



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 843 Newsy Stuff

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

**May 30 2012**



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#### AUSTRALIA, WESTERN AUSTRALIA, BURRUP, MAY 21 2012. YARA JOINT VENTURE WITH ORICA & APACHE TO SET UP TAN PLANT IN BURRUP PENINSULA



Norwegian company Yara International has agreed to form joint ventures with Australia's Orica and US oil and gas giant Apache to set up a 330,000 MT ammonium nitrate (TAN) plant on the Burrup peninsula in Australia and distribute ammonium nitrate and other explosive products to mining customers in the Pilbara region. Jørgen Ole Haslestad, president and chief executive officer, Yara, said, it was an important and value creating project for Yara that confirmed Yara's dedication and ambition to be among the leading suppliers of TAN globally. He added, together with its partners, Yara looked forward to servicing the fast-growing Pilbara iron ore market. Orica's managing director and CEO Ian Smith said this was an extremely important project for Orica. He

added, together with its partners, it had a clear vision for servicing the fast growing Pilbara iron ore market, which was being strongly embraced by its customers in the region. The joint venture's shareholding would be 45 each per cent by Yara and Orica, with the remaining 10 per cent with Apache. Construction. The plant scheduled for completion by 2015, is estimated to have a capital cost of approximately \$800 million excluding capitalised interest. Tecnicas Reunidas would be the engineering, procurement and construction contractor under a fixed price, turnkey contract, with Yara managing the construction and ongoing operation of the ammonium nitrate plant. The parties have also agreed to form a distribution and marketing joint venture for the distribution of all ammonium nitrate and associated products and services to mining customers in the Pilbara region. The ownership of the proposed joint venture would be in the same proportions as the ammonium nitrate plant joint venture, but it would be managed by Orica. On commencement of construction, Orica would pay around \$ 110 million for the 45-per cent stake.

[http://www.domain-b.com/industry/Chemicals/20120521\\_peninsula.html](http://www.domain-b.com/industry/Chemicals/20120521_peninsula.html)

#### ENGLAND, LANCASHIRE, MAY 21 2012. FIRE CREW TELL OF MOMENT THEY WERE NEARLY 'OBLITERATED' BY GAS BLAST

Firefighters have spoken of the moment they were almost "obliterated" by a massive gas explosion. Four firefighters from Farnworth fire station's White Watch were working just yards from a concealed acetylene cylinder when it blew up, causing a blast that rocked houses up to a mile away. Now the crew members have spoken about their terrifying experience in a bid to warn people of the dangers of leaving cylinders in the open and setting fire to rubbish not knowing what is hidden beneath it. The warning comes after another fire crew dealt with a second blaze at the weekend involving an acetylene gas cylinder — which could also have exploded. In the first incident, White Watch was called to a blaze in Cross Street, Farnworth, where someone had set fire to a pile of rubbish next to a derelict factory. Watch commander Ben Cartwright and firefighter Mark Gillard climbed ladders to look over a seven foot wall and were discussing a plan of action. They had just climbed down to put on more protective clothing when they were hit by a blast that was "like a bomb going off", leaving the four men closest to it deaf for about 45 minutes. Mr Gillard and Mr Cartwright, aged 49, said the first thing they did was check if they still had their own arms and legs. Mr Cartwright, who has 27 years' experience in the fire service, said: "I have never experienced anything like that — it was so close. "Although it was night time, the scene lit up like daylight and Tony said it started raining fire, with bits of tyres, mattresses and debris coming down. "My legs went and I lost my balance because of the shock and I slid down the wall. Mark thought I was dead. "We are just thanking our lucky stars that we are still here and that no-one was seriously hurt. "It was surreal, like being in a film or something." Firefighter Jason Snowden was nearest to the cylinder during the incident just after 1am last Saturday. He was about five metres away, while crew commander Tony Loftus was sat on top of a wall above the yard. Mr Snowden, aged 41, who has been a firefighter for 16 years, said: "We see goity stuff and things that are hard to get out of your mind, but nothing has shaken me up as much as this. "If it had have blown in my direction, I would have been obliterated. "We saw what it did to the wall — and it is amazing that no-one was injured by the debris either." The solid double-layered wall, which had been built just six months ago, was pushed out six inches by the blast. The other four crew members, who were a bit further away, feared the worst for their colleagues. Adam Freer, aged 30, frantically smashed through a gate to get to his colleagues, while Daz Green, who was a bit further away, said: "When it went off, I thought there is no way they would have survived that. "We had to go in not knowing what we would run into, and we were expecting the worst." The fire service is now warning people not to leave gas cylinders in the open and not to start fires at derelict sites or on



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wasteland. Mr Cartwright added: "The consequences of these actions could have been so much worse — it could almost certainly have resulted in deaths."

[http://www.thisislancashire.co.uk/news/9717091.Fire\\_crew\\_tell\\_of\\_moment\\_they\\_were\\_nearly obliterated by gas blast/](http://www.thisislancashire.co.uk/news/9717091.Fire_crew_tell_of_moment_they_were_nearly_obliterated_by_gas_blast/)

#### CHINA, SHANGHAI, CHANGXING ISLAND, MAY 21 2012. FUEL OIL CLEANUP GOES ON, RESERVOIRS CLOSED



*An oil leak was happened on last Friday along the south side of the Changxing Island where Qingcaosha Reservoir is located after a fuel ship was sinking in the area.*

The greasy dirt spotted along the south bank of Shanghai's Changxing Island after the sinking of a fuel ship was expected to be cleaned up by last night, while the city's major reservoirs in the Yangtze River likely will remain closed for three days, authorities said yesterday. The Shanghai Maritime Administration said it had dispatched 19 ships to the scene to clean the dirt since Saturday, and large pieces of greasy dirt had been removed by yesterday. More than 2,330 meters of oil fence and tons of oil-absorption felt were set out to control the pollution, officials said. The leak was on the south side of the Changxing Island where Qingcaosha Reservoir, the city's biggest, is located. The leak did not affect the

water in the reservoir, said Zhu Yiping, vice manager of the reservoir. "The pollution area was around 2.5 kilometers away from the reservoir and was closer to the mouth of the river," Zhu said. Water monitoring has been ongoing around the clock by environmental and maritime authorities, officials said. "We'll open the water gate as soon as the alert is lifted," Meng Mingqun, director of the water supply division of the Shanghai Water Authority. "But it will be difficult within three days." The city's tap water quality was not affected by the incident, authorities said. Rescuers were alerted at 8:40pm on Friday when the Tongyin No. 6 reported being swamped during a gale at the mouth of Wusong port, close to the river's mouth. The crew of nine people were rescued. Salvage teams refloated the ship but oil was later spotted close to the reservoir, said maritime officials. Three major reservoirs around the area - Qingcaosha, Chenghang and Baogang - were closed.

[http://www.china.org.cn/environment/2012-05/21/content\\_25433413.htm](http://www.china.org.cn/environment/2012-05/21/content_25433413.htm)

#### PHILIPPINES, MANILA, MAY 21 2012. THAI FUEL FIRM AIMS TO GROW LOCAL DISTRIBUTION NETWORK



The local oil firm Petroleum Authority of Thailand Public Company Ltd. plans to expand its presence in the country by building more stations and terminals in the next five years. "We are planning for 15 gas stations a year for the next five years. We would like to have the best volume for gas stations so that would be around 120 stations at the end of the five years," PTT Philippines Corp. President and Chief Executive Wisarn Chawalitanon in an interview with reporters last week. "This will be our first year for the retail network expansion," he said. "With our performance, we think we can even have 20 gas stations for this year which is over our expectations." If it continues its pace and builds up to 20 gas stations every year, the firm said it could end 2016 with at least 120 stations. PTT currently has 50 stations in the country and has two terminals in Subic and Cebu. The company is also looking at adding more fuel terminals to service its planned expansion. Mr. Chawalitanon said the firm might build two new terminals, one in Batangas and the other in northern Luzon. One of the possible areas for a new terminal is in Pampanga but Mr. Chawalitanon said the firm is also considering spinning off its Clark terminal to become a separate entity from its other Luzon terminal. Its Clark terminal is currently considered an extension of the Subic

terminal. Majority of its expansion will be focused in Luzon but it will also open retail stations in Cebu to make use of its Visayas terminal. "Our problem now is that we only have one terminal [in Luzon]. It is in Subic in the north. The worry for us is how to expand to the south of Luzon," said Mr. Chawalitanon. "That's why we are looking into the opportunity that we may put up a terminal in the south so that we can expand more," he explained. The firm earlier said it is looking at potentially building a



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mega-station in the Subic-Clark-Tarlac Expressway. Mega stations are gasoline stations that house several restaurants and shops that cater mostly to travelers on busy highways the South Luzon Expressway and the North Luzon Expressway. The company has allotted P250 million to P300 million for its yearly retail station expansion. PTT said the Philippines is one of its priority countries. It estimates it will need about P1 billion for the five-year program. "The Philippines is a very big importing country and we wanted to export our products because we cannot consume all of it in Thailand," said Mr. Chawalitanon. He added the firm intends "to go big" in the Philippines. Despite their bullishness, PTT is still wary of several challenges to doing business in the Philippines, the executive said. "Smuggling is a big problem for us also and we got caught up in locations where there is smuggling," said Mr. Chawalitanon. "That's why we are looking at areas to expand into," he said. PTT Philippines is a member of the Philippine Institute of Petroleum which is urging the government to keep tighter control on smuggling. –

<http://www.bworldonline.com/content.php?section=Corporate&title=Thai-fuel-firm-aims-to-grow-local-distribution-network&id=52040>

#### NEW ZEALAND, COROMANDEL, MAY 21 2012. RENA: OIL SPILL EXERCISE



*The oil leaking from the cargo ship Rena, when it first grounded back in October.*

Lessons learned from the Rena grounding off Tauranga will be put into practise during a major oil spill exercise around Coromandel harbours next month. The Waikato Regional Council exercise involving up to 30 staff and including supporting agencies will test the effectiveness of booms in helping keep oil out of environmentally sensitive Coromandel sites. The exercise will begin at Whangamata Harbour on June 12 and may also include the Otahu estuary and Opoutere Harbour. Non-toxic sawdust may be used to simulate oil

floating on the water. Regional on scene commander Adam Munro says the council's annual marine spill exercise, normally a one day exercise at one location, is designed to deal with the effects of a spill inside a harbour. "This year, following on from the Rena disaster, we're exercising up to three days and up to three locations with a view to helping keep oil from a big spill out of the two harbours and the estuary." The council and Maritime New Zealand developed a series of site specific response plans when it was predicted oil from the Rena would impact the Coromandel's east coast. The narrow entrances to some Coromandel harbour and estuary areas meant there may be a good chance of using booms to help block them off from spills out to sea, says Adam. "Because of potential impacts to these important and vulnerable environments, every effort should be made to redirect and recover oil before it enters the upper areas of harbours and estuaries, thereby minimizing environmental damage and recovery cost. "Should a big spill again threaten our region we want to see if our planning, and Maritime NZ's equipment that we use, is up to the task of protecting these environments using blocking booms to keep out as much oil as possible." The exercise will take into account the recommendations of a post-Rena Maritime NZ report on the use of booms to protect Whangamata, Otahu and Opoutere. In the event of a big spill, it may not be possible to protect every threatened site using booms and sites would have to be prioritised accordingly, says Adam. "This exercise will be a good opportunity to work with supporting agencies and to judge whether our current equipment is adequate for a range of scenarios. "If we think more or different equipment is needed, we'll make recommendations on this to Maritime NZ."

<http://www.sunlive.co.nz/news/25695-rena-oil-spill-exercise.html>

#### CANADA, ONT, NORTH BAY, MAY 22 2012. FORMALDEHYDE SPILLS INTO NORTH BAY'S DRINKING WATER

maria calabrese

North Bay residents who are on a private water system on Trout Lake in the immediate area of a chemical spill on Highway 63 Monday are warned not to drink the water. A tanker truck overturned in a single-vehicle crash on Highway 63 north of Silver Lady Lane at about 8:30 a.m. causing fuel and a load of formaldehyde it was carrying to spill. It was initially thought the formaldehyde spilled into a creek near Trout Lake, but it appears the chemical spilled directly into the lake which is North Bay's source of drinking water. Ontario Provincial Police have confirmed the truck driver from Quebec has died in hospital from his injuries. Police are continuing to investigate whether the driver died as a result of the collision or exposure to the highly toxic formaldehyde he was transporting from Longueuil, Que., to the Tembec plant in Temiscaming, Que. The Environment Ministry and the North Bay and Parry Sound District Health expect to release a statement advising residents on a private system in the



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immediate area of the crash to find another source of drinking water. The health unit is advising the municipal drinking water supply is not in danger. Emergency crews are trying to determine how much of the highly toxic chemical has leaked from the truck, said OPP Const. Shawn Fougere. Residents in the immediate area of the crash were forced to evacuate. The fumes would cause immediate burning in the eyes and throat, and anyone experiencing those symptoms is asked to seek medical advice. Formaldehyde is used in pressed wood products, hardwood, plywood paneling, and medium density fibreboard, paints, adhesives, varnishes and floor finishes, wallpaper, cardboard and some paper products, according to Health Canada. Ontario Provincial Police are directing traffic to Four Mile Lake Road as a detour, and say the road closure could continue into Tuesday. Police were checking homes in the area to make sure residents were complying with the mandatory evacuation. North Bay Fire and Emergency Services, Ministry of the Environment, OPP's Technical Traffic Collision Investigations Unit and Dangerous Goods Enforcement, Transport Canada and North Bay Police Service were called to the scene.

<http://www.torontosun.com/2012/05/21/formaldehyde-tanker-crash-near-north-bays-drinking-water>

#### VIETNAM, HO CHI MINH CITY, GO VAP, MAY 23 2012. 4-YEAR-OLD BOY DIES IN GAS STATION FIRE



*The petrol tank truck of the Southern Food Company.*

A 4-year-old boy was burned to death in a fire that broke out at a gas station in Ho Chi Minh City's Go Vap District yesterday afternoon, May 21. The ill-fated child was Vu Manh Duy, who was sleeping in the station's store when the fire occurred at 3:45 pm today at the gas station 4/34 located at the junction of Nguyen Oanh and Nguyen Van Luong Street in the district's Ward 17. At that time, the station was receiving petrol from a petrol tank truck of the Southern Food Company. The driver of the vehicle was Tran Van Thiet, 48, of Tan Phu District, HCMC. Witnesses said that they saw petrol flow out from the station area to the roadway nearby and that some loud explosions were heard before

the fire broke out. The fire caused a panic among local residents and passers-by, who tried to escape. Many people tried to extinguish the fire with a number of fire extinguishers but they failed to stamp it out. The fire then spread rapidly to the café located next to the station. Nguyen Thi Luu, 29, of Bac Giang Province, the café's owner, tried to escape with her 2-year-old baby in her arms. Luu had not enough time to take Duy out of the station's store, which was also consumed by the fire. The fire also burned several motorbikes at the station before it was put out by the firefighters who were called to the scene. The overflow of petrol might be caused by Thiet's and his assistant's recklessness while they were discharging the petrol from the truck into the gas station's reservoir, said Senior Lieutenant Colonel Tra Van Lao, deputy head of Go Vap District Police. The overflowed petrol might catch fire from a burning cigarette or from sparks emitted from the engine of a vehicle that was running on the street at that time, he said. The police are investigating the cause of the fire.

**Related Links** [Gas station fire kills child in southern Vietnam](#)

A four-year-boy was killed in a fire that broke out at a gasoline station in Ho Chi Minh City's Go Vap District on Monday. Initial information was that gasoline leaked and ran down the street as tank truck driver Tran Van Thiet, 58, and his subordinate...

<http://english.vietnamnet.vn/en/society/22606/4-year-old-boy-dies-in-gas-station-fire.html>

#### USA, MA, DRACUT, MAY 23 2012. 50-75 EMPLOYEES OF TRUCKING FIRM ON DRACUT/METHUEN LINE EVACUATED DUE TO POSSIBLE HAZMAT SPILL

**Watch the Video** [50-75 Employees Evacuated](#)

Police said that 50 to 75 employees were evacuated from ConWay Freight, a trucking company at 22 McGrath Road, this morning after workers at the facility noticed a strange odor emanating from a container that had been dropped off in a trailer at the site. Employees called police about 9:50 a.m., Dracut police Sgt. Gregg Byam said, to report the strange odor from a shipping container brought by another shipping company. Byam said three ConWay employees were transported to a local hospital for evaluation and possible decontamination. This was precautionary, he said, as they did not complain of any symptoms. The container was in a trailer outside the main ConWay building. A regional HazMat team was investigating. The state Department of Environmental Protection was also on scene. Methuen police and fire responded, as well as the North Reading Fire Department. The building itself is in Dracut but part of the lot at the back of the property is in Methuen. Earlier reports said the material that is in the container was phenyl mercaptan, a chemical described by the Centers for Disease



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Control as a clear, water-like substance that has a strong, garlic-like odor. It is used in pesticides, among other uses. Inhaled in high concentrations, it can cause a number of symptoms, from eye irritation to spleen damage

<http://www.eagletribune.com/local/x915986058/50-75-employees-of-trucking-firm-on-Dracut-Methuen-line-evacuated-due-to-possible-hazmat-spill>

### USA, FLA, WEST PALM BEACH, MAY 22 2012. OIL TRUCK TANK BURSTS SPILLING FUEL ONTO ROAD

rachel leigh



One lane of Palm Beach Lakes Boulevard and Australian Avenue is blocked after an oil truck tank burst, spilling fuel into the roadway. According to West Palm Beach Spokesman Allan Ortman, 275 gallons of oil spilled from the tank after it burst around 10:49 a.m. Monday. The Department of Environmental Protection and West Palm Beach Fire Rescue crews are on the scene and are working to clean the intersection.

<http://www.wflx.com/story/18574733/oil-spill-closes>

### USA, MA, WORCESTER, MAY 22 2012. HAZMAT SPILL AT WORCESTER COMPANY



*Crews on the scene at Goddard Memorial Drive in Worcester.*

Goddard Memorial Drive is open in both directions, but crews remain on the scene tonight of a sulfuric acid spill that occurred this afternoon. Deputy Fire Chief John Sullivan said the material, which is 50 percent sulfuric acid, spilled in the trailer of a truck at Pan-Glo New England while a driver was unloading a 250-gallon container. Some of the highly corrosive acid spilled on the ground. The driver of the truck and another employee were taken to the hospital for evaluations after inhaling fumes. The spill occurred about 1 p.m. Workers were still on the scene at 7:30 tonight. The company, at 110 Goddard Memorial Drive, was evacuated. Goddard Memorial Drive, on the Main Street end, was

temporarily down to one lane from Apricot Street to the business. Some of the members of the hazardous materials team had earlier responded to an incident in Southbridge.

<http://www.telegram.com/article/20120521/NEWS/120529929/1246>

### CHINA, HONG KONG, MAY 22 2012. CATHAY PACIFIC SUES WORLD FUEL OVER CLAIM OF TAINTED FUEL

andrea tan



*A Cathay Pacific Airways Ltd. passenger plane taxis at the Hong Kong International Airport in Hong Kong, China.*

Cathay Pacific Airways Ltd. Sued World Fuel Services Corp. Singapore unit over claims tainted fuel led to an emergency landing by one of its Airbus SAS A330 jets, hurting the Hong Kong carrier's reputation and passengers. Cathay, Asia's biggest international carrier, is seeking unspecified damages from World Fuel for supplying tainted fuel to two of its aircraft, according to the lawsuit filed in Singapore's High Court. The first closed hearing was held yesterday. The A330, on a route from Surabaya, Indonesia, where it was fueled, to Hong Kong, suffered "serious engine problems," forcing the emergency landing on April 13, 2010, while another plane, on the same route, had engine pressure fluctuations



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a day earlier, according to the complaint. Hong Kong's airport, Asia's third-busiest, shut a runway for more than two hours, 35 flights were delayed and at least eight passengers were injured in the Cathay plane's emergency landing. The incident prompted a probe by Hong Kong's civil aviation authority, which found "fuel contamination to be a cause of the accident," and recommended airports have safety oversight requirements on fuel quality control. "The parties are seeking to resolve the matter on an amicable basis," Cathay Pacific said in an e-mailed statement today. Glenn Klevitz, director of corporate finance at Miami-based World Fuel, said the company doesn't comment on pending litigation.

### Breached Contract

World Fuel's Singapore unit, which has supplied jet fuel to Cathay since May 2003, breached the contract by supplying defective fuel, was negligent and failed in its duty of care to the airline, according to the complaint. "The cause of such problems experienced by the two aircraft was the fuel supplied," Cathay said in its complaint. The fuel was contaminated and wasn't of "merchantable quality." Cathay is seeking compensation from World Fuel including for damage to the aircraft, costs for storage, alternative fuel arrangements, loss from flight delays and cancellations and loss of use of aircraft. The carrier is also seeking damages from World Fuel for loss of reputation and goodwill and costs related to the emergency landing, according to court papers. Tires on the A330 burst into flames after the plane landed at quicker speed than normal in the April 2010 incident because its Rolls-Royce Group Plc engines failed to respond, Hong Kong's Civil Aviation Department found. The flight was carrying 309 passengers and 13 crew, according to the report. The other aircraft, affected on a flight a day earlier, managed to land safely, according to the complaint. The Hong Kong-based carrier said earlier this month it expects "disappointing" first-half earnings as it cuts fares amid competition and contends with fuel prices that have risen 40 percent in two years. The airline has suspended hiring ground staff, offered cabin crew voluntary unpaid leave and pared growth. The case is Cathay Pacific Airways Ltd. (293) v. World Fuel Services (Singapore) Pte S296/2012. Singapore High Court.

<http://www.businessweek.com/news/2012-05-21/cathay-pacific-sues-world-fuel-over-claim-of-tainted-fuel>

### TRINIDAD & TOBAGO, MAY 22 2012. SUSPICIOUS FUEL SALES TO NINE BOAT OWNERS

mark bassant

 [Watch the Video Diesel Dossier](#)



*Seized: IBC containers used to fill diesel fuel found aboard a vessel seized during the State of Emergency last year.*

The extensive network of the illegal bunkering of diesel ultimately charts a course for the high seas — where it fetches top dollar on the black market. But long before it disappears into the configured tank of a vessel—there's a certain degree of wheeling and dealing allegedly happening on land. A confidential report prepared by the manager of Auditing Services, Reynold Mahadeo at the Ministry of Energy within the last year and obtained exclusively by the Express reveals a tale of how vessel owners abuse the system, pedlars who sell diesel without a bunkering licence, fictitious buyers and claims of irregularities associated with subsidy payments. Former minister of energy Carolyn Seepersad-Bachan, now Minister of Public Administration, said when she first assumed the Energy Ministry office in May 2010 several alarm bells went off. "It is clear that there was no way if you look at the growth over the last four to five years that the growth of diesel could have taken place in this country alone and therefore there must have been

some illegal export of diesel out of Trinidad and Tobago. When I was NP chairman in fact, during that period we had a similar problem and that led to the shutdown of a service station in Rousillac and the suspension of some licences of transporters and pedlars because it was clearly a scam that was taking place." A similar sentiment was expressed by Minister of Energy Kevin Ramnarine who indicated this illegal industry stretched across the Caribbean. "We have been advised the diesel is going to a number of Caribbean countries, given the price of oil on the international market is so high, it is being used in various industries in other Caricom countries and it has to be going somewhere and it is not going to Trinidad and Tobago. We are finding it on boats that are leaving this country so it's going to support underground economies in other countries." What the Ministers speaks about is real. And the confidential report the Express secured substantiates this. Drawing reference to the National Petroleum Marketing Company and two of its pedlars in 2009, the report states: "Audit also obtained the volumes of diesel sold for 2009 by two NPMC pedlars to indicate the apparent abuse of the system that is perpetrated by the owners of fishing



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vessels." The report shows several tables with one pointing to two pedlars selling what they described "as inordinately high volumes of diesel" to several boat owners. Several senior sources inside the Ministry of Energy said neither of these pedlars owns a bunkering licence and should not be selling to boat owners. Only NP is allowed to do this and competitor Unipet to a limited extent. In one case, the report purports that one boat owner, apart from purchasing high volumes of diesel on a monthly basis, also purchased fuel from both pedlars, sometimes in the same month. Mahadeo's confidential audit report went a step further, by pulling out three months in 2010 to ascertain whether the trend in high volumes of diesel purchased by fishing vessels from one peddler continued. The numbers were staggering. During that three-month period between August and October some 5.4 million litres were sold to just nine vessels. NP chairman Neil Gosine has said they were moving on their side to ensure this practice is halted. "It is something that will take us a while, but we going to get to the bottom of it." Questions were also raised in the report about Unipet's customer base — they being the only authorised dealer apart from NP. The Ministry of Energy audit report said it observed several customers and companies purchasing high volumes of diesel between the months of May 2010 and November 2010 and afterward. What the report contended was that these companies were buying diesel using a drogher's licence from a third party. A drogher's licence together with a certificate to navigate is needed before a vessel can purchase subsidised fuel. Mahadeo recommended that no subsidy be paid to NPMC and Unipet on volumes of diesel sold to those buyers who have been using a drogher's licence in the name of a third party and firmly recommended in the future, the licence issued to these marketing companies have a clause prohibiting this practice. Unipet's general manager Anthony Tang says various scenarios can give rise to this situation, which in his view, are just perceived differently. "In some instances the person leasing the vessel, they pick up the charges and they say bill them directly. What we do in cases like that is where it is not the owner we not only on our invoice specify who we are billing but we also specify the vessel which we are billing to, in order to justify that sale when we are claiming subsidy," explained Tang. And that's why the government is now moving in a particular direction to ensure there's no way of cheating the system, according to Minister of Energy Ramnarine. "We have established a subsidy verification unit at the Ministry of Energy and there are other legislative changes coming this year to treat with peddlers. We intend to change the law to what you call authorised distributors, so those changes will continue to come in 2012. It's like the drug trade, we can never totally eradicate it but I believe we certainly have dealt a blow and we'll continue to deal more blows," Ramnarine said.

<http://www.trinidadexpress.com/news/Suspicious-fuel-sales-to-nine-boat-owners-152439665.html>

#### USA, OH, TUSCARAWAS CO, DOVER, MAY 22 2012. DOVER CHEMICAL: SAFETY ASSESSMENTS UNDER WAY



*Smoke rising from Dover Chemical can be seen from a distance Monday.*

The president of Dover Chemical reported this morning that the building where the plant's Monday morning vapor release occurred will remain offline for several days while equipment and safety assessments are completed. "The chamber where the incident occurred continues to cool and remains isolated. All vapors are contained in the chamber and the plant's emissions control equipment," said Dwain Colvin, president of Dover Chemical Corp., 3676 Davis Road. "The chamber will be inspected and further assessments will be made when safe entry is possible. The chamber where the incident occurred will be offline for several days while the incident is thoroughly investigated and all safety systems are evaluated and verified. All other operations were restarted after a thorough inspection of all safety systems," Colvin said. Dipropylene glycol -- commonly known as automotive antifreeze -- was one of the reactants

in a reactor that overheated, which was reported to the Dover Fire Department at 9:19 a.m. Monday. Broken-down components of dipropylene glycol were released Monday, sending a large vapor cloud into the air, closing the chemical plant and putting local citizens and emergency personnel on alert for more than four hours. No plant employees or emergency personnel were injured during the incident. As a precautionary measure, local traffic was diverted Monday and I-77 was closed between New Philadelphia and Dover. In his statement this morning, Colvin thanked local safety forces for their response Monday. "The Dover Fire Department and Chief (Russ) Volkert demonstrated the hours of training they have invested in emergency response and incident management paid handsome dividends. The ability to organize several responding agencies and surrounding area safety departments to coordinate contingent safety alternatives while plant personnel evaluated the situation is a tribute to Chief Volkert, Safety Director Tweed Vorhees and Mayor Homrighausen," Colvin said.



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

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"The issue in the plant was handled very well by all of our employees. Our operations, technical and engineering teams acted swiftly and professionally to mitigate damage and to insure safety," he said. "There was an obvious sense of urgency without panic. The situation was evaluated, several alternative solutions presented and the proper selection executed without further incident. Our goals are always to operate our facilities without incident, but to be prepared if operational issues occur. Our foremost response to any incident is to protect the safety of everyone on and off site with no environmental harm and mitigation of damages."

### Related Links

- [Dover Chemical chamber 'in cooling mode'](#)
- [Dover Chemical: Safety assessments under way](#)
- [Dover officials applaud response to vapor release](#)
- [Dover Chemical vapor release causes scare, closes I-77](#)

<http://www.timesreporter.com/news/x358790495/Dover-Chemical-Safety-assessments-under-way>

### SCOTLAND, ABERDEEN, MAY 22 2012. ELGIN PLATFORM GAS LEAK PLUGGED SAFELY, SAYS TOTAL



*French energy giant Total's Elgin rig, 150 miles (240 kms) from Aberdeen in eastern Scotland, in the North Sea. Total said Monday it had successfully plugged a gas leak at the platform that cost the firm hundreds of millions of dollars and threatened to trigger a major explosion.*

French energy giant Total said Monday it had successfully plugged a gas leak at a North Sea platform that cost the firm hundreds of millions of dollars and threatened to trigger a major explosion. The Elgin platform, 240 kilometres (150 miles) off Aberdeen on Scotland's east coast, was evacuated in March after gas began leaking from the seabed and formed a huge inflammable cloud around the well head. The company pumped heavy mud into the stricken G4 well for 12 hours on May 15 in a bid to plug the leak. "Following five days of close

monitoring, Total is now able to confirm the success of the intervention," the company said in a statement from its Paris headquarters. "Several inspection visits to the wellhead platform have confirmed that the leak has completely stopped." The firm added that engineers would now begin a weeks-long process to set cement plugs in the well, which will lead to it being permanently abandoned. Earlier this month, the firm estimated that the leak would cost it between \$300 and \$400 million in lost production and repair costs. "While we will obviously take on board any lessons to be learned, I want to congratulate all the teams," said Yves-Louis Darricarrere, Total's head of exploration and production. "Safely evacuating everyone from the platform and adjacent drilling rig, preventing any serious environmental impact and recovering control of the G4 well is a highly commendable effort from the teams involved."

<http://phys.org/news/2012-05-elgin-platform-gas-leak-safely.html>

### PAKISTAN, KARACHI, MAY 22 2012. CYLINDER EXPLOSION LEAVES TWO DEAD, SEVEN WOUNDED



Two workers of a gas cylinder company were killed and seven others wounded in a cylinder explosion in Awami Colony police limits on Monday. The gas cylinder filling factory known as Sultan Gas Cylinder Company where the incident took place is situated near Singer Chowrangi in Korangi. It was around 11:00 am when a cylinder exploded with a heavy bang when it was being filled. SHO Javed Brohi said that following the explosion, at least three more cylinders that were leaking also exploded that also caused massive damage. The explosions completely destroyed one part of the ground floor of the two-storey building as well the roof which collapsed. About 45 workers were present at the time of the incident. Panic and fear gripped the workers as some of them were also trapped in the debris. Following the explosion, law enforcement agencies, fire fighters and ambulances from different welfare organizations also reached the site and rescued the workers and shifted them to Jinnah Postgraduate



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Medical Centre. The explosions also caused of minor damage to the neighbouring garment factory. Two workers were killed while five others were wounded. The injured factory workers included Azhar 18, Junaid 18, Waqas 20 and Sher Zada, two women, namely Naila 28 and Farzana 26, who worked at the neighbouring garment factory, were also wounded. According to doctors, Sher Zada was in critical condition.

<http://www.nation.com.pk/pakistan-news-newspaper-daily-english-online/karachi/22-May-2012/cylinder-explosion-leaves-two-dead-seven-wounded>

### USA, MI, CALHOUN CO, MARSHALL, MAY 22 2012. NTSB ISSUES PRELIMINARY REPORT ON ENBRIDGE OIL SPILL

 **Photo's [21]** [Enbridge Kalamazoo River Oil Spill Federal Investigation](#)

 **Document** [National Transportation Safety Board document report.](#)



*The 6-B oil pipeline that ruptured in July 2010 is shown in an official NTSB photo released on May 21st, 2012.*

The NTSB has released all its research documents, the timelines and the never-seen-before pictures of the rupture in the Enbridge Oil pipeline that spilled over 800-thousand gallons of thick Canadian crude oil into Talmadge Creek and the Kalamazoo River in July of 2010. While the EPA and the DEQ were tasked to clean up the mess, the National Transportation Safety Board was given the job of investigating the pipeline failure, the equipment used to detect leaks and the Pipeline Company's initial response. It contains 158 documents, that's 5,000 pages, and 58 pictures, and yet it's only a partial report. It contains no analysis or conclusions. Spokesman Peter Knudson says this is the report that will be used to reach final conclusions sometime this

summer. The report offers every detail known about the time delay between the pipeline rupture and the discovery of that rupture, the struggles to get resources in the field in the first few days, and the examination of the split pipeline itself. The report is detailed, highly technical and long. If the reason the pipeline split can be blamed on the nature of the oil it carries, it could have huge implications on The Keystone XL pipeline and others that transport this particular kind of crude oil.

<http://wtvbam.com/news/articles/2012/may/22/ntsb-issues-preliminary-report-on-enbridge-oil-spill/>

### USA, ILL, ARLINGTON HEIGHTS, MAY 23 2012. ITASCA MAN KILLED, 10 HURT IN EXPLOSION AT ARLINGTON HEIGHTS BUSINESS

 **Watch the Video**

- [1 Dead, 7 Hurt in Arlington Heights Factory Accident](#)
- [1 Dead, 10 Hurt in Arlington Heights Explosion; Plant Damaged](#)
- [Explosion at Arens Controls Facility](#)



Authorities on late Tuesday released the identity of the man killed earlier in the day when a machine exploded inside an [Arlington Heights](#) building, releasing chemical fumes. The explosion at Arens Controls, a company at 3602 N. Kennicott Ave., also injured 10 others, according to Arlington Heights officials. Fatally wounded in the blast was Neil Nicholson, 55, of the 400 block of Catalpa Avenue in Itasca, according to the Cook County medical examiner's office. Fire officials said the fumes posed no danger to nearby residents North Kennicott Avenue where the building is located. The force of the blast propelled rocks from

the roof into a parking lot, damaging 20 cars. Firefighters received a call about 9 a.m. about the explosion a company that manufactures and tests electrical parts, according to Arlington Heights Fire Chief Glenn Ericksen. The explosion occurred in a machine in an area where parts are tested. The machine used a diluted form of potassium hydroxide, a chemical that can ignite combustible materials if mixed with water or other substances, Ericksen said. The fire chief said it wasn't clear if the chemical had anything to do with setting off the explosion. "There had been a violent explosion," Ericksen said. "A lot of twisted metal and devastation. The roof buckled where the explosion occurred." There was a small fire after the explosion but it was easily put out, he said. Police officers arriving at the building found the room filled with smoke, Ericksen said. They also



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found one Arens employee who had died in the blast, he said. The man's name was not being released pending notification of his family. Ten people -- seven Arens employees and three police officers -- were sent to two hospitals with injuries that did not appear life-threatening, officials said. Some of those hurt suffered concussions from the explosion as well as smoke-related injuries. Some reported chest pains and hearing loss, Erickson said. About 50 employees were evacuated, and the building will be closed for the rest of the day, Erickson said. The U.S. [Occupational Safety and Health Administration](http://www.osha-slc.org/) opened an investigation and had inspectors on the scene, spokeswoman Rhonda Burke said. Arens Controls had no prior inspections -- which can be triggered by fatalities or injuries -- and no prior violations, according to OSHA records, Burke said. The investigation may take up to six months, with no further comment by OSHA until it reaches a conclusion. Arens President Kenneth C. Kunin released a statement Tuesday evening: "Our heartfelt thoughts and prayers are with the Arens Control Company, LLC employees and their families in the aftermath of this morning's tragic accident at our factory in Arlington Heights," Kunin said in the statement. "All our efforts will go into supporting them while simultaneously working and cooperating with public safety officials and investigators to ascertain exactly what happened and why." Janet Lee said she lives about two blocks away and heard a large explosion at about 8:30 a.m. She said her husband was outside walking and at first thought he slammed a car door shut. She said there is construction going on in the area and thought the explosion might have been caused by earth moving equipment. "We just heard a boom," said Lee. "I was in the house and I heard an odd sounding boom. I went, 'Wait a minute, he didn't take the car.' " She said when she saw the streets closed off in the area and the ambulances, she realized it must have been a blast of some sort. Bob Lee, 59, a car dealership manager who lives nearby, said he was taking his daily walk and was about a block from the building when he heard a loud boom. "I thought it was a car backfiring," he said. He watched police cars and fire vehicles swarm the building, he said, and saw about 10 people taken out. They looked shaken, Lee said, but he did not see any blood or other overt signs of injury.

<http://www.chicagotribune.com/news/local/breaking/chi-arlington-hts-officials-investigate-possible-explosion-20120522.0.6468619.story>

#### CANADA, OTTAWA, MAY 23 2012. CARRIERS ON HOOK WITH TANKER RESIDUE RULE, SAYS ALLIANCE



The Canadian Trucking Alliance (CTA) has some questions and concerns regarding U.S. Customs and Border Protection (CBP) recent announcement that it will be requiring mandatory reporting of residue in tanker trailers entering the United States. "Soft" enforcement will begin on September 29, 2012, CBP said, with full enforcement beginning on December 28, 2012. The CTA said that the agency has yet to explain what exactly "hard" or "soft" enforcement means and neither has it explained to the trading community how it should comply. The rule, originally published in 2009, will require all empty tanker trucks, ISO 20-foot tanks, rail tanks and large bulk carriers to provide a manifest and file a customs entry for all cargo residues entering the United States. "Prior to this change, cargo residue was treated as part of the Instrument of International Traffic, exempting it from manifest and entry requirements," CTA explained. "Under the ruling, residue left in a tank truck after unloading will have to be measured and valued -- basically treated like any other commodity for CBP purposes. CBP's supposed rationale for the rule is to safeguard the health and safety of its front-line officers. However, the ruling extends

beyond chemicals and hazardous materials to include all liquid or dry bulk commodities, including such things as corn syrup." There are a number of questions that need to be answered, CTA said, like how to assign value to a residual quantity which in essence has no value, or how to determine the weight of residue when it can't be seen inside a tanker. CBP's response has been to warn carriers that simply reporting a 'zero or near zero' value could raise a red flag with CBP officers and may lead to increased inspections at the border. Then there are questions about the ownership of residue, an important liability issue, CTA said. This, too, has gone unanswered by CBP, except to say that where there is no clear owner or importer of record, the residual cargo can be deemed abandoned by the consignee, thus making the carrier by default the owner. CTA said this runs the risk of exposing carriers to new penalties and fines and force them to begin obtaining importer bonds or securing the services of a customs broker to comply with entry filing requirements. If burden of compliance rests with carriers, it could also impact negatively on a trucker's ability to use the border FAST lanes, CTA said. It's a move that looks to be flying in the face of the new Perimeter Vision Action Plan. "None of this makes much sense in the context of the new Perimeter Vision Action Plan and the agreement on better borders and reduced red tape, recently agreed to by the Canadian and US governments," said CTA's David Bradley. "Despite repeated requests from industry on both sides of the border, CBP has failed to provide any



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meaningful guidance about how it will enforce the new rules or what will reasonably be expected from carriers in order to comply," he says. "It looks like CBP doesn't know itself but for some reason is pushing ahead anyway." CTA is advising carriers whose trucks enter the U.S. to discuss the issue with customers to ensure the importer or owner of the residual commodities is clearly indicated.

<http://www.todaystrucking.com/article.cfm?intDocID=28444>

### USA, WASHINGTON DC MAY 22 2012. CSB DEPLOYS TEAM TO EL DORADO, ARKANSAS TO INVESTIGATE FATAL HOT WORK EXPLOSION



The U.S. Chemical Safety Board (CSB) today deployed a four-person investigation team to El Dorado, Arkansas to determine the cause of an explosion and fire that severely burned and killed three workers. The accident occurred

yesterday, May 21, 2012, mid-afternoon on an oil tank site operated by Long Brothers Oil Company on land the company leased near El Dorado, in the southernmost part of the state. Preliminary information gathered by the CSB indicates workers were conducting hot work – defined as any burning, cutting, welding or other operation that is capable of initiating fires or explosions – on one of the tanks. The CSB team is expected to begin its investigation on site tomorrow morning. CSB Chairman Rafael Moure-Eraso said, "This unfortunate tragedy in Arkansas involving the deaths of three workers is the kind of hot work accident that occurs much too frequently. The CSB has investigated too many of these accidents which can be prevented by carefully monitoring for flammable vapor before and during hot work. We have released a safety bulletin and safety video on the hazards of welding or cutting around piping and tanks that have not been tested or monitored to see if they contain flammable hydrocarbons." The bulletin, released in February 2010, is entitled, "Seven Key Lessons to Prevent Worker Deaths During Hot Work In and Around Tanks: Effective Hazard Assessment and Use of Combustible Gas Monitoring Will Save Lives." The video, "Hot Work: Hidden Hazards," is available at [www.CSB.gov](http://www.CSB.gov) or at [www.YouTube.com/uscsb](http://www.YouTube.com/uscsb). It was released along with the final report on the DuPont Buffalo, New York facility explosion and fire that occurred November 9, 2010, killing a contract worker and injuring another. The CSB determined the explosion was caused by sparks in a welding operation taking place atop a storage tank that contained flammable vinyl chloride. While the atmosphere above the tank was tested for flammable vapor, the CSB said a root cause of the accident was the failure to monitor the interior of the tank.

[www.csb.gov](http://www.csb.gov)

### USA, MD, ANNE ARUNDEL COUNTY, GLEN BURNIE, MAY 23 2012. BOY, 13, INJURED IN ILLEGAL FIREWORK ACCIDENT >> M-80 DETONATES, INJURING DIJOVAH HAWKINS' HAND

[Watch the Video M-80 Detonates, Injuring Dijovah Hawkins' Hand](#)

A 13-year-old boy suffered extensive injuries to his right hand in a firework accident in Anne Arundel County Monday. Fire officials said it happened in the 100 block of Ferndale Avenue in Glen Burnie at about 6 p.m. Fire officials said Dijovah Hawkins was handling an M-80 a commercial-style firework that's illegal in the state of Maryland when it detonated. The boy's family said he and some friends found the firework in a friend's home and lit it outside. "We thought it was just one that would start and then go off, but it turned out to be one that was a big explosion," Dijovah told 11 News reporter Kim Dacey. "It was just a loud boom, and my ears were hurting a little bit, and then I just looked at my hand. It was messed up, so I just ran home." The explosion was so loud that neighbors and the boy's mother ran outside to see what happened. "I said, 'What is it?' He was holding his hand, and he opened his hand and blood just started running down his arm," the boy's mother, Malonia Hawkins, remembered. "I'm really not a person who panics -- I'm a mover -- so I immediately grabbed his hand, and I started praying. I did what I had to do. I'm a nurse as well, so I think the nurse-mode kicked in and the mother mode laid to the side for a minute." They called an ambulance, and Dijovah was taken to the Hand Center at the Union Memorial Hospital. Malonia Hawkins said his fingers were broken and nearly severed, but doctors were able to reattach them all and sew up his hand. There were no burns or tendon or nerve damage, so after therapy, the boy is expected to make a full recovery, doctors said. Anne Arundel County Fire Chief Michael Cox said the case should serve as a warning to everyone that all fireworks should be taken seriously. Fire officials said only trained professionals should handle those types of fireworks.

<http://www.wbaltv.com/news/maryland/anne-arundel-county/Boy-13-injured-in-illegal-firework-accident/-/10137088/13555272/-/m4x5qsz/-/index.html>



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#### USA, MA, SOUTHBRIDGE, MAY 23 2012. CHLORINE GAS RELEASED

*bradford l. miner*

 [Watch the Video Crews Respond to Tier 3 Hazmat](#)

A chlorine gas scare in a building in the former American Optical complex triggered a hazmat response shortly after 8 yesterday morning. Acting Fire Chief Mark W. DiFronzo said workers from three companies in a Southbridge Business Center building at 15 Wells St. were evacuated for several hours when an employee at the Schott North America mistakenly mixed hydrochloric acid and sodium hypochlorite, which produced a small amount of chlorine gas. "When the employee noticed the reaction, he immediately stopped what he was doing, donned a respirator and evacuated employees from the building," acting Chief DiFronzo said. He said workers in the building implemented an emergency response plan, evacuating about 100 people from Schott and other businesses in the building; they were allowed to return after about four hours. "There were no injuries and the public was never in any danger," he said. Edmund J. Coletta, spokesman for the state Department of Environmental Protection, said the incident started shortly after 7 a.m. when a Schott employee accidentally mixed three gallons of sodium hypochlorite mix with 100 gallons of hydrochloric acid, producing the release of chlorine gas. Mr. Coletta said the employee then dumped the mixture into a 500-gallon holding tank and connected a water hose to the tank, creating a further chemical reaction. He said hazardous materials teams turned off the water and turned off the heat plating equipment.

<http://www.telegram.com/article/20120522/NEWS/105229857/1003/NEWS03>

#### USA, GA, WINDER, MAY 23 2012. TRACTOR-TRAILER FIRE AND CONCERNS ABOUT TOXIC CHEMICAL INVOLVED IN THE WRECK SHUT DOWN I-85

A crash and fire involving a tractor-trailer -- and fears of a toxic chemical release shut down both lanes of a nine-mile stretch of Interstate 85 northeast of Atlanta for a time. The Atlanta Journal-Constitution reports that the truck caught fire early Tuesday morning near Georgia Highway 211, and authorities were concerned about possibly hazardous chemicals on the truck. Barrow fire Lt. Scott Dakin tells WSB-TV that a rear tire on the truck caught fire, and the fire spread into the trailer. Barrow County fire officials said the blaze was under control by 5 a.m. WSB Radio reports that by 5:30 a.m., the northbound lanes of I-85 had been reopened. By 8:30 a.m., all of the southbound lanes had reopened.

<http://www.therepublic.com/view/story/e236903570e64144af85528ade2b84e7/GA--Tanker-Truck-Fire/>

#### KENYA, NAIROBI, MAY 23 2012. FEAR OVER SALE OF DIRTY PETROL TO MOTORISTS

*moses njagih*

How safe is the super petrol you paid for this morning? Is it clean or will you pay hefty sums down the road to flush your car's fuel tank and filter? These are the big questions after it emerged that Kenya Pipeline Company has been trying to empty slop tanks in its Nairobi depot of contaminated super petrol for the last couple of weeks. The Standard confirmed that lorries were still lining up on Tuesday at the KPC depot in the capital to load the dirty petrol and return it to sender. However, despite strong denials by KPC, there are fears their action might have come too late in the day to stop some of the adulterated fuel from ending up in the market for sale to unsuspecting dealers and motorists. Efforts to get comments from Gulf Africa Petroleum Corporation (Gapco), the company that imported the fuel, proved futile on Tuesday as the relevant officials were said to be in meetings. The matter assumes grave proportions when an analysis of the testing and clearing process for oil products at the port in Mombasa and KPC offices in Nairobi is taken into account. Most cars on Kenyan roads today are designed to run on super petrol. Dirty fuel causes engines to malfunction and leads to costly failure of engine parts. Such fuel also causes increased emissions of pollutants like carbon monoxide from the tailpipes of vehicles affected, leading to health problems. Kenya Revenue Authority also loses significant revenue, as dirty fuel cannot be taxed, but must be returned to its port of origin. All super petrol sold locally originates from the Middle East, as the refinery in Mombasa cannot produce the product.

##### **Tested**

The oil is tested separately in laboratories belonging to SGS and KPC in Mombasa for temperature, density and flashpoint (ability to ignite at the required international standard). Results from both labs must tally before the product is released into KPC's system and the market. The product must also be recertified by KPC's lab in Nairobi once it arrives at the depot. What did the KPC and SGS tests reveal on this bad fuel in Mombasa? What did tests reveal in Nairobi? Is the fuel that was pumped by KPC to Nairobi at great cost really the same product cleared by its lab and SGS or was it diverted to another market and



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replaced by dirty petrol? How did the fuel get into KPC's pipelines and at what stage was it adulterated given that SGS and KPC tests cleared it? Fingers of blame over the mess are pointing at the Ministry of Energy and KPC officials and raises concerns over the integrity of the fuel verification and transport system they have deployed. The destination of the huge consignment of contaminated fuel returned to Gapco by the KPC remains unknown, with fears emerging that the commodity could have already found its way in fuel station pumps in Kenya and South Sudan. KPC, under whose responsibility the task of transporting imported fuel through its pipeline lies, returned over a million litres of dirty fuel to its client, Gapco, after it failed the grading test. These fears have further been intensified by the presence of fuel transporting trucks near the KPC's slop tanks, away from the ordinary collection point along Nanyuki Road. Kenya Pipeline on Tuesday appeared to distance itself from any possible irregularity or scam in the sale of the product, saying it had rejected the injection of the fuel in question in the market, as it could not meet the minimum requirements for consumption in Kenya. "Nothing illegal or out of the normal has been done and no contaminated fuel has found its way into the market through KPC," the company's Chief Technical Manager Engineer Elias Karumi told The Standard. The company's management explained that it had piped the Gapco product — a consignment of 78 million litres — but along the line realised that part of it was mixed up.

#### Clean Fuel

Engineer Karumi said that over a million litres of the product had mixed up with clean fuel in the pipeline and thus could not be released. He said that on testing the product, KPC realised that the same could not be blended to a point of meeting the specifications for the local market. "We realised that their product was already at 207 degrees, and thus it was not possible to blend it without surpassing the upper limit of 210 degrees," said Eng Karumi. He said that under such circumstances, the company had to invoke a clause of the Transport and Storage Agreement (TSA), which requires that the rejected fuel be handed to the owners. "It is now up to them to know what to do with the product," said Karumi. Karumi denied any illegality, saying the anomaly of mix-up in products being transported through the pipeline is always anticipated, hence the remedial specifications captured under the TSA. The manager said they had to store the product at their slop tanks as Gapco sought clearances from the Kenya Revenue Authority to move the product after paying their due duty. "It is only yesterday (Tuesday) that we got a letter from KRA informing us that Gapco had almost cleared with them and allowed their trucks to come and pick the product so that we can empty our slop tanks," he said. He could, however, not say where their client will take the rejected product. "That is a question that would be best answered by the Gapco management. We are only transporters and not the importers," he said.

[http://standardmedia.co.ke/?articleID=2000058623&story\\_title=Fear%20over%20sale%20of%20dirty%20petrol%20to%20motorists](http://standardmedia.co.ke/?articleID=2000058623&story_title=Fear%20over%20sale%20of%20dirty%20petrol%20to%20motorists)

## USA, N.J., SOUTH TOMS RIVER, MAY 23 2012. AUTHORITIES INVESTIGATE SOUTH TOMS RIVER OIL SPILL AFTER BOAT SINKS

amanda oglesby

[Watch the Video](#) [Authorities Investigate South Toms River Oil Spill](#)



*Authorities investigated Tuesday a partially sunken boat and possible oil spill at Miller Yachts in South Toms River.*

Authorities are investigating two partially sunken boats and small oil slick at Miller Yachts, 200 Atlantic City Blvd., here. South Toms River Police and Berkeley Emergency Response Team hazardous materials responders were at Miller Yachts Tuesday afternoon, where oil booms encircled a tilted, dilapidated boat. Manitou Park Fire Company also responded. A foot-wide area of sheen could be seen on the water nearby the tilted boat, and the faint smell of oil permeated the air of the roughly 75-boat slip marina. Lt. Daniel Evanowski of the South Toms River Police Department said police notified the state Department of Environmental Protection and marine police about a possible oil spill. Marina Manager Ed Trengrove said the boats under investigation had no fuel. "The water is crystal clear," said Trengrove, who added that minor oil sheens can be

the result of road runoff after rain. "The tide's too high" to remove the boats immediately, Trengrove said Tuesday, but added that marina staff plans to remove them as soon as possible. The owner of one boat under investigation has been ill for some



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 843 Newsy Stuff

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time and has not been able to attend to the vessel's maintenance, he said. South Toms River police expected Tuesday to hand the investigation over to the Ocean County Prosecutor's Office or the Department of Environmental Protection, Evanowski said.

[http://www.app.com/article/20120522/NJNEWS/305220085/Authorities-investigate-South-Toms-River-oil-spill-after-boats-partially-sink?odyssey=nav%7Chead&nclink\\_check=1](http://www.app.com/article/20120522/NJNEWS/305220085/Authorities-investigate-South-Toms-River-oil-spill-after-boats-partially-sink?odyssey=nav%7Chead&nclink_check=1)

#### **USA, CO, LOMA, MAY 23 2012. EPA CHECKING FOR CONTAMINATION AFTER FRACKING SPILL >> TANKER SPILLED CHEMICALS NEAR LOMA**

*deb stanley*

The Environmental Protection Agency is checking for pollution after a tanker truck carrying thousands of gallons of fracking chemicals rolled over near Loma, spilling chemicals into a nearby creek. Loma is near Interstate 70 on the western slope, about 15 miles from Grand Junction. The Lower Valley Fire District says about 50 gallons of chemicals used in drilling operations leaked into a nearby stream before they dammed the area, preventing it from contaminating any further. The EPA plans to evaluate the damage on Tuesday. According to [KREX-TV](http://www.krex-tv.com), the driver of the truck suffered minor injuries.

<http://www.thedenverchannel.com/news/31096926/detail.html>

#### **USA, TX, SAN BENITO, MAY 23 2012. PROPANE TANKS ON TRUCK EXPLODE**

*fernando del valle*

A propane explosion around 2:30 p.m. Tuesday could have been worse if not for the quick action of a truck driver, city officials said. As many as five propane tanks on a delivery truck ignited and two others launched into the air before the driver drove his truck away from a gas company to avoid a worse explosion, Assistant Police Chief Michael Galvan said. Detective Rogelio Banda said the 46-year-old driver moved his burning vehicle away from a lot stocked with propane tanks at Ferrellgas, 125 Williams Road. "He placed his life in danger to avert a catastrophic event," Galvan said. The propane tanks ignited and the explosions launched two tanks 20 to 50 yards from the gas company, with one tank hitting the Curves company across the street, Galvan said. "The bed of the truck looked like a bowl," Galvan said, adding that sections of Williams, Shafer and Gil streets were closed. Police are not releasing the name of the driver, who suffered second-degree burns on his arm but refused medical treatment, Banda said. Ferrellgas declined comment. Galvan said the driver heard hissing from one of the tanks on his truck, so he started to unload them. Galvan said it's possible that static electricity sparked the fire. Ferrellgas leases the site from AOC Welding Supply, Banda said.

<http://www.brownsvilleherald.com/news/tanks-140546-truck-benito.html>

#### **USA, N.M, ALBUQUERQUE, MAY 23 2012. NEW MEXICO SAYS JET FUEL SPILL COULD BE LARGER >> COULD BE AS LARGE AS 24 MILLION GALLONS**

*jeri clausing*

A decades-old jet fuel spill threatening Albuquerque's water supply could be as large as 24 million gallons, or twice the size of the oil spill from the Exxon Valdez, New Mexico environment officials acknowledged Tuesday. Officials previously estimated the spill from Kirtland Air Force Base to be about 8 million gallons. But state geologist William Moats, who made the original calculations, recently estimated the spill could be up to three times larger. By comparison, the Exxon Valdez spilled 11 million gallons of crude oil when it ran aground in Prince William Sound in Alaska in 1989. Jim Davis, head of the New Mexico Environment Department's resource protection division, calls the newest calculation a "first-order estimate" based on new data from Air Force monitoring wells. He emphasized that the calculations have not been reviewed, and said no one will really know how large the spill is until it has been remediated. "It is not knowable," Davis said. But he said he is confident the spill can be cleaned up, no matter how large. And while the fuel threatens groundwater, officials have said it poses no threat to people living above the plume. "The bottom line is this ... we take it very seriously," Davis said. "We are pushing the Air Force and we are going to stay on top of it until it is fixed." Kirtland spokeswoman Marie Vanover did not dispute the new estimate. "There is really no way to carefully measure how much fuel is in the ground," she said. "What's important here, as far as the Air Force is concerned, is that regardless of the amount of fuel in the ground we are committed to two things: that the water stays safe and to continue our remediation efforts." The fuel came from what officials now believe was a 40-year leak from underground pipes at a Kirtland aircraft fuel loading facility. The leak was discovered in 1999. In 2007, Air Force investigations revealed the fuel had reached the water table and was moving off the Air Force base, beneath the neighborhoods of southeast Albuquerque



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and toward the city's water wells. Since then, the Air Force, under pressure from the Environment Department, has cast an ever-wider net of monitoring wells, trying to figure out how far the fuel has spread. Davis said officials still believe no contamination will reach city wells for at least five years. He said the Air Force has removed about 400,000 gallons and he hopes broader remediation targeting the largest concentration of the spill can begin this summer. Environmental activists planned to raise the issue Wednesday at an Albuquerque-Bernalillo County Water Utility Board meeting. "Basically they have a larger problem than they thought," said Dave McCoy of Citizen Action New Mexico. "... They need to begin planning for construction of a water treatment plant to protect Albuquerque's water supply."

#### Related Links

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#### REPUBLIC OF BURUNDI, BUJUMBURA, MAY 23 2012. MASSIVE DYNAMITE EXPLOSION RISK REMOVED



*There have been more than 50 unplanned explosions at munitions sites in 34 countries since 2009. On 4 March 2012, a series of explosions occurred in a munitions depot in Brazzaville, Republic of Congo, killed more than 280 people and injured 1,500.*

MAG has safely removed two tonnes of decaying dynamite in Bubanza province that was putting more than 1,000 lives at risk. The out-of-use, leaking dynamite belonged to a foreign building company and was being stored in two unventilated containers inside a military camp. As dynamite is very sensitive it should not be stored in hot temperatures for more than a year, but until MAG's intervention this had been stored for over four years in containers that can top 40°C under the sun. The hundred families living in the nearby buildings faced death or serious injury if just one dynamite stick had ignited, while civilians in the neighbouring

village and surrounding areas would also have been at risk from projectiles from the explosion. "Dynamite in that condition can be set off with a simple spark, or if roughly handled, and create a deadly blast wave, giving absolutely no chance to material or human within a radius of 100 metres," said Didier Perardel, MAG Burundi's Technical Operations Manager. (The discovery of this dynamite follows the [tragic series of explosions in a munitions depot in the Republic of Congo capital of Brazzaville](#), that killed over 280 people, injured 1,500 and made 14,000 homeless. The blast is believed to have been caused by a fire as a result of an electrical fault.) A MAG-trained Burundian Army team transported the dynamite to a destruction area 15km away. MAG technicians had heard about the containers while carrying out a weapons and ammunition collection at the camp, as part of an ongoing project with the Army, the Force de Defense Nationale (FDN). Following a nationwide survey of stockpiles, MAG trained and now supervises a team from the FDN in the destruction of surplus and obsolete weapons and ammunition. The aim is to guard against these reaching the black market and non-state armed groups. MAG Burundi has been working directly with the FDN since 2007, developing its capacity to safely secure and manage its SALW stocks. Our thanks to the US Department of State's Office of Weapons Removal and Abatement for its funding of MAG's operations in Burundi.

<http://www.trust.org/alertnet/news/burundi-massive-dynamite-explosion-risk-removed>



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