based International Maritime Bureau said. About 26 percent of the ships that travel through the Indian Ocean report having armed guards on board, compared with 10 percent a year ago, according to the European naval force patrolling the region. An estimated 40,000 ships cross the ocean annually, according to Harrie Harrison, a spokesman for the group.

<http://www.bloomberg.com/news/2012-02-16/italian-crude-oil-tanker-s-guards-mistakenly-kill-two-indian-fishermen.html>

USA, CA, LONG BEACH, FEBRUARY 19 2012. CARSON TO SUE SHELL OIL OVER CONTAMINATION IN CAROUSEL TRACT

sandy mazza

The city of Carson has decided to sue Shell Oil more than two years after hundreds of residents brought a suit against the company, alleging health hazards from widespread contamination in their Carousel tract neighborhood. The City Council has authorized Girardi & Keese, the law firm for residents in the 285-home community, to represent the city in a new suit alleging that Shell created a public nuisance by leaving contaminants at the site. The case has not yet been filed in Los Angeles Superior Court, but council members have expressed unanimous support for the legal action. Girardi & Keese offered to litigate the case for the city for free on a pro-bono basis. "I don't have to be a chemist to know that (the tank farm remnants) emit toxic chemicals, gaseous chemicals, benzene, methane and other chemicals dangerous to human beings and other living things," Mayor Jim Dear said. An old oil tank farm just north of Lomita Boulevard, between Avalon Boulevard and Main Street, left untold amounts of hazardous chemicals in the 50-acre area. Residents brought a suit against Shell about two years ago, but it is moving slowly through the court as the oil company proceeds with a plan to remedy the problem. The Los Angeles Regional Water Quality Control Board has ordered Shell to clean the affected soil. While state scientists have found little threat to human health from the underground chemicals, residents'attorneys argue that people living there have suffered ailments including cancer, vertigo, arrhythmia and other problems because of the benzene, methane and other chemicals. Gilbert Valdez, a Carousel tract resident, said he suffers high iron levels and believes it is because of the contamination. "We have something that's threatening our lives but we can't see it, we can't trap it," Valdez said. "We can't see our enemy. My family, their heads spin with vertigo and headaches." Council members told residents they want the lawsuit to come to a quick conclusion, although that appears unlikely. "I wish I had a wand, I could reverse everybody's illnesses," Councilwoman Julie Ruiz-Raber said. "It's very heartbreaking for me. Let's hope that this won't last another year." Shell is still trying to determine the level of contamination in the soil. Girardi & Keese attorneys have previously argued that Shell is stalling by requiring levels of testing at homes, but the two sides agreed in a Thursday court hearing to speed up the schedule for indoor air testing. Shell also is about to undertake a pilot test plan at six to 10 homes to research different cleanup methods involving trucking out dirty soil and replacing or cleaning it. Shell spokesman Alan Caldwell said the company will respond to the lawsuit from Carson



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once it is filed. "Our position is that we're moving forward with the cleanup and abatement order," Caldwell said. "We're going to move forward." Barbara Post, president of the Carousel Homeowners Association, said that she hopes the process will move more quickly, but she is glad some progress is being made. "We had to work so hard to get the city on our side," she said. "We have asked for it and worked to get it for so long. It's a shame it took 2 1/2 years. At least it shows that the city is behind us for a change. "Perhaps the judge will look at this and say, 'OK, the city is stepping in.' That will give us a little more credibility."

http://www.presselegram.com/breakingnews/ci_19995025

AUSTRALIA, VICTORIA, PORTLAND, FEBRUARY 19 2012. CHEMICAL SPILL FORCES RESIDENTS INDOORS

A chemical spill at a storage plant operated by Alcoa in Portland has shut down the port and forced residents indoors. Hundreds of tonnes of liquid pitch, used by the nearby Alcoa smelter to process aluminium, has spilled from a storage tank at the port in south-west Victoria. The CFA is warning residents to stay inside, shut their doors and windows and seek urgent medical attention if affected by harmful vapours. "If they actually smell vapours, which smell like hot bitumen, and if they're experiencing headaches or shortness of breath, they should contact triple zero and the ambulance will actually come to them and just check them over," CFA spokeswoman Sharon Linke said. "They should also make sure that they stay indoors until this incident is actually contained and controlled, and not operate air-conditioners, which would actually take the air from outside indoors." The emergency started about 3pm yesterday when an outlet pipe attached to a 3000-tonne tank ruptured. Within two hours, 250 tonnes of pitch, which was heated to 200C, had spilled. The liquid was contained to a sealed area. Alcoa spokeswoman Nichola Holgate said the tank was operated by Koppers Australia. Alcoa was a customer but did not own the tank and was not responsible for the incident, she said. Ms Linke said firefighters were using water to try to cool the chemicals, while sandbags had been brought in to contain the spill. It would take two to three days before the incident was under control, she said. Ms Linke said a southerly wind change would ease the emergency, blowing vapours over the bay and away from populated areas.

<http://www.theage.com.au/victoria/chemical-spill-forces-residents-indoors-20120219-1tgr2.html>

USA, MI, ST CLAIR CO, JEDDO, FEBRUARY 19 2012. DRAIN COMMISSIONER SEEKS MONEY TO CLEAN UP OIL SPILL

St. Clair County Drain Commissioner Bob Wiley said he's trying to find money to clean up a heating oil spill into Burtch Creek near Jeddo and Wildcat roads. "I'm willing to do what I have to do to get the fuel oil picked up and cleaned up," Wiley said. "I just have to find who is going to help me as far as the financial end of it." Wiley said he spoke with the Michigan Department of Environmental Quality, the National Response Center and the U.S. Coast Guard. He said the Coast Guard referred him back to the property owner, but the "property owner does not have insurance. "That leaves us with a bit of a sticky wicket as to who are we going to get to clean this up," he said. Wiley, who is in Traverse City for a Reagan Day Dinner, said he has a call in to Sen., Phil Pavlov, R-St. Clair Township, to see where there might be money available to clean up the heating oil. He said the homeowner had paid \$900 to fill the heating oil tanks two weeks ago. "It leaked out through a floor drain and out into Burtch Creek," he said. Firefighters from Grant Township and members of St. Clair County Hazardous Operations went to the scene of the heating oil spill. Grant Township Fire Chief Don McLane said the fuel was coming from what appeared to be a basement drain pipe. "It looks like we've got a fuel oil leak coming from a house here, heating oil leak, probably," McLane said. "It's spread approximately half a mile down the road from this creek here." McLane said crews plugged the drain pipe. "We got it controlled," he said. "We stopped it and now we're trying to keep it from spreading down the creek." Crews used booms to keep the oil slick from spreading downstream to Lake Huron. The oil spill was reported by a resident about 6:30 p.m. Fuel oil could be smelled at Wildcat and Jeddo roads. Firefighters were stationed along Jeddo Road east of Wildcat and where the creek crosses under the road. Wiley said people who use heating oil need to check the tanks. This is the second fuel oil spill that we've had in the past two weeks," he said. "Any mechanical equipment periodically needs maintenance. "They should have these things checked out and verified they are still operating properly, that there isn't a potential for leaking. It's imperative we keep this stuff from getting into our county drains, county ditches and watercourses. "Older tanks and even newer ones should get the once over to make sure they are in proper working order," Wiley said.

Information from the drain commissioners office is at www.stclaircounty.org/offices/drain_commission/

<http://www.thetimesherald.com/article/20120218/NEWS05/120218011/UPDATE-Drain-commissioner-seeks-money-clean-up-oil-spill?odyssey=nav%7Chead>



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