



Dangerous Goods - Hazardous Materials Group & Network Release 2012 – 822 Newsy Stuff

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March 15 2012



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AUSTRALIA, NEW SOUTH WALES, SYDNEY, MARCH 8 2012. STATE MUST SAVE CALTEX AT KURNELL SAYS UNION

kate carr

The Australian government must step in to support the Caltex refinery at Kurnell in the interests of national security if the company attempts to shut it down, says union leader Paul Howes. Mr Howes, national secretary of the Australian Workers Union, said the Caltex review into the union had left workers at the refinery "rightly worried". He said it was important for Australia to maintain the ability to refine oil, as relying solely on Asia could leave the nation vulnerable in the case of any regional conflict or instability. "It is not outside the realms of possibility that there could be a conflict between China and Taiwan, instability in Indonesia or along our shipping routes," Mr Howes said. He said the refinery was "hugely important" for the workers and the whole country. Federal Minister for Resources and Energy Martin Ferguson told the Leader he was watching the review process closely but could not pre-empt what Caltex would do. He did not comment on Mr Howes' call for government intervention, but said an assessment of energy security last year had found Australia had "robust liquid fuel security". Caltex spokesman Sam Collyer said the company continued to evaluate all options to improve refinery operations but could not comment on whether government intervention would influence the final outcome at Kurnell. Federal Cook MP Scott Morrison said that the federal government's carbon tax had made it harder for Caltex to compete.

<http://www.theleader.com.au/news/local/news/general/state-must-save-caltex-at-kurnell-says-union/2477938.aspx>

USA, ILL, ORION, MARCH 8 2012. COMPANY DRILLING TEST WELLS TO DETERMINE EXTENT OF 1995 GASOLINE SPILL



Orion Sewer Superintendent Chris Lundburg is confident that the Illinois Environmental Protection Agency will reimburse the village for its expenses in dealing with gasoline vapors behind Orion Mart. Village President Jim Cooper said the vapors are the result of a gasoline spill in 1995, when Bulk Petroleum owned the station. Cooper said he had a "less than comfortable conversation" with the IEPA's Harry Chapel. The village president told him it's been 17 years since the spill, and it's not the village's responsibility to clean it up. The day after his conversation, an IEPA representative came to town, Cooper said. Golars, a firm Bulk Petroleum hired to assess the problem, is drilling wells to find out how far the gasoline has spread since 1995. Bulk Petroleum is bankrupt, the IEPA told Cooper, who disputes that. State Rep. Rich Morthland has been helping Orion with the

problem, Cooper said.

<http://www.oriongazette.com/news/x1160490358/Company-drilling-test-wells-to-determine-extent-of-1995-gasoline-spill>

USA, OH, AKRON, MARCH 8 2012. PAIR OF FLASH EXPLOSIONS REPORTED AT EAST AKRON CHEMICAL COMPLEX; NO ONE HURT

 **Watch the Video** [Akron officials close roads on city's east side from minor spill at Omnova plant](#)

Akron fire crews responded to a pair of explosions at a chemical facility near the Goodyear complex in East Akron Tuesday afternoon. Akron fire Battalion Chief Dennis Stoneman said workers at Eliokem, which is owned by Omnova Solutions, were welding about 1 p.m. around a tank that once contained a form of methylstyrene when there were two "flash explosions." The explosions sent workers scurrying for safety and scores of Akron firefighters rushing to the scene off Kelly Avenue. Stoneman said no one was hurt. Akron police closed off numerous intersections around Eliokem and the Goodyear complex, where 40 workers were evacuated. Emergency crews were called to the scene, including the city's hazardous materials team. Residents were not evacuated. Firefighters poured water onto the empty tank where the explosion originated. The cleanup at Eliokem was completed and traffic to the area resumed by late afternoon, Akron police Capt. Sylvia Trundle said. Tucker Hall, an Omnova spokesman, said little to no damage was done to the company's equipment. An investigation into the cause is underway, he said. "Although this incident was minor and quickly contained, safety is the top priority at Omnova," Hall said in a statement.

<http://www.ohio.com/news/break-news/pair-of-flash-explosions-reported-at-east-akron-chemical-complex-no-one-hurt-1.268877>



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USA, KS, WICHITA, MARCH 8 2012. COFFEYVILLE REFINERY TO PAY NEARLY \$13 MILLION TO SETTLE SUIT

A Coffeyville refinery has agreed to pay nearly \$13 million for penalties and environmental upgrades to settle a federal lawsuit over air quality violations that were an issue before the refinery flooded the town with oil five years ago. If accepted by the federal court in Wichita, the settlement announced Tuesday by the Justice Department and Environmental Protection Agency will close a 2004 case alleging that Coffeyville Resources Refining & Marketing made changes to the refinery that increased air pollution, without reporting those changes to federal authorities as required by law. The company was also alleged to have failed to notify state and local emergency response agencies in cases of release of the toxic gases sulfur dioxide and hydrogen sulfide. The violations were alleged to have occurred before the refinery's current owner, CVR Energy of Sugarland, Texas, purchased the 300-acre complex in north Coffeyville. The settlement announced Tuesday replaces a 2004 agreement the company made with the EPA when it bought the refinery out of bankruptcy from Farmland Industries, said CVR spokesman Steve Eames. "This new agreement is incremental to the 2004 settlement and satisfies EPA's National Petroleum Refinery Initiative," the company said in a statement. "EPA has already reached settlements with companies representing more than 90 percent of the U.S. petroleum refining capacity." The EPA initiative is designed to improve environmental compliance and decrease pollution by refineries nationwide. So far, 30 refining companies have reached court-enforceable settlements with the agency, officials said. In its settlement, CVR has agreed to pay a total of \$12.9 million, including:

- \$973,124 in civil penalties, with \$611,562 to the federal government and \$361,562 to the state, which had joined the lawsuit.
- \$4.25 million for new pollution controls at the refinery.
- \$6.5 million in additional operating costs including more testing and pollution prevention.
- \$1.2 million on a voluntary program to reduce emissions of acidic gases, volatile organic compounds and hydrogen sulfide.

EPA Region 7 administrator Karl Brooks said in a statement that he "welcomes CRRM's promise to control pollutants that have threatened Kansans' health and safety for too long. "The company's pledge to promptly start and quickly complete pollution-control work supports this agency's use of the federal environmental protection laws to cut harmful refinery pollutants." But CVR's trouble with federal authorities is not over yet. The refining company still is facing a Justice Department lawsuit filed last year on behalf of the EPA and the Coast Guard in connection with a 2007 river flood that hit the refinery and subsequently inundated the east side of Coffeyville with oily water. The lawsuit seeks more than \$1.8 million to reimburse the Coast Guard for cleanup expenses and unspecified punitive damages for alleged violations of the federal Clean Water, Clean Air and Oil Pollution acts. "The 2007 flooding claims are completely different and unrelated to the present settlement," said Justice Department spokesman Wyn Hornbuckle. "That litigation is ongoing." That suit alleges that the company's training and emergency procedures were inadequate, allowing 1,919 barrels of crude oil, 126 barrels of diesel and 100 barrels of oily sewage to escape and pollute the Verdigris River. Federal Magistrate Judge James P. O'Hara in Wichita ordered the two sides to meet with a mediator last month in an effort to settle the case. After reading confidential reports from both sides, "There seems to be a good deal of bluff and bluster in both reports about the strength of plaintiff's claims and whether further settlement movement is warranted – or likely," O'Hara wrote. "Although it's a close call here, the court has concluded that early mediation should be attempted." CVR is also trying to stave off a takeover bid by entities controlled by billionaire financier Carl Icahn. In a letter to its shareholders last week, the CVR board recommended that its shareholders reject the unsolicited offer to purchase the company's outstanding stock for approximately \$30 a share. The company's stock closed at \$25.80 today, down 90 cents. In addition to the Coffeyville refinery, CVR owns a refinery in Wynnewood, Okla., giving the company a refining capacity of more than 185,000 barrels a day. It also owns substantial oil transport and agricultural chemical interests. Last month, the company announced net income of \$345.8 million for 2011 on slightly more than \$5 billion in sales.

<http://www.kansas.com/2012/03/07/2244863/coffeyville-refinery-to-pay-nearly.html>

USA, NE, NORTH PLATTE, MARCH 8 2012. NEW ZONING CHANGES MAY ALLOW FOR FUEL TANKS ABOVE GROUND

andrew bottrell

New zoning regulations in North Platte would allow above-ground fuel storage tanks, which were previously not permissible within city limits. The North Platte City Council approved new zoning regulations - which included the statutes allowing above-ground fuel storage tanks - unanimously on first reading Tuesday at their regularly scheduled meeting at City Hall. The motion



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requires passage on two more readings at future meetings before the regulations are officially approved. The City Planning Commission recommended eliminating the statutes referring to above-ground tanks from the new zoning changes by a 5-1 vote, and continuing with the old policy. Tony Johnson, chairman of the planning commission, was the only "nay" vote on that recommendation. He spoke at Tuesday's meeting. "We need to have options, with everything, whether it's above-ground or below-ground," said Tony Johnson, chairman of the planning commission. "The option to have that would be very important to have for the city." City Administrator Jim Hawks said he agreed with Johnson, saying that if North Platte were to pursue more industrial or commercial growth, allowing above-ground fuel storage would be a benefit. He did say that it will require a conditional use permit, and would have to be approved by the planning commission for a storage tank to be built. Fire Chief Paul Pederson said the fire department was against allowing the above-ground storage tanks. Pederson said they were concerned about an explosion occurring with the tanks. Assistant Chief Rich Thompson said the department doesn't have enough of the special equipment, including foam, to adequately handle a major fire, or spill from an above-ground storage tank. "These types of fires and spills, in town or out of town, present an issue in that most cases, by the time we would arrive, they'll be at the point where we'll do nothing more than protect exposures," Thompson said. "That's the thing with above ground tanks - we do have bigger exposure issues." Paulsen, Inc., a construction company based in Cozad, has approached the city about installing above-ground fuel storage tanks at a site on the southeast corner of the city where they plan to construct a storage facility for their construction equipment. Representatives from Paulsen said they have above-ground fuel storage tanks at all of their facilities, including at Gothenburg and Cozad. They said they have never had any problems with fires at any of their facilities. The new zoning regulations also would allow for a conditional use permit for small wind generation.

Related Links [Fuel tanks spark hot debate](#)

http://www.nptelegraph.com/news/article_07b1bf55-e958-5e39-b967-0ed975c9226f.html

CANADA, AB, CALGARY, MARCH 9 2012. EXCAVATION COMMENCES AT GAS STATION LEAK SITE



Sludge percolates up through a pipe as a remediation crew works on the Gas Plus site on Bowness Road. After several years of wrangling with residents and the province, the owner has begun cleaning up the site.

It's a sight many Bowness residents thought they'd never see. Diggers and an auger are excavating the contaminated Gas Plus site at 6336 Bowness Rd. N.W. Nearly two years after the province first became aware of a 9,000-litre gasoline leak at the site, owner Sal Handel, under a ministerial order, is digging up his gas station. "It's good that something's finally happening. It took a long time," said Krista Wiebe, a resident who lives less than three blocks away. "It's awful, it should've happened a lot faster. That's the bottom line. "Now they can find out how bad it really is down there." After appealing every attempt by the province to

force him to clean up the spill, including an environmental protection order and three subsequent amendments, Handel is complying with a ministerial order issued on Jan. 27 by Alberta Environment and Water Minister Diana McQueen. The order requires Handel to excavate and clean up the site within two months and to begin off-site remediation within four months. The gasoline plume is believed to have moved through the groundwater toward the river. It has directly affected at least four residential properties located on Bow Crescent behind Gas Plus. Maureen Whitlock and her husband had to evacuate their home across the alley from the site for eight months last year, due to health concerns over fumes seeping into the basement. She's waiting to find out how extensive the second phase of the remediation will be. "We're waiting to find out if they're going to dig up our backyard and take out our garage," Whitlock said. "We don't know if they're finding anything because we're not privy to that." The Whitlocks had to live in a rental unit paid for by Gas Plus and were only able to move back into their home in August. Air quality testing is still being conducted on several properties in the area, with samples being taken every two weeks on Whitlock's home. "The readings indoors are good, so we can live there," she said. "More than last year, anyway." Three homes were found to have high levels of benzene and other hydrocarbon chemicals following the spill and the owner of a riverfront lot can't build his home until the gasoline is remediated. Alberta Environment has said it is very rare that it has to issue an environmental protection order to get a polluter to clean up and ministerial orders are hardly ever required to compel a remediation job. Now that it's finally begun, the cleanup is being watched closely by the province. "The department fully



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expects that Gas Plus will comply with the timelines and requirements of the ministerial order," said Alberta Environment spokeswoman Carrie Sancartier. "Gas Plus's progress toward the requirements of the order are monitored daily." In a recent interview with the Herald, Gas Plus owner Handel said he regrets not taking action sooner. He said if he'd known then what he knows now, he would have reacted differently. "Absolutely," Handel said. "No. 1, we would've put vacuum trucks on the site 24/7. That was a given must without any question. "It wasn't something that was brought to our attention at the time and it was not addressed properly."

<http://www.calgaryherald.com/Excavation+commences+station+leak+site/6262713/story.html>

USA, FLA, POLK CO, BARTOW, MARCH 9 2012. CSX TRAIN AND FUEL TRUCK COLLIDE IN FIERY CRASH IN POLK COUNTY, TRUCK DRIVER KILLED

 **Photos [12]** [Polk train truck crash 03072012](#)

 **Watch the Video**

- [Fuel Truck Catches Fire after Hit by Train](#)
- [Truck & train collide in Bartow near Ashland Chemical](#)
- [CSX train and fuel truck collide in fiery crash in Polk County, truck driver killed](#)
- [From the air: Fuel tanker in flames after collision with train](#)
- [Truck driver dies after fiery collision with train in Bartow](#)



A fire burns after a train and fuel tanker truck collided at an unmarked railroad crossing in Polk County.

A CSX train and a tanker truck filled with diesel fuel collided near a chemical plant in Bartow Wednesday morning. The truck driver was killed in the accident, according to Polk County Fire Rescue. Three people on board the CSX train are accounted for and are fine. The crash happened just after 10 a.m. off US Highway 60 near Bonnie Mine Road, about a quarter mile west of Ashland Chemical. US 60 was closed for a time, but has reopened. A person near the accident scene said a fuel truck drove into the path of the freight train, which was pulling 5 cars. The collision caused an explosion and fire which burned for more than three hours, before firefighters were able to use a mixture of water and foam to bring it under control. The thick black smoke from the fire could be seen for miles. The truck reportedly had a 3,000 gallon

capacity, although it's unclear how much fuel was on board the truck at the time of the crash. CSX officials say the train came out of Mulberry and serves local businesses. Officials say gates are not required at the crossing, since it is located on private property. The train conductor, however, is required to sound two long warnings, one short warning and another long warning when approaching either a public or private crossing. At this point, investigators are not sure how fast the train was traveling at the time of impact but officials hope to find that out after getting a GPS device located on the train.

<http://www.wtsp.com/news/article/243053/250/Train-and-truck-collide-driver-missing-and-presumed-dead>

USA. CT, HARTFORD, MARCH 9 2012. DEEP SAYS LEGISLATION NEEDED TO END UST PROGRAM

The Connecticut Department of Energy and Environmental Protection (DEEP) says the time has come to transition from a taxpayer only-funded cleanup program for discharges from underground fuel tanks to one that puts financial responsibility where it rightfully belongs - on private industry. Speaking to legislation concerning the state's Underground Storage Tank (UST) Fund that is now before the Environment Committee (S.B. No. 375), DEEP Commissioner Daniel C. Esty said, "In these difficult financial times state government can no longer afford to pay millions of dollars a year - much of it to multinational corporations - for the cleanup of fuel discharges at private businesses." "Instead, we need to responsibly honor existing claims and enact legislation that puts an end to a system that has corporations relying on state government to shoulder costs they should assume themselves," Esty said. "There are viable options for businesses that must have access to funds to respond to releases from underground storage tanks, including private insurance, surety bonds, letters of credit and self insurance." Esty said DEEP is committed to working closely with the General Assembly, the Governor's Office and industry leaders on the final language of legislation needed to properly address this issue. According to Esty, the key principles of this legislation should



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include a fiscally responsible approach to payment of existing claims and claims that could be submitted before the program ends, which will be accomplished with \$5 million in funding proposed by Governor Malloy. DEEP believes the transition from the UST program can best be accomplished through legislation that:

Assigns applicants to one of four categories to allow for an "asset" test:

- Municipalities and third parties (those who live adjacent to or near a gas station and whose property has been affected by a release)
- Small Business Owners (4 Stations or less)
- Mid-Size Stations Owners (4 to 100 stations)
- Large Station Owners (More than 100 stations)

Establishes a system for prioritizing payment of approved applications – including applications that will be approved after passage of this legislation. Under this system:

- Municipalities/small business owners will be paid in full, with expected full payout to all members of this group within two-three years.
- Mid to large size station owners will be given the option of getting paid starting at 20 cents on the dollar or less, with the payout rising 5 cents per year.
- Phase Out of Reimbursement by UST Fund
- No new applications for large stations beginning October 1, 2012
- No new applications from mid-sized station owners beginning October 1, 2013, provided DEEP is notified of the release by October 1, 2012
- No new applications for municipalities/small business owners beginning October 1, 2014, provided DEEP is notified of the release by October 1, 2013

Background

Federal and state laws require those who store motor fuel (gasoline, diesel, aviation fuel, etc) in underground tanks to have a financial assurance for the cost of responding to leaks from these tanks. In Connecticut, the state, through the UST Petroleum Clean-Up program, has provided the funds to meet these requirements since the early 1990s. Facilities that qualify for the program include the more than 1,480 gasoline service stations registered with the state Department of Consumer Protection as well as "captive" stations serving municipalities or commercial fleet operations.

The Underground Storage Tank Petroleum Cleanup Program currently has:

- \$17 million in approved claims that have not yet been paid
- \$81.6 million in claims that have been submitted but not yet processed or approved

Of the \$81.6 million in pending claims:

- 64% - or \$51.9 million – are from Large stations (owner of more than 100 stations)
- 33% - or \$26.7 million – are from Mid-Size stations (owners of 4 to 100 stations)
- 3% - or \$2.9 million – are from small businesses or municipalities

The Underground Storage Tank Petroleum Cleanup Program Review Board rules on claims and determines monetary payouts. The work of the board has been supported by DEEP staff.

http://www.norwalkplus.com/nwk/information/nwsnw/publish/News_1/DEEP-says-legislation-needed-to-end-UST-program_np_16078.shtml

BULGARIA, SOFIA, MARCH 9 2012. BULGARIA TO FINE 4 FUEL RETAILERS OVER PRICE CARTEL – REPORT

Bulgaria's anti-trust regulator has decided to slap fines on four major fuel retailers for conspiring to increase fuel prices, according to local media reports. The Commission for Protection of Competition launched the probe in the summer of 2011, encompassing Lukoil Bulgaria, Naftex Petrol, Rompetrol and OMV, 24 Hours daily reported, citing a document by the regulatory body that it has obtained. The commission is also investigating whether Lukoil Bulgaria, controlled by Russia's Lukoil, abused its dominant market position. The news comes as hundreds of Bulgarian drivers staged numerous rallies across the country to protest fuel prices. Local consumers say they are being over-charged by Russian-owned company Lukoil Bulgaria. Under local competition law fines for cartel agreements should total up to 10% of the turnover of the companies involved during the previous year.

http://www.sofiaecho.com/2012/03/06/1781590_bulgaria-competition-watchdog-to-sanction-fuel-retailers-for-cartel-report



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USA, PA, BERKS CO, TULPEHOCKEN TWP, MARCH 8 2012. FUEL TRUCK OVERTURNS, LEAKS LOAD

jon rodriguez,



An accident involving a tanker truck that overturned while hauling diesel fuel created quite a mess for crews to clean up. The accident happened shortly before 4 p.m. Wednesday in front of a home at Route 419 and Host Road in Tulpehocken Twp., Berks Co. The truck was turning left from Route 419 onto Host Road when the load of fuel shifted, causing the truck to roll onto its side and spill some of its load, officials on the scene said. No one was injured. Crews have to pump out the remaining fuel before the truck can be put back on its wheels and towed away, official said. This is the third accident involving an overturned tanker truck in the last several days. An oil truck rolled onto its side at North Charlotte Street and Swamp Pike in New Hanover Twp., Montgomery Co., on Monday. On Saturday, another overturned oil truck

closed a stretch of Route 724 in Union Twp., Berks Co. for more than four hours.

Related Links

- [Oil delivery truck rolls onto side;...](#)
- [Road reopens after oil tanker truck...](#)

<http://www.wfmz.com/news/news-regional-berks/Fuel-truck-overtorns-leaks-load/-/121418/9241976/-/159rknwz/-/index.html>

USA, FLA, MIAMI, MARCH 8 2012. POLICE: MAN STEALS FUEL AT MIAMI INTERNATIONAL AIRPORT >> TANKER DRIVER ACCUSED OF STEALING \$205,000 IN FUEL



A tanker truck driver is accused of stealing hundreds of thousands of dollars' worth of fuel while working out of Miami International Airport. After an internal audit, Swissport U.S.A. Inc. told Miami-Dade police it discovered large fuel discrepancies. It said the discrepancies happened while driver Sandor Eng, 39, was working at Swissport U.S.A. Inc. Miami-Dade police then picked up the investigation. On March 4, detectives said Eng arrived at the airport an hour early for work and filled up his tanker. Detectives said Eng then drove to World Fueling Inc. on Northwest 34th Street and met up with Daniel Ramirez. Detectives said they witnessed hoses being attached from the Swissport tanker to a World Fueling tanker. Detectives said Eng headed back to the airport in the Swissport tanker. Detectives later questioned Eng about what he was doing and said that he provided them with false information. After investigating, Miami-Dade police said Eng stole approximately 194,615 gallons

of fuel over 245 days. That gas is worth approximately \$205,000. Eng is charged with more than 50 counts of grand theft. A judge set bond for him at \$232,500.

Related Links [Read arrest affidavit](#)

<http://www.local10.com/news/Police-Man-steals-fuel-at-Miami-International-Airport/-/1717324/9240164/-/t9be8w/-/index.html>

ECUADOR, LAGO AGRIO, MARCH 8 2012. LIFE AMONG CACAO FIELDS AND OIL CONTAMINATION



The cacao fields share the same stretch of forest where Donald spends many of his days giving Toxic Tours.

...a local man named Donald Moncayo showed me around. Wearing white surgical gloves, he dug up a fistful of black mud and held it so that the sunlight caught the telltale blue-orange tint of petroleum. At one fetid pit in a jungle glade, he stepped gingerly onto the surface of the pool, where the solid matter in the produced water had congealed into a tar like crust that was sturdy enough to support him. Smiling a little, Moncayo shifted his weight from one foot to the other, until the whole surface began to undulate beneath him. He looked like a kid on a waterbed... Watching Moncayo, I had a sense of deja vu. He is the regular master of ceremonies on the toxic tour... But if Moncayo's cadences were rote; there was

nothing feigned about his indignation. – Patrick Radden Keefe, writing in [The New Yorker](#), 1/9/12 Donald Moncayo has acted



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as the “fixer” for hundreds of journalists over the last decade on what has become known as “the toxic tour.” He has been described in hundreds of articles (along with the toxic waste pits that he shows visiting journalists), and he could possibly be the most photographed man in the northeastern Ecuadorean Amazon. Some journalists choose to (or are capable of) seeing more than others. Some ask him questions about his own life, and they learn that he lost his mother to oil contamination. Or they ask him about his childhood and they learn that he had two options on his walk to elementary school: barefoot on the searing and rusting oil pipeline or barefoot on the dirt road sprayed with oil to keep the dust down. Others, like Keefe from the New Yorker, use Donald as “color” for their story — and somehow manage to add insulting commentary, like: “He looked like a kid on a waterbed,” or “he is the regular master of ceremonies on the toxic tour.” That there is such a “tour” (that there needs to be such a tour!) of the greatest tropical rainforest on Earth is just another wretched and bizarre aspect of the tragedy that has befallen this land [as a result of Texaco \(now Chevron's\) oil operations](#) here. The “toxic tour”, as it has been named, is not a choice of the communities. It is a necessity — an uncomfortable, at times humiliating, necessity. It is an invitation to the world — to outsiders — to witness the suffering of the people that live here, to witness the real casualties of oil-dependent societies. And in doing so there is a hope, a vulnerable human promise between the people living here and the visitors, that something good and honest will result from the exchange between worlds. A powerful photograph that is shared with hundreds or maybe even thousands of people, promoting greater understanding in distant worlds; or a courageous journalist unafraid to expose the arrogant and unforgivable actions of a multinational titan like Chevron; or maybe even just a portrait of what life is like here — a kind of ode to humility and dignity. In the coming days I will write a piece (at least will attempt to) on morality, blindness and cowardice in journalism.

<http://blog.sfgate.com/manderson/2012/03/07/life-among-cacao-fields-and-oil-contamination/>

REPORT INTO CANCER-CAUSING AUSTRALIA, VICTORIA, FISKVILLE, MARCH 8 2012. CHEMICAL CLAIMS AT FISKVILLE DELAYED

wes hosking



The report into claims chemicals caused cancer in workers at the CFA's Fiskville training centre has been delayed.

A highly anticipated report into claims dangerous chemicals caused cancer in workers at the CFA's Fiskville training centre has been delayed so investigators can interview more people. More than 200 people have come forward as part of the investigation, which is also examining operations at the service's other regional training facilities between 1970 and 2000. A report to the CFA was due on March 31 but will now be delivered by June 30. The findings will be made public. Independent Fiskville Investigation chair Prof Rob Joy said many former and existing brigade members were keen to speak. Face-to-face interviews are already being held. "I

appreciate the courage of people who have come forward to share concerns about their exposure to potentially harmful chemicals as part of past firefighter training," Prof Joy said. "We are intent on listening to everyone who wants to be heard." The investigation began after the Herald Sun in December revealed accusations the CFA failed to warn staff and their families they were exposed to carcinogenic chemicals while working and living at Fiskville. At least 15 cancer-related deaths have been linked to chemicals stored onsite and used in burn-offs at the western Victorian town in the 1970s and 80s. Prof Joy said advisory firm KordaMentha had been commissioned to conduct an "extensive search" of CFA documents but the 40-year timeframe meant information about practices and materials had been difficult to locate. Golder Associates had been commissioned to conduct technical assessments of potential site contamination and provide advice on the toxicology of chemicals used in firefighter training. Regulators EPA Victoria and WorkSafe are also making their records available.

<http://www.heraldsun.com.au/news/more-news/report-into-cancer-causing-chemical-claims-at-fiskville-delayed/story-fn7x8me2-1226293657567>

USA, AKA, ANCHORAGE, MARCH 8 2012. GAS SPILLS AT FALSE PASS SEAFOOD PROCESSING PLANT

Department of Environmental Conservation officials are monitoring a 3,468-gallon spill of unleaded gasoline at the Peter Pan Seafoods plant at False Pass. The DEC says in a situation report that the plant manager discovered the spill Sunday afternoon and reported it Monday morning. The gas was lost from a tank that holds 30,610 gallons and DEC officials say it



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probably leaked from the bottom. The gas in the tank was estimated at 12,325 gallons at the end of January. The DEC says spilled gas went into a lined containment area. Peter Pan response workers as of Sunday had transferred 2,100 gallons of gas from the tank into barrels and had another 100 barrels available. False Pass is on Unimak Island off the Alaska Peninsula about 646 miles southwest of Anchorage.

<http://newsminer.com/bookmark/17781216-Gas-spills-at-False-Pass-seafood-processing-plant->

USA, TX, NACOGDOCHES, MARCH 8 2012. NACOGDOCHES OFFICIALS WORKING TO CONTAIN FUEL SPILL

nicole underwood

 **Watch the Video** [Roads Reopened after Gas Spill in Downtown Nacogdoches](#)



Officials in Nacogdoches are currently working to contain the spill of a large amount of gasoline that escaped from a transport truck in the 400 block of West Main this afternoon. The incident occurred shortly after 2:30 pm when a transport truck owned by Morgan Oil Company of Nacogdoches was on a delivery to the Chevron station in the 400 block of West Main. The driver of the truck struck a retaining post at a gas pump with the trailer of the truck, causing damage to a valve on the truck. Officials estimate that approximately 2100 gallons of gasoline escaped from the truck and ran into the Banita Creek. Fire Department and Haz-Mat officials began work immediately to stop the flow of fuel and contain the spill in the creek. The police department evacuated the immediate area and began stopping and diverting traffic. TXDOT, TCEQ, City Public Works and other officials responded to the scene. The Nacogdoches Police Department's Community Emergency Response

Team volunteers were activated, and they monitored the creek to keep spectators from going to the creek. A dam was constructed on the Banita Creek near the city softball complex on Martin Luther King Blvd. and the spill was contained at that point. Haz-Mat crews will use equipment, including vacuum trucks, to clean the gasoline from the creek. Roads in the area, specifically West Main and Old Tyler Road in the area of the spill will be closed until further notice.

<http://www.ketknbc.com/news/update-nacogdoches-officials-working-to-contain-fuel-spill>

CANADA, B.C, FORT ST. JOHN, MARCH 8 2012. A TOXIC PIPELINE SPILL AND COMMUNICATIONS CHILL IN B.C.

ben parfitt

So here's the little that we know about a pipeline break that occurred more than half a year ago and that British Columbia's Oil and Gas Commission (OGC) feels for whatever reasons the public is best kept in the dark about. The incident occurred on August 19 of last year when a 35-year-old pipeline broke and spilled its poisonous contents onto a nearby property. In three separate interviews with three different people who have knowledge of the incident and who spoke on an "information only" basis, it was confirmed that whatever was in the liquids that burst from the broken pipeline that day killed at least one cow and sickened other cattle. The toxic spill occurred just outside the city limits of Fort St. John, near a liquids waste facility, which takes toxic liquids produced by the oil and gas industry and pressure pumps the untreated wastes deep underground for disposal. Despite the spill involving toxic liquids that were being piped to the disposal well, and the disposal well itself being located close to residences that rely on wells for their drinking water, the OGC disclosed nothing publicly when the spill occurred. Six months later, it has yet to issue a press release on the spill or a single document relating to the incident. Furthermore, no documents will be released until, the OGC says, its "investigation is complete." One of the more curious things about the OGC's reticence to speak about the event is that in the grand scheme of things this was a small spill. Just 20 cubic metres or roughly the equivalent of half a tanker truck's contents was involved. Yet when first asked about the event in December, the OGC refused to divulge any details at all, and since that time has provided only three scant paragraphs worth of material. It won't even release a copy of a report it filed with the local Ministry of Environment's offices detailing what occurred and what it ordered the pipeline operator to do to clean up the spill and remediate the private landowner's property. Which quite naturally begs questions: Why the tight-lipped response? And what does such a response say about where the OGC sees its loyalties lying, as the Commission both approves oil and gas company activities and is tasked with ensuring public health and safety and protecting the environment? A quite reasonable response to the first question is that there may be



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more going on than just a small spill. Or perhaps the OGC just wants to keep a lid on things given the mounting concerns residents inside and outside the region have about the amounts of water being contaminated by the gas industry in its water-and-energy-intensive hydraulic fracturing or "fracking" operations. Fracking involves the pumping of immense amounts of water deep underground at high pressure. The pumping opens cracks in the surrounding gas-bearing rock allowing the trapped gas to flow out. With more and more [fracking activities](#) underway in northeast B.C., there is increased potential for spills such as the one that occurred on August 19.

Here's Why.

After a gas well is fracked, much of the water pumped below-ground returns to the surface. Such water is by then heavily contaminated with traces of gas, heavy metals, minerals, radiological compounds and chemicals. With up to 600 Olympic swimming pools worth of water used in fracking operations at well pads in northeast B.C., the wastewater that flows back to the surface quickly amounts to a lot of toxic material. If it cannot be reused it is typically destined for "[deep well disposal](#)," meaning that it is pumped deep below the earth's surface where, it is hoped, it stays. Last August's pipeline break involved a pipeline operated by Orefyn Energy Advisors Corp. The contents of whatever was in that pipeline were destined for a disposal well operated by the same company. In response to written questions, the OGC's manager of communications, Hardy Friedrich, disclosed in an email that "the pipeline, operated by Orefyn" was carrying "produced water." Produced water is water that flows back up out of a gas well after it is drilled and that may or may not be associated with fracking. In this case, Friedrich wrote, the water originated from a "sweet" gas well. Sweet gas wells, as opposed to sour gas wells, produce gas that contains very little if any [hydrogen sulphide or H₂S](#), a potentially deadly neurotoxin that has killed or seriously injured gas industry workers in British Columbia and Alberta as well as residents and workers in many jurisdictions where sour gas wells are drilled and their gas leaks or escapes. When the pipeline broke, Friedrich wrote, "approximately 20 cubic metres of produced water spilled onto private lands and the pipeline was shut in. Permit holders are required by law to contain and eliminate spills and remediate any land or body of water affected by the spillage." The OGC felt the spill was serious enough that it issued a directive to Orefyn. "General Order 2011-20" was issued on September 29, six weeks or so after the pipeline spill, and was signed by Lance Ollenberger, the OGC's deputy commissioner of operations engineering. The order directed Orefyn to clean up the site where the cattle had been killed or sickened and to repair the pipeline. Since that time, undisclosed amounts of contaminated soil have apparently been hauled away from the property. As for the pipeline itself, Friedrich reports that it is "inactive." But the OGC remains firm that it will not release any written materials relating to the incident, including the order. "Unfortunately, we are not able to release any records pertaining to this order at this time. Enforcement actions are still pending, therefore, according to Section 15 of the [Freedom of Information Act](#), information on this order cannot be released until all items have been resolved and the order is closed." All of which is rather curious. When a truck carrying gasoline [tipped over last April](#) on the Island Highway outside of Victoria and disgorged its contents onto the road and subsequently into the adjacent Goldstream river, provincial Ministry of Environment and Ministry of Transportation officials had no qualms about speaking to the media and about disclosing what enforcement actions they were taking and that they contemplated. It mattered not one iota that the investigation was then only in its infancy. The big difference between the Goldstream event and that outside of Fort St. John is that the former occurred on the doorstep of the provincial capitol, disrupted traffic on a busy stretch of road and could not have failed to come to the public's attention, while the Orefyn pipeline spill occurred in a region of the province that is larger than all but 14 of the U.S. states south of the 49th parallel, and with a sparse population of just 60,000 or so. But this hardly justifies withholding information. Especially in a region of the province where oil and hazardous goods spills are distressingly common and where there is good reason to believe that there is a heightened risk of more pipeline breaks and more spills in the years ahead given the intense ramp-up in natural gas industry water-use now underway. In 2009, the Ministry of Environment's Environmental Emergencies Program released what it called an "[annual report](#)," covering spills in various regions of the province. Due to budgetary restraints it was the first such report released in several years. There has been no such report in the two years since. In it, the ministry noted that there were a total of 587 spills in the Fort St. John region during 2008. In just the first quarter of 2009, the ministry reported, 191 spills were recorded, a 28 per cent increase over the year before. The compilation of regional statistics ended by noting that a further "30 reports came in during [the] first 20 days of April 2009 alone." Of note, the 2009 spills report predates the significant upsurge in fracking operations that now characterize gas well developments in northeast B.C. Such operations have already set global gas industry records for water usage and are certain to herald an increase in the volumes of toxic wastewater that must be moved either by truck and/or pipeline to injection wells for disposal. All of which is of note when considering the question of whose interests -- that of the general public, or the oil and gas industry -- are served when the regulator withholds information on a small, but



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nonetheless deadly spill. More than six months after the spill occurred, an allegedly ongoing investigation prevents the Oil and Gas Commission from disclosing further details about what happened that day and in the days after. With regard to this incident, at least, it appears that the interests of the OGC's industry clients take precedence over that of the public. With more toxic waste spills a certainty in the months and years ahead, such loyalty does not inspire confidence.

<http://rabble.ca/blogs/bloggers/policynote/2012/03/toxic-pipeline-spill-and-communications-chill-bc>

USA, MA, CHELSEA, MARCH 8 2012. RAIL PLAN FOR ETHANOL IS DECRIED >> HEARING SET FOR TONIGHT AS GROUP SEEKS SUPPORT

katheleen conti

Eight firefighters are seen dousing a couple of rail cars, as bright flames and a plume of dark smoke engulf parts of the freight train in a still image stamped with the message: Ready for ethanol in Chelsea? The deliberately shocking image is being used in fliers distributed by Chelsea Green Space, the environmental justice component of the nonprofit Chelsea Collaborative, to sway public opinion against a proposal by Global Partners LP to ship ethanol to its petroleum storage terminal in Revere by way of a commuter rail line used by the MBTA. The fliers, printed in English and Spanish, implore residents to "Stop this Train!" and to attend a public hearing being held by the state Department of Environmental Protection at 6 p.m. Thursday in the City Council chambers at Revere City Hall. The Waltham-based company applied for a waterways permit with the state to be allowed to conduct water-dependent industrial activity at its bulk storage tank farm at 140 Lee Burbank Highway in Revere, abutting Chelsea Creek. The estimated \$2 million project would include upgrading a rail car unloading facility at the Revere terminal and splitting a spur connected to the rail line into two adjacent tracks that would hold up to 20 rail cars for unloading ethanol and other fuels. Revere Fire Chief Gene Doherty said he has confirmed with the state Department of Fire Services that Global is proposing shipments of an estimated 1.7 million gallons of ethanol every three to five days in 60-car trains. He said that State Fire Marshal Stephen D. Coan told him that Massachusetts already receives ethanol shipments by rail on a regular basis, from Albany, N.Y., and Vermont into Worcester, and with some then rolling into Rhode Island. Connecting rail shipments to Revere would involve either the Route 2 or the Route 3 corridors and could affect about 40 communities, including Chelsea, Everett, and East Boston, Doherty said. "I would rather not have the ethanol come in, but I know it's coming. It's inevitable," Doherty said. "Railroad is a federal jurisdiction and the federal government dictates what goes on the rails. . . . local jurisdictions have no say, and we're there." Edward Faneuil, executive vice president, general counsel, and secretary at Global, said he is aware of the Thursday hearing and plans to attend, but he declined to comment on the company's proposal or the concern of residents about transporting millions of gallons of highly flammable ethanol in densely populated communities. Revere resident and former city councilor Edward O'Hara found out about the proposal eight months ago, while watching a Revere City Council meeting on television. He said he was so alarmed that something with such potential to affect public safety was never brought to the attention of residents that he decided to take action. Last November, Revere voters approved a nonbinding question drafted by O'Hara opposing Global's proposal. He is now pushing the City Council to publicly support the results of the vote, after seeing that the Chelsea City Council passed a resolution Feb. 27 publicly opposing the proposal. Councilors in Revere's Legislative Affairs Committee, at O'Hara's behest, voted Monday night to recommend next week that the full council publicly affirm the vote. "This is all a terrible, terrible thing, the way this went down," O'Hara said. "It's important that the city of Revere also oppose this. We're up against the federal government here. . . . The people of this city never got a chance to hear about it or meet about it." Chelsea City Manager Jay Ash said he is "gravely concerned" that ethanol-filled trains might be running through the communities, and he sent letters Monday to more than a dozen mayors in cities that could be affected by the train route, asking for their support and inviting them to the Thursday hearing. Ash said he has spoken with state and federal elected officials about his concerns, pointing out that Global could still expand its ethanol operations in a safer manner, such as transporting it by trucks, which would involve smaller shipments, or by barges, which would be monitored by the Coast Guard. "We're all concerned of the movement of hazardous cargo in densely populated urban areas," Ash said. "We need a rational plan in this post-9/11 era for the movement of hazardous cargo. "Is it rational to have 1.8 million gallons of ethanol to be moved in unsupervised rail? The impact [of an accident or attack] could paralyze the entire region. "I understand the limited scope of the hearing, but I would hope the company would be more transparent about what it's going to do and how it's going to do this."

http://www.boston.com/news/local/massachusetts/articles/2012/03/08/plan_to_ship_ethanol_to_revere_by_train_raises_concerns/



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UNITED ARAB EMIRATES, AJMAN, MARCH 8 2012. 3 DEAD, 5 INJURED IN TANKER FIRE SUFFERED BURN INJURIES WHEN A FIRE BROKE OUT AT A TANKER >> WORKER WAS USING A VACUUM CLEANER

aghaddir ali



Three men died and five others suffered burn injuries when a fire broke out at a tanker used to transport crude oils in Ajman port on Monday, a senior official at Ajman Civil Defence told Gulf News on Wednesday. Brigadier Saleh Saeed Al Matroshi, Director of Ajman Civil Defence Department, said the tanker was transporting oil to UAE. The accident took place at around 2:30pm when the tanker stopped at Ajman port; the captain and crew were out of the vessel at the time of the incident, he said. Al Matroshi said the fire lasted only few seconds and was put off by the time firefighters reached the port. The Civil Defence team conducted an inspection and found three bodies inside the vessel; five other sailor with first and second degree burns were taken to hospital, Al Matroshi said. The injured were taken to Khalifa Hospital in Ajman where doctors described their condition as critical. An official at Ajman port, who preferred not to be named, told Gulf News that the sailors who are from

India and Bangladesh were waiting for their out passes to go back to their home country when the accident happened. Human error triggered the accident, said an official. "The fire happened due to the fault of a sailor who was cleaning near the oil tanks using chemical materials" the official said. Al Matroshi said 12 workers were on board at the time of the accident, four survived, five badly injured and three died. Al Matroshi said, a witness told Civil Defence that a worker was using a vacuum cleaner to clean the ship, which malfunctioned and led to the fire. The vessel was handed over to Ajman Police who started an investigation and a fire expert visited the site.

<http://gulfnews.com/news/gulf/uae/emergencies/three-died-five-injured-in-ajman-tanker-fire-1.991750>

INDIA, MUMBAI, MARCH 9 2012. HOLI HORROR: DYE KILLS BOY, 235 TAKEN ILL >> DOCTORS SUSPECT THE DYES CONTAINED BENZENE.

[Watch the Video](#) [Toxic colours on Holi: 13-year-old dies in Mumbai](#)



Doctors suspect the dyes contained benzene which resulted in the poisoning.

A 13-year-old boy died and 235 people, mostly children, were admitted in hospital on Friday after they mistook a chemical dye for [Holi colour](#), officials said. Maharashtra chief minister Prithviraj Chavan, who ordered a high-level probe into the tragedy and visited the Sion Hospital where most those taken ill were admitted, said the dye got absorbed through the skin, leading to breathlessness and affecting haemoglobin levels among other symptoms.

"The hospital medicos responded well and immediately procured an antidote to treat the patients," Chavan said, appreciating the prompt action by the hospital. He was accompanied by health minister Suresh Shetty and minister for women and child welfare Varsha Gaekwad. He was rushed to hospital with severe symptoms of colour allergy but doctors could do little to save him according to an official at the Dharavi police station. Of the 235 people affected by the dye in Dharavi, Sion and Ghatkopar areas of central Mumbai,

210 were taken to the Sion Hospital and 25 to the Rajawadi Hospital and other smaller hospitals in the vicinity. Sion Hospital Dean Sandhya Kamat told reporters that of the total 210 patients admitted there, 209 continued to remain under treatment, including three under observation in the intensive care unit. "One patient was allowed to go Friday morning as he had to appear for his higher secondary school examinations. We shall take a decision on discharging the other patients after examining their condition later in the afternoon," Kamat said. Kamat said no new patients had been admitted after 11 pm last night. The high-level probe committee is headed by Medical Education Secretary I.S. Chahal and includes Maharashtra Pollution Control Board member Milind Mhaikar, Food and Drugs Authority Commissioner Mahesh Zagde, Additional Municipal Commissioner Manisha Mhaikar and a high ranking police official. The panel will submit its report within a fortnight.



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According to hospital officials, a majority of the victims suffered from giddiness, vomiting, breathlessness, rashes and other symptoms. Preliminary investigations by police revealed that some slum kids discovered bags of blue colour lying unattended near a garbage dump in Dharavi. Police and civic officials had issued warnings asking people to stay away from cheap and polluted Holi colours.

<http://timesofindia.indiatimes.com/city/mumbai/Holi-horror-Dye-kills-boy-235-taken-ill/articleshow/12204249.cms>

USA, MS, JEFFERSON CO, MARCH 9 2012. FIREFIGHTERS WORK TO EXTINGUISH CRUDE OIL FIRE IN JEFFERSON DAVIS CO.

Photos [3] [Firefighters respond to oil storage fire](#)



City of Collins Fire Department's Special Operations Response Team was called to respond to a Crude Oil storage site fire in Jefferson Davis County just off of Shivers-Booth Road. The fire involved two crude oil storage tanks containing over 800 barrels or 33,600 gallons of crude oil owned by the Penn Virginia Oil & Gas Corporation. There were no injuries & no damage to any other property off site. The cause of the fire is still under investigation by the MS Oil & Gas Board and Company Officials.

The Collins Fire Department Special Operations Response team extinguished a crude oil fire Wednesday in Jefferson Davis County. The department got a call Wednesday morning from Penn Virginia Oil and Gas Corp., requesting assistance with a storage tank fire on Shivers-Booth Road, according to a press release. The department maintains specialized training and a large contingency of specialized industrial and petroleum firefighting equipment and foam concentrate to combat hydrocarbon and fossil fuel fires.

The fire was extinguished in less than an hour from the initial call. The cause of the fire, which started in two oil tanks that held more than 33,000 gallons of crude oil, is still under investigation. Prentiss Fire Department, Jefferson Davis Emergency Management Agency, the state oil and gas board and several volunteer departments also responded.

<http://www.hattiesburgamerican.com/article/20120308/NEWS01/203080312/Firefighters-work-extinguish-crude-oil-fire-Jefferson-Davis-Co->

USA, TX, SHERMAN, MARCH 9 2012. SAFETY OFFICIALS WARN OF THE DANGERS OF SIPHONING FUEL

jennifer french

Watch the Video [The Dangers of Siphoning Fuel](#)



With gas prices so high, it's certainly hitting everyone's pocket book. Authorities are watching out for gas thieves. How crooks get away with free fuel could also be a safety hazard. Most aren't excited about pumping \$3.45 a gallon into their tanks. Others aren't tolerating the prices at all. Instead, they're trying to fill up for free. "As gas prices increase, the probability of theft also increases," J.J. Jones said, Sherman Fire Chief. With a few items from a convenience store: a tube, a pump...or even a set of lungs...it's a way to hit the road without burning any cash, but you could be burning something else. Stealing fuel is a fire hazard. "Someone pulls up beside them, throws a cigarette on the ground, and these fumes are everywhere. It could create an explosion," Madalyne Lange said, VP of Douglass Distributing. When professional distributors pump gas, there's typically a hose for the fuel and another apparatus for the fumes. Not all pumps, especially those viewable online, are UL approved. "When you don't use an approved container or you

use a makeshift hose to siphon gas, then the fumes themselves or the gasoline can become very volatile," Jones said. When people drive off with free fuel, stores take a big hit. That's why most gas stations ask you to pay at the pump first, to make sure



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you walk off with a receipt instead of a tank of free gas. "When it gets this high, they're looking at that price on that sign out by the road every day, and it becomes a real issue for them," Lange said. Distributors and fire safety officials agree. Three dollars and some change isn't worth someone's life.

<http://www.kten.com/story/17105812/safety-officials-and-distributors-warn-of-the-dangers-of-siphoning-fuel>

USA, OK, OKLAHOMA CITY, MARCH 9 2012. OKC FIREFIGHTERS AT SCENE OF TANK BATTERY FIRE

[Watch the Video](#) [Live Video: Tank Battery Fire In SW OKC](#)



Firefighters are on the scene of a tank battery fire in Southwest Oklahoma City. Maj. Brian Stanaland says the department is a working fire at Southwest 15th Street and Morgan Road where several tanks are on fire. Hazmat has been called to the scene. Firefighters say they are putting foam on the fire and shutting down both lanes of SW 15th Street. Firefighters say the blaze began about 8 a.m. after a lightning strike. A tank battery is a group of production tanks located in a field to store crude oil.

<http://www.koco.com/r/30635377/detail.html>

USA, CA, WALNUT CREEK, MARCH 9 2012. CALIFORNIA REJECTS TAINTED BP GASOLINE FROM WASHINGTON STATE >> FUEL CONTAINING HIGH LEVELS OF CANCER CAUSING COMPOUNDS.

Tens of millions of gallons of gasoline that did not meet California's clean fuel specifications were delivered to the city of Martinez and sold across the state by petroleum giant BP, state regulators said in a lawsuit filed Wednesday. The company submitted documents over a four-month period to regulators that said gasoline refined in Washington and shipped to Contra Costa County contained permissible levels of toxic and cancer-causing compounds, including benzene, when in fact the fuel failed to meet state standards, the lawsuit says. "It's a chemistry measurement issue," said Stanley Young, spokesman for the California Air Resources Board. "You'd think a petroleum company that prides itself on its chemistry would be able to do these straightforward measurements." Young said it was not clear whether the company simply made errors or deliberately misled regulators, but BP is a "repeat offender" that has been fined by the board more than 30 times for clean-fuel violations over the last 10 years, he said. BP has in recent years seen the green image it had been fostering -- at one time it adopted the slogan Beyond Petroleum -- fade with a refinery explosion in Texas in 2005 and the Deepwater Horizon explosion and oil spill in 2010. "It seems like there's a pattern here," said Roland Hwang, transportation program director for the Natural Resources Defense Council. "Do they have a system in place, or is this going to be a recurring pattern with this company?" In an emailed statement, a company spokesman said BP had not yet reviewed the lawsuit. "However, BP has engaged in discussion with CARB since (2009) to address the agency's concerns about this issue. Unfortunately, BP and CARB could not reach a resolution," wrote company spokesman Scott D. Dean. "I should also add that we are disappointed that CARB filed this action without any notice to us," Dean wrote in a second email. "When we last met with CARB 6 months ago, we believed we had addressed their concerns regarding this matter." The violations occurred during shipments between December 2008 and March 2009, Young said. In all, about 85 million gallons of dirty gasoline was sold by BP through storage tanks and pipelines along the Martinez shore, the air board said. That's enough fuel to run 170,000 cars for a year, according to Young. The lawsuit, which was filed in Contra Costa Superior Court, seeks unspecified damages. According to court documents, state regulators first detected a problem when a test of a random sampling of BP's gasoline did not match up with what the company told regulators. The state Air Resources Board launched an investigation and contends that eight shipments to Martinez contained higher levels of pollutants than the company's documentation claimed. Young said the actual concentration of a class of chemicals called aromatic hydrocarbons was about 10 percent higher than the company said. Some aromatic hydrocarbons are toxic and can cause cancer. In addition, they lead to increased smog. "The clean-gasoline program is one of the most important pollution standards to protect public health that we have," said Hwang. "It's very troubling if there's any company out there that's selling gasoline that is dirtier than what is legally allowed."

<http://www.heraldnet.com/article/20120308/NEWS02/703089908>



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USA, ID, POCA TELLO, MARCH 9 2012. PLASTIC DRUM SPILLS 25 GALLONS OF GAS AT POCA TELLO MAVERICK >> POCA TELLO FIREFIGHTERS WORK TO CLEAN GAS SPILL



Pocatello Firefighters work to clean out the back of a truck that had four 50 gallon barrels in it's bed, one of which leaked while being filled and the driver pulled away from the pump to avoid any further disturbance.

A leaking plastic barrel spilled 25 gallons of gasoline at the Maverik gas station, 855 E. Alameda Road, about 7 p.m. Wednesday. The Pocatello Fire Department dispatched two of its engines to the scene of the spill and the station was blocked off to traffic while the flammable mess was contained. According to police, a customer was filling four 50-gallon barrels in the back of his pickup when he discovered too late that one of those containers leaked like a sieve. The leaky barrel was recently acquired from friend, and he had never used it before. The driver began to notice the leak approximately halfway through trying to fill the defective barrel and stopped pumping. He alerted Maverik employees and the driver used "oil stop" (the sand mixture used for hazmat cleanup) on the spilled fuel and pulled the truck forward and

away from the pump. Once police and firemen arrived, the clean up began. Firefighters in full FFE (fire fighting equipment) used more oil stop to absorb the gas in the bed. Once the gas was absorbed, they secured the barrel to stop any remaining leakage.

http://www.idahostatejournal.com/news/local/article_8815da5a-68d2-11e1-b2c5-0019bb2963f4.html

USA, PA, ROGERSVILLE, MARCH 9 2012. DEP PROBES DRILLER'S DIESEL SPILL NEAR PA. CREEK

The state Department of Environmental Protection is investigating a diesel spill into a pristine southwestern Pennsylvania creek and expects to fine the Marcellus shale drilling firm it says is responsible. Officials at Pittsburgh-based EQT Corp. acknowledge that 480 gallons of fuel spilled while a worker was emptying fuel from one tank into another near Patterson Run in Center Township, Greene County. The spill occurred Dec. 8 but the Pittsburgh Tribune-Review (<http://bit.ly/xjQnLV>) reports it is only now coming to light because the DEP was not required to alert the public. EQT was required to alert the DEP, which it did. EQT spokeswoman Karla Olsen says most of the fuel was cleaned by digging up the contaminated soil, vacuuming and using absorbent pads. The DEP is reviewing water samples which EQT says showed no fuel in surface waters downstream.

http://www.philly.com/philly/business/20120307_ap_depprobessdrillersdieselspillnearpacreek.html

USA, CO, EAGLE, MARCH 10 2012. I-70 WRECK NEAR EAGLE SPILLS 7,000 GALLONS OF DIESEL FUEL >> SUV STRUCK A TANKER TRUCK IT WAS TRYING TO PASS, POLICE SAY

randy wyrick



Crews work on the scene of a truck accident Thursday morning in the westbound lanes of Interstate 70 between Eagle and Wolcott.

An accident between an SUV and a tanker truck Thursday on Interstate 70 resulted in the largest chemical spill Eagle County has seen for years. More than 7,000 gallons of diesel fuel leaked from a tanker truck when it was struck by an SUV trying to pass it just east of Eagle, police said. Both were headed west on I-70 at about 8:10 a.m. The SUV, a 1997 Toyota 4-Runner driven by Ryan Palmer, of Vail, attempted to pass and clipped the front of the truck when Palmer pulled back into the right lane, according to police. The truck, a 2010 Peterbilt driven by Mark Rusch, of Pueblo, rolled onto its right side and skidded down the right lane. When it finally stopped, the tanker was partially in the ditch and had a hole punched in it. Palmer's truck careened and rolled

all the way across the median strip and stopped on the left lane of the eastbound lane of I-70, according to police. It spilled 7,000 gallons of its 7,200-gallon load, said the Colorado State Patrol. The patrol's hazardous materials unit was on the scene almost immediately, and most of the spill was contained in the median. Palmer was cited for driving under the influence of drugs, careless driving, and failing to present evidence of insurance. Neither Palmer nor Rusch were injured. The cleanup and



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investigation closed I-70 for about five hours, with traffic being diverted down U.S. Highway 6. The accident was cleared by 11 a.m. and the patrol reopened the right lane in both directions by 12:34 p.m., said Trooper Josh Lewis. "Any time you have any type of hazmat spill, it's important to get a cleanup crew working as quickly as possible," Lewis said. "You're looking at a significant spill." So far, it looks like it's not a hazard to the Eagle River, Lewis said. "Still, no matter where it is, it's always dangerous to spill something like that." All four lanes reopened Thursday afternoon, but the Colorado Department of Transportation will close one lane in each direction beginning Friday morning, as cleanup crews from SWS Environmental Services and the state patrol remove the contaminated soil. Crews will work through the weekend and early next week during daylight hours to begin cleanup, CDOT said. Both lanes of the interstate will be open during the evenings since no cleanup efforts will be taking place at that time, CDOT said. There is no estimate as to how long the cleanup process will take, CDOT said.

<http://www.aspentimes.com/article/20120309/NEWS/120309833/1077&ParentProfile=1058>

AUSTRALIA, NEW SOUTH WALES, SINGLETON, MARCH 10 2012. NO WARNING ON DRIFTING TOXIC FUMES FROM MINE

rory callinan



Deadly gas ... the orange oxides of nitrogen gas clouds in open mine fields are a proven health detriment.

Clouds of toxic gas are regularly blasted out of open-cut coalmines in NSW but the public is not being warned when the "fume" has left mine sites and is heading its way. The orange oxides of nitrogen gas clouds, sometimes hundreds of metres wide, are produced when explosives fail to properly detonate and can be deadly if inhaled in significant amounts. Miners are supposed to minimise the gas by ensuring the right balance of explosive components and placement, especially when the ground is wet, which increases the risk. They are also supposed to monitor wind direction and other weather to ensure the gas disperses over the mine site. But the Herald found many examples of the gas being produced at mines in NSW and instances when it has drifted away without warnings being issued to nearby residents. On March 2, a motorist needed medical treatment after allegedly driving through the gas on a public road in the Hunter Valley. The NSW Planning Department is investigating the incident. The gas was suspected of emanating from the Mount Thorley Warkworth mine complex about 15 kilometres south-west of Singleton in the Hunter Valley. Yesterday, the NSW Environment Protection Authority refused to say whether mines were supposed to have an evacuation plan or alert system for residents or other members of the public in the path of the gas. However, an agency spokeswoman said changes to existing laws would require mines to have such plans in place by September. She said the authority was investigating an unrelated fume incident in New England but declined to provide any details. She said there were laws requiring mines to immediately notify relevant authorities such as the authority, WorkCover, Fire and Rescue and NSW Health when material harm to the environment was caused or threatened. However, a Hunter businesswoman, Jan Hedley, who drove through the fumes on Putty Road at Bulga, said there had not been any warning on March 2. Ms Hedley, who has been a long-term critic of the mine's operations, said when she first saw the gas cloud from the mine it was so bright she thought something was on fire - prompting her to take photos. She said mine workers had originally blocked the road because of blasting but after a time she and other motorists were allowed past. "It wasn't until I got back to the office and looked at the photos that we realised there was gas in the trees alongside the roads," she said. "Later ... I had a raging headache and was feeling sick. I went to the doctor who said there had been some evidence that I had been exposed." The Mount Thorley Warkworth general manager of operations, Cam Halfpenny, said the mine was investigating the incident and working with authorities. He said it had undertaken measures before the blast including road closures and assessment of wind speed and direction. A mine spokesman said the blast had occurred in the Mount Thorley mine, with the gas going over a stretch of Putty Road, which had been closed to the public, and dissipating above Warkworth mine.

<http://www.smh.com.au/national/health/no-warning-on-drifting-toxic-fumes-from-mine-20120309-1uppf.html>



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