



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 836 Newsy Stuff

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

May 11 2012



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#### NEW ZEALAND, ONEHUNGA, MAY 2 2012. FIRMS DENY FAULT OVER FATAL ONEHUNGA EXPLOSION

sarah harvey



*Philomen Gulland: The mother-of-two was killed and six others were injured in a massive blast that rocked the suburb of Onehunga in June 2011*

Two companies charged over a gas explosion in Auckland that killed one worker and caused another to lose his legs have pleaded not guilty to all charges. Canadian mother of two Philomen Gulland, 48, an employee of Auckland Council controlled organisation Watercare, died in the incident on June 4, 2011, in Onehunga. Gulland's colleague, engineer Ian Winson, lost both his legs in the explosion and several others were injured. The Department of Labour confirmed in November it was prosecuting Watercare Services and one of its contractors, Canadian Pacific. Watercare faces three charges under the Health and Safety in Employment Act and Canadian Pacific faces two. The charges relate to the duty an employer faces to keep its worker safe and ensure they are not exposed to hazards. If emergencies arise, there must be procedures in place to deal with any incident. Other charges relate to the employer's duty to make sure that no action,

or inaction, by any employee puts any other person at risk. Lawyers for both parties appeared at the Auckland District Court today and entered not guilty pleas. Both parties were remanded for a status hearing at in August.

<http://www.stuff.co.nz/national/6830329/Firms-deny-fault-over-fatal-Onehunga-explosion>

#### TUNISIA, DEHIBA, MAY 3 2012. SMUGGLING STIRS TROUBLE ON TUNISIA'S LIBYA BORDER

lin noueihed & tarek amara



*An empty pickup truck veers off the winding road near the Tunisian hamlet of Ouni, separated from Libya by only a few hundred meters of unmarked scrub. Three men jump out and begin to stack gallon bottles full of contraband petrol on the back.*

The fuel is destined for the provincial town of Tataouine, where they will sell it at a mark-up on the side of the road or push it on to traders who distribute it further afield. "We buy 100 bottles of 20 liters each -- they call them gallons -- each time. We have no other source of income. There is no work here," said Mohammed Abdel Haq, 57, pushing open the metal door to his home and welcoming visitors into a living room containing only two plastic chairs. Even inside, the concrete walls are unpainted. Tattered rugs cover the floor and flimsy mattresses line the

wall. "We call our Libyan contacts in Nalout and say we want a 100 cans and agree on a place to meet on the border to pick it up." Outside, five rusting pickup trucks without number plates sit empty, awaiting the next trip across the desert. Plastic containers soak the bare, sandy ground, ready for collection. In the absence of proper border controls after uprisings that ousted autocratic leaders in Tunisia and Libya, smugglers plying unmarked desert routes are becoming ever bolder, and disputes are becoming ever more violent. In April, a Libyan militia in the western town of Zawiya took at least 80 Tunisian migrant workers hostage to protest the arrest of three of its own members caught smuggling drugs by Tunisian border guards. Both the Tunisians and Libyans were freed after talks, Tunisia's news agency media said. Earlier in April, five Tunisian smugglers were taken hostage by gunmen from Zuwara, another western Libyan town, in a dispute over fuel smuggling. They were later released. And in February, Tunisian forces killed two gunmen and captured a third after clashes with a group of Islamist militants caught with arms smuggled from Libya.

#### Gangs in the Night

The incidents highlight one of the many challenges Libya's National Transitional Council has faced in imposing its authority over myriad armed groups. They also expose how under-equipped and understaffed Tunisian border guards have been left helpless to crush a trade often carried out by heavily-armed gangs. Those involved in the highly secretive arms trade are often part of well-connected gangs and travel in the dead of night with their lights turned off, locals say. "We don't have the weapons to fight the smugglers. Sometimes we chase people but our cars are not good enough and the Libyans are armed. Sometimes they have rocket-propelled grenade launchers and other weapons and we need to think of our lives," said one Tunisian border guard at the Dehiba crossing, a flashpoint during the 2011 Libya war. "The smuggling happens across the borders, not through the crossing, and it goes on daily, day and night." On April 17, locals tried to cut off the road leading to the border



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crossing at Dehiba, which is surrounded on all sides by miles of endless scrub, to keep the Libyans out, the guard said. "Because the border police arrested those Libyans over the drugs, their families started turning back Tunisians and refusing to sell them petrol," he said. "So the Tunisians were protesting against the Libyans."

#### Smuggling a Lifeline

Smuggling is a lifeline in these Tunisian borderlands, where desert scrub stretches into Libya's barren western mountains. Everything from livestock and food to beer and whisky makes the journey from Tunisia into Libya, where factories and farms have been hit by last year's rebellion and alcohol is banned. Even Tunisian-mined phosphate, official exports of which have been hit by strikes and protest, finds its way into Libya. But by far the most popular trade is in petrol, subsidized and cheap in oil-exporting Libya, which is smuggled to Tunisia, a net fuel importer that has struggled with rising world prices. Smuggling was rife before the Arab Spring toppled dictators, but it was a dangerous business carried out by a determined few. In the security vacuum that has emerged since, locals say it has become the main livelihood in Tunisian border areas, remote, lacking factories or services and too dry for extensive farming. Abdel Haq says his sons do up to 20 runs a day, bringing in up to 2,000 liters of petrol or diesel. Prices fluctuate depending on the supply but Abdel Haq sells onto traders who then sell on directly to motorists in more heavily populated areas. The further you go from the border, the higher the price, but Tunisian motorists who eventually have the fuel funneled into their tanks for upwards of 16 dinars (\$10) are paying half what they would at a local petrol station. Even the unmarked trucks that ply the trade were bought in Libya for 1,000 dinars each, much cheaper than in Tunisia. "Before the revolution, sometimes the police would confiscate your car and take everything," Abdel Haq said. "Now they don't stop us because they know our situation. If there was something else for us we would stop turning to Libya." The situation has deteriorated so far that Libya's chief of staff, Yousef al-Manquosh, paid a visit to Tunisia's defense ministry on April 24 to coordinate on border security. "The shaky security situation on the border... requires a search for solutions and mechanisms to repel cross-border crime and the spread and smuggling of weapons," Tunisian Defence Minister Abdelkarim Zbidi said in a statement after the meeting. The prime minister acknowledged the problem in a speech to parliament, saying the traffic with Libya had grown so large that it was affecting the Tunisian economy. While analysts say that arms smuggling and the spread of militant groups poses more of a danger in countries such as Mali and Algeria, where insurgencies bubble, Tunisia could become a transit point for guns moving across North African borders.

#### Little Choice But To Comply

For locals, smuggling poses more of an economic challenge. In the border areas near Dehiba, trucks carrying petrol and livestock are out on the road, under the eyes of police. All along the main roads, shacks sell petrol brought in from Libya. But locals say the trade is becoming increasingly difficult as myriad checkpoints run by rival Libyan militias dot the road from Libya's western mountains to the Tunisian border. At each checkpoint, gunmen confiscate some gallons, hitting profits. Tunisians who make the journey into Libya say they have little choice but to comply. "The rebels are ruling there. I don't want to hear insults while I bring my petrol," said Mohammed Hawiwi, standing at the door of a shack meters from the Dehiba crossing. "Some even fired at us. We haven't responded but they cannot do this if they want to keep bringing everything else into Libya from here." Hawiwi says he is not a smuggler but does small-scale barter trade via the official border crossing, not through the desert. He says he has been forced to drive ever deeper into Libya's western mountains to collect his petrol, affecting his profit. Tunisians are not allowed to fill up themselves at Libyan petrol stations, where a 20-litre tank goes for the equivalent of 3 dinars. Tunisians buy from Libyans at more than double that price in Libya and add their own markup on crossing the border. Locals complain that food being smuggled or traded the other way -- into Libya -- has caused shortages and tripled the price of some fresh produce in Tunisian border areas. The price of tomatoes has risen more than five-fold in some border areas. Many feel they are getting a raw deal. Locals say they feel a special bitterness as Tunisians across the frontier province of Tataouine opened their homes to Libyan refugees in the war. "If you don't like it who do you talk to?" said Hawiwi. "There is no one to talk to. It is ruled by militias and they each have different ideas and change their minds."

<http://www.reuters.com/article/2012/05/02/us-tunisia-smuggling-idUSBRE8410UL20120502>

#### SOUTH AFRICA, PRETORIA, MAY 3 2012. FUEL TANKER OVERTURNS IN PTA EAST

*karabo gill*

Chaos on Hans Strydom Drive after diesel spillage. A diesel tanker has overturned on Delmas Road in the east of Pretoria, Tshwane Emergency Services said on Wednesday. "The tanker is lying partially in the road way. We have closed all the crossings in that area fire hazard involved," said emergency services spokesperson Johan Pieterse. Pieterse said between 15 000 and 20 000 litres of diesel had leaked from the tanker, but that the leakage has been stopped. "It's a serious incident



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because it can cause hazard if people are driving through there, hence the road has been cordoned off," he said. Hans Strydom Drive(now Solomon Mahlangu Drive) was closed at Delmas Road,Rubenstein Drive and Boeing Street. "We request that motorists bare with us as we are trying to clear the scene as quick as possible," Pieterse. Enviromental specialists were called to the scene to assess the situation.

<http://www.jacaranda.com/kagiso/content/en/jacaranda/jacaranda-news?oid=1604630&sn=Detail&pid=6182&Fuel-tanker-overtunes-in-PTA-east->

#### USA, TX, CORPUS CHRISTI, MAY 3 2012. TANKER COLLIDES WITH JACK-UP IN SOUTH TEXAS

 [Watch the Video Collision off the Port A Coast](#)

 [Watch the Video Freighter Collides with Oil Rig off Port A Coast](#)



A tanker "lost propulsion" early Wednesday morning and collided with a Rowan drilling rig in Aransas Channel in south Texas, the US Coast Guard said. At about 7:25 am the 750-foot FR8 Pride lost control and drifted into Rowan EXL1 in the channel near marker Buoy 3. No injuries or substantial pollution were immediately reported. Nearby tugs were able to help separate the two vessels. The rig suffered "significant damage" and a crane suffered a hydraulic leak, but crew members were able to stabilise it by deploying its legs offshore, the Coast Guard said. Rowan investor relations director Suzanne Spera told Upstream that the high-spec jackup was not drilling at the time, but was heading into port in advance of an 8-month commitment to Hess in Indonesia starting in July. That contract will likely be delayed, but to what extent isn't known yet, Spera said. "We're still assessing the damage," she said. The 2010-built rig can drill in water depths of up to 350 feet and can drill to total depths of up to 35,000 feet. The Coast Guard said the

ship's crew reported flooding in one of the ship's forward ballast spaces, "but they were able to control the flooding and ground the FR8 Pride two miles offshore." FR8, with offices in London and Singapore, says on its website that the Marshall Islands-flagged double-hulled tanker was built in 2006. Two officers at the company did not immediately respond to a emailed request for comment from Upstream.

<http://www.upstreamonline.com/live/article1246330.ece>

#### ENGLAND, LONDON, MAY 3 2012. NUCLEAR WASTE 'MAY BE BLIGHTING 1,000 UK SITES' >> MOD UNDER FIRE AFTER REPORT FINDS NUMBER OF CONTAMINATED SITES IS FAR HIGHER THAN PREVIOUSLY ESTIMATED

rob edwards



A sign warns of radioactive particles at Sandside beach, Caithness in Scotland. Hundreds of sites across England and Wales could be contaminated with radioactive waste from old military bases and factories, according to a new government report. Up to 1,000 sites could be polluted, though the best guess is that between 150 and 250 are, says a [report on contaminated land by the Department of Energy and Climate Change \(Decc\)](#), released last month, but previously unreported. This is far higher than previous official estimates, with evidence from the [Ministry of Defence \(MoD\)](#) last December suggesting that there were just [15 sites in the UK](#) contaminated with radium from old planes and other equipment. The MoD has come under fire from former prime minister Gordon Brown for trying to evade responsibility for cleaning up the contamination

it has caused. His constituency in Fife, north of Edinburgh, includes one of the most notorious examples of radioactive pollution at Dalgety Bay. In the past year, the MoD has realised that there are others areas of radioactive contamination across the country that may need to be cleaned up, Brown said. "They've started to use their lawyers to get out of what is, in the first place, I think, a moral responsibility and in the second place, will become a legal responsibility." The MoD has begun a year-long investigation of the [contamination at Dalgety Bay](#) to try and avoid it becoming the first place in the UK to be legally designated as radioactive contaminated land. More than 2,500 radioactive hotspots have been found on the foreshore in the



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past 22 years, one-third of them since last September. Brown has also criticised the failure to act on a 1958 Cabinet report uncovered by [BBC Radio 4's Face the Facts](#), to be broadcast at 12.30pm on Wednesday. The previously secret report by a group of radiation experts urged ministers to control the disposal of the radium painted on dials of military planes to make them visible in the dark. "There may be undesirably high levels of radiation near these dumps," warned the Cabinet report. "Records of burials and of burial sites should be kept and handed on to future users of the land." But this was not done at Dalgety Bay, Brown said. "The truth is that, at that point, someone did know that there was a potential problem. Someone should have then passed it to the Ministry of Defence, and urged them to take the appropriate action." Former environment minister Michael Meacher MP said he ordered officials to identify and produce clean-up plans for all the contaminated sites in 1997. "I am astonished and deeply concerned that that does not appear to have happened," he told the BBC. One example of a [radioactively contaminated site has been outed by Fred Dawson](#), a radiation scientist who worked for the MoD for 31 years, before he left as head of the radiation protection policy team in 2009. It is an area of walled and wooded land in an urban area by the former naval dockyard at Chatham in Kent. Some 300 cubic metres of radioactive waste was buried there between 1968 and 1986, Dawson said. But the MoD has underestimated the potential hazard because it missed one of the wastes likely to be present, carbon-14, he argued. Dawson said: "The non-availability of a risk assessment or safety case for the burials at Chatham is a serious failing of corporate memory and does little to engender public confidence in the MoD's ability to manage the safety of legacy issues over the medium and long term." The MoD, however, has defended its actions, insisting that other parties could have been involved in spreading the contamination at Dalgety Bay. It has been "entirely open" about contamination at other sites, MoD sources said. The defence minister, Andrew Robathan, said: "Where MoD is found to be a party responsible, namely, the appropriate person, in whole or part for contaminated land under the statutory regime, then we will work with the regulator and other responsible and interested parties such as landowners, to meet our portion of the liability and carry out voluntary remediation where appropriate."

<http://www.guardian.co.uk/environment/2012/may/02/radioactive-waste-contaminating-uk-sites?newsfeed=true>

#### USA, CO, COMMERCE CITY, MAY 3 2012. REMEDIES NOT STOPPING WATER POLLUTION AT COMMERCE CITY REFINERY

bruce finley

 **Document** [Examine the water test results \(47 pages, PDF\)](#)

 **Document** [State health department's Dec. 30 order to Suncor Energy \(PDF\)](#)

 **Slideshow** [More photos of Suncor contractors working to clean up liquid leaking into Sand Creek.](#)

 Map: [Showing the plume spreading from under the Suncor refinery in Commerce City.](#)



State-ordered remedies have not stopped toxic pollution from Suncor Energy's oil refinery north of Denver with new data showing benzene levels in Sand Creek and the South Platte River more than doubling last month. Neither state regulators nor Suncor has calculated how much cancer-causing benzene and other contaminants have entered the waterways from an underground plume spreading from the refinery under the adjacent Metro Wastewater Treatment Plant. But interceptor trenches, vapor-extraction systems and recovery wells over the past five months have removed about 697,200 gallons of material from the ground, Suncor officials said Tuesday in a response to Denver Post queries. A fountain aeration system designed to separate benzene from water, before the creek reaches the river, has been shut down. Colorado Department of

Public Health and Environment regulators ordered the shutdown April 24. Health department spokesman Warren Smith said this was done to evaluate the effectiveness of Suncor's underground walls and extraction systems installed on Metro Wastewater property near Sand Creek. Smith acknowledged "fluctuations" in benzene levels in the creek and river but disputed any overall upward trend. "We expect that, as the system is fine-tuned, there may be temporary increases in some monitoring locations due to the volume of air injected into the subsurface," Smith said in a prepared response to queries. "We don't expect an instantaneous improvement."



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#### Suncor Defends Fixes

Suncor officials said remedies in place will be sufficient. "We believe that the permanent solutions being installed and operated trenching systems and treatment systems on both Suncor and Metro's property will effectively isolate and manage the plume and dramatically lower the dissolved benzene level in Sand Creek," company vice president John Gallagher said in a prepared response. The latest water-test data show benzene levels at 400 parts per billion or higher in the South Platte and at two monitoring wells along Sand Creek. The federal drinking-water standard for benzene is 5 ppb. At the South Platte location (about 50 feet downriver from the confluence with Sand Creek), the 400 ppb detected April 25 was more than double the 180 ppb recorded April 6 and 73 percent higher than the 230 ppb recorded Dec. 2 when EPA overseers launched an emergency response. Three monitoring sites along Sand Creek were tested April 2-4 and again April 9. During that period, benzene levels at the sites increased to 150 ppb from 12 ppb; to 490 ppb from 89 ppb; and then to 510 ppb from 73 ppb. On April 25, the two sites nearest the creek bank, where black goo began oozing into the creek in November, still showed benzene concentrations of 410 ppb and 450 ppb. The refinery site, which dates to the 1930s, is one of the Rocky Mountain region's most-prolonged cases of industrial pollution. State health department officials have known about this plume for more than a decade. Dozens of monitoring wells have been drilled on refinery property and on neighboring Metro Wastewater property to track the plume and benzene concentrations as high as 10,000 ppb. "While it is possible that contamination has entered the river directly from groundwater," Smith said Tuesday, "it does not change the response to the plume." Before November 2011, company officials said, the volume of toxic materials removed from the ground was "quite small," Gallagher on Tuesday gave a breakdown of volumes removed since Nov. 28 when toxic seepage was exposed using wells and various extraction systems. The roughly 16,600 barrels (42 gallons each) of material taken from the ground were caught in a trench along Sand Creek (445 barrels), a trench and vapor-extraction systems on Metro Wastewater property (455 barrels), and a trench and vapor-extraction systems on Suncor property (15,700 barrels). Health department regulators said those figures are about right. In 2011, Suncor pumped 209 million gallons of contaminated groundwater from under the refinery to the surface, treated it and discharged it into Sand Creek under a CDPHE permit. Under Colorado law, the benzene entering the creek does not constitute a violation. A CDPHE warm-water aquatic life standard set for the creek and river allows benzene at levels up to 5,300 ppb 1,060 times higher than the federal standard for drinking water. No fines have been imposed on Suncor for water-quality or hazardous-waste violations since Suncor acquired the refinery from Conoco around 2004.

#### Angler Spotted Goo

In 2008, state health department regulators signed off on proposed "final measures" for corrective action at the refinery. The Sunday after Thanksgiving 2011, a carp fisherman spotted black goo oozing into the creek and river and called state authorities. They dispatched a county inspector who found no problem. EPA officials responding to a Denver Post query went to the scene and launched an emergency cleanup.

#### Benzene Contamination of South Platte & Sand Creek

Hydrocarbon pollutants, including cancer-causing benzene, are spreading underground from Suncor Energy's refinery north of Denver and contaminating soil and the waters of Sand Creek and the South Platte River.

[http://webcache.googleusercontent.com/search?q=cache:http://www.denverpost.com/environment/ci\\_20526481/remedies-not-stopping-water-pollution-at-commerce-city](http://webcache.googleusercontent.com/search?q=cache:http://www.denverpost.com/environment/ci_20526481/remedies-not-stopping-water-pollution-at-commerce-city)

#### USA, N.Y, FORT DRUM, MAY 3 2012. WHEELER SACK ARMY AIRFIELD JET FUEL SPILL CLEANUP PRICE RISES

*gordon block*



*Hoses move fuel and water to a separation tank at the fuel spill cleanup area on Wheeler-Sack Army Airfield on Fort Drum.*

Nearing the halfway point in the cleanup effort at a helicopter fueling area at Wheeler-Sack Army Airfield, post officials estimated that an additional \$20 million to \$25 million would be needed to clean up a jet fuel leak discovered in 2006. The figure would be in addition to the approximately \$17 million already spent on the project. The cleanup cost is being paid by the Defense Energy Support Center. Paul G. Zang, who has overseen the cleanup effort, said 167,463 of the estimated 350,000 gallons of fuel had been recovered from the area under the airfield as of Monday. Work to begin removing fuel from the three-acre spill area began in the summer of 2008 after years of surveying. As work has progressed,



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cleanup crews have moved from removing fuel sitting on top of groundwater, which is easier to withdraw, to areas where fuel had become more restricted. "It gets harder as you go along," Mr. Zang said. Near the fueling point whose failure led to the discovery of the leak, the whooping sounds of Army helicopters were met with the whirring sound of pumps removing a mixture of groundwater and oil from the ground. The oil is separated from the water, and the water is then sent to Watertown for treatment. Before going out to the airfield, James W. Corriveau, Fort Drum's director of public works, said cleaning crews have used several different methods to remove fuel from the ground, from direct pumps to injection of substances to make the fuel more accessible. "The technology and methods have evolved as we've gone through this," Mr. Corriveau said. Visible near the cleanup site was the foundation of a new site for soldiers to train in "hot refueling," where helicopters receive fuel without turning off their engines. Since the discovery of the leak at the refueling point, soldiers have done the training with trucks at improvised landing spots. James M. Miller, Fort Drum's environmental chief, said the new fueling site was developed to run daily and weekly checks of fuel supply, and sounds an alarm if leaks are detected. A new pipeline also was in development with fewer vulnerabilities that could cause leaks. "It's a much more sophisticated system," Mr. Miller said. "We learned an awful lot from an incident like this." Post officials are working with the state Department of Environmental Conservation to clean the site to preset environmental standards. Under the consent decree negotiated for the cleanup, all cleaning mechanisms must be readied by 2014. Post officials were preparing to build two areas for runoff fuel to be caught. The order also set out performance marks to be met, one of which is that water from the site would be drinkable by 2016. Post and DEC officials have met in a technical review board about three dozen times to discuss progress with the cleanup. "We're going to keep driving on until it is fixed," Mr. Corriveau said.

<http://www.watertowndailytimes.com/article/20120502/NEWS03/705029900>

**USA, ILL, LOVES PARK, MAY 3 2012. ARE FUEL TANK INSPECTIONS ENOUGH? >> IT'S THE STATE FIRE MARSHAL'S JOB TO INSPECT UNDERGROUND FUEL TANKS. BUT A LARGE NUMBER OF TANKS ARE GOING UNDETECTED, THEREFORE PUTTING OUR DRINKING WATER AT RISK.**

tina stein

 **Watch the Video** [Are Fuel Tank Inspections Enough?](#)

Dozens of local families who had their water recently contaminated know the importance local gas stations monitor for leaks. But even if all businesses stayed up-to-date on inspections, we're not completely protected. 23 News investigates how the State Fire Marshall checks for problems and why it's impossible to completely prevent fuel from seeping into our water supply. The safety of our drinking water depends on State inspectors like Randy Carben. He checks for leaks at underground fuel tanks. Tanks are required to be inspected every two years in Illinois. "If gasoline leaks into the ground, it could contaminate the water and ultimately harm the population. So ultimately that's our goal to make sure these systems are safe, operated safely and don't leak," says Scott Johnson, Administrator of the Division of Petroleum and Chemical Safety for the State Fire Marshal's Office. This testing only applies to fuel tanks registered with the state. There are 12-hundred in Winnebago County alone. But since the State Fire Marshal's Office didn't start collecting data until the 80's, there could be thousands of unknown tanks. And not just involving gas stations. "Typically we don't find those unless there's some sort of issue like on Auburn Street, or most of the time it's during demolition or construction when they start putting shovels in the ground," says Johnson. The Illinois EPA recently ruled two Rockford gas stations contaminated a nearby neighborhood's well water. Testing showed traces of the cancer causing agent benzene. What's especially concerning is the Illinois State Fire Marshal says the Citgo and Mobil gas stations passed every inspection. And the sources of the contamination were tanks replaced in 1994. Newer tanks now have electronic monitoring systems. That way a leak can be detected instantly before fuel seeps into the ground and travels into our homes. Tank owners are also expected to do routine checks in-between State inspections and fix problems once they arise. About 30 local businesses have been written up for related violations since 2007.

[http://www.wifr.com/news/headlines/Are\\_Fuel\\_Tank\\_Inspections\\_Enough\\_149931745.html?ref=745](http://www.wifr.com/news/headlines/Are_Fuel_Tank_Inspections_Enough_149931745.html?ref=745)

**USA, CA, SACRAMENTO, MAY 3 2012. STATE WATER BOARD SETS POLICY FOR CLOSING "LOW THREAT" UNDERGROUND TANKS**

melanie turner

The State Water Resources Board on Tuesday voted unanimously to establish a policy that sets statewide criteria for closing "low-threat" petroleum underground storage tank sites. These are sites where tanks were leaking, cleanup has occurred and



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 836 Newsy Stuff

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

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monitoring has indicated the sites are "stable and ready for re-use," according to the state. The policy aims to make cleanup of such sites more efficient. The policy has been controversial. Proponents say it will lower costs for environmental cleanup, streamline the process and save the Underground Storage Tank Fund millions of dollars. The fund, created by the California Legislature, helps owners of underground petroleum tanks pay for the cleanup associated with petroleum leaking from an underground tank, or for other damages arising from tank operations, as required by the state and federal government. Opponents, on the other hand, say the policy is not based on sound science and will leave in place migrating petroleum plumes. The draft policy was developed for consideration by the State Water Board by a stakeholder group, which included representatives of a water district, the California Independent Oil Marketers Association and others. "It is important that through extensive stakeholder involvement we took the time to build the scientific basis that the policy is based on," board chairman [Charles Hoppin](#) said in a news release. "The policy will allow us to focus our resources on the greatest threats to our ground water resources." More than 35,000 underground storage tanks have been cleaned up since the program began in 1984. Another 8,000 sites are in various stages of investigation and cleanup. The policy establishes "uniform statewide criteria for the evaluation of leaking petroleum sites."

<http://www.bizjournals.com/sacramento/news/2012/05/02/calif-water-resources-underground-tanks.html>

#### ENGLAND, WALES, DYFED-POWYS, MAY 3 2012. FUEL DYE TO TACKLE THEFT OF PETROL

Thieves taking fuel from a Llanelli business could be caught red-handed, thanks to a new police initiative. Police officers have joined forces with Parker Plant Hire, in Glyncoed Terrace, in the fight against the theft of fuel and metal from industrial vehicles. The business has recently been targeted by criminals who come for the fuel in the vehicles. But now the company is introducing a new deterrent in the hope of putting off any would be criminals — by putting a telltale dye into its storage fuel tank. Owner George Parker said: "We're pleased to be working in partnership with Dyfed-Powys Police in an initiative to reduce and possibly prevent theft of fuel from our vehicles. So having taken the police's advice the company has taken a proactive stand and introduced a dye into our storage fuel tank. "The composition of the colour of the dye is unique to Parker Plant Hire. It's prepared by a multi-national company and as it's unique it can easily be identified if the need arises by chemical analysis. "So should anyone be caught having stolen our fuel, the result of that analysis can be introduced in evidence in court." Fuel theft is an increasing problem across the country as fuel prices continue to rise. PC Steve Kettle added: "There's only so much the police can do in isolation. It's through a combined effort of businesses taking all steps necessary to protect their assets and officers working to identify and catch criminals that will help us tackle this problem head on."

<http://www.thisissouthwales.co.uk/Fuel-dye-tackle-theft-petrol/story-15977561-detail/story.html>

#### NEW ZEALAND, HAMILTON, MAY 3 2012. A DAY ON, TOXIC RIVER STILL FLOWING >> 'IT'S NOT EXACTLY THE LOOK WE WANT FOR OUR RIVER'

*lounge risk*



*Waikato regional council senior complaint response officer Blair Campbell sets up a boom to contain the spill.*

More than a day after a spill was reported to officials, the acrid smell of diesel still wafts off a residential section of the Waikato River and rainbow sheens can be seen escaping the absorbent boom and floating away. A woman moves on quickly when she learns of the spill, taking the four-year-old in her care to feed the ducks in a cleaner spot. The Waikato Regional Council was first notified of the spill near Arcus St after it was noticed by members of the public early on Monday morning. The council assessed the spill within 30 minutes, but did not put an absorbent boom down to collect the waste until hours later about 2pm after the flow appeared to worsen. By yesterday afternoon diesel was still coming from a stormwater drain, and much of it was escaping the boom. Arcus

St resident Wendy Southall was "disgusted" the situation was still going. "I can still see the slick, you can still smell it. "You would think they would have a sign up at least, or that they could put a flyer in people's mailboxes to let them know, but there's nothing. "It's disgraceful." Mrs Southall said she had warned a couple of people with dogs not to let them near the water, but had noticed people seemed to be staying away. "I'd class it as hazardous or toxic. "It's not exactly the look we want for our river, is it?" Waikato Regional Council senior communications advisor Stephen Ward said the flow of "hydrocarbon" (thought to



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be diesel) was much lower yesterday than it was on Monday. "We've got containment booms in place still and plan to leave them there overnight (last night). "We'll continue to do ongoing monitoring of the situation." Mr Ward said the regional council was communicating with the city council regarding the spill, but it was the job of the city council to identify the culprit. He said he would pass on the suggestion for a notice beside the river to alert people to the spill. Hamilton City Council's city waters manager Tim Harty said the council's investigations into this discharge were "ongoing" and they had not as yet identified the source for the spill. "We are aware that it is coming from a large commercial/industrial and residential area including Sunshine Ave, Vickery Rd, Mahana Rd, Te Rapa Rd, Bryant Rd and Mears Rd, all of which discharge to the Arcus St outfall." "We're working to establish which sites in this area could have the potential to discharge a large volume of diesel. Under the Resource Management Act, individuals faced fines of up to \$300,000 and two years in jail and companies risked fines of up to \$600,000. Anyone with any information about the source of the spill could contact the Hamilton City Council on 0800 800 401.

<http://www.stuff.co.nz/environment/6841355/A-day-on-toxic-river-still-flowing>

#### RUSSIA, IRKUTSK, MAY 3 2012. POLICE ARREST 4 SUSPECTS OF ANGARA GRANDE PETROL THEFT



*The Angara River.*

The Irkutsk police have detained four suspects allegedly linked to a large-scale diesel fuel theft, which resulted in a massive petroleum pollution of the Angara River. The criminal ring was reportedly headed by a 32-year-old homeless local of the city of Ussolye-Sibirskoye, who was aided by three accomplices, two of whom have been taken into custody. The investigation department has opened a criminal case under Russia's Criminal Code article "attempted theft." The police are now probing into the identities of further possible accomplices who might have taken part in the theft and selling of diesel fuel, as well as into their link to Ussolyekhimprom plant workers. On April 25, an illegal tie-in was detected in the pipeline of the local Ussolyekhimprom oil factory, close to the

Ussolyekhimprom sewer, which leaked over 300 tones of petroleum products into the Angara River. A state of emergency was introduced in the Cheremkhevsky region and water supply was shut off, leaving three residential communities – Cheremkhovo, Svirovka and Mikhailovka – without cold water for a week. A recent probe has shown that the amount of hazardous substances in the water does not exceed the norm.

[http://english.ruvr.ru/2012\\_05\\_02/73508988/](http://english.ruvr.ru/2012_05_02/73508988/)

#### USA, N.Y, JERICHO, MAY 3 2012. GETTY REALTY REPOSSESSES 788 FORMER GPML LOCATIONS

[Getty Realty Corp.](#) will immediately repossess the entire portfolio -- sans one property -- of locations it had leased to [Getty Petroleum Marketing Inc. \(GPML\)](#). Hence, the real estate investment trust will repossess 788 properties, mostly located in the Northeastern United States. According to Getty Realty, its move follows the [U.S. Bankruptcy Court of the Southern District of New York's](#) declaration that a master lease between it and GPML was void, effective April 30. "We are pleased to be able to regain full control of this portfolio in accordance with our expectations and the public statements we made in March," said [David B. Driscoll](#), Getty Realty's president and CEO. "It is our intention to continue the repositioning process that we started at the beginning of the year. While we understand it will take time to complete, the pace is already accelerating, evidenced by interim supply arrangements and new long-term triple-net leases with distributors, along with our ongoing process of selling non-core assets. Certainly, there is much work that still needs to be done, but our team is committed to substantially completing this process in the coming quarters." To further expand on Driscoll's comments, Getty Realty announced it has entered into long-term triple-net leases with 282 locations with affiliates of [Lehigh Gas](#), Chestnut Petroleum Distributors, Ramoco Fuels and Sam's Food Stores, as well as adding properties to an existing lease with MWS Enterprises. The properties are located in New England, Southern New Jersey, Pennsylvania and the Buffalo, N.Y., area. In addition, Getty Realty said it sold five properties during the last two months for \$1.5 million; entered into an interim fuel supply and services agreement with Global Partners LP to provide gasoline supply and certain oversight services regarding 254 locations in the New York City metropolitan area and New Jersey; and entered into a variety of other fuel supply, direct leases and licenses for the remaining properties, excluding properties being marketed for sale. However, Getty Realty stated that in select locations, its new distributor tenants are "encountering reluctance by former subtenants (or sub-subtenants)" of GPML. "As a result, Getty and its new distributor tenants may experience temporary disruptions in the collection of rent receipts from these locations,"



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the real estate investment trust said in news release. "Getty intends to directly or, as to locations subject of new leases, together with its new distributor tenants, pursue the dispossession process to the fullest extent permitted by law." GPML declared bankruptcy on Dec. 5. The company had not issued a public response to Getty Realty's news release as of press time. Getty Realty owns and leases approximately 1,145 properties.

[http://www.csnews.com/top-story-getty\\_realty\\_repossesses\\_788\\_former\\_gpml\\_locations-61030.html](http://www.csnews.com/top-story-getty_realty_repossesses_788_former_gpml_locations-61030.html)

### USA, TX, HAMSHIRE, MAY 3 2012. CREWS STILL CLEANING UP I-10 ETHANOL SPILL AFTER TANKER WRECK

**Watch the Video**

**Photo's [10]** [Images From The Accident Scene](#)

**Photo's [26]** [Ethanol spill after tanker wreck](#)



East and westbound lanes of Interstate 10 should be open Thursday morning, but only after emergency crews spend the night cleaning up the wreckage from an overturned tanker near Winnie. The wrecked tanker, carrying 8,000 gallons of pure ethanol, forced families living near the wreck site to evacuate for most of the day while interstate traffic was rerouted using FM 365 and Texas 124 between Winnie and Fannett Road, causing severe delays. The actual cleanup of the spilled and leaking chemical began at 3:30 p.m Wednesday. The process includes covering the spilled chemical with a fire retardant foam before drilling into the tanker to pump the remaining chemical into another container, said [Department of Public Safety](#) Sgt. [Chuck Havard](#). The grassy area where the

truck came to a rest on the side of Interstate 10 will have to be dug up to be decontaminated, Havard added. As of Wednesday evening, cleanup crews had been able to seal one leak and were working to seal a second before they began transferring the ethanol into a secondary tanker. Department of Public Safety trooper [Stephanie Davis](#) said she expected the process to be complete before Thursday morning, but did not want to give a definite time. Davis said the driver, 29-year-old [Kelvin Brooks](#), was treated at [Baptist Beaumont Hospital](#) for a slight cut and bruises, then released after a few hours. Davis said Brooks, who drives for [Tideport Distributing](#), Inc. out of Channelview, told troopers that he fell asleep at the wheel and woke up when the truck went off the roadway. He over-corrected and lost control, causing the truck to flip several times before coming to a stop.

<http://www.beaumontenterprise.com/news/article/I-10-near-Hamshire-Road-closed-residents-3527252.php>

### CANADA, B.C, HARTLEY BAY, MAY 3 2012. SHIPWRECK LEAKING OIL ALARMS B.C. FIRST NATION >> U.S. MILITARY VESSEL SANK IN THE AREA 66 YEARS AGO WITH 700 TONNES OF FUEL ABOARD



*Member of the Gitga'at Nation at Hartley Bay on the B.C. north coast take water samples of an oil sheen in Grenville Channel.*

First Nations on B.C.'s North Coast are appealing for help after an oil slick believed to be linked to a long-sunken U.S. military transport ship appeared on local waters. The Gitga'at Nation of Hartley Bay announced Tuesday that a commercial pilot has reported a fuel slick about 60 metres wide and between 3.2 and eight kilometres long in Grenville Channel, south of Prince Rupert. The area is the final resting place of the U.S. Army vessel Brigadier General M.G. Zalinski, which sank in September 1946 with munitions and about 700 tonnes of fuel on board. "It's definitely from that ship," said Arnold Clifton, chief councillor of the Gitga'at Nation. But Department of Fisheries and Oceans spokesman Dan Bate

said the leak is "very small," and a Transport Canada flight estimates it's only about 100 millilitres in volume. Bate said fuel can have a thin sheen, a rainbow colour and spread out quite a ways on the water. In contrast, though, Clifton said a band councillor was directly over the site Tuesday and "bubbles of oil" were rising to the surface. The site is in the middle of the nation's territory and almost directly across from an important shellfish bed. Clifton said he has noticed fuel on the water near the wreck frequently, but the situation has worsened recently. "Something's got to be done," he said, noting the federal government promised to have the site "dealt with" by 2010.



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#### Hull Cracked

Clifton said the incident raises questions about whether or not the federal government can guard against oil spills, especially those that could result from increased tanker traffic linked to the Northern Gateway Pipeline. "Coast Guard environmental response is working on an urgent basis to establish a diving operation to place a temporary patch on the area that's leaking to prevent further pollution," said Bate. According to a Fisheries and Oceans's Notice to Mariners, the steel-hulled vessel was 77 metres long and 13 metres wide. Resting upside down, the ship is in about 27 metres of water. About 20 metres of water cover the ship. "Weakness and cracking in the hull are resulting in oil seepage," states the notice. "Mariners are requested not to anchor or fish within 200 metres of the wreck." South of Grenville Channel, in Wright Sound, rests the wreck of [BC Ferries' Queen of the North, which sank March 22, 2006](#). Proposals to deal with the wreck of the Zalinski have appeared in numerous mid-year reviews and business plans published by the federal agency over the past few years. In its 2011-1014 business plan, the Canadian Coast Guard reported that a salvage company had assessed the integrity and condition of the vessel. The coast guard said it would analyze and review the results of the assessment in 2011 and 2012 and determine its next steps.

<http://www.cbc.ca/news/canada/british-columbia/story/2012/05/02/bc-oil-slick-grenville.html>

#### AUSTRALIA, A.C.T, CANBERRA, MAY 3 2012. SAFE WORK AUSTRALIA - GUIDANCE OF THE CLASSIFICATION OF HAZARDOUS CHEMICALS UNDER THE WORK HEALTH AND SAFETY (WHS) REGULATIONS

- Courtesy of Robyn Hogan – [Australian Institute of Dangerous Goods Consultants](#)

This Guidance is intended for manufacturers and importers of substances, mixtures and articles who have a duty under the Work Health and Safety (WHS) Act and Regulations to classify them. It may also be useful for suppliers, persons undertaking business and undertakings, workers and other persons involved with hazardous chemicals.

Guidance of the Classification of Hazardous Chemicals under the Work Health and Safety (WHS) Regulations.

This Guidance was made available on 26 April 2012 on [www.safeworkaustralia.gov.au](http://www.safeworkaustralia.gov.au) under "Safety in the Workplace", Hazardous Chemicals, select "Classifying Hazardous Chemicals" then Guidance under "How to Classify ...."

This is available as both a Word doc and a pdf. Note: When the pdf is printed on a black/grey scale printer it is VERY difficult to read. The Word doc version is clear and legible.

<http://www.safeworkaustralia.gov.au/AboutSafeWorkAustralia/WhatWeDo/Publications/Pages/Guidance-Classification-WHS-Regulations.aspx>

#### AUSTRALIA, QUEENSLAND, BRISBANE, MAY 3 2012. 1000 LITRES OF FUEL LEAKED DOWN BRISBANE DRAIN



*Fire Crews Respond To A Fuel Spill In Newstead, Which Disrupted Traffic For Several Hours.*

Over 1000 Litres Of Fuel Has Flowed Into A Stormwater Drain In Brisbane's Inner North After A Leak At A Petrol Station. Emergency Services Were Called To The Newstead Station On Breakfast Creek Rd At 5.30am Local Time Thursday. About 2500 Litres Of Petrol Spilled Out Of An Underground Tank And Half Of That Has Flowed Into A Nearby Stormwater Drain, The Department Of Community Safety Told Aap. A Spokeswoman Said That It Is Not Believed That The Fuel Has Travelled Into Breakfast Creek Or The Brisbane River. "It's Been Contained Because Of The Stormwater Drain, Because Of The Tide," She Said. About 10

Fire Crews And Environmental Officers Are Working To Remove The Fuel From The Drain.

[HTTP://WWW.NZHERALD.CO.NZ/WORLD/NEWS/ARTICLE.CFM?C\\_ID=2&OBJECTID=10803245](http://www.nzherald.co.nz/world/news/article.cfm?c_id=2&objectid=10803245)

#### UKRAINE, LVOV, MAY 3 2012. CARGO TRAIN WITH FUEL DERAILS IN UKRAINE

A cargo train carrying diesel and petrol derailed on early Thursday in western Ukraine, with no casualties reported, emergency authorities said. The mishap occurred 20 minutes after midnight in the Lvov region, and five of the derailed 10 cars were depressurized, leading to an outpouring of fuel, according to the Emergencies Ministry. Fire broke out minutes after the derailment, but was put out two and a half hours later, the ministry said, adding that no casualties have been reported so far. The cause of the derailment is yet to be determined

<http://english.cri.cn/6966/2012/05/03/2821s697135.htm>



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### USA, CA, MARINA DEL RAY, MAY 4 2012. HUNDREDS OF GALLONS OF DIESEL SPILL INTO MARINA >> SPILL SHOULD BE CLEANED UP BY TONIGHT.

Crews are on scene at Basin A, and the spill is expected to be cleaned up in a few hours, according to a spokesperson at Patriot Environmental Services, a spill response company that the yacht owner contacted Wednesday. "The fitting on the fuel tank of the boat failed, and the diesel leaked into the bilge," said U.S. Coast Guard Petty Officer Adam Eggers. The bilge is the lowest point in a boat and where excess liquid will collect, including gas. It will overflow when the bilge is overcapacity. "The diesel should evaporate in a couple of hours of sun," Eggers said. The yacht's tank had a 500-gallon capacity, and the Coast Guard estimates about 250 gallons spilled into the Marina.

**May 2, 7:20 p.m.**

As much as 250 gallons of diesel fuel spilled into Basin A near the 14000 block of Tahiti Way Wednesday, according to the Los Angeles County Fire Department. The accident occurred at 5:37 p.m. when a yacht being sold for \$750,000 was being filled with fuel. County hazardous materials workers and the U.S. Coast Guard mopped up the spill.

<http://marinadelrey.patch.com/articles/250-gallons-of-diesel-spill-into-marina>

### ENGLAND, BUCKINGHAMSHIRE, MARCH 4 2012. OIL SPILL DRAMA SPARKS CLEAN-UP IN BIERTON



*The aftermath of Wednesday's oil spill in Bierton*

A clean up operation is underway after 2,000 litres of red diesel were spilled from a tanker in Bierton on Wednesday morning. Firefighters and police were called to Cane End Lane shortly before 11am. Two crews from Aylesbury Fire Station improvised a dam using shovels, to prevent the oil from spreading. The Environment Agency is investigating. A fire service spokesman said: "Using shovels, firefighters have built a dam to contain it and minimise the environmental impact. "A specialist clean up firm has been called in." A police spokesman said: "It looks like a lorry had collided with a post off the Cane End Lane. "It was red diesel that had spilled out of the lorry." The Environment Agency was called to the scene. A spokeswoman said: "We have sent Environment Agency officers out on site to ensure oil has not gone into any surface water. "We have deployed a boom as a precaution to ensure no oil

manages to seep into the groundwater. "A remediation company is also on site to carry out a cleanup operation. "We have also informed the local landowner."

<http://www.bucksheald.co.uk/news/local-news/oil-spill-drama-sparks-clean-up-in-bierton-1-3799415>

### TRINIDAD & TOBAGO, MAY 4 2012. 'FINGERPRINTING' OIL >> THE IMPORTANCE OF DATABASE FOR T&T



*taking sample: Dr Darryl Banjoo collecting a sample during an oil spill in the Grier Channel, in January 2012.*

We quite commonly hear of oil spills in the waters of Trinidad and Tobago and no one seems to know the culprit. The fact that we are a significant oil and gas producer with an extensive system of oil pipelines, and refining and transport operations, means that oil spills are not unusual. Oil also leaks into the marine or terrestrial environment from natural seeps. In some instances, spills are reported and clean-up operations conducted by the responsible party - usually oil companies which have the necessary equipment to do so. In other situations, there are "mystery spills" where no company claims responsibility and the source is otherwise unknown. In these instances, samples of oil are collected and sent

to a laboratory for analysis so that its origin can be traced. This analysis is termed "oil fingerprinting" and is particularly useful when the results are used as evidence for litigation against the responsible party (or parties) or when there are claims to be made for compensation by affected parties.

#### Types of Oils

Crude oils differ from country to country and, at times, from different exploratory fields in a single country. Refined oils consist of both fuel oils and lubricating oils. Gasoline, kerosene and diesel are fuel oils that are derived from the refining process



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and separated according to their different boiling points. Heavier oils are used for lubricating purposes and are the ones with higher boiling points. Fuel oils range from fuel oil number 1 to 6 according to a grading scheme used for refined oils. You might be familiar with diesel fuel that is used in trucks and consists largely of fuel oil number 2. Fuel oil number 6, also known as bunker "C" oil is commonly used to power large ships. Because of the high viscosity of fuel oil number 6, it does not flow easily and is usually mixed with fuel oil number 2 to make it less viscous or more 'runny'. All of these oil types can be distinguished by oil fingerprinting.

#### How is Oil Fingerprinted?

Like human "fingerprints", in which the differences in patterns of our fingers can be used to distinguish one person from another, the differences in the pattern of oil composition can distinguish one oil from another. This is done by first collecting a sample and separating it into various fractions. Each fraction is analysed using instruments to give "printouts" of their chemical compositions. The "printouts" are in the form of graphs called "chromatograms," which are then interpreted by chemists. One technique that is used to create the chromatograms is called Gas Chromatography-Mass Spectrometry (GC-MS). GC-MS is the most reliable method to fingerprint an oil sample since it uses a multi-parameter approach in which individual compounds present in a sample are identified. On contact with the environment, oil undergoes a process called "weathering" in which its composition changes and it looks different from the original material, thus complicating the job of oil fingerprinting. Timely collection of samples after a spill is therefore critical to successful fingerprinting. Oil fingerprinting of a sample can determine what type of oil it is, for example distinguishing it from a crude oil source or a refined oil source. Oil fingerprinting can also be used to make a "link" between a "suspected" oil source and the spilt samples collected from the environment. In cases where the source is of an unknown origin, it is important that Trinidad and Tobago build an extensive database of oils that are either produced locally, or crude oils that may be imported or shipped through our waters, to assist in determining the identification of oils when spills occur.

#### Role of the Institute of Marine Affairs

The IMA plays a key role in the National Oil Spill Contingency Plan (NOSCP) of Trinidad and Tobago. The NOSCP outlines the response measures that must be undertaken during an oil spill. The Ministry of Energy and Energy Affairs is the national coordinator and has the lead role in coordinating with other agencies involved in the response plan. As a partner in the NOSCP, the IMA has responsibility for the development of the oil fingerprinting database; the fingerprinting of oil spills; and the determination of the impact of contamination. In 2004, the IMA conducted an oil spill seminar the goal of which was to increase public understanding of the nature of oil spills, their effects upon the marine and coastal environment, and the role that stakeholders can play in minimising their negative effects. In 2010, a follow-up workshop was held. Participants who would be first responders in the event of a spill were trained in sample collection for the purpose of oil spill fingerprinting. The development of the oil fingerprinting database goes hand in hand with the continued exploitation of petroleum resources in Trinidad and Tobago. Future articles will showcase the work done when investigating oil spills.

[http://www.trinidadexpress.com/featured-news/Fingerprinting\\_oil\\_-149942635.html](http://www.trinidadexpress.com/featured-news/Fingerprinting_oil_-149942635.html)

#### USA, WYO, CHEYENNE, MAY 4 2012. WYO. STATE OFFICIALS PUSHED EPA TO DELAY REPORTING FRACKING CONTAMINATION STUDY



A May 22, 2009 picture shows John Fenton, a farmer who lives near Pavillion in central Wyoming, near a tank used in natural gas extraction, in background. Fenton and some of his neighbors blame hydraulic fracturing, or "fracking," for fouling their well water. The U.S. Environmental Protection Agency drew skepticism and mistrust from Wyoming regulators after it privately briefed them more than a month in advance about its first-ever public announcement that hydraulic fracturing, a controversial but favored method for releasing difficult pockets of oil and gas, might have caused groundwater pollution.

Wyoming's governor persuaded the head of the U.S. Environmental Protection Agency to postpone an announcement linking hydraulic fracturing to groundwater contamination, giving state officials whom the EPA had privately briefed on the study — time to attempt to debunk the finding before it rocked the oil and gas industry more than a month later, an investigation by The Associated

Press has found. During the delay, state officials raised dozens of questions about the finding that the controversial procedure



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### Release 2012 – 836 Newsy Stuff

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that has become essential to unlocking oil and gas deposits in Wyoming and beyond may have tainted groundwater near the gas patch community of Pavillion. Gov. Matt Mead contacted EPA Director Lisa Jackson and persuaded her to hold off any announcement, according to state emails and an interview with the governor. The more than 11,000 emails made available to AP in response to a state records request show that Wyoming officials took advantage of the postponement to "take a hard line" and coordinate an "all-out press" against the EPA in the weeks leading up to the announcement Dec. 8. Meanwhile, the chief state regulator of oil and gas development fretted over how the finding would affect state revenue. And even as the state questioned the EPA's science, there were internal doubts about how effective those objections would be. "It's already too late. The White House has already seen the report with conclusions," wrote Gary Strong, an engineer with the Wyoming Oil and Gas Conservation Commission, following a presentation by EPA deputy assistant regional administrator Martin Hestmark. The emails indicate that, at least in the minds of Wyoming officials, the federal agency was being pressed by the White House to release its report. "Once local folks received data and it showed what it did they had the responsibility to take it to HQ and in fact it ended up with them in front of the White House. HQ and White House decided that now that data is released EPA must release conclusions quickly," wrote Tom Kropatsch, a natural resource analyst for the state Oil and Gas Conservation Commission, who also took the notes at a Nov. 16 EPA-state meeting. But the state's questions did set the stage for additional groundwater and household well water sampling in the Pavillion area that began a couple weeks ago. The struggle by both Wyoming officials and the EPA for message control shows the extent to which they fretted about the findings. Wyoming depends on oil and gas for its economic well-being while environmentalists have pushed the Obama administration to crack down on a process responsible for increasing U.S. onshore production. The worry wasn't misplaced: Though the findings were unique to Pavillion, they ricocheted amid heightened scrutiny of fracking in other drilling regions including the Marcellus Shale states of New York, Ohio and Pennsylvania. The emails also suggest an uneasy partnership now that the EPA and Wyoming, as well as U.S. Geological Survey and two American Indian tribes, say they are working together on further study of the Pavillion groundwater.

#### Read More:

[http://www.washingtonpost.com/national/energy-environment/ap-exclusive-wyo-governor-got-epa-chief-to-wait-to-announce-fracking-contamination-finding/2012/05/03/gIQA97UzT\\_story.html](http://www.washingtonpost.com/national/energy-environment/ap-exclusive-wyo-governor-got-epa-chief-to-wait-to-announce-fracking-contamination-finding/2012/05/03/gIQA97UzT_story.html)

#### USA, FLA, PUNTA GORDA, MAY 4 2012. I-75 SOUTHBOUND REOPENS AFTER TANKER TRUCK OVERTURNS AND SPILLS FUEL



Southbound lanes of Interstate 75 through Charlotte County were shut down for hours Thursday after a fuel tanker overturned and leaked onto the roadway. The crash happened south of the Jones Loop Road exit near mile marker 161 in Punta Gorda just after 6am. According to Florida Highway Patrol, the tanked was headed southbound in the right lane when another vehicle veered from the left into the right lane. The driver of the tanker hit the brakes to avoid a collision but was unable to maintain control and the truck flipped over. Troopers say the tanker was carrying between 200 and 900 gallons of fuel when it overturned. The leak was contained and the driver was not hurt. Traffic was being diverted onto Jones Loop and re-entering the highway at Tuckers Grade Boulevard during the nine and a half hours the road was closed for the cleanup.

<http://www.mysuncoast.com/content/breakingnews/story/i-75-southbound-reopens-after-tanker-truck/oWudMXzZG0q8TnMkuuGhTg.csp>

#### NEW ZEALAND, TIMARU, MAY 4 2012. OIL SLICK CROSSES HARBOUR

*rosa studholme*

Timaru fisherman Robert Odey said he saw oil stretching "right across the harbour" while working at the port on Wednesday afternoon. "It was really black when I first saw it. It was pretty thick." He was checking his boat yesterday afternoon for any damage from the spill. "It mucks up the paint and things." He said a boom had been set up around the ship apparently at the centre of the spill, containing the oil. However, it was only containing what was near the ship. The cleanup crew was spraying down wharfs 2 and 3, he said. "I think nature does a pretty good job itself." PrimePort Timaru chief executive Jeremy Boys said although the spill was relatively small, it was one of the largest the port had dealt with. "The port has provided support in



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terms of manpower, a small boat, those sorts of things." It was a "fairly co-ordinated" response, he said. "Sandfords were very proactive. "We were heartened by the fact the spill was contained early." There had been little disruption to the port's operation. "We've had one vessel rescheduled, just to avoid the cleanup area." There was substantial progress in cleanup by last night, Mr Boys said. "I think the worst is over. "Unfortunately, minor oil spills do occur. This has probably been a slightly larger one than we've experienced for some time." It had been an "unusual chain of events" on the vessel that had caused the spill. He said the prompt response had proved the value of preparedness. "There will still be oil under the wharves no doubt a week or so after, but that will slowly disappear."

<http://www.stuff.co.nz/timaru-herald/news/6857472/Oil-slick-crosses-harbour>

### AUSTRALIA, WESTERN AUSTRALIA PERTH, MAY 4 2012. THAILAND'S PTTEP SEEKS TO CLEAN UP ITS TARNISHED IMAGE

andrew burrell



*How West Aussies would remember the spill.*

The Thai company responsible in 2009 for the Montara oil spill wants to become a major player in Australia's oil and gas industry and is seeking to overhaul its poor safety culture and repair its tarnished reputation. PTTEP's Australian operations head, former Woodside Petroleum executive Ken Fitzpatrick, said yesterday he wanted to ensure the explorer exceeded industry safety standards and it would emerge from the shadow of Australia's worst oil spill in 25 years. Mr Fitzpatrick was speaking publicly for the first time since starting at PTTEP a year ago. The Bangkok-based group had a long-term vision in Australia, including revival of the troubled Montara project and development of a floating liquefied natural gas facility at its Cash and Maple fields in the Timor Sea. PTTEP aimed to make a final investment decision on the floating LNG project by 2014, two years behind its original target. The company is also behind schedule in bringing Montara on-stream, with first oil production not due until the fourth quarter of this year. Environmental groups claim the 74-day Montara oil spill created a slick of 50,000sq km that overlapped into Indonesian waters and killed sea life, damaging Indonesian fishing grounds. The company is in talks with the Indonesian government, which is reportedly seeking billions of dollars in compensation. Mr Fitzpatrick said only some weathered oil had entered Indonesian waters and most of the spill was around the wellhead platform. He played down the impact of the spill, saying nobody had been injured and monitoring by universities and government agencies had shown the environmental damage was minimal. "No one would claim the oil spill was a benign event or in any way normal practice," he said. "But with perspective, nearly three years later, and with the scientific findings starting to come in, we have some insights into the environmental legacy of the spill." PTTEP may still face legal action by the commonwealth Director of Public Prosecutions. The company has overhauled its drilling management system and competency assessments for supervisors. This includes line-of-sight checks, which involve onshore supervisors monitoring at all critical milestones. If those checks had been in place in 2009, the oil spill would not have happened, Mr Fitzpatrick said.

<http://www.theaustralian.com.au/business/mining-energy/thailands-pttep-seeks-to-clean-up-its-tarnished-image/story-e6frg9ef-1226346267794>

### USA, TX, JEFFERSON CO, MAY 4 2012. DESPITE SPECIAL EXCEPTIONS, DISCOVERY IN BENZENE SUIT CONTINUING

Although Chevron USA Claims it never employed Fred Gebauer, who allegedly died from benzene exposure, the oil company is still proceeding with discovery in the case. As [previously reported](#), Keith Gebauer, Ronnie Gebauer, Lajunda Williams and Gaytha Guillot filed a lawsuit Aug. 31 in Jefferson County District Court against Chevron and Texaco, claiming their father died from lymphoma which he developed after a career of working near products that contained benzene. In their suit, the plaintiffs allege their father, Fred Gebauer, was exposed to "toxic and carcinogenic" benzene and benzene-containing products throughout his career at Texaco. As a result, Gebauer developed Non-Hodgkins Lymphoma and died on Feb. 7, 2011. On April 11 the plaintiffs submitted their answers to Chevron and Texaco's master interrogatories and requests for production, court records show. Court records further show that on Oct. 24 Chevron had filed its answer and special exceptions, asserting that the company is not a proper party in the lawsuit. "Chevron USA is improperly sued because it is a separate entity from Texaco and Texaco is the alleged employer of Fred Gebauer, not Chevron USA," the answer states, adding that "there are no



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allegations it has any other connection to this lawsuit." The discovery request was jointly filed by Chevron and Texaco, court papers say. In their complaint, the plaintiffs blame the defendants for causing their father's death, saying they negligently allowed their employees to work around the chemicals despite the defendants' knowledge of the potential hazards of exposure. In addition, the defendants failed to warn of the dangers of exposure to benzene. The plaintiffs seek punitive and exemplary damages, plus costs. J. Keith Hyde and D'Juana Parks of Provost Umphrey Law Firm in Beaumont represent them. Beaumont attorney Michael Bridwell of the Strong Pipkin Bissell & Ledyard law firm represent the defendants. Judge Milton Shuffield, 136th District Court, is assigned to the case. Case No. D190-777

<http://www.setexasrecord.com/news/243769-despite-special-exceptions-discovery-in-benzene-suit-continuing>

### ENGLAND, LONDON, MAY 4 2012. TOTAL ELGIN GAS LEAK: PERMITS GRANTED FOR 'DYNAMIC MUD KILL'



*The platform was evacuated after gas started leaking on 25 March.*

Environmental permits for a "dynamic kill" operation to try to stop the gas leak on Total's Elgin platform have been granted by the UK government. Experts believe pumping heavy drilling mud into the North Sea well from where the gas is escaping is the fastest way to halt the release. The Department of Energy and Climate Change (DECC) has carried out a full environmental assessment of the plan. The platform was evacuated when the gas began leaking on 25 March. The Health and Safety Executive has also given the dynamic kill operation the go ahead. A spokesman for DECC said the operation was a major step forward for Total and the quickest way to stop the leak. Work is also under way in

parallel to drill a relief well as an alternative solution.

#### Related Links

- [Elgin platform fish test 'clear'](#)
- [Elgin gas tests: No contamination](#)
- [Total reports gas leak 'progress'](#)
- [Expert team on gas leak platform](#)
- [Elgin gas leak fish 'untainted'](#)

<http://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-17953312>

### GHANA, ACCRA, MAY 4 2012. STAR OIL LAUNCHES MOBILE FUEL DISPENSER



Star Oil Company Limited on Wednesday launched the diesel mobile fuel dispenser onto the Ghanaian market to help bring fuel to the doorsteps of its bulk customers in Accra. The mobile fuel dispensers is a fuel tanker with an equipped state of the art meter units and air separator like the fuel station targeted at serving telecommunication industries, estate communities with heavy generator sets and commercial transport companies among others. Mr Awuku Larbi, Marketing Manager for Star Oil, addressing customers at the launch, said the new service would inject efficiency into fuel budget of bulk customers. He said the service is currently available to customers within the Accra metropolis and added that plans are advanced to roll-out the service in other areas nationwide. He said the company is committed in providing innovative products and services in the competitive oil market to service its customers. "The cost and time spent on moving heavy equipment to filling stations to fuel them is a thing of the past" he noted. Mr Kwaku Agyeman-Duah, Industrial Coordinator of the Association of Oil Marketing Companies, commended the company for their efforts to bring fuel

to the doorsteps of their customers. He said oil marketing companies in the country has provided about 13,000 employments opportunities for Ghanaians which was laudable. He urged oil marketing companies to take advantage of the Savannah Accelerated Development Authority to expand their businesses in the Northern part of the country.

<http://business.myjoyonline.com/pages/news/201205/85929.php>



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