



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 886 Newsy Stuff

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

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USA, N.Y, NEW YORK, SEPTEMBER 20 2012. FRACKING: BOOM OR DOOM >> AMERICA'S HYDRAULIC FRACTURING GOLD RUSH PORTENDS THE GREATEST ENVIRONMENTAL DISASTER OF A GENERATION

denise grollmus



Fred Mayer in Newark Valley, New York

Ask someone like [Jon Entine](#), a science writer for [Ethical Corporation](#), to describe the sort of person who claims hydraulic fracturing presents a pollution nightmare in waiting, and you quickly find yourself pummeled with talk radio invective: "ideological blowhard," "leftist loony," and "upper-middle-class lefties." But none apply to Fred Mayer. When a reporter arrives at his 200-year-old farmhouse on a cloudy June day, one of the first things Mayer asks is: "Do you know who [Glenn Beck](#) is? You should really listen to him. Now that man knows what he's talking about." The 62-year-old [Vietnam](#) vet's yard in [Newark](#) Valley, New York, is full of patriotic flags. His rotund body is covered in tattoos, with barbed wire wrapped around his thick arms and an Iron Cross on his left fist. The first time he heard of fracking was in 2008. It's a natural gas drilling process in

which millions of gallons of water—mixed with sand and more than 596 toxic chemicals—are pumped into shale formations 8,000 feet belowground, the pressure fracturing them to release the natural gas they hold inside. Decades ago, [Shell Oil](#) attempted to drill on Mayer's property in hopes of retrieving the river of black crude that resides just under the rock formation. "They never were able to do it," he says. "They couldn't get through the rock, so they gave up." Shell eventually sold its lease to Fortuna Energy. Mayer thought nothing of it until 2008, when his neighbors started getting leasing offers from gas companies that had a new way of drilling that could get through the thick layers of shale just fine. Only this time, they were in search of natural gas, often heralded as the greenest fossil fuel. Mayer gave [Fortuna](#) a call, only to find that his father had leased their property for just \$4 an acre. Since Dad had passed away, Mayer told Fortuna that the agreement was null and void. Fortuna countered with a new offer: \$600 an acre. Mayer soon received a check for \$58,200, with a promise of more to come. But it wasn't long before Mayer received another surprise—this one less pleasant. One morning, he turned on his kitchen sink. Instead of water, the tap hissed with gas. Mayer grabbed his lighter, held it to the faucet, and watched it burst into flames. Although Fortuna had yet to drill on his property, the company was already at work six miles to the west. Mayer called the New York State Department of Environmental Conservation to file a complaint in January 2009. His case was assigned to an investigator, though no one actually came out to investigate. "[Our] staff concluded that the gas in Mr. Mayer's well was naturally occurring and that no investigation was warranted for several reasons," says [Emily DeSantis](#), a department spokeswoman. Not only was Mayer's residence more than a mile away from the nearest drilling, DeSantis says, but also "naturally occurring methane is commonplace throughout the state." Mayer knew better, of course. His water hadn't become flammable until Fortuna began drilling nearby. More than three years later, he can make every faucet in his house dance with flames. He can't drink from his own tap. Sometimes the gas pressure builds up so much that it blasts coffee cups from his hands while he does the dishes. Still, Mayer was less upset by the contamination than he was about not making money from it. About the time he signed his lease, then-governor [David Paterson](#) watched as drilling devastated neighboring Pennsylvania, where thousands of contamination complaints have been filed. In one incident near [Pittsburgh](#), toxic wastewater ended up in the [Monongahela River](#), leaving 850,000 residents without drinkable water. So Paterson banned fracking in New York. As Mayer sees it, his water is already contaminated, and he could use his 17 percent cut of Fortuna's drilling profits. According to [Public Policy Polling](#), about half of southern New Yorkers agree and hope that [Governor Andrew Cuomo](#) will lift the ban so they can begin reaping the riches promised by companies like [Chesapeake Energy](#), Range Resources, Cabot Oil & Gas, and [Schlumberger](#). It doesn't seem to matter that in the past decade fracking has left behind a widening trail of health and environmental disasters. Or that research indicates the influx of money and jobs promised by these companies falls far short of their claims. New York landowners still whisper stories of overnight millionaires just over the border. That's because people are desperate to flee the pressure of another disaster, the one created by the housing crash. The difference is that fracking could imperil more than pocketbooks. There's no shortage of scientists and public health officials who warn that large-scale contamination might leave millions of people without usable water. Yet the natural gas industry has spent \$747 million lobbying state and federal officials over the past decade, allowing it to continue drilling in 34 states. Few Americans are any richer. But a whole lot more have horror stories to tell. [Sharon Wilson](#) is often dismissed as an anti-fracking loony. Range Resources, one of the largest fracking firms in the nation, has even accused her of manufacturing false evidence in a conspiracy to defame the



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company. But get Wilson on the phone, and you'll hear the sweet, commonsense lilt of a Texas girl who just happens to have a blog full of links to disaster stories, some of which she has experienced firsthand. In 1995, Wilson moved from [Fort Worth](#) to Wise County, where she purchased 42 acres of land. "I gave up a great deal to move to the country, where I thought my children would enjoy clean air and clean living," she says. Soon after Wilson arrived, so did [Mitchell Energy](#). The company's owner, [George Mitchell](#), had long known that a gold mine of natural gas lay deep beneath the shale that surrounds Fort Worth. He was dead set on getting it out, though geologists told him it was a pipe dream. Undaunted, Mitchell spent 18 years and millions of dollars—with financing from the [U.S. Department of Energy](#)—to prove them wrong. By 1998, his company had developed a cocktail of water, sand, and chemicals that could break through shale. The first wells sprouted in 2000. But the onslaught wouldn't begin until 2004, when the Bush administration ruled that fracking "posed no threat to drinking water." Bush's scientists would later be discredited, of course. You didn't need a doctorate from [MIT](#) to know that pumping toxins into the ground presented some sort of danger. The Bush administration seemed to know this as well. A year later, [Vice President Dick Cheney](#) pushed a new energy bill through Congress. It not only exempted fracking from the [Safe Drinking Water Act](#), but also allowed drillers like [Halliburton](#) to keep the ingredients of their toxic cocktails secret. The industry was presented with a golden opportunity: It could now harvest the riches buried deep beneath the soil, while bearing no responsibility—or public scrutiny—for any damage it left behind. By 2008, says Wilson, "You couldn't move without running into a well." She remembers when the well that sits just a half mile from her home was first drilled. "I can remember waking up one night," she says. "I saw the lights of the rig shining into my house, the sound of the engines and the generators going. The next morning, I woke up, and the sky was just brown. It just stunk. It was awful." Like her neighbors, Wilson received a knock on her door from a land man asking if she'd like to get rich by leasing her property. But unlike most of the folks in Wise, Wilson didn't jump. Not because she couldn't use the money, but because "my mother taught me that nothing in life is free." Instead, she drove to the well pads to see them for herself. That's when she noticed huge pits of putrid-smelling liquid nearby. These were dumping ponds filled with toxic water that was supposed to evaporate into the atmosphere. But they were lined with plastic tarps that often tore, allowing cancer-causing chemicals—like benzene, methanol, formaldehyde, hydrochloric acid, arsenic, barium, and lead—to leak into the groundwater. In large doses, they can be lethal. But even lesser exposure can cause birth defects. Wilson began regularly writing about fracking on her blog, [BlueDaze](#). In one post, she writes about a friend who witnessed a driver of a wastewater truck dumping his load into a pasture where cows were grazing. In another, she links to a Fort Worth Star-Telegram article about Wise's 3,998 active wells—and its title for the most polluted air in Texas. She writes of people who report that their children are passing out in the shower due to gas leaks in their water supply. Others discover their farm animals are losing hair or dying after drinking from contaminated streams. Wilson chronicles spills into creeks, ponds, and rivers, as well as the bright orange flares that would light up the night sky, thanks to companies burning off "economically irrelevant" reserves. Then there are the fatalities here and there, usually workers killed by explosions. Begging Wilson to post home videos of their flaming faucets and dying animals, people from around Texas and as far away as Colorado, [Wyoming](#), and Pennsylvania began contacting her with horror stories of their own. [Steven Lipsky](#) was among them. He was just another Texas homeowner with a flaming faucet. But he also had something else: confirmation by the [U.S. Environmental Protection Agency](#) that fracking had left his water laced with benzene, capable of causing both cancer and birth defects. The danger had forced his family to evacuate their home.

Read Full Story at:

<http://www.villagevoice.com/2012-09-19/news/boom-or-doom-fracking-environment/>

USA, OH, LAKEWOOD, SEPTEMBER 21 2012. CITY LOOKS TO HAND OVER UNDERGROUND TANK INSPECTIONS TO THE STATE

colin mcewen

Fire chief says that the move will save the department money, as the city will no longer need to pay to have firefighters certified for the costly inspections. In 2010, the [Lakewood Fire Department](#) inspected one underground storage tank. The next year, only one more. However, the city has to pay \$1,000 each time a firefighter gets certified for the inspections. That's why Lakewood Fire Chief Scott Gilman proposed an ordinance to [Lakewood City Council](#) on Monday that would give the responsibility of inspections back to the state. "We used to have to do more inspections," said Gilman, who's the only inspector left in the city. "These are very time-consuming inspections." "To me, it makes sense to give this back to the state." Law director Kevin Butler agreed, noting that in the early 1990s, there were lots of inspections. Rather than go to the state, the money reaped from the inspections stayed in Lakewood. But the number of inspections has slowed to a crawl since then.



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"There was a big boom for underground storage tank inspections," Butler said, adding that with only one per year now, "it costs gobs of money to get the license." The measure was referred to council's rules and ordinances committee.

<http://lakewood-oh.patch.com/articles/city-looks-to-hand-underground-tank-inspections-to-the-state>

USA, MI, LANSING, SEPTEMBER 21 2012. CLEANING UP A BIG, UNDERGROUND MESS IN MICHIGAN

mark brush

 **Click-2-Listen** [Cleaning up a Big Underground mess](#)

 **Photo's [17]** [Cleaning Up a Big Underground Mess in Michigan](#)



In 2007, Logan's Gas and Deli lost 8,000 gallons of gas underground. The owners walked away, and the state is still cleaning up the mess.

There are around 4,800 gas stations in Michigan, but at one time, there were a lot more. It seemed like just about every corner had a gas station on it. Many of those gas stations are closed now, but taxpayers are often on the hook for what's been left behind. I visited one of these polluted sites recently with representatives from the Michigan Department of Environmental Quality (MDEQ). The heavy traffic along State Route 89 near Battle Creek makes it a perfect place for a gas station. And for a long time, things were going well for Logan's Gas and Deli.

8,000 Gallons of Gas Dumped in One Weekend

But one morning the owner came in to check his inventory, and things were a little off. Steve Beukema is a Senior Environmental Quality Analyst with the Michigan Department of Environmental Quality. "In the course of a weekend they lost about 8,000 gallons of gasoline. They came to work on a Monday and their 10,000 gallon tank was empty," said Beukema. Beukema is the project manager for the clean-up at this site near Battle Creek. He says when they pulled the tank, they found a dime-sized hole on the bottom. Gas spread through the sandy soil underground, across the street, and under a house and a nearby pizza restaurant. Both get their water from underground wells. Beukema says the owner tried to clean up the mess, but the insurance company wasn't paying the bills fast enough. The clean-up contractor walked away after they weren't getting paid, and the gas station went belly up. So that's when you and I step in. We pay an extra fee at the gas pump that helps pay for this kind of clean-up. Beukema showed me their clean-up system. It uses a series of high pressure valves that force air underground. The air pushes the gas vapor upward. "And the other part of the system is a soil vapor extraction, that's essentially like a big vacuum cleaner. It'll suck up all the gasoline vapors from the soil," said Beukema. "It took about \$500,000 to install it and another maybe \$100,000 to design it. And we have to spend operating and maintenance fees to keep it up and running." Beukema said they expect to be done with clean-up in the next couple of months, but they'll be monitoring this site for years to come. Altogether this clean-up will cost more than \$1 million. Luckily, the underground drinking water wells were not affected here.

Slow Underground Leaks

This site is an extreme case. Beukema, who is in charge of more than 200 underground clean-up sites in Calhoun Co. alone, said most leaks at gas stations don't happen so quickly. They typically leak slowly; over long periods of time. Owners sometimes won't know they've had a leak until they go to replace their tank. These kinds of slow underground leaks have affected drinking water supplies and surface water in Michigan, and there have been a lot of leaks in the state. Today, there are more than 9,000 documented leaks that still need to be cleaned up. Most of these tanks are not actively leaking, but the pollution remains. In the U.S., only Florida has more open clean-up cases. (You can see a [map of the open "Leaking Underground Storage Tank \(LUST\) sites in Michigan](#) from Circle of Blue.). Around half of the 9,000 sites in Michigan are known as "orphan" sites. The original polluters can't be found, or they can't or won't pay for them.

Michigan Clean-Ups Stall

So it falls back to the state to clean them up, but clean-ups in Michigan have stalled. In the late 1990s, more than a thousand of these sites would be cleaned up every year. Last year, only 171 sites were cleaned up. ([Check out this graph from Bridge Magazine.](#)) Mark Griffin is with the Michigan Petroleum Association. "You could not find a more inefficient, stupid way to run a clean-up program," said Griffin. He blames a lot of bureaucratic red tape and moving clean-up targets from the DEQ for the slowdown. "It was a moving target. I heard that over, and over, and over again. And I heard it, interestingly, most loudly, from



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the majority of the folks who do environmental clean-up, the consultants themselves," said Griffin. Griffin and others also told me that a lack of funding is also to blame for slowing down the clean-ups. In Michigan, there's a 7/8 cent fee on each gallon of gas that goes into the "Refined Petroleum Fund." That fund was originally set up to help clean-up leaks when gas stations replaced their underground tanks, but with the recent tight budget years, that fund has been raided for other purposes. "I believe \$10-15 million a year during the Granholm administration was siphoned off to the Department of Treasury to pay quality of life bonds," said Griffin. And the fund is still being diverted under the Snyder Administration. The House Fiscal Agency [published a report](#) showing how the fund was spend in FY 2009/10. The money has been used to pay for things like rent, information technology, and fish monitoring programs. The 7/8 of a cent that we pay on each gallon of gas generates around \$50 million a year for the Refined Petroleum Fund. But in recent years, only \$20 million of that has been put toward cleaning up these leaks. (The Snyder Administration did request that \$30 million go toward clean-up in the next fiscal year, but James Clift of the Michigan Environmental Council says it remains to be seen how that money will be spent.)

Changes Coming?

This summer, the legislature passed a series of bills aimed removing a lot of the red tape in the clean-up program. The legislation also set up an advisory board that will take a look at how the money in the Refined Petroleum Fund is spent. Anne Couture is Acting Division Chief at MDEQ's Remediation Division. She believes the advisory board will see the importance of returning this money to its original purpose. So that places like Logan's Gas and Deli can be cleaned up more quickly. "Not only do we need to use this fund to help orphan sites, but we do need to use this fund to help owners and operators who don't have the financial wherewithal to manage these sites so that we can get to closure, prevent the kind of thing that happened here. Prevent contamination of people's wells and drinking water," said Couture. The state estimates it would cost around \$1.8 billion to clean up the more than 9,000 contaminated sites around the state. So even if all the gas fee money went towards clean up. It would take decades to tackle the backlog.

<http://michiganradio.org/post/cleaning-big-underground-mess-michigan-photos>

USA, CA, MARTINEZ, SEPTEMBER 21 2012. CAR BACKS INTO GAS STATION PUMP, IGNITES FIRE

alan wang

Watch the Video

- [Car Backs into Gas Station Pump, Ignites Fire](#)
- [Car Crashes into Martinez Gas Pump, Sparking Fire](#)

 Photo's [7] [Nobody Hurt in Martinez Gas Station Fire](#)

 Photo's [4] [Gas Station Crash Sparks Martinez Fire](#)

 Photo's [18] [Errant Driver Sets off Fire at Martinez Gas Station](#)



ABC7 News caught up with the driver who crashed into a fuel pump at a Martinez gas station Wednesday night. Two cars were torched in the blaze and a gas pump was knocked off its foundation. A surveillance camera from across the street caught video of the accident. The car backed up toward the gas pump then suddenly accelerated, smashing into the pump and igniting a fire. Gas station attendant Paul Burg says he realized his worst fear. He said, "...The whole place going kaboom. I mean there's only about 4,000 gallons of gasoline underground there." Burg said a man, who would not identify himself, is the driver who quickly got out just before the flames engulfed his car and another one next to the pump.

"Saw the black smoke, ran out front, hit the emergency shut off switch, ran into

the back, hit the main power breaker fuse box and then high tailed it out of here," said Burg. Witness Russ Erickson says he was sitting on his porch a few blocks away. He said, "...and then started hearing explosions. We heard seven or eight explosions." "I started yelling at everybody to get the hell out of here. It was definitely a big hazard," said Burg. Burg says the owner of the Ford SUV that was also destroyed was inside the gas station paying when it happened. "The flames erupted, tires popped, gas tanks popped and the flames were coming out over the edge [of the roof] a little bit," said Burg. No one was injured. Martinez police say no charges are being filed, and they're still trying to figure out why the driver suddenly backed into the gas pump. But no one seems to know, not even the man behind the wheel.



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Wang: Sir, can you just tell us what happened?

Driver: Accident. I don't know.

Wang: Did you lose control? Is the car functioning properly?

Driver: Well everything was... I don't know what happened.

And because of that gas station attendant's quick thinking, firefighters were able to get it under control in less than 20 minutes. The gas station will be closed Thursday for repairs.

http://abclocal.go.com/kgi/story?section=news/local/east_bay&id=8817379

VENEZUELA, CARABOBO, EL PALITO SEPTEMBER 21 2012. FIRE BREAKS OUT AT VENEZUELA'S EL PALITO REFINERY

 **Watch the Video** [Lightning Strike Sparks Refinery Fire](#)

 **Photo's [10]** [Lightning Strikes Venezuela Oil Refinery, Sparks Large Blaze](#)



Fire and smoke rises from a fuel tanks at the El Palito refinery in Carabobo state, Venezuela on Thursday, Sept. 20, 2012. A fire that broke out at a Venezuelan oil refinery was apparently caused by a lightning strike, the country's top oil official said Thursday.

Two naphtha storage tanks at Venezuela's El Palito refinery caught fire Wednesday night after the facility was struck by lightning during a storm, according to Oil Minister Rafael Ramirez. "We've been able to extinguish the fire in one of the tanks, and we're working to put out the fire in the other tank," Mr. Ramirez told state television station VTV. The incident comes less than a month after a gas-leak explosion rocked Venezuela's largest refinery, Amuay, killing more than 40 people. Fires engulfed three storage tanks at Amuay for days after the blast, and the incident raised questions over whether the government is investing enough to maintain its crude-oil processing plants. The

minister said workers were using fire-retardant foam to combat the flames at El Palito, adding that there hadn't been any kind of explosion or fire in the 140,000-barrel-a-day refinery's processing areas. El Palito is located in the northern coastal city of Puerto Cabello. In late July, state oil company Petroleos de Venezuela SA, or PdVSA, said it had signed a contract with a consortium of engineering companies to expand the refinery over the next four years to double its refining capacity. In an annual report released in March, PdVSA listed El Palito as one of its production facilities most prone to accidents.

http://online.wsj.com/article/SB10000872396390444620104578007210840697842.html?mod=googlenews_wsj

USA, S.C, PROSPERITY, SEPTEMBER 21 2012. RECYCLING PLANT OWNER RETHINKING SAFETY PRECAUTIONS AFTER EXPLOSION

 **Photo's [2]** [Recycling Plant Owner Rethinking Safety Precautions after Explosion](#)



An explosion at a recycling plant near Newberry has the owner of the plant taking a closer look at safety measures taken at the business.

An explosion at a recycling plant near Newberry has the owner of the plant taking a closer look at safety measures taken at the business. Around 9 a.m. Thursday a worker at Prosperity Metal Recycling was moving old cars with machinery when one of the the cars sparked and caught the vehicles gas tank on fire causing an explosion, according to Robert Thornhill, who is the owner of the recycling plant. Thornhill says the explosion caught three other cars on fire and the flames spanned a 50 to 60 foot diameter. The employee was within five feet of the explosion, but was unharmed. Two fire stations responded to extinguish the flames. Thornhill says he takes the incident as a sign that his company needs to take greater precautions to make sure gas tanks are empty in the cars they work with. No one was injured in the explosion.

<http://www.midlandsconnect.com/news/story.aspx?id=803558#.UFwWFO0gfjl>



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USA, IA, JEFFERSON, SEPTEMBER 21 2012. WORKERS CLEAN UP OIL SPILL ON NORTH RACCOON RIVER

 [Watch the Video EPA Work to Clean Up Oil Spill](#)

 [Photo's \[8\] Cleaning Up Iowa Oil Spill](#)



Oil is being contained and removed along the Raccoon River in Iowa.

Workers Thursday were cleaning up an oil spill along 10 to 15 miles of the North Raccoon River that happened a week ago when the valve on a storage tank malfunctioned, releasing thick, black smelly used motor oil on to the ground. The oil was held in a 20,000-gallon above-ground tank at Krieger's Greenhouse in Jefferson. The oil was collected from auto dealers and farmers to be burned for fuel to heat the greenhouse, said Alison Manz, an environmental specialist for the Iowa Department of Natural Resources. The oil found its way into the river, which local residents say is at its lowest level in about 40 years. Authorities have asked people to avoid canoeing, fishing, or even hiking in the area. The Iowa

Department of Natural Resources is working with the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service and other agencies on the cleanup. Containment booms have isolated the oil to a 10- to 15-mile stretch of the river south of Jefferson, Manz said. About 35 workers moving around on all-terrain vehicles and in boats have been helping in the task of using an absorbent product to soak up the oil for the past week. Two environmental cleanup contractors have been excavating areas for the last week. A heron and a wood duck were observed tainted with oil, Manz said. Bamboo poles with plastic sheeting have been placed in contaminated pools to scare waterfowl away. She said no fish kill is apparent and no water supplies have been affected. Des Moines, which draws a portion of its drinking water from the river, is 70 miles southeast of Jefferson. Manz said since the spill has been isolated it's not expected to get that far. City officials were notified last week after the spill was reported. "When I first responded on Thursday there were huge black plumes in the water at certain areas," Manz said. "Now, it's broken down a lot. You can see staining along the shoreline and black puddles." She said it's not yet clear how much oil from the 20,000-gallon tank leaked. The tank is about three-quarters empty now but the owners had no records of how much oil was there before the leak, she said. An investigation will later determine whether penalties will be levied against the greenhouse owners.

 [Related Links Jefferson Oil Spill one Of Iowa's Largest, EPA Takes over Investigation](#)

http://muscatinejournal.com/news/state-and-regional/iowa/workers-clean-up-oil-spill-on-north-raccoon-river/article_13777223-5a98-545a-ad71-179fb5d6a28a.html

USA, TX, LEANDER, SEPTEMBER 21 2012. TAINTED GAS MAY PROMPT LEGAL ACTION >> ANALYSIS SHOWS GAS HAD VERY HIGH ETHANOL CONTENT

robert maxwell

 [Watch the Video Tainted Gas may Prompt Legal Action](#)



The sample from Angie Fitzgerald's tank shows two layers of liquid.

The tainted fuel that heavily damaged a Leander's woman sport-utility vehicle over the summer contained nearly 10 times the amount of ethanol that is supposed to be sold at commercial gas pumps, a KXAN investigation shows. Angie Fitzgerald, a mother of two, contacted KXAN after the station that sold her the tank of gas which she believes caused the problems told her it was not at fault. This also after she had taken the vehicle to the dealership for repairs that cost nearly \$3,000. Now she's contemplating legal action in attempt to recoup her losses after not getting much help from a state regulatory agency. KXAN first reported Fitzgerald's story in late August. She had put three-fourths of a tank of

gas in her SUV at a Speedy Stop on U.S. Highway 183 in Leander. "We were later told the gas tank was filled with something other than gas," said Fitzgerald. Service technicians at Mac Haik Ford, the dealership where Fitzgerald bought the vehicle, showed her -- and KXAN News -- her fuel system. The lines, spark plugs and injectors were ruined, clogged with a soupy mix. KXAN collected two samples of the liquid -- one for an independent testing lab, the other to give to the Texas Department of Agriculture. Here's what the private lab, Southern Petroleum Laboratories of Houston found: what was in Fitzgerald's tank was



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95 percent ethanol. The lab says the rest was water. We could also see dirty, rust-like particles in the liquid. Ethanol is a bio-fuel made from corn or sugarcane. It's commonly blended with gasoline to help the fuel burn cleaner. Normally, it's only 10 percent of every gallon. Most modern engines can't process more than that, unless they're in a flex-fuel vehicle. Fitzgerald called the finding outrageous, questioning how a tank of mostly ethanol ended up in her conventional Ford SUV. She says there was no sign of tampering and continues to blame the gas station. But no one else complained of the same problem. The spokesman for Speedy Stop, Mark Gresham, told KXAN News: "We're 150 percent convinced the root cause of this issue did not come from our underground storage tanks," Gresham said. He pointed out in the event of water or other contamination, sensors would kick in and immediately shut down the gas station pumps. Responding to Fitzgerald's complaint, which came a week after she purchased the fuel from the Speedy Stop, the Texas Department of Agriculture's inspector found the fuel at the Speedy Stop appeared fine in a site test conducted a week later. "It passed the visual inspection. But we always take it a step further. Our lab will take a look at that," department spokesman Bryan Black told KXAN. "If there are any problems, we're going to go back out there and take action at that gas station." But by law, TDA couldn't test the fuel in Angie's tank, according to Black. He also said back in late August TDA would be interested in seeing KXAN's lab results. However, when KXAN shared them with him, Black only emailed a statement that said: "Enforcement actions taken by the Texas Department of Agriculture must be based upon our inspection and investigation findings. (In Fitzgerald's complaint) TDA was unable to determine that fuel previously sold by the station failed to meet quality standards." That explanation did not satisfy Fitzgerald. "To me it's inadequate," she said. "I mean, if there's no resolution, to me it's an inadequate investigation." TDA said in its statement that Fitzgerald has the option of suing the gas station in small claims court for the cost of fixing her SUV. She isn't ruling out that option. "I have contacted an attorney," she said.

If you think you may have purchased bad gas or have any kind of problem at the pump, the Texas Department of Agriculture says to report it immediately by calling 1-800-TELL-TDA, or file [your complaint online](#). The Department also [has a program that can be downloaded](#) on a mobile device to report issues with the sale of fuel.

<http://www.kxan.com/dpp/news/investigations/tainted-gas-may-prompt-legal-action>

BERMUDA, ST. GEORGE'S TOWN, SEPTEMBER 22 2012. BROKEN TUGS STALL OIL TANKER >> COSTS RISE BY THE HOUR AS SHIP WAITS TO OFF-LOAD ITS CARGO



Waiting: The ship was anchored off St George's yesterday.

A tanker has been left in limbo off Bermuda for nearly three days, waiting to deliver fuel for BELCO because two of the island's tug boats are out of action. The mooring overtime bill, which is expected to spiral into tens of thousands of dollars, will be picked up by BELCO. Butterfly was due to come into the Oil Docks in St George's on Wednesday at 6:30am after arriving on Tuesday at 3:30pm from the Bahamas. But she was unable to come alongside because two of Marine and Ports' three tugs; Faithful and Edward M Stowe, are currently undergoing repairs. Last night a BELCO spokeswoman told the Bermuda Sun: "We have had excellent service from Government tugs in the past. This is the first time there has been a situation where

two tugs were not available. We have been advised that the second tug should be available this (Thursday) afternoon or evening, so the ship will likely dock this evening or tomorrow (Friday) morning. Delays do occur and are a part of the cost of doing business." The spokeswoman declined to comment on the additional costs incurred by the problem. Esso shipping regulations state that two tugboats must be present whenever a tanker comes alongside at the Oil Docks in St George's because it is an exposed berth. The Bermuda Sun understands that the tugboat Powerful is currently in working condition. But her sister boat Faithful began to experience mechanical problems on Tuesday and has been out of action undergoing repair work in Dockyard since. Edward M Stowe, which serves as a reserve tug in emergency situations, has been out of action for some time. Joe Simas, Vice President of Meyer Shipping, which is acting as agent for Butterfly, said: "We are hopeful that Butterfly will be able to berth at the oil docks on Friday morning. "If all goes well she will sail back to the Bahamas on Saturday morning." A spokesman for Marine and Ports told the Bermuda Sun: "The Department of Marine and Ports confirms that the tug Faithful is currently out of service. "Marine & Ports technical staff are actively working to complete the required engine repairs and all shipping interests are being kept updated on this unfortunate situation. "The Department expects the outcome of repair efforts to be known later this (Thursday) evening such that berthing operations might then proceed Friday morning."

<http://bermudasun.bm/main.asp?SectionID=24&SubSectionID=270&ArticleID=60673>



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USA, VA, NORFOLK, SEPTEMBER 22 2012. RULES HALT PROGRAM USING 'GHOST FLEET' SHIPS AS REEFS

scott harper



The sun sets over the James River Fleet, otherwise known as the Ghost Fleet, on Thursday, Oct. 28, 2010.

The U.S. Maritime Administration has adopted new rules that, for now, effectively end a high-profile program for getting rid of old ships by making them into artificial reefs. The federal agency once trumpeted its reefing program as an environmentally responsible alternative for disposing of junk behemoths by stripping them down and sinking them offshore, where they often became popular destinations for fishermen and divers. Several unwanted ships owned by the agency - including two from the James River Reserve Fleet, better known as the "ghost fleet" - were converted into metallic reefs after being prepared and purged of toxic innards at local shipyards. But the Maritime Administration recently changed two standards that, taken together,

removed all remaining junk ships as possible reef candidates. Curt Michanczyk, director of ship disposal for the agency, a branch of the Department of Transportation, said Wednesday that the program still exists, just that none of the 40 anchored vessels at reserve fleets in Virginia, California and Texas qualify. Only 12 obsolete ships are left at the James River fleet, off Fort Eustis in Newport News, where there used to be more than 100 less than a decade ago. Most have been towed away to salvage yards and recycled for scrap metal and steel. Chief among the changes is a rule that all ships built before 1985 no longer can be sunk as reefs. The rule is targeted at curtailing PCBs, a highly toxic class of chemicals that, before 1985, often were found in ship wiring, insulation, gaskets and paint. Several environmental groups applauded the changes, saying they will end a program that for too long allowed toxic remnants to pollute the ocean. "The Obama administration got this one right," said Colby Self, an activist with the Basel Action Network, a Seattle-based group that has lobbied against reefing for years. "They should be commended for putting in place a more conservative policy that protects our resources, our jobs, as well as the marine environment." The Navy also runs a reefing program. In the past two years, it has watched as coastal states sunk a former destroyer, the Arthur Radford, and a former aircraft carrier, the Oriskany, off the Atlantic coast as recreational venues, according to a spokesman. Lt. Cmdr. Paul Macapagal said Wednesday that there are no changes planned in the program, though no ships are in line to become reefs. Nor are changes expected in another disposal initiative that is similarly protested by the Basel Action Network - using old ships as target practice for warplanes. Macapagal said four ships were destroyed under the SINKEX program last year, all in the Pacific. No actions are planned in 2013, he added. Changes by the Maritime Administration also are not expected to alter reefing efforts at the Virginia Marine Resources Commission. The state agency has created numerous artificial reefs over the years in the ocean and the Chesapeake Bay, made from old ships, outdated commuter train cars and Army surplus vehicles, among other items. The focus today is not on ships but on concrete, said Mike Meier, who coordinates the program for the state marine commission. "We're using clean demo concrete, primarily in the Bay," Meier said. "We've gotten away from using ships." The Maritime Administration adopted its new rules in late May but did not publicly air them until recently - after the Basel Action Network issued a news release claiming victory in its long-running debate over ship disposal and reefing. Michanczyk, the agency's ship disposal director, said the new rules were viewed as "business changes, a management change" and were not announced publicly.

<http://hamptonroads.com/2012/09/rules-halt-program-using-ghost-fleet-ships-reefs>

BANGLADESH, CHITTAGONG, SEPTEMBER 22 2012. TANKER WITH TK 4CR FUEL SEIZED IN CTG >> VESSEL WAS BOUND FOR BLACK MARKET; 15 DETAINED

Members of Bangladesh Coast Guard yesterday seized an oil tanker on the estuary of the Karnaphuli when the vessel was carrying over six lakh litres of furnace oil and 700 litres of diesel worth Tk 4 crore allegedly for the black market. An anti-piracy team of the coast guard's east zone also detained 15 persons in this connection. On a routine patrol, the team intercepted the tanker, OT MIC MAHI, around 3.00am. After searching the tanker, the coast guard found it was carrying a huge quantity of fuel without valid documents from the Chittagong Port and Customs, said Staff Officer (operations) Lt Commander Abdullah Yusuf of the coast guard. During interrogation, the detainees disclosed they had collected the fuel from a vessel MV DD Leter anchored at the outer anchorage of Chittagong port, said Yusuf. He suspected the miscreants were trying to smuggle the fuel



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to sell it on the local market. Yusuf said the coast guard was preparing to take legal steps against the detainees and the owner of the tanker.

<http://www.thedailystar.net/newDesign/news-details.php?nid=250778>

USA, TX, BREWSTER CO, SEPTEMBER 22 2012. TANKER WRECK CLOSES HIGHWAY 67: CLEANUP EXPECTED TO TAKE MOST OF DAY

 **Watch the Video** [Highway 67 Closed after 18 Wheeler Accident](#)



Update 1:55 P.M. Friday From TXDOT:

A tanker has turned over on Highway 67 north of Alpine. The accident has forced the closure of Highway 67 between Interstate 10 and Highway 90. Because the truck flipped on its side, the normal draining mechanisms are not usable. Since the five separate compartments in the tank body are all full, the tops can't be opened without a major spill. A HAZMAT team out of Midland is bringing in porcelain drill bits to help tap into the body of the tanker without causing a spark. That will facilitate draining the tanker. Once that is done, wreckers can set the truck upright and haul it away. All of this will take many hours. We expect the road to remain closed most of the day. While the road should open late this evening, an exact timetable is not available. Eastbound motorists on I-10 trying to get to Alpine should exit at Highway 17 and follow it to Highway 118 to get to Alpine. Westbound motorists trying to get to Alpine should

take Highway 385 as a detour to head south. Traffic on Interstate 10 is not affected; only traffic on Highway 67 is being detoured.

Update

The County is now reporting that Hwy. 67 will likely be closed "for the entirety of the day" because of an overturned tanker truck that is leaking diesel fuel and blocking the road. The truck cannot be removed from the highway until the fuel tank has been emptied, which requires special equipment and specially trained personnel.

Update

TXDOT is reporting that Highway 67 will be closed until late afternoon. Hazmat personnel have been called in to clean up spilled fuel.

Original Story

Highway 67 between Alpine and Fort Stockton was closed to traffic Friday morning because of an overturned tanker truck that was leaking fuel. Brewster County officials reported via their Facebook page that the truck, "is leaking fuel after it overturned 19 miles north of Alpine on Hwy. 67 early this morning." The county reported that Highway 67 was blocked at both the "Y" in Alpine and the I-10 turn-off. "The Brewster County Sheriff's Office and Alpine Volunteer Fire Department have responded," the county's post continued. "The driver of the tanker truck was transported to Big Bend Regional Medical Center with non-life-threatening injuries."

http://www.alpineavalanche.com/news/article_03d14fc4-03e9-11e2-94c1-0019bb2963f4.html

ENGLAND, CORNWALL, 22 SEPTEMBER 2012. FIREFIGHTERS STRUGGLE TO PROTECT HEATING OIL TANK AFTER BLAZE BREAKS OUT

neil brunskill

The fire brigade in north Cornwall had to be called out this week after a fire broke out dangerously close to a storage tank in which thousands of litres of heating oil was being stored. Members of the public alerted the emergency services when they saw flames at a property in Tregolds Lane in Padstow yesterday (September 20th) at around 15:10 BST, West Morning News reports. Crews arrived and discovered a garage was on fire, but they realised the blaze was in danger of spreading to the house and heating oil storage tank nearby. They called for back-up as they fought to stop the 12,000 litres of fuel going up in flames and after using two jets of water and two hose reels, they managed to get the fire under control after an hour-and-a-half. A spokesperson for the fire brigade said: "The fire was contained to the ground floor of the premises, the first floor of the premises was smoke-logged." The Oil Firing Technical Association (Oftec) recently told Farming Life that people in rural areas



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need to be careful not only of theft and accidents, but also of deliberate attacks on their property. A serious fire was started maliciously in an oil tank in Newtownards in the County Down part of Northern Ireland over the summer, causing a considerable amount of damage. "The key messages are safety and efficiency, with a recommendation oil storage tanks should conform to current good practice for safety standards," said the organisation's David Blevings. Oftec regulations state that heating oil customers must take precautions and comply with fire separation distances to adequately protect their stored fuel. Tanks need to be situated 1.8 metres away from non-fire rated eaves of a building and the same distance from structures like garden sheds. A fire protection barrier with at least 30 minutes fire rating should be provided to protect nearby property if the tank does catch on fire.

<http://www.boilejuice.com/news/2146/Firefighters-struggle-to-protect-heating-oil-tank-after-blaze-breaks-out.html>

USA, WYO, CASPER, SEPTEMBER 22 2012. WYOMING WORKER SAFETY SEEKS \$60K AFTER SINCLAIR FIRE

adam voge

The Wyoming Occupational Safety and Health Administration fined Sinclair Oil Corp. \$60,250 for violations stemming from a fire at a Wyoming refinery in late May, the agency announced Friday. The fine is a result of 11 serious and one non-serious violation uncovered by an OSHA probe into a May 25 fire at the Sinclair Refinery near Rawlins, which injured two Sinclair employees. A fire at the same refinery earlier that month -- which seriously burned three employees -- is still under investigation. Sinclair released a statement Friday afternoon saying the company respected OSHA's findings. "The company has and will continue to work in good faith with Wyoming OSHA to embrace and implement their findings and conclusions," the company said in the statement. "Sinclair takes responsibility for, and is working with a great sense of urgency to correct safety deficiencies that may be present at the refinery." "Serious" citations in the late May fire were issued for failure to develop and implement safe work practices, lack of employee training and operating procedures, failure to inspect equipment and correct deficiencies, inadequate first aid supplies and other violations. Sinclair was specifically fined:

- \$7,000 for failure to inspect portable eyewash units and lack of quick employee access to the units and emergency showers;
- \$7,000 for lack of burn cream and inability to treat injured workers within three or four minutes after a flash fire.
- \$7,000 for failure to complete management-of-change procedures before installing new eyewash and emergency shower facilities and updating procedures relating to the equipment.
- \$7,000 for failure to correct previously identified LPG pump deficiencies.
- \$7,000 for failure to inspect pressure vessels within 10 years of initial placement.
- \$7,000 for failure to train employees in proper safety procedures.
- \$7,000 for failure to develop and implement written safety procedures for employees operating a bullet pump.
- \$7,000 for failure to address engineering and administrative controls associated with a pump in an Alky unit on-site in a previous process hazard analysis.
- \$4,250 for failure to implement correct hot work procedures -- employees were not properly signing in and out of permitted confined spaces.

A serious violation occurs when there is a "substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known," the release stated. "All employers have a moral and legal responsibility to ensure the health and safety of their employees," Joan Evans, director of Wyoming Workforce Services, said in a release. "Unfortunately, the OSHA investigation found Sinclair did not live up to its critical obligation." The company's failure to replace a previously used fire extinguisher was the one non-serious violation. Sinclair said in the company release it has taken several measures to correct the situation. These include "enhanced inspections and repair of refinery piping and equipment, safety audits, workplace observations, safety training, upgraded fire and emergency equipment, and the addition of critical safety personnel." Sinclair has 15 days to comply, contest or set up a meeting with OSHA representatives. The fire was one of four at a Sinclair-owned refinery since early May. Two fires in August -- both also at the refinery near Rawlins -- in one reported injury. That worker was treated and quickly released. The company is one of five participating in a refinery safety alliance in Wyoming. Sinclair arranged the group's first meeting, which took place two days after the first August fire.

http://billingsgazette.com/news/state-and-regional/wyoming/wyoming-worker-safety-seeks-k-after-sinclair-fire/article_bf6dab16-bb63-53f8-9b2a-2b0984b0576a.html



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VENEZUELA, CARABOBO, EL PALITO, SEPTEMBER 22 2012. PDVSA HOPES TO PUT OUT FIRE IN VENEZUELAN REFINERY ON FRIDAY

Translated by *jhean cabrera*

The Venezuelan state-owned company assigned an investigation taskforce to inquire into the causes of the event.



El Palito: Fire and smoke rises from fuel tanks at the El Palito refinery in Carabobo state yesterday.

Venezuelan state-run oil company Pdvsa estimates that the fire reported in the naphtha storage tanks of El Palito refinery, north Venezuela, will be extinguished on Friday, said President Hugo Chávez. After meeting with Minister of Petroleum and Mining Rafael Ramírez, the Venezuelan president informed, "There is no risk of complications. There is no sabotage and tomorrow (Friday) the fire in the second tank should be under control." On Wednesday evening, a lightning hit the seals on two naphtha tanks causing a fire. This is the second accident in a Pdvsa refinery in less than one month. On August 25, a deadly explosion hit the olefin tanks of Amuay refinery, northwest Venezuela. As many as 41 people died in the blast. Ramírez informed that a lightning allegedly caused the explosion in El Palito and

remarked, "Maintenance operations are constantly carried out within the facilities and the security systems are updated." He added that an investigation team has been appointed to inquire into the causes of the event, though. Nevertheless, workers are suspicious about the proper functioning of such systems. José Bodas, the secretary general of the United Federation of Venezuelan Oil Workers (Futpv), reckons it is necessary to find out whether investments in maintenance have been made. Meanwhile, Futpv's executive secretary Iván Freites remarked that two accidents in such short time were not mere coincidence. Freites stated that lack of inspection and maintenance is quite evident. "The anti-lightning systems located close to the tanks are set to prevent any accidents. It is a discharge commonly sent to the ground." For his part, Engineer Gustavo Benítez, a specialist in fire and a former security manager in Pdvsa, outlined that El Palito relies on an anti-lightning system. However, there are many questions that have not been answered yet. "What happened to the protection systems in the facilities? Why did the foam system not work? If the lightning hit the tank, why did the fire spread? Tanks are 40 meters apart from one another. What happened to the cooling systems?"

Related Links

- [Investigation team to inquire into fire at Venezuelan refinery](#)
- [Pdvsa: Daily operations continue despite fire in refinery](#)
- [Authorities: Fire at El Palito refinery may be put out in the next hours](#)
- [Fire at El Palito refinery under control](#)

<http://www.eluniversal.com/economia/120921/pdvsa-hopes-to-put-out-fire-in-venezuelan-refinery-on-friday>

USA, MA, CAMBRIDGE, SEPTEMBER 23 2012. CLEANING UP OIL SPILLS WITH MAGNETS AND NANOTECHNOLOGY



Oil companies could soon be using an innovative new technique involving nanotechnology and magnets to help clean up offshore oil spills. Oil spills from container ships or offshore platforms are a frequent hazard to marine and coastal ecosystems and an expensive one to clean up. BP expects the Gulf of Mexico oil spill in 2010 -- the worst environmental disaster in U.S. history -- to cost it \$40 billion. However, researchers from the Massachusetts Institute of Technology (MIT) say they have found a method of recovering oil after a spill using magnets, potentially saving companies like BP money in clean up bills. On its own, oil is not magnetic, but MIT researchers say that when mixed with water-repellent nanoparticles that contain iron, the oil can be magnetically separated from the water. The nanoparticles can later be removed to enable the re-use of the oil. "I had known about other scientists using magnetic fluids to separate oil but it had never worked out practically and that was something I felt I



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could do something about," says co-researcher Markus Zahn. The recovery process would be conducted out at sea after the oil spill, explains Zahn. Seawater polluted with oil would be pumped onto a boat treatment facility. Once onboard, the magnetic nanoparticles would be added and attach themselves to the oil. The liquid would then be filtered with the magnets to separate the oil and water, with the water returned to the sea and the oil carried back to shore to an oil refinery. "I think in the world we are in, there are always going to be spillages which affect the wildlife and livelihoods of people and this can help tackle that," says Zahn. Since the 2010 Gulf of Mexico oil spill, there has been a rise in interest from oil companies and government departments in funding new techniques for reducing the environmental impact and cost of future oil spills. Until now the two main methods have been using chemical dispersants, which break up the oil, and skimming, a technique whereby the oil is pulled off the surface of the water. Although there are drawbacks to both -- chemical dispersants can have negative impacts on marine life and skimming can be hampered by bad weather -- magnetic techniques may still find it difficult to gain acceptance. Zahn admits that one oil company has already turned down the opportunity of funding the research but is confident that other companies will support the project. The use of tiny nanoparticles is seen by some as controversial. As well as being complex and difficult to use on a large-scale, there are concerns they could damage marine life, if accidentally released. While their impact on the environment is still largely unknown, scientists such as David Andrews from the U.S.-based Environmental Working Group (EWG), say their use should be limited. Others suggest the magnetic technique would be better suited to small-scale use and that existing alternatives such as skimming are still better suited for tackling large-scale offshore oil spills. "On a small-scale it (the magnetic technique) may be an excellent system but I don't think it will work at sea in such a challenging environment," says Dr Susan Shaw, founder of the Marine Environmental Research Institute. "I think ultimately, it may be a better way of recovering oil once it is brought ashore rather than out at sea." For Shaw, a newly developed skimmer from an Illinois company Team Elastic offers a better method for cleaning up oil spills. It can recover about 4,700 gallons per minute, so assuming the skimmer could be deployed 24 hours a day, it would take 30 days to pick up the entire 200 million gallons of oil spilled during the Gulf of Mexico disaster. "In my opinion, the new skimmers are the most hopeful and best method for cleaning up an oil spill and protecting health and the environment. They should be part of the safety equipment required by permit for every offshore drilling rig," says Shaw.

http://www.abc15.com/dpp/news/science_tech/cleaning-up-oil-spills-with-magnets-and-nanotechnology

AUSTRALIA, NEW SOUTH WALES, LAKE MACQUARIE, SEPTEMBER 23 2012. CREWS BATTLE NEWCASTLE SERVICE STATION FIRE

Dozens of people have had to be evacuated because of a large fire at a service station at Lake Macquarie near Newcastle. Fifty people have been evacuated from a nearby caravan park at Freemans Waterhole as firefighters try to contain the large blaze at the United service station on Freemans Drive. Ten fire units are currently fighting the fire as they try to stop the blaze from spreading to the gas cylinders and fuel supply at the rear of the building. Water tankers had to be brought in because of a water shortage in the area. The fire began just after 4:30am (AEST). It is expected it will take several hours to contain the blaze. Freemans Drive is closed in both directions.

<http://www.abc.net.au/news/2012-09-22/crews-battle-newcastle-petrol-station-fire/4275264>

USA, MI, MACOMB TOWNSHIP, SEPTEMBER 23 2012. THIEVES USE ALUMINUM FOIL TO TRY TO STEAL GASOLINE

kimberly craig

[!\[\]\(29e56010bb88f54a8724afe0d50a9743_img.jpg\) Watch the Video Aluminum Foil Used to try and Steal Gasoline](#)

Macomb County Sheriff's deputies arrested two men for allegedly trying to steal hundreds of gallons of gas using aluminum foil. A worker at the Mobil gas station located at Hall Road and Heydenreich told 7 Action News, "We heard a few thumps on the roof". The noise was someone walking on the roof, trying to use aluminum foil to block the gas station's satellite system that transmits credit card information. The scam lets someone pump gas using a stolen credit card that normally would not be processed. Workers called 911 and deputies arrested Javion Morris, 23, and Anthony Leak, 33. Both men are from Detroit. Investigators believe the men were going to resell the fuel to family and friends. The investigation is continuing and could lead to more arrests. What the suspects may not have known is that a number of gas station companies now have the technology to detect the fraud and immediately shutdown the credit card system.

http://www.wxyz.com/dpp/news/region/macomb_county/thieves-use-aluminum-foil-to-try-to-steal-gasoline



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INDIA, ALLAHABAD, SEPTEMBER 23 2012. YOUTH CRUSHED TO DEATH BY SPEEDING OIL TANKER

Tension gripped Chakia and adjoining localities on Saturday morning when a local youth was crushed to death by a speeding oil tanker. Irrate residents blocked the main road connecting with Kanpur road and staged a jam demanding compensation for the victim's family and arrest of the driver who fled from the spot. As per reports Kallu Mian resident Rajrooppur under Dhoomangunj police station was coming to the Chowk area on Saturday morning. As he reached Chakia crossing he was hit by a speeding tanker coming from the opposite direction and was crushed to death. The tanker driver fled from the spot even as locals gathered in large number and demanded arrest of the driver. They raised slogans against the police department and stoned several passing vehicles and blocked the main road. Upon receiving information Khuldabad police reached the spot and took the victim's body in their custody and sent it for postmortem and registered a case under various Sections of IPC against the truck driver.

<http://timesofindia.indiatimes.com/city/allahabad/Youth-crushed-to-death-by-speeding-oil-tanker/articleshow/16508254.cms>

CANADA, N.S, HALIFAX, SEPTEMBER 23 2012. 'PROCEDURAL FAILURES' AS NAVY SHIP FUEL LEAKED FUEL INTO HALIFAX HARBOUR



HMCS Preserver is seen docked in Halifax on Friday, Nov. 4, 2011.

It took more than five hours to stop a navy ship from leaking fuel into the Halifax harbour last year because officers failed to ensure there was enough lighting, didn't position lookouts properly and then failed to react quickly, says a final report into the spill. The final investigation into the March 16, 2011, incident says the diesel leak from HMCS Preserver started at 3:37 a.m. But it wasn't detected until about 6:30 a.m., when ship staff began investigating a discharge of what they thought was grey water coming from a drainage pipe on the starboard of the supply vessel. The ship's commander spotted a sheen on the water about an hour later, but the pipe wasn't plugged until 90 minutes after that, according to the report, which was obtained under access-to-information legislation. "Too much time elapsed (almost three hours) between the initial discovery (6:30 a.m.) of the overboard discharge and the fuel spill procedures being initiated (08:45 a.m.) allowing for an additional release of more than 5,800 litres of diesel fuel oil (more than 40 per cent of the total quantity spilled)," Cmdr. Yves Germain said in the report. "Some procedural failures are deemed to have contributed to the non-detection of the fuel spill once it commenced at 3:37 a.m. This allowed the fuel spill to remain undetected for almost three hours. "Additional procedural errors allowed the spill to progress further until it was officially recognized at 8:45 a.m." In total, 14,000 litres of diesel fuel spilled into the harbour after an improper seal allowed fuel to seep into the pipe while HMCS Preserver was fuelling. The navy was able to recover most of the fuel before it spread to shore or caused extensive damage. Germain's report also revealed that the Preserver's sister ship experienced a similar spill five years ago. That leak occurred on HMCS Protecteur on Feb. 24, 2007, in Manchester, Wash., west of Seattle, when fuel leaked into that boat's wastewater drainage pipes. The investigation into the most recent leak casts blame on the repair of a valve assembly carried out at the Irving shipyard in Halifax and a failure of navy quality assurance officers to inspect the system for leaks. The report also concluded that personnel on watch weren't where they were supposed to be, and a lack of lighting and inadequate supervision by senior officers were contributing factors to the spill going unnoticed. Navy Capt. Richard Feltham, the deputy fleet commander, said guidelines for lighting and personnel on watch have been changed to address the report's findings. Feltham said the lessons learned from the spill are now used in officer training. "What we're teaching the next generation of officers is if you see something that's a bit off, investigate it immediately," he said in an interview. "We had an incident. We've taken the lessons learned to improve our training and to improve our awareness so we'll do everything we can to not have a similar delay next time." He said four officers also received letters on their files indicating poor performance in the situation. The investigation also said that during the cleanup, 54 navy personnel incurred 98 minor injuries, ranging from sore backs to severe headaches brought about from ingesting fuel oil. "As many as 16 members of Preserver reported ingesting undetermined quantities of diesel fuel oil," the report said. "Some reported feeling intoxicated, blurry vision, weak knees and having a hard time concentrating after getting back from the cleanup shift." Germain said there weren't enough protective suits available for the personnel doing the cleanup, and the suits didn't prevent fuel oil from reaching the skin. Feltham said the suits have been replaced by clothing that is resistant to fuel oil and there are now enough suits, gloves and protective glasses for 300 crew members assigned to HMCS Preserver. Irving Shipbuilding Inc. was contracted by the navy in 2010 to carry out an



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inspection and repairs of the 41-year-old supply vessel's drainage lines. After finding sections of the pipe were "deteriorated and required replacement," the company was hired to replace the pipes and install new fasteners and gaskets. Mary Keith, a spokeswoman for Irving Shipbuilding, said the company wasn't given an opportunity to participate in the military investigation and disagrees with its conclusion that the repair work was poor. "We carried out our work on the Preserver according to the contract," she said in an email. Another report on the spill also obtained under access-to-information legislation said the navy shouldn't set up drainage lines that run directly through fuel tanks. But Feltham said the navy doesn't intend to change the drainage lines in its supply vessels. He said the navy will instead ensure that it no longer fills the fuel tanks to a level where the drainage line is submerged.

Related Links

- [Not Enough Protective Suits During Cleanup](#)
- [Navy commander given new duties after ship collision](#)
- [Navy didn't inspect repairs after Halifax leak: report](#)
- [Inquiry to probe collision of navy ship with dry dock](#)

<http://www.ctvnews.ca/canada/procedural-failures-as-navy-ship-fuel-leaked-fuel-into-halifax-harbour-1.967214>

NIGERIA, RIVERS STATE, AHOADA WEST, SEPTEMBER 23 2012. PETROL TANKER FIRE: BURNS VICTIMS IN INTENSIVE CARE DISAPPEAR

Eleven surviving victims of the 12 July Okogbe Petroleum Tanker fire disaster in Ahoada West local Government area of Rivers State, South-South, Nigeria, and who were admitted at the Intensive Care Unit of the University of Port Harcourt Teaching Hospital, UPTH, have vanished from their hospital beds. Dr Benjamin Kejeh, Head of Burns Unit of the hospital revealed this while giving an update of number of survivors from the fire victims admitted for emergency in the intensive care unit. He said eleven of the victims left the hospital without the permission of the burns experts treating them in the hospital and against medical advice, while six others signed that they be discharged without completing their treatment. The burns specialist also revealed that two of the patients whose wounds had healed and certified fit have been discharged to live their normal lives. The explosion at Ula-Okogbe killed over 200 persons, including pregnant women, children and men who had milled around the fallen tanker to scoop fuel. The Rivers State government in collaboration with UPTH set up an emergency unit to cater for victims with severe burns. The medical bills of the victims were paid by the Rivers State Government.

<http://pmnewsnigeria.com/2012/09/22/petrol-tanker-fire-burns-victims-in-intensive-care-disappear/>

USA, CA, MARTINEZ, SEPTEMBER 23 2012. AN EPIC CAR FIRE THAT NEARLY BLEW UP A CALIFORNIA GAS STATION WAS CAUSED BY PEDAL CONFUSION

patrick george

 [Watch the Video](#) [An Epic Car Fire that Nearly Blew up a California Gas Station](#)

 [Photo Gallery \[7\]](#) [Driver Pressed Wrong Pedal, Causing Martinez Gas Station Fire](#)



Nobody hurt in Martinez gas station fire: Two burned cars and a burned gas pump sit at the Flex Oil gas station at Alhambra Avenue and Virginia Hills Drive in Martinez, Calif. on Wednesday, Sept. 19, 2012. The car on the left crashed into the pump and the car on the right causing a fire. There were no injuries. Police are investigating the accident.

Cars are like, so confusing, you guys. Especially the part about the pedals. There's two of them! How are we supposed to know which one does what? Hell, mine has three of them, and a wobbly stick thing in the center console. I don't even know what's going on half the time! That's why it's completely understandable how this man crashed his car into a Martinez, Calif. gas station after police officials there say he pressed the gas pedal instead of the brake.

[The Contra Costa Times](#) reports that the gas station attendant quickly hit the emergency shut-off button, stopping the flow of gas to the pumps. The driver's Chevy Cavalier and at least one other vehicle were completely destroyed in the blaze. Luckily, our pals over at [The Smoking Tire](#) managed to capture some insane video of



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the fire. They say "The driver tried to make a yellow light, and when he turned at a high rate of speed, his car understeered and went right into the gas station. " That's when he hit a pump and the Ford Escape, causing both to be engulfed in flames. Exactly when he confused the brake pedal and gas pedal isn't clear, but hopefully this driver will work harder to figure out what each one does from now on. All kidding aside, the good news is that nobody was hurt. This could have gone a lot worse than it did.

Related Links ['I Just Decided To Run,' One Witness Says of Martinez Gas Station Fire](http://jalopnik.com/5945511/an-epic-car-fire-that-nearly-blew-up-a-california-gas-station-was-caused-by-pedal-confusion)

<http://jalopnik.com/5945511/an-epic-car-fire-that-nearly-blew-up-a-california-gas-station-was-caused-by-pedal-confusion>

USA, ME, OTISFIELD, SEPTEMBER 23 2012. POOL CHEMICAL EXPLOSION INJURES THREE IN OTISFIELD

Three people were injured Friday morning in a pair of explosions believed to have been caused by a reaction in chemicals used to clean the family swimming pool. The most seriously hurt, 44-year-old Tammy Thomas, remained hospitalized Friday night in stable condition. A family member said in an update on Facebook that the burns were not as severe as initially feared but that she remained on a respirator. WGME reported that Thomas' parents suffered less severe burns when a bucket of water exploded, twice, as Tammy was using a broomstick to mix in chlorine. Tammy's parents told a reporter that their daughter was covered in chlorine after the blasts. Her eyes and face were burning and she was having trouble breathing, they said. Her parents were taken to a Norway hospital. Tammy was taken by helicopter to Maine Medical Center in Portland. Tammy's husband, Shane Thomas, updated his wife's condition on Facebook on Friday night to keep her many friend and well-wishers abreast. "Tammy is currently sedated and on a respirator however she is breathing somewhat on her own," he wrote. "Still not completely out of the woods yet but prognosis looks good and we will know more tomorrow once they take her off the breathing machine."

<http://bangordailynews.com/2012/09/22/news/lewiston-auburn/pool-chemical-explosion-injures-three-in-otisfield/>

USA, WASHINGTON, SEPTEMBER 23 2012. CONOCO SAYS PANEL BACKS ITS CASE AGAINST VENEZUELA

US oil company ConocoPhillips said Friday that an arbitration panel had awarded it \$66.8 million in its case against Venezuelan state oil company PDVSA over production reductions. Conoco said the arbitration court of the International Chamber of Commerce agreed that PDVSA broke contract agreements when it forced Conoco to cut production from its Petrozuata oil operation in 2006-2007 so that Venezuela could meet OPEC quota requirements. "ConocoPhillips can confirm that the ICC tribunal awarded the company \$66.8 million in its commercial arbitration against PDVSA," the company said in a statement to AFP. The production limits issue predated the Venezuelan government's June 2007 nationalization of the Petrozuata operation, which produces heavy crude from the Orinoco region. The case ruled on by the ICC tribunal is separate from Conoco's complaint to the World Bank's International Centre for Settlement of Investment Disputes. Conoco has challenged Caracas' takeover of its 50.1 percent interest in Petrozuata and minority holdings in two other operations at the ICSID. ExxonMobil has also challenged the 2007 takeover of its Venezuelan assets at the World Bank tribunal. But in January Venezuelan President Hugo Chavez declared the country would no longer abide by ICSID decisions. Nevertheless, Conoco said Friday, "We look forward to the pending decision on our expropriation case before ICSID."

<http://au.news.yahoo.com/thewest/business/a/-/world/14920157/conoco-says-panel-backs-its-case-against-venezuela/>

HUNGARY, VESZPREM, SEPTEMBER 24 2012. HUNGARY CHEMICAL SPILL: 15 EXECUTIVES GO ON TRIAL

Watch the Video Archive: 15 Executives go on Trial

The head of an alumina plant in western Hungary has gone on trial charged with negligence following the country's worst chemical disaster. Ten people were killed in October 2010 when a holding reservoir at the plant near the town of Ajka collapsed causing a massive spill of toxic sludge. Around 150 others were injured, the majority suffering chemical burns. The poisonous red mud flooded nearby villages, covering an area of 40 square kilometres. Along with 14 other executives, the managing director of the plant's operator MAL is also accused of violating waste management regulations and causing environmental damage. The trial is expected to last until late October. Many homes that were destroyed by the deluge were rebuilt last year. But local residents demanded that one of the damaged houses be

<http://www.euronews.com/2012/09/25/hungary-chemical-spill-15-executives-go-on-trial/>



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