



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 888 Newsy Stuff

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

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USA, PA, BOSWELL, JENNER TWP, SEPTEMBER 26 2012. DEP WANTS FUEL OIL CLEANUP; LANDOWNER OPPOSED

dave sutor

The state Department of Environmental Protection is ready to soon begin cleaning up a home-heating oil spill at 494 Spangler Road in Jenner Township. But the landowner, Doug Spangler, is opposed to the project, which is scheduled to start sometime before the end of October. An initial leak in a 275-gallon tank was reported to DEP, local firefighters and Somerset County Hazmat on Jan. 26. A shallow containment trench, underflow dams and pads were installed to minimize the chance of liquid releasing into a nearby stream and wetlands. Now, the state agency wants to completely clean the area of the property located by the foundation of what was once a farmhouse. "We're proposing to initiate a prompt interim response at the site," said DEP project manager Dawna Saunders during a public hearing held Tuesday night at the Jenner Township Municipal Building. Spangler has granted DEP officials only limited access to the land since the spill occurred. Therefore, DEP is not positive about the size or impact of the leak. "At this point, we only have access to one part of Mr. Spangler's property, which is the foundation area," said Saunders. "In order to get access to the rest of the property, we may have to go to the Somerset court, but we're not at that point yet. We prefer to work with Mr. Spangler to get access. So that's been an issue as far as our time line to do the work." Because Spangler has not complied with a state order to let the DEP clean the land, money from the taxpayer-supported Hazardous Sites Cleanup Fund will be used to cover the cost. The state later could ask him for reimbursement. Spangler feels any additional work is not needed. "I want to make it positively clear that I am totally opposed to what is being proposed here," said Spangler. "In the first place, the fuel is cleaned up, and I also must add that it was cleaned up without any help from the DEP. The only thing the DEP did was harass me and make fun of me for working to clean it up. The next point I want to make is that what the DEP is proposing is totally unnecessary and is a total waste of taxpayer money. And the third point that I want to be clear and direct about – and it is equally and no less important than anything else pertaining to this matter – is that this is not about cleaning up a fuel spill. Instead, it is a subtle attempt to confiscate private property." Saunders estimated Spangler has roughly 12,000 gallons of home heating oil and 300 gallons of gasoline stored in numerous containers on his property.

<http://tribune-democrat.com/local/x325732990/DEP-wants-fuel-oil-cleanup-landowner-opposed>

INDONESIA, LAMPUNG PROVINCE, BAKAHEUNI, SEPTEMBER 27 2012. LPG TANKER & PASSENGER FERRY COLLIDE RESULTING IN AT LEAST 8 FATALITIES

 **Watch the Video** [8 Die as Ferry Collides with LPG Tanker](#)



South-African flagged tanker Norgas Cathinka is escorted by Indonesian police and custom boats near Bakauheni port in Lampung province, Wednesday, Sept. 26, 2012. The tanker collided with a passenger ferry early Wednesday morning, killing at least eight people, officials said.

[I.M. Skaugen](#) releases an update on incident involving Norgas vessel off the coast of Indonesia. Norgas Carriers Pte Ltd of Singapore reports its operated vessel the Norgas Cathinka has anchored off the port of Bakauheni in Indonesia and local coast guards have now left the vessel. The move follows an incident earlier today in which the vessel was involved in a collision with a Ro-Ro passenger ferry Bahuga Jaya near Merak. A search and rescue operation,

which was mounted immediately after the incident at 05.40 hours this morning, is continuing. Local but as yet unconfirmed reports in Indonesia say that eight people are still missing. More than 100 passengers from the ferry were rescued. We are awaiting Flag State and Classification society confirmation of seaworthiness of the vessel and the integrity of the cargo. Upon such approval we will relocate the vessel in cooperation with the authorities to a safe anchorage. This will enable the authorities to complete their investigation. The Master has reported that our vessel sustained structural damage to its hull but there has been no ingress of water and there is no danger of the vessel sinking. We can confirm the Norgas Cathinka's cargo of Propylene is secure and there is no pollution or environmental damage from our vessel. Local police are still on board the vessel and our Master and crew are co-operating fully with on-going investigations. A team of senior crisis response executives from Norgas has now arrived in Indonesia and Norgas Carriers stresses again it will continue to co-operate with inquiries into the causes of the incident. Morits Skaugen, IM Skaugen Chief Executive Officer, said: "I wish to personally place



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on record my regret and sorrow over this sad and unfortunate incident. "I also wish to offer my condolences to the families who have lost loved ones today and stress again that as a responsible ship owner for almost 100 years, it will be our company's absolute duty to discover the truth about how this happened. "We shall be unstinting in our efforts to discover the facts of the incident and we are giving full co-operation to the investigations into the incident which continue". Norgas Carriers will issue another statement once there are developments.

Original Report

An LPG tanker and a passenger ferry collided to the west of Indonesia's main island. The ferry sank shortly following the collision, in the early hours of Wednesday morning, leaving at least 8 people dead. The collision occurred about 4 miles from Bakaheuni port in Lampung province. A Bakauheni port official – located on southern Sumatra Island – stated that over 210 passengers were rescued from the accident area. At least 80 of those survivors are currently being treated at a nearby hospital for injuries; one person is confirmed to be in critical condition as of now. Although it is unknown how many people may still be in the water, authorities are continuing their search. Two helicopters and two warships were joined by a naval dive squad and several other search and rescue vessels in the search for survivors. The cause of the ship collision is still under investigation. The LPG carrier has not confirmed any damage due to the incident as of yet. A team of experts have been checking for gas leaks from the ship, however, with no signs reported currently. According to the Associated Press, ten nearby merchant ships quickly responded to the captain's distress signal, sailing in from the Sunda Straits to help rescue passengers and crew. Just 20 minutes after the distress signal was given, the ferry sank. Eight bodies have been pulled from the surrounding waters, including that of a 10-year-old girl. They are believed to have drowned because they could not swim and jumped into the sea without life jackets, says boston.com. The official manifest showed the ferry was carrying 213 passengers and crew, as well as 78 vehicles. It has the capability to transport 300 passengers and 70 vehicles. Unfortunately, manifests are often unreliable in Indonesia because tickets are sold onboard to passengers who are never registered. The Bahuga Jaya ferry links Java and southern Sumatra. It went down about 40 minutes into the 90-minute journey, after departing from Java's Merak port.

Further Media Release: [Indonesian Ferry Collides with Tanker; 8 Dead](#)

A passenger ferry collided with a ship believed to be carrying liquefied natural gas and sank west of Indonesia's main island early Wednesday, killing at least eight people, officials said. The ferry carrying more than 200 crew and passengers collided with the ship about 40 minutes into its 90-minute journey, said Heru Purwanto, an official at Bakauheni port on southern Sumatra island. Experts were checking for gas leaks in the carrier. The collision occurred about 4 miles (6 kilometers) from Bakaheuni in Lampung province, said Bambang Ervan, a Transportation Ministry spokesman. "The ferry went down so fast after the collision," Purwanto said. It sank 20 minutes after the captain sent a distress signal, enabling 10 merchant ships sailing nearby in the busy Sunda Straits to immediately start rescuing passengers and crew, he said. He said the manifest showed the ferry was carrying 213 passengers and crew, as well as 78 vehicles. It has an official capacity of 300 passengers and 70 vehicles. But manifests are often unreliable in Indonesia because tickets are sold onboard to passengers who are never registered. Purwanto said more than 210 passengers and crew had been rescued and eight bodies were pulled from the water, including a 10-year-old girl. They are believed to have jumped into the sea without life jackets and could not swim, he said. More than 80 passengers were hospitalized with injuries, including at least one in critical condition. Two helicopters and two military ships were joined by naval divers and several other search and rescue vessels in the search for survivors, said Gagah Prakoso, a spokesman for the National Search and Rescue Agency. There was no immediate word on the cause of the collision or whether the South African-flagged vessel carrying the liquefied natural gas was damaged. The Bahuga Jaya ferry links Java with southern Sumatra island. It went down after departing from Merak port in Java. Ferries are a major source of transportation in Indonesia, the world's largest archipelago nation, with more than 17,000 islands and a population of 240 million. Sea accidents are common due to overcrowding and poor safety standards.

<http://www.maritime-executive.com/article/lng-tanker-passenger-ferry-collide-resulting-in-at-least-8-fatalities-video>

USA, WASHINGTON DC, SEPTEMBER 27 2012. NTSB: PILOT CAUSED HOUSTON SHIP CHANNEL COLLISION

Federal investigators have concluded that pilot error caused the collision of a chemical tanker with a containership in the Houston Ship Channel in October 2011. The [National Transportation Safety Board](#) said in a Tuesday statement that the collision of the tanker [Elka Apollon](#) and the container ship MSC Nederland "was likely caused by the inappropriate response of the pilot" controlling the tanker. Also factoring was the combination of a narrow waterway and dense marine traffic. The NTSB urged the [Coast Guard](#) to become "more proactive" in keeping vessels adequately separated in higher-risk sections of the



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channel. The collision happened where the Bayport and Houston ship channels intersect. Capt. [Robert Thompson](#) of the Houston Pilots disputed the finding of pilot fault, saying the proximity of another vessel factored in the collision.

<http://www.chron.com/news/article/NTSB-Pilot-caused-Houston-Ship-Channel-collision-3893864.php>

USA, N.J, CHESTER TWP, SEPTEMBER 27 2012. BURNING TANKER TRUCK DEEMED 'NON-HAZARDOUS' >> CAUSE OF BLAZE THAT CLOSED ROUTE 206 TUESDAY AFTERNOON REMAINS UNDER INVESTIGATION.

russ crespolini & jason koestenblatt

 **Photo's [17]** [Burning Tanker Truck Deemed 'Non-Hazardous'](#)



A 1,000-gallon tanker carrying 100 gallons of oil burst into flames Tuesday afternoon on Route 206 in Chester. According to police, Patrolman Stephen Notte and Patrolman Matthew Bohn responded to a tanker truck fire on Route 206 North, just south of the Old Chester Road intersection at about 2 p.m. Police said William Letcher, of Toms River, was traveling up Route 206 in a 2007 International Truck owned by Defino Contracting Co. when he heard a loud pop under the hood and saw smoke start to show from the wheel wells of the vehicle. Letcher stopped the vehicle and was able to exit the cab before it became engulfed in flames, police said. According to Letcher, who was not injured in the incident, the tanker only contained 100 gallons of water-based non-hazardous tack oil that is used in paving. "The fire was not caused by an accident and there are no injuries involved," Chester Township Police Chief Wayne Martini said. The fire was quickly extinguished by Chester, Fairmount,

Randolph and Ralston Fire departments before the fire could reach the tank portion of the truck. Morris County Hazmat also responded to the scene. "The volunteer fire department did a great job knocking it down and containing it," Martini said. "The fire was an engine fire. We were fortunate it didn't spread to the cab or reach any of the oil in the tanker." Traffic was diverted down Old Chester Road with the assistance of Peapack-Gladstone Police and NJDOT. The road was re-opened around 4 p.m. According to Martini, the supporting engines that were assisting in the cleanup were more precautionary. "There was no hazmat situation," Martini said. "And everyone here did a great job containing it." The cause of the fire is still under investigation.

<http://mendham-chester.patch.com/articles/tanker-fire-closes-route-206-south-in-chester>

USA, TX, MADISONVILLE, SEPTEMBER 27 2012. TANKER CRUSHES VEHICLE AT JOZYE ROAD

glynda haldt



Despite what some may call an horrific-looking scene, there were only minor injuries in an accident this past Saturday. On Sept. 22, DPS Trooper Kevin Gaskin and others responded to a wreck south of Madisonville at the intersection of Jozye Road and SH 90. Two individuals were transported to Madison St. Joseph Hospital in Madisonville following the crash. At approximately 11:30 a.m., a tanker belonging to TP Services and driven by Dexter Taylor was heading east on FM 1452 and stopped at the intersection with SH 90. Meanwhile, a gold 1990 Toyota Corolla driven by Dallas Taylor, of Orange, along with a passenger was heading north on the state highway. Dexter Taylor pulled out in front of the smaller vehicle at the intersection which caused the vehicle to pass underneath the tank, smashing the windshield as well as the hood of the car. The two passengers of the car survived the incident with only cuts on their legs and ankles. A puppy in the car was not hurt but found shaking several minutes later just like the passengers. "I never saw them," said Dexter Taylor. "It was totally my fault.

http://www.madisonvillemeteor.com/news/article_2cbc86a6-07e0-11e2-8acd-001a4bcf887a.html



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ANTIGUA & BARBUDA, ST JOHN'S, SEPTEMBER 27 2012. ANTIGUA MAKES HISTORY WITH THE RUBIS BRAND



Customers accessing services at Texaco Service stations across the island will soon be noticing a new look. The Texaco signs are now being replaced by the Rubis brand. Rubis is an established French-based petroleum company specialising in fuel and liquid propane gas. A reliable source has informed Caribarena.com that Antigua & Barbuda has made history by being the first in the Eastern Caribbean to have the service stations rebranded. So far, two of the seven Texaco service stations on the island have already been rebranded to Rubis. They are E & E's Service Station in Jennings and Dee's Service Station at the corner of Old Parham Road and Sir George Walter Highway. A soft launch is expected to be held at these two establishments late next week, but an official launch will take place when all the stations have been rebranded. This is anticipated to occur before yearend. According to the source, the rebranding process at the two stations was completed in about 10 days and they will

continue to provide the excellent customer service and great quality products to which the public is accustomed. Since 2000, Rubis has expanded its presence across three continents Africa, Europe and the Caribbean through direct investments and acquisitions. The Rubis brand will be also be launched in Barbados, Dominica, Grenada, Guyana, St. Lucia, St. Kitts & Nevis and St. Vincent and the Grenadines. Rubis is also a leading supplier of premium aviation fuels in the Eastern Caribbean. The Rubis shipping, supply and trading function is based in Barbados and supports the core business by trading refined fuels.

<http://www.caribarena.com/antigua/business/business-news/100821-antigua-makes-history-with-the-rubis-brand.html>

AUSTRALIA, VICTORIA, MELBOURNE, SEPTEMBER 27 2012. NEW REQUIREMENTS FOR DANGEROUS GOODS TRANSPORT



Victorian law is now consistent with an updated national framework for transporting dangerous goods by road or rail. The framework, which is the responsibility of the National Transport Commission (NTC), closely aligns with international standards for the safe transport and storage of dangerous goods.

Legislative Changes

Victoria's Dangerous Goods Act 1985 was amended to adopt the national framework and introduce new regulations for the safe transport of dangerous goods. For consistency, minor amendments have also been made to other Victorian regulations. Importantly, the law now references the 7th edition of the Australian Dangerous Goods Code (ADG7) instead of the 6th edition (ADG6). ADG7 includes updated technical requirements for classifying, packing, labelling, consigning and transporting dangerous goods. If you are already compliant with dangerous goods laws you're well positioned to meet the new requirements. For many workplaces and duty holders, responsibilities will not significantly change with the transition from ADG6 to ADG7. From 1 January 2010, all businesses must comply with ADG7.

Broad Overview of Changes

The new requirements include:

- some changes to labelling and marking requirements for a number of dangerous goods
- new documentation requirements for transporting dangerous goods
- some new and clarified supply chain responsibilities for consignors, packers, people loading vehicles, drivers, prime contractors and rail operators
- new word definitions and terms that align with international and intermodal practice
- concessions for transporting small quantities of dangerous goods, such as very small consignments and goods for personal or trade use
- issue of dangerous goods licences for five years (instead of three)
- changes to eligibility for Victorian dangerous goods drivers and vehicle licences
- minimum \$5 million insurance for placard loads.

Read [Changes to dangerous goods transport requirements](#) for a summary of the key requirements.



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More Information

It's important to understand how these changes affect you. The following information and advice will help your business adjust to the new requirements:

- check our [frequently asked questions](#).
- [download a free copy of ADG7](#) from the National Transport Commission's website
- [read a list of the changes](#) made to Victoria's Dangerous Goods Act 1985 and associated regulations
- [contact](#) our Advisory Service for specific advice and information.

<http://www.worksafe.vic.gov.au/safety-and-prevention/health-and-safety-topics/dangerous-goods/your-legal-duties/new-requirements-for-dangerous-goods-transport>

USA, N.Y, ALBANY, SEPTEMBER 27 2012. NY RECORDS SHOW HISTORY OF OIL, GAS WELL PROBLEMS

State regulators claim a strong record of oil and gas drilling oversight, but their own reports reveal thousands of unplugged abandoned wells and other industrial problems that could pose a threat to groundwater, wetlands, air quality and public safety. Annual reports and incident reports prepared by Department of Environmental Conservation staff and reviewed by The Associated Press run counter to the agency's long-stated assertion that the types of problems reported in other states have been prevented in New York by strong regulations. The review comes as New York officials prepare to issue a decision on whether to allow hydraulic fracturing, or fracking, a lucrative method of extracting natural gas that has raised environmental concerns. "Division of Mineral Resources annual reports over two decades show that the DEC's inadequate regulation of gas and oil extraction activities resulted in thousands of unresolved pollution threats to public health and the environment," said Walter Hang, president of Toxics Targeting, an Ithaca-based consulting firm that provided the reports. Hang leads an effort to ban natural gas drilling in New York, where drilling has been on hold since the DEC began an environmental impact review in 2008. That same year, then-DEC Commissioner Pete Grannis said: "As a result of New York's rigorous regulatory process, the types of problems that have occurred in states without such strong environmental laws and rigorous regulations haven't happened here." A DEC spokeswoman said agency enforcement personnel have resolved or are working to address problems noted in the agency's reports, including oil spills and soil and water contamination. She also noted that under the proposed new regulations on natural gas drilling, the DEC would get help capping wells because companies would have to survey the land within a mile of a new well and plug, at the driller's expense, any wells found there that are "orphans" — unplugged wells with no known owner. "By and large, complaints received by DEC regarding potentially leaking wells have proven to be from wells drilled before environmental regulations were put in place, or were from naturally occurring sources of contamination," spokeswoman Emily DeSantis said Wednesday. "DEC takes all complaints of water contamination seriously and works with the state Health Department to ensure New York residents have a safe source of drinking water," DeSantis said. If fracking is allowed, new regulations include "multiple protections and measures required to safeguard the integrity of New York's drinking water supplies," DeSantis added. But environmental groups have questioned whether DEC oversight is strong enough. A study released in July by Earthworks, an environmental group, found that in New York, well inspections occur too infrequently and too irregularly; fines are inadequate; lack of data prevents public scrutiny of DEC's oversight; and citizen complaints aren't used efficiently to improve oversight. The problem of orphan wells is widespread in drilling states. The Interstate Oil and Gas Compact Commission estimates the number at about 50,000 nationwide. Pennsylvania officially lists about 8,200 abandoned wells. Annual reports from the New York DEC's Division of Mineral Resources as early as 1995 have repeatedly identified unplugged, abandoned wells as a major problem, with about 4,800 known and an equal number yet to be discovered in woods, backyards, playgrounds and even under buildings. "One of the biggest challenges facing the oil and gas regulatory program is the growing liability of idle and abandoned wells," Gregory Sovas, former director of the minerals division, wrote in the 1995 report. These wells pose a liability for local taxpayers, he said. "This is not a hypothetical worst-case scenario, but reflects current events already happening in the counties." For example, in the Allegany County community of Bolivar 65 miles southeast of Buffalo, workers found several abandoned well while constructing a school bus garage, and in Wyoming County, the DEC plugged a well that was leaking brine in a school parking lot, according to the DEC reports. Such wells pose a risk for groundwater contamination by providing a pathway for hydrocarbons and other toxic pollutants to migrate to the water table. In addition to unplugged wells, the DEC reports identify vegetation killed by leaking waste pits, brine leaking from rusted storage tanks, and crude oil contaminating residential wells and streams. The agency said the cost of plugging abandoned wells ranges from \$5,000 to \$50,000 per well. DeSantis said the DEC has plugged more than 115 wells since 2002 using \$459,000



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from the Oil and Gas Account. The account balance is currently \$156,000, and there are 4,100 wells on the priority list. The Environmental Protection Agency has plugged another 126 abandoned, leaking wells, DeSantis said. Leaking brine storage tanks were also identified as a problem in the DEC reports. In 1996, DEC inspectors found that about 40 percent of brine tanks examined at active well sites were leaking or had holes in them. The 1997 report said enforcement efforts had reduced the number to 7 percent. In addition to annual reports, the DEC also has individual spill reports detailing numerous incidents. For example:

- In September 2011, a family in Bolivar had black crude oil in their sinks, toilets and shower. Tests of their well found crude that matched oil sampled at an oil well more than 1,000 feet away. DeSantis said the DEC upgraded and deepened the family's well and has done quarterly water testing that has shown no petroleum contamination.
- In December 2010, oil was reported in a residential water well in nearby Scio. The resident believed it came from an oil well about three-quarters of a mile up the road; he hired a local well driller to clean out his water well. DeSantis said investigators found evidence of oil drilling on the site decades ago.
- In May 2011, a man in nearby Allentown, N.Y., alerted the DEC to an oil separator pond at a neighboring drilling site. The inspector found crude oil had been discharged into a stream leading to the Genesee River. The driller was ordered to clean up the spill and install a device to prevent discharges to the creek. DeSantis said additional action against the driller is being considered.

http://www.cbsnews.com/8301-505245_162-57521019/ny-records-show-history-of-oil-gas-well-problems/

USA, PA, JERSEY SHORE, SEPTEMBER 27 2012. LYCOMING COUNTY FRACKING SPILL: TRUCK BELONGS TO SPILL RESPONSE COMPANY

scott detrow



Photo's [4] [Crash Spills Fluid from Gas Drilling into Creek](#)



A truck carrying 4,600 gallons of fracking fluid crashed in Lycoming County on Wednesday

Scranton-area television station [WNEP has more details](#) about a Lycoming County crash involving a truck carrying 4,600 gallons of fracking fluid. The truck was operated by [Minuteman Environmental Services](#), a company that, ironically, responds to industrial spills. "For emergency spill cleanup or routine tank cleaning, Minuteman has the equipment you need," [the company's website boasts](#). "Our vacuum trucks, along with our inventory of specialty pumps, provide quick spill clean-ups, fluid transfers and easy tank cleaning and maintenance." Minuteman offers a range of other drilling-related services,

including transportation of fracking fluid, and providing tanks for on-site fluid storage. Here's more information [From WNEP](#): The Minuteman Environmental Services driver somehow crashed into a rock wall in Watson Township on his way to a gas well site, according to state police. Fire officials said the truck was hauling a full load in excess of 4,600 gallons of the treated wastewater that contains high salt levels and some chemicals used in the fracking process. Firefighters placed booms in Pine Creek to catch any contamination. A detour was expected to be in place for hours after the crash.

<http://stateimpact.npr.org/pennsylvania/2012/09/26/lycoming-county-fracking-spill-truck-belongs-to-spill-response-company/>

INDONESIA, JAKARTA, SEPTEMBER 27 2012. AFTER THE BUS EXPLOSION, WHAT PROCEDURES DID POLICE TAKE?

An explosion linked a TransJakarta bus which took place nearly a year ago at a refueling station in East Jakarta's Pinang Ranti shelter stunned officers at a nearby police station. The Pinang Ranti police sub-precinct was located not far from the blast site. "At the time we were having our morning gathering session," said Pinang Ranti police spokesman First Insp. Arif Rahman. A number of police officers immediately headed for the gas refueling station. Not long after, officers from the East Jakarta Police Headquarters and forensics officers arrived at the scene. Pieces of evidence, including the broken parts of the gas tank which exploded, were taken away by forensics police. They also took one tank which was intact for comparison purposes. The bus itself was moved to a shelter owned by Trans Mayapada Busway, which runs the daily operations of the buses, in Kramat Jati, East Jakarta. For further examination purposes, the Indonesian Police Forensics Laboratory handed



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over the broken parts of the gas cylinder and the intact gas tank to the Metallurgical Laboratory of the University of Indonesia. A number of tests were conducted on the evidence which involved metallographic analysis, chemical composition and strength tests. These examinations, led by Bambang Suharno, revealed an important find: "The tank's durability factor was below the standards and technical specifications set by the factory," Bambang said in June. According to him, this happened because of heating procedures undertaken that were less than perfect during the manufacturing process. This, he said, could have most likely effected the level of brittleness and resulted in the cracking or breaking of the gas tank. From a copy of the chemical composition test results obtained by Tempo, it was discovered that the composition of the carbon used in the tank was below factory standards. The producer from South Korea, NK Co Ltd, set the tank carbon specifications at 0.25-0.38 percent. As it turned out, the carbon composition—taken from the samples of both the broken and intact gas cylinders—was below that range. According to Bambang, the low carbon composition affected the strength and the durability of the tank material. Another test conducted was the tensile strength and elongation test, the results of which points to quality control and how materials will react under types of forces – in this case it was below the standards set by the manufacturer. The elongation test percentage was found at between 10-12 percent, which was below the standards set by NK Co Ltd at 14 percent. These test findings from the University of Indonesia's School of Metallurgy were turned over to the Indonesian Police Forensics Laboratory in December last year. Forensics police handed over these test results to the East Jakarta Police. No further action has since been taken on this case and on the findings linked to the tank – a matter which is connected to the travel safety of thousands of TransJakarta bus passengers.

A number of sources told Tempo said that the flaws and faulty materials found in the evidence were intentionally covered up for fear that other problems linked to the TransJakarta bus will be unravelled. "This matter of a single gas tank can be the entry point to the story of the procurement of buses by the Jakarta Transport Agency. This agency had taken many shortcuts and had a very tolerant attitude toward the tender winner," said one source who is familiar with the details of that bus procurement deal in 2010.

<http://www.tempointeractive.com/hq/nasional/2012/09/26/brk.20120926-432010.uk.html>

CANADA, N.B, SAINT JOHN, SEPTEMBER 27 2012. EXPLOSION INJURES ONE WORKER AT IRVING OIL REFINERY IN NEW BRUNSWICK, CANADA

alistair macdonald & jerry dicolo

 **Watch the Video's**

- [Explosion at N.B. Oil Refinery Sends Worker to Hospital](#)
- [Irving Oil refinery explosion](#)



The Irving Oil refinery is the largest in Canada, capable of producing 300,000 barrels of oil per day. The sprawling site is about 316 hectares.

The accident happened Wednesday just before midday Atlantic Daylight Time when a tank undergoing maintenance became overpressurized. The fire service was called but soon downgraded its presence to one fire crew to act in a "monitoring role," a spokesman for the service said. An explosion at an Irving Oil refinery in New Brunswick injured one person on Wednesday and sent gasoline futures higher on fears that the blast threatens already-stretched fuel supplies. Privately-held Irving Oil said that production was resumed soon after the incident, which will have no impact on the 300,000 bpd refinery, one of the largest in North America. The accident happened just before midday Atlantic

Daylight Time when a tank undergoing maintenance became over-pressurized, Irving Oil said in a statement. "An employee suffered minor injuries and was taken to hospital as a precaution," the company said. The fire service was called but soon downgraded its presence to one fire crew to act in a "monitoring role," a spokesman for the service said. Gasoline futures rose 3.7% to a high of \$3.0874/gal on the New York Mercantile Exchange midday Wednesday on reports of the blast. In more recent trading, futures were still up 2.8% at \$3.0508. The accident comes as fuel stockpiles in the Northeast US are at the lowest level since November 1990. The East Coast imports roughly 10,000 bpd from Canada, according to the latest Energy Department figures. Irving Oil is a regional energy processing, transporting and retail company that sells its fuel in stations throughout Atlantic Canada, Quebec and New England. The company is owned by the New Brunswick-based Irving family,



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whose large business interests in that province stretch from timber to local newspapers and oil. An explosion at an Irving Oil Saint John refinery killed one person in 1998, according to media reports at the time.

<http://www.hydrocarbonprocessing.com/Article/3094938/Latest-News/Explosion-injures-at-least-one-at-Irving-Oil-refinery-in-New-Brunswick-Canada.html>

USA, MN, DEERWOOD, SEPTEMBER 27 2012. MINN. FAMILY WANTS ANSWERS AFTER FIREWORK INJURES BOYS

liz collin

 [Watch the Video Family Wants Answers After Firework Injures Boys](#)

A Minnesota family wants answers after they say their boys were badly hurt by a leftover firework. Nash and Luke Glomski didn't know what they found two weeks ago but taking a closer look landed both of them in the hospital. They had some time to kill before supper two weeks ago. As close brothers do, the 12- and 13-year-old spent it together exploring their small town of Deerwood. "Boys are always curious about what's in front of them," Nash Glomski said. "We saw sticks and fuses then the onion." Glomski thought he'd give Luke a closer look at what he thought was an onion. "All of a sudden I hear this huge explosion. It rattled my tools. It sounded like it went off next to the garage," said Mike Glomski, their father. The blast came from four blocks away. A neighbor found the boys in bad shape. "He said your son just blew his hand off," Mike said. It's still hard to look at their scars. Nash lost his thumb, broke his wrist and has a steel plate in his arm. Luke has chemical burns on his left hand and a blind spot in his eye. "I had an inch-long piece inside my lip, of shrapnel by my lip," Luke said. What may hurt the most is why they think this happened at all. "It's hard to deal with because if we broke a law, we'd have to fess up to it," Mike said. The leftovers of a summer celebration from mid-August still litter the town's recycling center. "It's public property. No fences. No trespassing signs. Nothing," Mike said. The event ends each year with a big fireworks display. This year, it was up to the Crosby Fire Department to shoot them off. The law says it's up to them to clean up. The Crosby Fire Chief told us he couldn't comment for our story. The Deerwood Police Department is handling the investigation. He said it's too early to know if a firework's to blame, even though they found some of its remnants along with another live device at the scene. Police do say even a month later, static electricity is enough to set off whatever may have been left. Harry Gottsch is the chief of police in Deerwood. "This is supposed to be a fun-filled weekend. This is the last thing we need to have happened if it's caused from fireworks," Gottsch said. Attorney Jim Heuer, Jr. sees it clearly as a case that could have been prevented. "We will be looking for some responsibility from the agencies that put this event on," Heuer said. He's representing the family to help them get the money they'll need to cover the boys' medical care. Doctors were able to re-attach Nash's thumb but don't know how much movement he'll get back. The brothers have a long way to go. Their family is just thankful it wasn't worse. "If I would've lost them I don't know what I would have done," Mike said.

<http://minnesota.cbslocal.com/2012/09/26/minn-family-wants-answers-after-firework-injures-boys/>

NETHERLANDS, THE HAGUE, SEPTEMBER 27 2012. KEY HEARING IN COURT CASE ON OIL GIANT SHELL'S NIGERIAN OIL POLLUTION

For the first time in history, a European company, Anglo-Dutch oil giant Shell, will appear in a Dutch court to account for damage it caused abroad, Friends of the Earth International announced today. The court case against Shell's oil spills in Nigeria has been filed by four Nigerian plaintiffs in conjunction with Friends of the Earth Netherlands and supported by Friends of the Earth Nigeria. Lawyers for both parties will plea at a key hearing in The Hague on 11 October at 9:30am. The verdict is expected early in 2013. "This court case will have groundbreaking legal repercussions for multinational corporations globally, and especially for European corporations," says Geert Ritsema, globalisation campaign leader at Friends of the Earth Netherlands / Milieudefensie. "Due to the poor maintenance of pipelines and factories, Shell let tens of millions of barrels of oil leak in the Niger Delta, with disastrous consequences for local people and the environment. The Anglo Dutch oil giant must now stop its pollution, compensate the damage and prevent more oil spills from happening," he adds. Geert Ritsema and Hans Berkhuizen, the director of Friends of the Earth Netherlands, will conduct a fact-finding mission in Nigeria from September 27 - October 2. "Nigerians have to sue Shell in The Netherlands to obtain justice. Meanwhile Shell uses the threat of legal action to attempt to silence legitimate protests, for instance the recent Greenpeace protests against Shell in Europe. They pollute with impunity, destroy livelihoods and block dissent. This is deplorable," says Nnimmo Bassey, Executive Director of Friends of the Earth Nigeria and Chair of Friends of the Earth International. "We want to see an end to the corporate crimes committed by oil giants like Shell in Nigeria and around the world," he adds. In May 2008, four Nigerian fishermen and farmers from the villages



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of Goi, Ikot Ada Udo and Oruma, in conjunction with Friends of the Earth Netherlands / Milieudefensie and supported by Friends of the Earth Nigeria / ERA, started a legal case against Shell Nigeria and its parent company in the Netherlands. The Hague court hearing will take place just 10 days after a key [October 1st] hearing of the U.S. Supreme court regarding a separate lawsuit 'Kiobel v. Royal Dutch Shell Petroleum' brought by Nigerian refugees in the U.S. accusing Shell of helping the Nigerian military to systematically torture and kill environmentalists in the 1990s. The serious contamination of the oil rich Niger Delta has had disastrous consequences for the local people and their environment. Oil leaks regularly pollute the fields, forests and water. These leaks are a heavy burden on agriculture and fishing. "Since the spill I have lost most of my income. Now we live from hand to mouth: sometimes I go into the bush, sometimes a company gives me a day's work for 500 Naira [3 euro], " says one of the four plaintiffs, Alali Efanga from Oruma (Bayelsa State) in Nigeria. Shell is the operator of Nigeria's largest oil fields and bears significant responsibility for the oil pollution. The UN, among others, has stated that Shell does not comply with legal environmental standards and has failed to clean up leaked oil - or has done so only insufficiently, for decades. Moreover, Shell's own sustainability report stated that the number of leaks due to poor maintenance doubled in 2011, rising from 32 to 64. In May 2012 Friends of the Earth International delivered some 70,000 signatures to Shell CEO Peter Voser from people who want Shell to start cleaning up its mess in the oil-rich and highly polluted Niger Delta in Nigeria. The signatures were collected by the organisation SumOfUs in close cooperation with Friends of the Earth and Amnesty International.

<http://allafrica.com/stories/201209261287.html>

ENGLAND, LONDON, SEPTEMBER 27 2012. SHELL RECOVERS OIL FROM NORTH SEA SPILL

Royal Dutch Shell said it completed the first part of a cleanup operation related to an oil spill at its Gannet platform in the North Sea last year. Oil leaked from the Gannet platform in the North Sea in August 2011. The release totaled around 1,300 barrels of oil, making it the largest oil spill in the region in more than a decade. The British Secretary of State's Representative for Maritime Salvage and Intervention said it approved Shell's plans to extract the residual oil left in a pipeline. Shell confirmed it was able to remove residual oil from one of the pipelines tied to the platform, energy reporting website Rigzone reports. The oil removed from the carrier pipeline was sent to a waste oil contractor operating onshore. The company said it expects to conduct further oil recovery operations early next year. No oil from the Gannet spill reached shore and much of the original sheen dispersed naturally. The British government had said the main leak was stopped by Aug. 19, 2011, nine days after it was reported.

Related Links

- [Oil sheen reported in North Sea](#)
- [Shell gets OK for North Sea oil recovery](#)
- [Minor oil spill reported in North Sea](#)

http://www.upi.com/Business_News/Energy-Resources/2012/09/26/Shell-recovers-oil-from-North-Sea-spill/UPI-66071348658549/

USA, ILL, MADISON CO, SEPTEMBER 27 2012. BENZENE SUIT CLAIMS WOMAN'S EXPOSURE TO WOOD RIVER GROUND WATER, SOIL LED TO CANCER

kelly holleran

A man claims his recently deceased mother developed a fatal cancer after being exposed to benzene while living near a Shell Oil plant. Ryan Davis filed a lawsuit Sept. 19 in Madison County Circuit Court against Shell Oil Company, Equilon Enterprises, BP Products North America, ConocoPhillips Company, WRB Refining, ConocoPhillips WRB Partner and Cenovus GPCO. In his complaint, Ryan Davis claims his mother, Rebecca Earlene Davis, lived near South Roxana from 1985 until her death in 2011. Near Rebecca Earlene Davis's home lies the Wood River Refinery. At the refinery, Shell processed and stored benzene, a highly toxic chemical classified as a human carcinogen, according to the complaint. The chemical transferred from the facilities to the ground water and soil, were Rebecca Davis came into contact with it, the suit states. Because of her exposure, Rebecca Davis developed cancer, the complaint says. Ryan Davis claims Rebecca Davis's disease has caused him to incur economic costs and to lose his mother's support, society, consortium, companionship, guidance, advice, love and affection,, according to the complaint. Ryan Davis alleges wrongful death against the defendants, saying they breached their duty to use reasonable care by spilling benzene and by failing to properly store it. In his 15-count suit, Ryan Davis seeks an unspecified



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judgment, plus other relief the court deems just. Andrew G. Toennies of Lashly and Baer in St. Louis will be representing him. Madison County Circuit Court case number: 12-L-1505.

<http://www.madisonrecord.com/news/246910-benzene-suit-claims-womans-exposure-to-wood-river-ground-water-soil-led-to-cancer>

SOUTH KOREA, NORTH GYEONGSANG PROVINCE, GUMI, SEPTEMBER 28 2012. CHEMICAL PLANT EXPLOSION KILLS 4, INJURES 8

shin hyon-hee

- Workers unloading hydrochloric acid from tank truck
- Death toll may rise
- Some wounded in critical condition



Fire fighters arrive at a chemical plant in Gumi, North Gyeongsang Province, where an explosion occurred Thursday.

An explosion at a chemical plant in Gumi in the southern part of Korea killed at least four workers and injured eight others Thursday, police said. The death toll may rise as some of the wounded are in critical condition, police said. The blast broke out at around 3:45 p.m. at the Gumi National Industrial Complex in North Gyeongsang Province when the employees of Hube Global were unloading hydrochloric acid from a tank truck, according to the police. The Seoul-based company makes chemicals and materials for cosmetics and medicine. An investigation is underway to determine the exact cause of the accident. "An unidentified explosion took place when the workers were trying to connect hoses to a 20-ton tank lorry with chemicals," a factory official told Yonhap News. "It

seems that the workers were killed because the tank lorry contained hydrochloric acid," a police official quoted as saying. Hydrochloric acid is a transparent, highly corrosive liquid with a pungent smell and mainly used for rust removal and other industrial applications. Among the injured, six workers at a nearby plant and a resident in the neighborhood were hospitalized for inhaling toxic gases. The police said they evacuated workers at other factories and 50 households around the area and distributed about 700 gas masks to prevent further casualties. Firemen have deployed motorized sprinklers to neutralize the poisonous emissions. The city government is carrying out cleanup operations to keep residue from running into the Nakdong River, one of the country's four largest waterways. The industrial complex also houses a number of companies producing televisions and other electronic components.

Related Links

- [Explosion at chemical factory in South Korea kills 3, injures 5 others](#)
An explosion at a chemical factory in South Korea has killed at least three people and injured five others. Police say the explosion occurred Thursday when five people were working near a tank truck carrying hydrofluoric acid. Loading...
- [Chemical factory explosion in South Korea kills 2](#)
An explosion at a chemical factory in South Korea has killed at least two workers and injured two others. Police say the explosion occurred on Thursday when the four people were working near a tank truck carrying...
- [Two dead, two injured in factory explosion in Gumi](#)
An explosion sparked by a yet unidentified cause at a chemical factory in Gumi, southeast South Korea, has killed two workers and injured two others, police said Thursday. The blast occurred at around 3:45 p.m. at the....

<http://view.koreaherald.com/kh/view.php?ud=20120927001079>

USA, AK, KODIAK, SEPTEMBER 28 2012. LAST PUSH TO FIND PEOPLE OWED MONEY IN EXXON VALDEZ SUITS

A settlement fund set up to pay plaintiffs from lawsuits stemming from the 1989 Exxon Valdez oil spill still has about \$1 million left to disperse. KMXT reports about 900 people haven't claimed money from the Exxon Qualified Settlement Fund. Plaintiffs' attorney Dave Oesting of Anchorage says there will be one last push to find these people. If these people can't be found, the money will have to be turned over to the states of their last known address. The claimants are from many places in the Lower



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48, including California, Oregon and Washington. Oesting also says if a claimant has died, his or her heirs are entitled to the settlement funds.

<http://www.adn.com/2012/09/26/2641019/last-push-to-find-people-owed.html>

NIGERIA, NIGER STATE, KUDU VILLAGE, SEPTEMBER 28 2012. TANKER EXPLOSION KILLS POLICEMAN, 20 OTHERS IN NIGER

aisha wakaso



About 20 persons Wednesday lost their lives when a petrol tanker crashed and exploded in Kudu village located on Bida-Mokwa road in Niger State. THISDAY gathered that the accident occurred when the tanker was about to negotiate a bend in the town before it fell down and exploded, resulting in the death of about 20 persons and a policeman. It was also gathered that the explosion caused the burning of several houses as well as the infliction of varying degrees of injuries to many residents, who were rushed to a nearby hospital in Kutigi and Mokwa. However, investigations revealed that the policeman was killed in the inferno, when he tried to rescue some trapped victims when the tanker exploded. When contacted in a telephone interview, the Chairman of the council, Alhaji Adamu

Jiya Sonfada, confirmed the incident saying several people were also injured in the disaster and were receiving treatment at the General Hospitals, in Mokwa and Kutigi. He further revealed that about 15 people lost their lives, while several millions of naira worth of property was lost to the incident. He added that the local government area was on top of the situation, stressing that the victims were already receiving medical treatment at the hospital. The village head of Kudu, Alhaji Alhassan Kudu, called on the Federal Government to construct speed bumps across the road, especially around the market site where the accident occurred, stressing that this would check reckless driving and over speeding on the road. Also speaking, the state Police Public Relations Officer (PPRO), Mr. Pius Edobo, a Deputy Superintendent of Police (DSP), confirmed the incident but, claimed he was not aware of the death of a police officer amongst those that lost their lives. "The command was not aware of the death of one of its officers but promised to find out," he said. Meanwhile, a mass burial was organised for the deceased persons at Kudu village in Mokwa local government area.

Related Links

- [At Least 14 Killed in Nigeria Gasoline Tanker Fire](#)
Police in north central Nigeria say at least 14 people have died after a gasoline tanker caught fire and exploded. The Niger State police spokesman told The Associated Press on Thursday that some victims were trying to scoop gasoline from the tanker after it...
- [Oil tanker crashes into buildings, kills 21 in Nigeria](#)
A Nigerian policeman was among 21 people killed on Thursday, when an oil tanker crashed into buildings in the country's northern state of Niger, leaving several others injured. The accident which happened in Kudu village of the oil rich African nation...
- [20 die in tanker explosion](#)
About 20 persons, including a policeman were, on Tuesday night, burnt to death, when a petrol tanker crashed and exploded in Kudu village, on Bida-Mokwa road in Niger State. According to an eyewitness, the fuel laden tanker was said to have lost control...
- [Fuel tanker explosion kills 20 in Nigeria](#)
A mass burial was conducted for 20 people who burned to death when a fuel tanker crashed and exploded in Nigeria, officials said. Witnesses said the tanker's driver apparently lost control of the vehicle as it rounded a curve...
- [20 Burnt to Death in Tanker Explosion](#)
Twenty people were yesterday burnt to death when a petrol tanker carrying petroleum product crashed and spewed its content in Kudu village along Bida-Mokwa road in Niger State. An eye witness told Daily Trust that the tanker lost control and...

<http://www.thisdaylive.com/articles/tanker-explosion-kills-policeman-20-others-in-niger/126143/>



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USA, TX, AUSTIN, SEPTEMBER 28 2012. CLEAN-UP CONTINUES AFTER GASOLINE SPILL CLOSED I-35 IN SOUTHEAST AUSTIN

jessica vess

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- [Clean-Up Continues after Gasoline Spill Closed I-35 in Southeast Austin](#)
- [Gasoline Spill Closes I-35 in Southeast Austin](#)
- [I-35 Reopens Following Large Fuel Spill](#)

Photo's [5] Overturned Tanker Truck Spills Fuel

Photo's [24] Clean-Up Continues after Gasoline Spill



The clean-up continues on the frontage road of I-35 near Slaughter Lane.

A tanker overturned around 1:40 a.m. Thursday morning spilling hundreds of gallons of fuel. Austin police say the driver was heading north on the highway when he lost control, veered into a grassy median that separates the northbound lanes and the frontage road and overturned. Lt. Josh Portie of the Austin Fire Department says the tanker was filled with approximately 9,600 gallons of fuel -- a mixture of gasoline, ethanol and diesel. Lt. Portie believes about 700 gallons leaked out in the crash. Crews are now in the process of cleaning the spilled fuel, most of which leaked into the soil. It's a lengthy process, requiring a series of steps. Before teams could dig out the soiled dirt, they had to turn the tanker upright and tow it away. However, firefighters had to empty the remaining fuel from the tanker before flipping it back over. Firefighters had to wear full gear with air tanks to protect themselves from potential flames and fumes. They climbed on top of the tank and drilled into

each of the four fuel compartments. Afterward they pumped the remaining fuel into another tanker, then hauled it away. Police shut down all northbound traffic as crews emptied the flammable fuel. It forced drivers heading north into Austin into a massive backup. The morning commute turned into hours. Some who work nearby the crash site had to park up to a mile away and walk to work. At Holt CAT, business went on hold. "I've got several employees that work here, and we've got trucks trying to deliver parts right now, you know, they're kind of scattered out," explained parts manager Alvin Thomas. "I've got one across the street, one down the road, and got employees parked in different areas to try to find out when they can actually make it into work." The clean-up is expected to continue through much of Thursday. Firefighters say crews will have to dig most of the dirt out because the fuel seeped so deep into the land. APD says the driver of the tanker went to University Medical Center Brackenridge. He is expected to be fine. Officers are talking to him to figure out exactly what caused him to lose control of the truck. Firefighters say the company that owns the tanker, Coastal, will be responsible for the cost of clean-up.

<http://www.kvue.com/news/Gasoline-spill-closes-IH-35-in-south-Austin-171493361.html>

USA, TX, SAN ANTONIO, SEPTEMBER 28 2012. VALERO RESPONDS TO REPORTS OF RETAIL SELLOFF



Nearly two months after [Valero Energy Corp.](#) authorized its board to explore options for a separation of its retail business, media reports surfaced today stating that the company has decided to sell off its retail business through an auction. A company spokesman, however, told CSNews Online that no final decision has been made yet regarding the future of Valero's retail arm. [Bill Day](#), executive director of media relations at Valero Energy Corp., told CSNews Online that along with the July 31 directive to the board, the San Antonio-based company is still reviewing several potential separation transactions, including a tax-efficient distribution of the retail business to Valero's shareholders. "That process remains underway. No decisions have been made, and options are still being evaluated," Day said. "A sale is one possible option, but a purchase price would have to be very substantial in order to surpass the tax savings inherent in a distribution to shareholders." Day's response comes as Reuters is reporting that Valero is selling its retail business, which operates [gas stations](#) and



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[convenience stores](#), through an auction with a possible \$3.5-billion price tag. Citing sources familiar with the matter, the news outlet said the sale has drawn the interest of private equity firms and fellow convenience store operators. Valero's retail business, which consists of nearly 1,000 U.S. stores and 775 units in Canada, has around \$450 million in annual earnings before interest, tax, depreciation and amortization (EBITDA) and could sell for around eight times EBITDA, or about \$3.5 billion, two of Reuters' sources said. According to the report, Valero has sent financial information about the unit to interested parties and is expected to receive initial offers in October. Credit Suisse Group is advising the company on the retail split. Several big private equity firms, including TPG Capital LP and Carlyle Group LP, are reportedly among the parties that are taking an initial look. C-store chains like [Alimentation Couche-Tard Inc.](#) and [7-Eleven Inc.](#) would also likely have some interest, Reuters reported.

Related Links

- [Valero may raise over \\$3.5 bln in retail sale -sources](#)
Retail may fetch 8-10 times \$450 mln EBITDA -sources. Convenience chains, private equity interested -sources. Unclear if U.S., Canada stores would be sold as a whole.
- [Valero may raise \\$3.5 billion through retail arm auction: sources](#)
Valero Energy Corp is selling its retail business, which operates gas stations and convenience stores, through an auction that could fetch more than \$3.5 billion and has lured the interest of private equity firms and convenience-store...
- [Valero Responds to Reports of Retail Selloff](#)
Nearly two months after Valero Energy Corp. authorized its board to explore options for a separation of its retail business, media reports surfaced today stating that the company has decided to sell off its retail business through an auction.
- [Valero Divesting Retail Business](#)
Valero Energy Corp. is selling its retail business, which is comprised of nearly 1,000 U.S. stores and some 775 units in Canada. The stores are being divested through an auction that could bring in more than \$3.5 billion and is expected to draw private equity...
- [Initial Bids for Valero Retail Business Are Said Due in Oct-Reuters](#)
has solicited interest in its retail business and has asked for initial bids in October, Reuters reported Thursday on its website, citing people familiar with the matter. Valero in July unveiled plans to shed the retail operations from the...

<http://www.csnews.com/top-story-business-focus-valero-responds-to-reports-of-retail-selloff-61953.html>

USA, TX, BREWSTER CO, ALPINE, SEPTEMBER 28 2012. WRECK OF FUEL LADEN TANKER CLOSES HIGHWAY 67

A tanker turned over on Highway 67 north of Alpine early Friday morning, forcing the closure of Highway 67 between Interstate 10 and Highway 90. The road was not cleared and re-opened until about 2 a.m. Saturday morning. The 911 call reporting the overturned tanker was received at 3:08 a.m. Friday, said Brewster County Sheriff Ronny Dodson. Deputies arrived on the scene at 3:27 and at 3:37 notified Pecos County officials that Highway 67 would need to be closed on their end, at the I-10 exit. Both the Sheriff's Office and the Alpine Volunteer Fire Department responded. Because the truck had flipped on its side, the normal draining mechanisms were not usable. The five separate compartments in the tank body were all full and the tops couldn't be opened without a major spill. A HAZMAT team out of Midland brought porcelain drill bits to help tap into the body of the tanker without causing a spark. The tanker was hauling 6,000 gallons of diesel fuel and 1,500 gallons of unleaded fuel, according to a Texas Department of Transportation spokesperson. Eastbound motorists on I-10 trying to get to Alpine were advised to exit at Highway 17 and follow it to Highway 118 to get there. Westbound motorists trying to get to Alpine took Highway 385 as a detour to head south. Traffic on Interstate 10 was not affected — only traffic on Highway 67 was detoured. The driver of the tanker truck was transported to Big Bend Regional Medical Center with non-life-threatening injuries.

http://www.alpineavalanche.com/article_ea5734d0-08a9-11e2-944b-001a4bcf887a.html

USA, CA, SAN RAMON, SEPTEMBER 28 2012. THAILAND: CHEVRON TO ADD 100 NEW PETROL RETAIL STATIONS BY 2015

Chevron Corporation, the oil producer, is boosting its Caltex brand presence in Thailand by introducing 100 new petrol retail stations by 2015. This move is a part of the firm's plan to swell its market share to 10% in 3 years. It intends to add 30 new



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

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Caltex brand stations in 2012, and the firm currently has 450 retail stations in Thailand. This year will be another big move of marketing campaigns and sales promotion of San Ramon-based Caltex in four years. We want to also communicate to the public that we are ready to grow our business in this country despite stiff competition, said Adrian Bendeck, Chevron Corporation's country chairman and general manager.

<http://www.equities.com/news/headline-story?dt=2012-09-27&val=532952&cat=energy>

USA, MD, BETHESDA, SEPTEMBER 28 2012. HAZMAT TEAM ON SCENE OF RIVER ROAD GAS STATION LEAK



A gas refueling truck ruptured an underground gas tank at the Shell station at River Road and Butler Road shortly after 11 a.m. today, according to a Montgomery County Police officer on the scene. A Montgomery County Hazmat team was called to the station and emergency personnel were pouring an absorbent on the gas that had leaked onto Butler Road. The officer described the leak as "minimal." Butler Road was taped off and a portion of the right lane of River Road was closed just north of the intersection with Little Falls Parkway. The refueling truck, which was still on the scene, reportedly backed up and punctured the underground tank, causing the leak.

<http://www.bethesdanow.com/2012/09/27/hazmat-team-on-scene-of-river-road-gas-station-leak/>

USA, WA, LONGVIEW, SEPTEMBER 28 2012. COLUMBIA RIVER SPILL COMES DURING OIL SPILL READINESS HEARINGS

chris lehman



Hear Columbia River Spill

Just as Washington environmental regulators finish up a series of meetings on oil spill readiness, a half-mile sheen appeared on the Columbia River near Longview. Contractors quickly contained the diesel spill this week. It's one of about 1,800 spills in Oregon and Washington each year. A leaking fuel tank on a 100-foot fishing vessel poses a much smaller risk than the giant oil tankers that regularly ply Northwest waters. Environmental regulators say a spill larger than the one this week on the Columbia River could run into the billions of dollars in terms of clean-up costs and disrupted commerce. That was the subject of three public meetings this week. The Washington Department of Ecology's Curt Hart says increasing penalties would make it possible to beef up the response to spills, including more helicopters and airplanes. "A lot of times when you're looking at a spill on the water, you can't really see it," Hart says. "But if you have aerial assets, you can direct very effectively oil-skimming vessels to get the oil out of the water." While Hart says major spills have been on the decline, the state still responds on average of more than three minor spills every day.

<http://www.npr.org/templates/story/story.php?storyId=161918288&ft=3&f=>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 28 2012. CALTEX CONFIRMS KURNELL CLOSURE PLANS

Caltex Australia Ltd has confirmed the closure of its Kurnell refinery in New South Wales, and will wrap up operations at the site in the second half of 2014. In a statement to the Australian Securities Exchange, Caltex said it had decided to proceed with the Kurnell closure and conversion following a consultation period. In July, Caltex said it would close the Sydney plant after a review of its operations, in a move that will cost at least 330 jobs. The decision came after a year-long company review, which have led to a decision to restructure its supply chain, with a major focus on refineries. The existing storage and associated facilities at Kurnell, which has been operating for 57 years, will be converted to a major transport fuel import facility. Caltex said Kurnell employees were being informed of the decision. "Caltex will continue to consult closely with its employees and their representatives about the implementation of this decision," the group said. Caltex chief executive officer Julian Segal said that the company would assist its employees in finding new positions. "Caltex remains committed to supporting its people with the highest level of care, attention and respect," he said. "The company will continue to engage with our



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employees at Kurnell refinery to listen to their individual needs, and discuss retention, redeployment and retraining opportunities."

Related Links

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<http://www.businessspectator.com.au/bs.nsf/Article/Caltex-confirms-Kurnell-closure-plans-pd20120928-YJUH7?OpenDocument&src=hp1>

INDIA, ANDHRA PRADESH, VIZAG, VIZAG AT RISK FROM AMMONIUM NITRATE IMPORTS

Last Saturday, a ship from Russia docked at the Vizag port and delivered a cargo of 25,000 tons of ammonium nitrate. Three more ships are still lolling at sea, waiting to berth. Their cargo? Some 67,000 tons of the same substance. Ammonium nitrate is used in the making of fertiliser. It's also used in the making of explosives, mainly by mining companies and quarries. It's also used by terrorists to make improvised explosive devices. Less than half a kg of it is sufficient to make a bomb that can create mayhem. So where does the shipment go after the stevedores have unloaded it? Given the lack of secure storage space, the deadly material is despatched to warehouses in the industrial area of Mindi in Vizag. Mindi is home to major industries like the HPCL Visakha refinery, Hindustan Zinc Limited, and Bharat Heavy Plates and Vessels (BHPV). Residential areas like VUDA Colony, Janata Colony, Labour Colony and the employees' quarters of BHPV and Hindustan Zinc lie within a radius of 2 km. Storing vast quantities of ammonium nitrate in the heart of Mindi puts the lives of lakhs of people at risk. Vizag citizen activists say that officials are, shockingly, turning a blind eye to this even as shipping agents violate norms relating to the handling of the deadly shipments. Import of the ammonium nitrate has been increasing at the Vizag port. IDL, Special Blast Pvt Ltd, Project Equipment and Consultancy Ltd and Solar Explosives Ltd import it mainly from the former Soviet countries and Sravan Shipping Private Ltd is the shipping agent for the cargo. The Visakhapatnam Port Trust (VPT) allows these imports but storage in bulk within the port premises is not allowed. This followed new norms brought in by the Union government after the Mumbai terror attacks in 2008. Importers are therefore required to handle the substance in small quantities and only in bagged form. While issuing the stringent norms, the government allowed a one-year timeframe to develop storage facilities and safety precautions ports. Presently, only one sole agent is unloading the chemical in bulk at the Vizag port and shifting it to godowns in Mindi, 20 km away. As per storage rules, no more than 3 tons of ammonium nitrate can be stored in any port facility in India, maintaining a minimum distance of 8 m from the compound wall. Outside of the ports, a maximum of 5000 tons is permitted per godown. But at Mindi, storage exceeds that limit. Forum for A Better Visakha convenor E A S Sarma, a former Union energy secretary, says numerous complaints about the import, storage and sale of ammonium nitrate have been submitted to the National Security Adviser (NSA), the Union home minister, Union home secretary, the state's DGP and other top officials. Sarma says handling, storage and transportation of ammonium nitrate ought to be checked at all corners but no such protocol is followed in the port city. "I did try to highlight in New Delhi the illegal storage and unsafe transport of ammonium nitrate in Visakhapatnam, but the issue still needs to be taken up at the top level," Sarma said. Of particular concern, citizen activists say, there are transit losses of ammonium nitrate from the VPT to Mindi. A lot of the substance comes loose while being unloaded and this is by a large unaccounted, they say.

<http://ibnlive.in.com/news/vizag-at-risk-from-ammonium-nitrate-imports/295906-60-114.html>



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