



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 906 Newsy Stuff

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GHANA, PAGA, NOVEMBER 14 2012. BORDER PATROL TAEM INTERCEPTS SMUGGLED PETROL

ebo bruce-quansah



Some of the Jeery-Cans containing petrol. Inset: Dep. Supt. Issifu Musah.

The border patrol team of the Ghana Immigration Service at the Paga Border, on the night of Thursday November 8, 2012, intercepted a total of 110 jerry-cans of petrol being smuggled to the Republic of Burkina-Faso. The jerry-cans which were all filled with petroleum products amounting to 3000 litres were being smuggled through an unapproved route into Burkina-Faso on a number of donkey carts, when the patrol team intercepted them. The value of the 3000 litres of petrol being smuggled is GH¢5,124 and could have fetched the smugglers close to GH¢6,500 if they had succeeded in selling them in Burkina-Faso. Official records said a total of 8,140 litres of assorted petroleum products being smuggled from Paga to nearby communities in the Republic of Burkina-Faso, have been intercepted from 2009 to November 8, 2012. Smugglers around the Paga Border and surrounding communities, according to the Immigration

officials, have become so sophisticated that they use trained donkeys to cart the jerry-cans of petrol unaccompanied, in many cases, with the aim of outwitting the patrol team or escaping arrest even if the Donkeys are intercepted. They have also recruited informants among the night hawkers around the border, who alert them anytime they see the patrol team going out or in a particular direction at night. The Deputy Superintendent and the Second-In-Command of the Paga office of the Ghana Immigration Service, Issifu Musah told the DAILY GUIDE that the latest consignment is the biggest to be intercepted since 2009 and hoped the community members around the borders would continue to hint the service of the activities of smugglers, so as to impound the petrol back to government chest for national development. According to him, the porous nature of the Paga Border made smuggling of products in and out of Ghana easy and also made prevention or interception of smuggled goods difficult for immigration officials. "Around here, the landscape is flat and unlike other areas where the frontiers are mountainous; and so people are compelled to use the border which is easier to walk through compared to the climbing of the mountains. Also we do not have security wall and even if we decide to erect security wall along Ghana's border line, how far can we go? That is why we need the cooperation of the members of the communities along the Paga Border to volunteer information to the Service." 2 IC Musah explained. Apart from the porous nature of the Paga Border, the increasing number of fuel filling stations in the Paga Township alone and the competition that has arisen among them due to the small vehicular population in Paga, has compelled them to supply the smugglers to cart across to Burkina-Faso for sale. It is an open secret that many of the filling stations were deliberately stationed in Paga purposely to smuggle fuel through various means even during day time. There are currently a total of 15 fuel filling stations along the 4 kilometre distance from the Paga police barrier to the Paga Immigration Border. The increasing number of filling stations close to the Paga Border has been a major worry to the Kassena-Nankana West District Security Committee and yet, they are unable to stop the practice because the operators of these filling stations claim to have permits from the highest regulatory body in the industry, allowing them to build the stations close to the border. It is therefore not surprising that smuggling of petrol from these stations is done with impudence. A similar distance from the Burkina-Faso Border at Dakola to Po in Burkina-Faso has no filling stations, unlike the Ghana side. The Immigration Service at the Paga Border has only two old vehicles; one for border patrol and one for command errands, which officials say is inadequate and due to the old nature of the Patrol Pick-Up the patrol team is not able to cover all the areas it is expected to cover in a night. A member of the Immigration Border Team told the Daily Guide that they are not armed and so when they come across an armed group of smugglers they allow them to go to avoid being killed in the process of intercepting a consignment.

<http://www.dailyguideghana.com/?p=66965>

USA, MO, BOONVILLE, NOVEMBER 14 2012. TRUCK TRANSPORTING ANHYDROUS TANKS WRECKS ON BINGHAM ROAD

edward lang

A truck pulling a trailer loaded with two tanks of anhydrous ammonia had an accident on Bingham Road near the Lutheran Church on Friday afternoon. The Boonville Police Department reported no injuries. Stanley Potter was driving his truck while pulling a trailer carrying the anhydrous tanks into Boonville when he noticed the trailer was wobbling. The trailer then detached



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from the truck. While one tank remained on the trailer which ended up on the shoulder, one tank fell into the road and blocked the roadway. The police report indicates the tanks, which were almost half full, were not leaking. The police and Boonville Fire Department were called to the scene and were on the scene for more than 45 minutes. Reports early on indicated a vehicle had flipped but upon the scene it was determined to be the anhydrous tank blocking the road. Potter's truck was not damaged but the trailer received a broken axle and broken wheel as a result of the accident. Nash Towing was used to remove the trailer.

<http://www.lakenewsonline.com/article/20121113/NEWS/121119656>

PHILIPPINES, NUEVA ECIJA, NOVEMBERE 14 2012. OIL COMPANIES ASSURE MOTORISTS IN PH FUEL TRUCKS SAFE

tessa r. salazar



A Fireman douses water on the wrecked head of fuel tanker that was hit by a passenger bus in the Science City of Muñoz in Nueva Ecija recently.

As a motorist or a driver, you must have imagined, at least once, that the fuel tanker cruising beside you carrying thousands of liters of flammable fuel would just burst into flames and explode. Well, in Riyadh on Nov. 1, a fuel tanker crashed onto a highway post, burst into flames and exploded, leveling all the buildings beside it and killing 26, the Ministry of Health was quoted by The Hindu online news as saying. Hundreds of others were injured. Just recently, Arab News reported that the panel formed by the government to investigate the accident in eastern Riyadh would present its findings to Interior Minister Prince Muhammad bin Naif on Nov. 12. Thus, as of press time for Inquirer Motoring, the official report has not been made public. Regardless of the outcome of the government investigation, the horrific accident has sent chills down the spine of

the riding and driving public. Here in the Philippines, especially, where a spate of truck and bus-related accidents have peppered the highways with dozens of innocent casualties and millions in property damages, the prospect of a wayward truck loaded with tens of thousands of flammable fuel colliding with an immovable barrier (or God forbid, another fuel truck) and then exploding in the middle of a busy intersection may just appear too grim, yet not too far-fetched, either. Inquirer Motoring asked the country's biggest oil distributors this question head-on: In the light of the Riyadh accident, are your fuel tankers safe? Total Philippines, Chevron Philippines, Seaoil Philippines, and Pilipinas Shell Petroleum Corp. replied: Regardless of what happened in Riyadh, yes our trucks are safe. However, Renato Fadullon, customer service and road transport manager of Total (Philippines) Corp. said, "Unfortunately, we cannot respond (fully) to the question because we don't have all the facts (of the Riyadh accident)." Abigail L. Ho, government affairs and institutional linkages manager of Seaoil Philippines' marketing department, said her company cannot give a more comprehensive answer since the official report has not been released by the Riyadh government. "We don't really know the actual conditions behind the Riyadh tanker incident. There are many factors involved that could have led to the explosion," she explained. Fadullon noted: "The possibility of fuel leaking from a tanker after collision depends on the location and intensity of the impact and the general condition of the fuel tank and its piping. Generally, fire occurs not instantaneously with the collision but only after the leaking fuel reached a source of ignition like an electrical spark or open flame. This is why the immediate response in case of such accident is to cordon off the accident scene and eliminate all possible sources of ignition."

4.5 mm Thick, 5 Year Check

Fadullon revealed that the minimum allowable thickness for a fuel truck/tanker shell is 4.5 mm. And this shell is checked every five years, in accordance with government regulations. "Our contracted trucks comply with both international and local construction standards and are equipped with safety devices such as isolation switches, emergency valves and leak-tight manholes. "Other safety mechanisms in place include a 'safe-to-load' checklist (conducted everytime a truck enters our depots) where we check tire thickness, seat belts, engine, discharge valves, safety equipment and electrical wires. Further, we ensure our drivers' safety with the railings installed on top of the lorry to help them during product loading and unloading. We also employ a third-party specialist to check on the trucks every six months," said Fadullon. Fadullon disclosed that Total (Philippines) does not own or operate any fuel truck. "We have third-party contractors for our fuel, LPG and lubricants delivery requirements. At present, we have a contracted fleet size of 63 trucks." Total Philippines currently has 180 service stations in



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the country, with Luzon having the most (157), Cebu with 9, and 14 franchise stations in Iloilo and Bacolod. On the other hand, Ho said Seoil currently has a total of 123 tanker trucks, some of which are owned by the company, and others owned by accredited haulers. Ho explained that the accreditation of these haulers is not perpetual, but renewed every six months, in June and December. Third-party haulers are evaluated based on weekly updates from the company's transport officer, monthly delivery log from the transport assistant, and the biannual tank truck log contained in the company's inventory management system, in the areas of quality, delivery, and service. "The safety of the tank trucks is a large part of the evaluation process," Ho stressed.

Tracked by GPS

Antonio V. Nebrida Jr., Pilipinas Shell Petroleum Corp's media relations manager, said the company's tank truck and driver safety processes is covered in the Health, Safety, Security and Environment (HSSE) protocols. "We follow a strict set of policies and standards that ensures HSSE is managed across the organization." He added that tests on compliance to policies are made on a regular basis. Nebrida stressed his company's optimum vehicle safety and maintenance. "Our trucks are maintained regularly, according to truck requirements. Our policy requires us to purchase trucks with safety features such as Anti-Brake System and rollover protection." To ensure that drivers constantly drive at a safe speed, Pilipinas Shell trucks are equipped with global positioning system (GPS) devices. "With this we can monitor their speed and location. The unit will send off an alarm if speed limits are breached," Nebrida said.

Premium on Road Safety

Chevron Philippines Inc., marketer of Caltex brand of fuels and lubricant products, said in a statement that "it recently reinforced its internal safety protocols that put a premium on road safety by having stringent guidelines and safeguards in place for its trucks and fleet cars." Chevron does not own any tank trucks, but relies on its accredited contractors to provide tankers that meet its "rigid safety and technical requirements", said Ning V. Ignacio, assistant manager for government relations and communications. Chevron's heavy vehicles are installed with speed limiters which keep it from running faster than 70 kph. And the drivers cannot tamper into the mechanism, as the limiter is programmed via an onboard computer. "But before we allow drivers to handle the tank trucks, they are required to first undergo extensive defensive driving and safety training," said Jim Beltran, Chevron area transportation manager. Beltran added: "We also see to it that all vehicles have at least 50 percent length side and full width rear reflective marking for nighttime visibility to other vehicles (retro reflective conspicuity), thus allowing it to be seen better even when visibility is low, especially with its LED tail and brake lights and predominantly white painting scheme." All trucks and tractors have an on-board computer system (OBCS) that stores fuel data, time/distance (trip meter, average speed, estimated time of arrival, drive/rest time), vehicle diagnostics/data, display gauges, vehicle messages/warnings, and other vital vehicle settings. For destination safety monitoring, Chevron trucks are also installed with GPS, which indicates the whereabouts or location of trucks so that it can be monitored via the Internet and through mobile phones. Other safety features in the trucks include a tachograph to show driving time and speed in a graphical format, ABS, object proximity sensor at passenger side, airbag and belt tensioner, battery isolation switch to interrupt all truck and trailer electrical circuits while the truck is loading, and a windshield made of "safety glass" which is laminated and non-splintering, among others. "All of these safety features are also backed up by measures that would ensure the comfort and well-being of our drivers on the road, such as air-conditioned cabs, driver seat is air operated, with lumbar support and adjustable to accommodate different size drivers. All seats have three point lap/shoulder inertia reel seat belts, to boot," Beltran added. The trailers are equipped with dual collapsible handrails (air operated) for fall prevention and bolted channel side guard protection on both sides of the vehicle.

Screening Standards for Drivers

Fadullon said Total Philippines' drivers, at the minimum, must have two years' experience as a lorry/tanker driver with a professional driver's license (restriction 1238—large trucks) and meet the company's medical (including drugs and psychological tests) and NBI clearance requirements. "Aside from these, they are required to undergo our Asia Pacific Transport Improvement Program where they receive training on our road transport standards and procedures. They are also required to attend a training session on our product loading and unloading procedures along with periodic fire fighting and oil spill drills. We also conduct breath analyzer tests (to check for alcohol consumption) daily. Further, we conduct annual driving seminars and quarterly safety meetings with our drivers," Fadullon said. Ho said that for drivers of Seoil trucks, routine human resource screening processes are conducted. Once they pass that, they must go through a week-long training, mostly on loading and unloading, prior to actual delivery. Drivers who fail the evaluation after the training are let go. "In general, Seoil practices stringent safety measures in all aspects of its operations. Its health, environment, and safety department has



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policies governing various parts of company operations, including transport. For its tank trucks, in particular, the company follows National Fire Protection Association standards. Seaoil is cognizant of the fact that it is handling sensitive commodity, so safety is always a priority," Ho said. Nebrida cited Pilipinas Shell Petroleum's assurance of Driver Safety and Behaviors. "We ensure that the drivers that we hire are qualified to drive our trucks. They are not just licensed professional drivers authorized to drive but they have to pass a series of training modules in order to drive our tank trucks." He added that drivers are trained regularly with proper driving and delivery techniques. There are also various refresher courses that have to be taken in order to continue driving their vehicles. Failure to comply places the driver in default, which prohibits him to handle a vehicle until he passes the required competencies. "We have a system of rewards and incentives to our drivers for good performance," Nebrida said.

Journey Planning, Management

Nebrida stressed journey planning and management has been part of Pilipinas Shell Petroleum's safety policies. "We only allow our drivers to drive for a maximum 10 hours per day. They are likewise only allowed to work 12 hours per day. This is to ensure that they are not fatigued when they are driving." He added that authorized routes are predetermined. Drivers should take only these routes when delivering to customers. "Transporting petroleum products is a very serious part of our business, given the extremely volatile nature of the products we carry. Thus, there is a system of safety processes and procedures we follow to convey these products from our terminals and depots to our retail service stations," Nebrida said.

<http://business.inquirer.net/92924/oil-companies-assure-motorists-in-ph-fuel-trucks-safe>

USA, KY, LOUISVILLE, NOVEMBER 14 2012. WORK TO RESUME TUESDAY TO DRAIN CHEMICALS AT DERAILMENT SITE

erica peterson

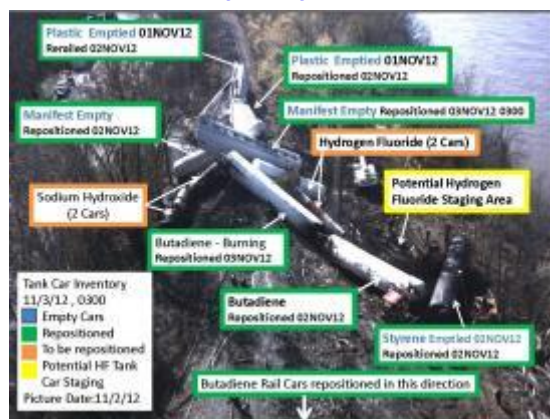
Watch the Video's:

[West Point Resident Talk about the Struggle](#)

[Dixie Highway to Close Once Again in area of Derailment](#)

[Train Evacuation Continues](#)

Photo: [To Enlarge Image Below](#)



Crews working at the site of a [train derailment in southwestern Jefferson County](#) plan to drain hazardous chemicals from the tankers on Tuesday. Beginning at 6 a.m., Dixie Highway from Highway 44 to the bridge at Salt River will be closed, and there will be a half-mile evacuation put into effect, and all residents of Katherine Station Road and Abbots Beach Road will also be evacuated. Air traffic won't be allowed within half a mile of the site, and river traffic will be stopped. During the day, the crews will offload two chemicals: hydrogen fluoride and butadiene. [Hydrogen fluoride](#) is an extremely dangerous corrosive gas, which can cause severe burns if it comes into contact with human skin. [Butadiene](#) is flammable—an entire car spilled during the accident, and the remaining chemical exploded and caused a fire the week of the accident. In the two weeks since the derailment, much of the danger at the site has come from work to stabilize the cars. Now that they're stabilized, the offloading of the hydrogen fluoride and butadiene is expected to be routine, but MetroSafe is still taking safeguards. Only one car of butadiene and one

of hydrogen fluoride will be offloaded tomorrow. Beginning Wednesday, crews will do work on the remaining butadiene, hydrogen fluoride and sodium hydroxide cars. The evacuation, air and water traffic restrictions will remain in place until all of the work is done.

From MetroSafe:

Paducah and Louisville Railroad continues to have two outreach centers open from 8 a.m. to 6 p.m. Monday through Saturday by appointment, for making and following up on claims. First time mileage reimbursement claims only: VFW Post 1181, 6518



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Blevins Gap Road, Louisville, KY 40272 and all other claims: Music Ranch USA building, 409 South Street, West Point, KY 40177.

P&L is visiting each of the 31 homes to be evacuated and providing them with pre-paid hotel information; further, evacuated residents are receiving \$100 per day per adult and \$50 per day per child to help compensate for the inconvenience, and P&L will reimburse them for other expenses, during the evacuation period.

Those affected by the road closure are being compensated as follows: generally, those living outside a five-mile radius of the derailment site who must commute around the road closure for work will receive a payment of \$50 for this second road closure period; those living within a five-mile radius of the derailment site will be compensated according to their individual circumstances. Individuals who already have made a detour mileage claim for the first road closure will be contacted by Railway Claim Services officials. Those who have not made detour mileage claims to date may call 800-786-5204 for information about how to file a claim.

P&L Railway also has established a hotline for questions about issues other than claims: 866-728-9210.

<http://www.wfpl.org/post/work-resume-tuesday-drain-chemicals-derailment-site>

USA, MO, BOONVILLE, NOVEMBER 14 2012. TRUCK TRANSPORTING ANHYDROUS TANKS WRECKS ON BINGHAM ROAD

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<http://www.lakenewsonline.com/article/20121113/NEWS/121119656>

USA, CA, SACRAMENTO, NOVEMBER 14 2012. AEROJET SUED BY DEVELOPER OVER GROUNDWATER CONTAMINATION

melanie turner



Developer Angelo K. Tsakopoulos and partners have sued Aerojet and other companies in a continuing dispute over toxic chemicals in the ground around the company's rocket plant. The developers contend they were denied use of groundwater wells as a result of the contamination and spent millions of dollars in fees to ensure off-site water was provided to

property slated for development, as required by the county.

Developer [Angelo K. Tsakopoulos](#) and partners have sued [Aerojet](#) and other companies in a continuing dispute over toxic chemicals in the ground around the company's rocket plant. The suit was filed in Sacramento County Superior Court in September by AKT Investments Inc., the development company founded by Tsakopoulos, and a number of his affiliates and partners, including Lennar Homes. It names Aerojet-General Corp, Aerojet subsidiary Cordova Chemical Co., The [Boeing Co.](#) and McDonnell Douglas Corp. as plaintiffs, contending they are legally responsible for costs and damages related to the release of hazardous substances in eastern Sacramento County. Aerojet declined to comment. The attorney representing the plaintiffs could not be reached for comment Monday. The developers contend they were denied use of groundwater wells as a result of the contamination and spent millions of dollars in fees to ensure off-site water was provided to property slated for development, as required by the county. The lawsuit argues the developers should have been reimbursed for providing water for future homes and businesses associated with a planned 22,000 home Sunrise-Douglas development south of Rancho Cordova. "As a direct consequence of defendants' contamination and the county's use denial and the county's corresponding imposition of fees due to contamination, these master developer plaintiffs sold their land at a discount equivalent to the amount of the respectively imposed fees," the suit contends. For years, the area in and around Rancho Cordova has suffered from



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groundwater contamination from U.S. Air Force operations at the former Mather Air Force Base and the defense-related activities of Aerojet, the rocket-motor subsidiary of Rancho Cordova-based GenCorp. The contamination — volatile organic compounds, perchloroethylene and other rocket propulsion waste — led to the closure of a number of domestic water wells in the area, including those owned by the county, according to the suit. As a result, real estate developers who owned land in that area suffered, according to the suit. Besides being required by the county to provide “off-site” sources of potable water, the developers argue they were “forced to incur engineering and/or litigation costs” ... including costs associated with the “entire Vineyard Gate” litigation. Environmentalists, the neighborhood group Vineyard Area Citizens for Responsible Growth Inc., and two people who live in the Vineyard area in 2002 filed a lawsuit to block the county’s approval of the Sunrise-Douglas development. A key concern was the water supply. In 2003, the suit was thrown out of Sacramento County Superior Court. In 2005, a state appeals court ruled against the environmentalists and residents. And in 2007, the California Supreme Court struck down the approval of the development. In total, according to the latest suit, the “un-reimbursed fees, incurred costs, diminution in value and legal and engineering fees amount to sums believed to be in excess of \$10 million.” In September 2011, GenCorp had been ordered by the [Environmental Protection Agency](http://www.bizjournals.com/sacramento/news/2012/11/13/aerojet-akt-lawsuit-groundwater-contamin.html?page=all) to [begin a \\$60 million cleanup](http://www.bizjournals.com/sacramento/news/2012/11/13/aerojet-akt-lawsuit-groundwater-contamin.html?page=all) of contaminated water. The first round of water cleanup was ordered in 2001.

<http://www.bizjournals.com/sacramento/news/2012/11/13/aerojet-akt-lawsuit-groundwater-contamin.html?page=all>

USA, TX, WACO, NOVEMBER 13 2012. SMALL FIRE QUICKLY EXTINGUISHED TUESDAY AT LOCAL FUEL STORAGE FACILITY

paul j. gately

Employees were able to extinguish a small fire at a fuel storage facility quickly early Tuesday morning before fighters arrived. An assistant Waco fire chief said two units were sent just after 12:30 a.m. Tuesday to the fuel tank farm on Kendall Lane near Orchard Lane after a fire was reported at the facility. The assistant chief said he was unsure whether employees used a cut-off valve or extinguishers to douse the flames, but he said by the time the Waco fire units arrived the fire was out. The facility stores gasoline in large tanks. The assistant chief said once on the scene the fire units investigated the area and found little to no damage from the fire. He also said any follow-up investigation will likely be an internal matter and would not involve Waco fire marshals. No one was injured.

<http://www.kwtx.com/home/headlines/Small-Fire-Quickly-Extinguished-Tuesday-At-Local-Fuel-Storage-Facility-179104861.html>

USA, N.J, TRENTON, NOVEMBER 14 2012. N.J. FIRE OFFICIALS OFFER ADVICE ON WHAT TO DO WITH UNUSED GAS IN WAKE OF HURRICANE SANDY

ben horowitz

 [Watch the Video Jersey Starts an Odd/Even System to Buying Gas](#)



The feelings of motorists were mixed about buying gas today around New Jersey, after the state started rationing gas, Nov 3, 2012, going to an odd/even system. Some were caught off-guard and turned away, having to wait till tomorrow to buy gas. Now that the power is back on for most New Jersey residents and their homes are warm again, they may face a new challenge: what to do with all that gas they bought for their generators and stored in containers. Although gas can be stored for a year or more before being used, fire officials say the most reliable solution may be to simply run your generator until it's empty. That way, you can

put in fresh gas and your generator is more likely to function properly the next time there is an emergency. Typical, portable household generators use the same regular, unleaded fuel as automobiles, so if that's what you're running, you can transfer the gas from your containers to your car's gas tank, using a proper nozzle or funnel, officials point out. “The safest thing is to run your generator dry,” said Michael Gallagher, the Middlesex County fire marshal. Then, he pointed out, the generator can be left outside, as long as it's fully covered by a tarpaulin. Another good idea, after the emergency has passed, is to have the generator serviced with a tune-up similar to an automobile tune-up, Gallagher said. He pointed out that “lawnmower shops typically service generators.” If you're planning to keep the gasoline, it must be stored in approved gas containers and kept in



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a well ventilated area such as a shed or a garage not attached to a house, said West Orange Fire Chief Pete Smeraldo. Gas will stay fresh longer if stored in a cool, dry place and the container is kept close to 95 percent full, with a commercial stabilizer added. If you want to store the generator with the gas inside, "it's better if you leave it full," with a stabilizer added, Smeraldo said. "Be sure to refer to the manufacturer's instructions," he urged. "You have to use common sense," Smeraldo added. "The cans should be kept in a location away from small children and away from matches or candles." Gas in containers will stay fresh for "at least a year" and "if you know you're storing it longer than that, use a stabilizer," said Patrick Kelly, senior policy advisor for the American Petroleum Institute. However, he pointed out, consumers need to be aware that different types of gas are used during different seasons and that may affect how well it keeps. "Avoid humidity and constant temperature changes," he said. All the officials urged consumers to keep gasoline and generators outside of homes. Carbon monoxide fumes from generators running inside buildings caused five deaths in New Jersey after Hurricane Sandy.

http://www.nj.com/news/index.ssf/2012/11/nj_fire_officials_offer_advice.html

INDIA, CHENNAI, NOVEMBER 14 2012. GROUNDED OIL TANKER FINALLY SALVAGED

Oil tanker, Pratibha Cauvery, was finally pulled out to sea on Sunday after being stranded off Marina Beach for eleven days after running aground when Cyclone Nilam hit the Tamil Nadu coast on October 31st. The union shipping minister, who had been monitoring the recovery operation, stated that the vessel was towed out early that evening. After several unsuccessful attempts to tow the ship out to sea, tug Malayiya succeeded in turning the ship 90 degrees from its right side. The vessel first ran aground off Elliot's Beach and later drifted towards the northern coast of Chennai near Marina Beach. Six crewmembers drowned after the ship lost anchor during the storm. A lifeboat carrying 22 men capsized when they attempted to escape the struggling ship to get to shore. The owner of the vessel said divers would soon take photographs to assess damage to the keel and propellers. After its safety inspection, the vessel will be taken to a berth at Chennai port or to a shipyard in Kattupalli port. The marine salvage operation was one of the largest in the waters off Chennai. The weight of the ship and strong currents made the salvage challenging. At the moment, the ship is awaiting safety clearances and should be taken to a shipyard for maintenance immediately because it is still carrying fuel. The vessel has lost both anchors. The directorate-general is in contact with maritime agencies and the Tamil Nadu Maritime Board in order to ensure that the ship is given a berth soon.

Related Links [Stranded Oil Tanker "Should Not be Moved"](#)

<http://www.maritime-executive.com/article/grounded-oil-tanker-finally-salvaged>

CANADA, B.C, VANCOUVER, NOVEMBER 14 2012. SHORTCUTS CAN LEAD TO MISTAKES >> TIGHT SCHEDULES: SOME DRIVERS USE 'NO TRUCK' ROUTES TO MEET DISPATCHERS' DEMANDS

john g. stirling



Years ago, one driver tried to fill up both tankers at once, resulting in a geyser of spilled fuel. He never made that mistake again.

Because the transportation industry is so time orientated, it is hard not to take short cuts. They're everyday occurrences, both in travel and in actions. Let me explain. A friend of mine used to be in the tanker section of trucking and drive a two tanker unit around a designated area (not in Vancouver). His job was to fill up gas station's underground tanks, and then repeat the process by going back to the depot and refilling both tanker tanks. This is where, one day, he decided to take a short cut that he thought would save him some time, never thinking that it could be dangerous. The clock was ticking, and he still had one more station that needed fuel. The correct procedure is to fill one tank at a time, and also to make sure the tank being filled has been completely drained. If the tank was drained at the gas station and the area where the tanker was parked was

not level, some fuel could still remain in the bottom of that tank. In this particular short cut, my friend decided to jack knife his unit at the depot which allowed him to fill both tankers at the same time. This is a big no-no. He dialed up the amount of fuel needed to fill both units, attached the grounding straps, and stepped back to let the job commence. What he failed to do was take into account that his last stop was not done on level ground. "You should have seen the geyser of fuel that spurted out of that rear tank, John," he later told me. "It must have shot 40 feet into the air. Old Faithful in Yellowstone Park would have been



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proud, and (Olympic sprinter) Usain Bolt would never have been able to catch me as I ran to shut off the pumps." Fortunately, the spill was 100 per cent contained and all drained back into a special holding tank, designed for just such incidents, or accidents. He was laughing when he told me that story some many years after it happened, but did admit to never taking a short cut of that nature ever again. Sometimes, truckers just don't take the time to think things through, mainly because of the pressure of time imposed upon us by our bosses or dispatchers. As we get older, we tend to be a lot more cautious. Been there, done that comes to mind. Other short cuts we all seem to take are on the highways and byways and in town. Some drivers tend to use the term "intended purpose" just a little too liberally. The term means you can use a certain route only if you have a delivery to make on it, not for a short cut. Some drivers use these "intended purpose" routes to save time, with the attitude that the authorities will have to catch them first. The reasoning behind doing this, for many, is due to the ongoing and undeclared war of banning commercial truck traffic from all roads and highways 24/7. These guys and gals take the chance because of the sudden closure of a well-established route that they've long used, and due to the closure must now go kilometres out of their way to make that same delivery. Some of these short cuts are made innocently, because after we have made the turn onto a road, some 20 metres down the route there is a new posted sign saying not a truck route. What are we supposed to do then? Turn into a helicopter and fly back to the original route? Have the commercial truck Gods ever thought about putting those signs before, not after the possible turn? No. That would make too much sense, and it would cut back, significantly, on the monetary fines imposed on those dumb truck drivers.

<http://www.theprovince.com/cars/Shortcuts+lead+mistakes/7540473/story.html#axzz2C9nQ2K7P>

USA, KY, WURLAND, NOVEMBER 14 2012. RESIDENTS FEAR UNCONFIRMED CHEMICAL LEAK IN WURLAND



The Greenup County community of Wurland is on alert and filled with concern after a mysterious gas reportedly leaked Tuesday afternoon near the Dupont chemical plant. Employees who work at Pactiv, a business next to the Dupont plant, say a thick fog-like substance came from the plant about 2:30 p.m. Tuesday. Those employees said they had to shelter-in-place and put towels at the bottom of doors in their office because the gas was coming inside. Their fear is this may have been a sulfuric acid leak. Neighbors say they're concerned because they were never notified about any kind of leak. WSAZ.com has attempted to contact Dupont. So far, we haven't heard back from them. We want to point it's not confirmed so far anyone was in any danger. Folks who were around when this happened say they just want answers. In 2005, more than 75 residents filed a federal lawsuit against Dupont for a sulfuric acid leak they say led to multiple medical problems. During that leak, residents and nearby workers say they weren't notified either. Last October, a Dupont employee at the Wurland plant died following acid burns he suffered on the job.

<http://www.wsaz.com/news/headlines/Residents-Fear-Unconfirmed-Chemical-Leak-in-Wurland-179225901.html>

SPAIN, A CORUÑA, NOVEMBER 14 2012. PRESTIGE CAPTAIN 'CHECKED' OIL TANKER

Ten years to the day after the Prestige tanker sent an SOS heralding one of Europe's worst oil spills, the 77-year-old Greek captain has testified at a trial in Spain that his vessel had passed the required checks. The ill-fated tanker's skipper, Apostolos Mangouras, was the first of four accused to testify in the trial over the catastrophe in which tens of thousands of tonnes of oil blackened the coasts of Spain, Portugal and France. Prosecutors have charged the captain with criminal damage of the environment and a protected nature reserve and are seeking a combined jail term of 12 years. They are also demanding more than 4 billion euros (\$4.91 billion) in damages. "We had made visual inspections" of the hull and ballast tanks before it departed Saint Petersburg," said the captain on Tuesday, explaining that the checks were repeated every three or six months. Mangouras, testifying in the trial at an exhibition centre in the northern port city of A Coruna, said he and his Philippine crew were all properly qualified for their duties. The Prestige, a Bahama-flagged Liberian tanker, was carrying 77,000 tonnes of fuel when it sent a distress call in the midst of a storm off the northwestern Spanish coast on November 13, 2002. The conservative Popular Party government in power at the time ordered the Prestige out to sea away from the Spanish coast instead of following an emergency contingency plan prepared by experts that called for it to be brought to port where the leaking oil could be confined. For six days it drifted in the Atlantic, before breaking up and foundering 250 kilometres (155



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miles) off the coast into waters some 4,000 metres (13,000 feet) deep, oozing some 50,000 tonnes of thick, sticky oil into the ocean and coastline. Over the weeks that followed 300,000 volunteers from Spain and the rest of Europe joined local people in scraping the oil from the rocks and beaches, armed with little more than buckets and their bare hands. Others charged are Greek chief engineer Nikolaos Argyropoulos and first mate Irineo Maloto, a Filipino whose whereabouts are unknown, and Jose Luis Lopez-Sors, head of the Spanish merchant navy at the time, who ordered the ship out to sea when it was losing fuel. The trial is due to last until May and hear testimony from 133 witnesses and 100 experts.

<http://www.theaustralian.com.au/news/breaking-news/prestige-captain-checked-oil-tanker/story-fn3dxix6-1226516219614>

SOUTH AFRICA, JOHANNESBURG, NOVEMBER 14 2012. ST FRANCIS FIRE DAMAGE RUNS INTO MILLIONS

Thanks to Pat McCune in SA for the "Heads-Up"

 **Gallery [5]** [Fire's Reduced Luxury Homes in St Francis Bay to Charred Ruins.](#)

 **Photo's [13]** [Unofficial Estimate of 120 Houses Destroyed in Eastern Cape fire](#)

 **Photo's [18]** [No Fire Station in St Francis Bay >> Volunteers Fight Fire that Destroys Homes & Property](#)



St Francis Bay in ruins.

It was too early to ascertain how much damage was caused by the fire in St Francis Bay in the Eastern Cape, an insurance underwriter said on Monday. "It will take some days before we have a clear idea of the full impact of the fire," Thatch Risk Acceptances managing director Natasja Blok said in a statement. She said the damage would be a huge cost for the entire insurance industry. Thatched homes in the area had been valued at between R1m to R16m. "A house can burn to the ground in ten minutes flat so it often ends up being a total loss." Blok said thatch-roof houses were prone to fire damage. "Ultimately, if there is a raging fire in your vicinity, the best advice is to drench the roof with water. If the roof is wet, it will significantly reduce the risk of the thatch catching alight," she said. "However, under extreme circumstances with high winds this will reduce the effectiveness." On Sunday, a fire started around 17:30 at the

Royal Wharf developments. The flames were fanned by a strong westerly wind. Ten fire engines had been brought in and more were called from the Nelson Mandela Bay and Koukamma municipalities. By midnight, the fire was half extinguished and not an immediate threat to other houses. Firefighters were sent home around 04:00 after the fire was extinguished. Initial reports said more than 100 houses were destroyed, but Kouga municipality spokesperson Laura-Leigh Randall said the figure was lower. She said 75 buildings, including 68 houses, six flats and an office premises, were destroyed or damaged. "Mop-up operations are underway. The cause of the fire is unknown at this stage but the police forensic unit will be investigating." Eastern Cape Local Government MEC Mlibo Qoboshiyane would visit the emergency control room in Humansdorp for a briefing before moving on to St Francis Bay. Damage assessment was done on Monday. "[We are] busy finalising the report," Randall said. All residents in the area had been asked to evacuate, and a temporary joint operations centre had been set up at the local police station.

 **Related Links** [76 homes destroyed by St Francis Bay fire](#)

<http://www.news24.com/SouthAfrica/News/St-Francis-Bay-fire-damage-assessed-20121112>

USA, ALA, COLBERT CO, CHEROKEE, NOVEMBER 14 2012. CHEROKEE NITROGEN PLANT EXPLOSION SHAKES MULTIPLE COUNTIES

An explosion at a chemical plant in Colbert County sent a man to the hospital late Tuesday night. Emergency crews responded to the explosion at the Cherokee Nitrogen plant on Industrial Road around 10 p.m. Colbert County EMA officials said the explosion was a small one. Residents from as far as Lauderdale County reported they heard a loud boom. Some residents reported the noise shook their homes. Cherokee Plant General Manager Don Phillips said one employee was injured and sent to Helen Keller Hospital. The employee's name and condition have not been released but Phillips said his injuries were minor. The explosion happened when a high pressure line ruptured as ammonia was being produced, according to



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Phillips. He said there has been some damage to the plant, including some broken windows. Phillips said the plant is conducting an investigation to determine what exactly caused the pressure line to burst. The investigation could take days and repairs to the plant could take weeks. Phillips attributed the loud explosion to the high-pressure nature of the ruptured line. No details yet on whether surrounding homes sustained damage. The Cherokee Fire Department was on the scene along with Colbert County Sheriff's deputies. Crews cleared the area by 1 a.m. Wednesday morning. Colbert County EMA Director Mike Melton is expected to provide updates later this morning.

<http://www.waff.com/story/20090504/cherokee-nitrogen-plant-explosion-shakes-multiple-counties>

CANADA, B.C, SAANICH, NOVEMBER 15 2012. VANCOUVER ISLAND HOME DESTROYED AFTER BOTCHED HEATING-OIL DELIVERY >> AGING TANKS BRING A MESS OF TROUBLE

judith lavoie



Crews demolish Tuesday an Adelaide Avenue house, ruined by 308 litres of oil misdelivered to a disconnected tank.

A Saanich home was reduced to rubble Tuesday after efforts to clean up a heating-oil spill failed, making demolition the only option. The spill this year resulted from a misdelivery by an oil company, which means that - unlike most of the increasing number of home oil-tank and pipe failures in Greater Victoria - the homeowner won't be on the hook for the \$750,000 cost of demolition and rebuilding. That cost will be picked up by the oil delivery company's insurer, said David Rogers, founder of B.C. Hazmat Management. "The homeowner was renovating and had disconnected the oil tank, but 308 litres were delivered to the wrong house," Rogers said. "It went right into the perforated drains around the house and into the Saanich storm drain system." B.C. Hazmat, a private company, has responded to 36 calls in Greater Victoria about heating-oil spills this year, about three times more than usual. Most are because of aging oil tanks and lines, said Rogers, adding oil tanks last only about 15 years. He said he can't understand why homeowners are not getting the message that they have to

check and replace tanks and lines. Few homeowners are insured for an oil leak, and the cheapest recent cleanup has cost \$48,000, while most are in the \$250,000 range, Rogers said. "That is straight out of the homeowner's pocket." Many Victoria homes have oil tanks that were made by Victoria Machinery Depot, which went out of business 20 years ago, and those tanks are now failing, Rogers said. Several insurance companies recently sent letters saying anyone with an oil tank more than 15 years old would not be insured for spills, Rogers said. "The tank may have beautiful paint from 20 years ago, but they rust from the inside out," he said. A new tank costs about \$1,500, so putting aside \$100 a year will avoid a catastrophic bill, said Rogers, who recommends double-walled tanks. Possible legal changes and ways to stop tank leaks will be debated this evening at a public meeting at the University of Victoria. Experts will discuss a report, prepared by the Environmental Law Centre for the Gorge Tillicum Community Association, that suggests B.C. should have mandatory tank inspections and a tag system to confirm tanks and pipes are in good shape. Companies should not be able to deliver to a tank without a valid tag, says the report. A maximum lifespan should be set out and decommissioned tanks should be identified and inspected, says the study, written by Naomi Kovak and Trevor Johnson under the supervision of Environmental Law Clinic legal director Calvin Sandborn. Learning the cost of cleaning up a spill should jolt people out of oil-tank complacency, Sandborn said. "We want to shock people into doing something before they get the big bill." Many people do not realize leaking oil goes from perimeter drains into storm sewers and straight into salmon streams, Sandborn said. There are more regulations around filling barbecue propane tanks than heating-oil tanks, Kovak said. "I think the province really needs to act on this." One option is a fuel surcharge for homeowners. The money would go into a fund to pay for cleanups of registered tanks that leak. A similar system is in place in Washington, Kovak said. That would mean people are not facing financial ruin, Sandborn said. Tonight's meeting at UVic starts at 7, room 159, Fraser Building.

Related Links [House Demolished because of Wrong Delivery Address](http://www.vancouversun.com/Vancouver+Island+home+destroyed+after+botched+heating+delivery/7547781/story.html)

<http://www.vancouversun.com/Vancouver+Island+home+destroyed+after+botched+heating+delivery/7547781/story.html>



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USA, CA, GLENDALE, NOVEMBER 15 2012. NO ONE HURT IN OVERTURNED TANKER CRASH ON 5 FREEWAY

veronica rocha & alene tchekmedyan

 **Photo Gallery** [Freeway tanker crash](#)



Construction personnel walk past a crash on the northbound I-5 freeway before Western Ave. involving two big rigs and a Mini Cooper on Wednesday, November 14, 2012.

No one was injured in a big rig tanker crash Wednesday on the 5 Freeway that closed up to two lanes, sent a truck up onto a Mini Cooper and caused a fuel and oil spill, authorities said. The crash, which involved three vehicles, occurred shortly before noon when the Arco fuel tanker collided with another big rig truck near the Western Avenue off-ramp, officials said. Incredibly, no injuries were reported. The tanker overturned at about 11:56 a.m., spilling about 25 gallons of waste oil and diesel fuel on the dirt shoulder, according to the CHP. The other big rig truck in the initial crash ended up resting atop a Mini Cooper. Waste oil, some of which spilled on the roadway, first had to be offloaded from the tanker before it

could be moved and lifted upright. A Sigalert was issued until 7 p.m. for the lane closures as crews worked to clear the debris and oil from the road way, snarling the local freeway commute.

<http://www.glendalenewspress.com/news/tn-818-1114-no-one-hurt-in-overtuned-tanker-crash-on-5-freeway,0,7022727.story>

USA, N.J, BAYONNE, NOVEMBER 15 2012. BAYONNE TACKLES OIL SLICK LEFT BY HURRICANE SANDY

ken thorbourne

 **Photo's [11]** [Oil Slick Left by Hurricane Sandy](#)



A car parked on Avenue F shows signs of flood damage mixed with an oil spill in Bayonne as a result of Hurricane Sandy. Photographed on Tuesday, November 6, 2012.

Coping with the historic oil that rose to the surface on the city's east side when Hurricane Sandy struck, the Bayonne City Council approved three contracts today to help address the problem. The city officially hired EQ Industrial Services and Ken's Marine Service, both of Bayonne, to remove and dispose of oil from roads and properties in the area roughly bounded by Avenue F, Prospect Avenue, East 19th Street and East 22nd Street. The terms of the two contracts are identical - \$75,000 from Oct. 30, 2012 to April 30, 2013; and both companies are already at work. The council also awarded a contract not to exceed \$20,000 to Hoboken-based Atlantic Environmental Solutions to test soil and air quality to

make sure there is no danger to residents. This contract runs from Nov. 12, 2012 to April 30, 2013. "I think this was a good move," 2nd Ward Councilman Joseph Hurley said yesterday about the hiring of the cleanup companies. "(They) have alleviated a lot of exterior oil slick around properties and sidewalks." After Hurricane Sandy struck the region on Oct. 29, the water surge from New York Bay pushed up oil that had been in the left in the area, most likely by a long gone oil refiner, to the surface, creating a slick mess for residents in the area. City officials met with attorneys yesterday and are contemplating legal action against the "responsible party" that left the oil in the area. A few more tests are being conducted to identify the responsible party, city Business Administrator Stephen Gallo said this week. At one point in time, Bayonne hosted the most oil refineries in the world. Standard Oil, now Exxon, was founded in Bayonne. "We are still dealing with the remnants of that industrial activity," Gallo said.

http://www.nj.com/hudson/index.ssf/2012/11/bayonne_tackles_oil_slick_left.html

USA, MT, FERGUS CO, NOVEMBER 15 2012. POTENTIAL GAS LEAK AT MALMSTROM MISSILE LAUNCH FACILITY SHUTS DOWN HWY 19

A potential gas leak has Malmstrom officials taking precautions. The Fergus County Sheriff's Office and Malmstrom Public Affairs officials confirm that U.S. Highway 19 has been shut down due to possible a gas leak at a Malmstrom missile launch



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facility. Lt. Chase McFarland with Malmstrom's Public Affairs Office confirms that air force personnel picked up on "abnormal readings," which point to a gas leak within the missile launch facility, prompting the road closure as a safety precaution. The abnormal readings were detected around 1:00 PM Wednesday and crews are on site working to gather information. The launch facility north of Grass Range has shut down part of Montana Highway 19 to its junction with U.S. 191. According to McFarland the closure is a matter of being on the safe side he says; "safety of the community and base personnel is our number one concern. If there is a suspected or actual leak - we will inform the community and base populace of what measures need to be taken to ensure their safety." <http://www.kfbb.com/news/local/Potential-Gas-Leak-at-Malmstrom-Missile-Launch-Facility-Shuts-Down-Hwy-19-179424311.html>

<http://www.kfbb.com/news/local/Potential-Gas-Leak-at-Malmstrom-Missile-Launch-Facility-Shuts-Down-Hwy-19-179424311.html>

USA, LA, NEW ORLEANS, NOVEMBER 16 2012. THE BIGGEST FINE IN U.S. HISTORY: BP AGREES TO PAY \$4.5BILLION FINE FOR DEEPWATER HORIZON OIL SPILL

- BP pleaded guilty to 14 criminal charges relating to incident that killed 11 workers and spilled millions of barrels of oil into the Gulf of Mexico
- Record-breaking fine surpasses that paid by drugs group Pfizer in 2009

 **Watch the Video's:**

[BP To Pay Record Fine over US Oil Spill](#)

[BP touts it's "Commitment to America"](#)



Disaster: The April 2010 explosion at the Deepwater Horizon oil rig cost tens of billions of dollars in economic and environmental damage.

Oil giant BP is to pay the biggest fine in US history after agreeing a \$4.5billion (£2.8billion) settlement with authorities for claims relating to the Deepwater Horizon disaster. BP will pay the fine over six years after reaching a deal with the United States Department of Justice (DoJ) and the Securities and Exchange Commission (SEC) that has seen it plead guilty to 14 criminal charges relating to the oil rig accident in 2010, which killed 11 workers and spilled millions of barrels

of oil into the Gulf of Mexico. Bob Dudley, chief executive of BP, said: 'We apologise for our role in the accident and as today's resolution with the US government further reflects, we have accepted responsibility for our actions.' Under the deal, BP has pleaded guilty to 11 felony counts of misconduct or neglect and three misdemeanour counts - including one under the Clean Water Act and one for obstructing Congress. The record-breaking fine surpasses even the \$1.3billion (£820 million) fine paid by drugs group Pfizer in 2009 for marketing fraud related to a pain medicine. BP will pay \$4billion dollars (£2.5billion) to the DoJ in installments over five years. It will pay an additional \$525million (£331million) to the SEC over a period of three years. BP will make the first payment of \$175million (£110million) this year to the SEC. The group has already paid out more than \$38billion (£24billion) relating to the oil spill. Mr Dudley said: 'All of us at BP deeply regret the tragic loss of life caused by the Deepwater Horizon accident as well as the impact of the spill on the Gulf coast region.' He added: 'Since the spill, we have worked hard to rebuild confidence in the company. 'We take seriously not only our commitment to safety and operational excellence but also our communications with stakeholders, including the public, the government and our investors.' Today's settlement removes some of the uncertainty hanging over the stock since the disaster, but it does not cover outstanding civil claims against the group. BP said it will 'continue to vigorously defend itself' against civil claims and allegations of gross negligence. 'We are open to settlements, but only on reasonable terms,' said Mr Dudley. The deal could resolve a significant share of the liability that BP faces after an explosion killed 11 workers and fouled the shorelines of four Gulf Coast states in the worst offshore spill in U.S. history. BP still faces economic and environmental damage claims sought by U.S. Gulf Coast states and other private plaintiffs. It is unclear what form of criminal misconduct BP will plead guilty to. In an August filing, the Department of Justice said 'reckless management' of the Macondo well 'constituted gross negligence and willful misconduct,' which it intended to prove at a pending civil trial set to begin in New Orleans in February 2013. The U.S. government has not yet filed any criminal charges in the case. It is unclear whether the deal will resolve any civil charges brought by the Justice Department. It is also unclear how large a financial penalty BP might pay to resolve the charges, or other punishments that BP might face. Negligence is a central issue to BP's potential liability. A gross negligence finding could nearly quadruple the civil



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damages owed by BP under the Clean Water Act to \$21billion in a straight-line calculation. According to the Justice Department, errors made by BP and Swiss-based Transocean Ltd, owner of the Deepwater Horizon platform, in deciphering a key pressure test of the Macondo well are a clear indication of gross negligence. 'That such a simple, yet fundamental and safety-critical test could have been so stunningly, blindingly botched in so many ways, by so many people, demonstrates gross negligence,' the government said in its August filing. The mile-deep Macondo well spewed 4.9million barrels of oil into the Gulf of Mexico over a period of 87 days. The torrent fouled shorelines from Texas to Florida and eclipsed in severity the 1989 Exxon Valdez spill in Alaska. After several failed attempts, BP finally capped the well on July 15, 2010, halting the flow of oil after more than 85 days and putting a stop to what became one of the most closely watched shows on TV and the Internet: the live spill-camera image of the gushing well. Nelda Winslette's grandson Adam Weise of Yorktown, Texas, was killed in the blast. She said somebody needs to be held accountable. 'It just bothers me so bad when I see the commercials on TV and they brag about how the Gulf is back, but they never say anything about the 11 lives that were lost. They want us to forget about it, but they don't know what they've done to the families that lost someone,' she said. The spill exposed lax government oversight and led to a temporary ban on deepwater drilling while officials and the oil industry studied the risks, worked to make it safer and developed better disaster plans. BP's environmentally-friendly image was tarnished, and BP CEO Tony Hayward stepped down after the company's repeated gaffes, including his statement at the height of the crisis: 'I'd like my life back.' BP has already announced an uncapped class-action settlement with private plaintiffs that the company estimates will cost \$7.8billion to resolve litigation brought by over 100,000 individuals and businesses claiming economic and medical damages from the spill.

Damage Unknown: Government still Researching Environmental Impact of Spill

BP is hoping to wrap up its financial liabilities from the Deepwater Horizon disaster, but the overall impact on the Gulf Coast is still not known by researchers. Oil spewed into the Gulf of Mexico from the Macondo well for 87 days before it was finally capped. Some 68,000 square miles of the gulf were at one time covered in oil slick, about the area of Oklahoma. More than 6,000 seabirds, 600 turtles and 500 dolphins were found dead as a result of the spill. Many dolphins are still being found sick from apparent oil contamination and zooplankton have recently found to show traces of oil, as well. The full impact of the oil spill will not be estimated until the government releases its Natural Resource Damage Assessment, which will collect data from dozens of ongoing studies of the gulf.

Related Links

Current Developments [Last Updated: 11/13/2012] MDL-2179 Oil Spill by the Oil Rig "Deepwater Horizon, US District Court, Eastern District of Louisiana, New Orleans. www.oilspillcourtcases.com

<http://www.dailymail.co.uk/news/article-2233222/BP-agrees-pay-4-5billion-fine-Deepwater-Horizon-oil-spill.html>

USA, OH, MANSFIELD, NOVEMBER 16 2012. I-71 OPEN AFTER WEDNESDAY NIGHT SPILL OF TETRACHLOROETHYLENE

Interstate 71, northbound and southbound, was shut down for about three hours Wednesday after a tractor-trailer driver reported a leak of hazardous materials just after 9 p.m. north of Exit 176. Mifflin fire Chief Mike Clinage made the call to close both lanes, reportedly because of the wind. "In an environmental spill, wind is the worst thing you can have," said Richland County Sheriff's Deputy Scott Kotterman. Traffic was re-routed off exits 176 and 173. "All of the decisions made were with the public's best interest," said Kotterman, who stood back at Exit 176 in the southbound lane. "We're probably 200 to 300 feet away. They estimate the buffer zone they're going to need." Deputy Steve Boyd said the driver of the semi reportedly noticed the leak and pulled over. When the driver called for help, he told the officer, "I'm leaking poison." The chemical leaked was reported as tetrachloroethylene. According to the Environmental Protection Agency website, the chemical is a colorless organic liquid with a mild, chloroform-like odor. The most common use of tetrachloroethylene is in the textile industry, and as a component of aerosol dry-cleaning products. If the product becomes too hot, it becomes an extremely poisonous gas. Several agencies assisted, including the Richland County Sheriff's Office; the Mansfield post of the Ohio Highway Patrol; the Environmental Protection Agency, the Richland County Emergency Management Association; Mifflin, Shelby, Springfield Township, Madison, Mansfield and Ashland HAZMAT teams and ODOT.

The patrol said the public was in no danger.

<http://www.mansfieldnewsjournal.com/article/20121114/NEWS01/311150018/I-71-open-after-Wednesday-night-spill?odyssey=tab%7Ctopnews%7Ctext%7CFrontpage>



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CANADA, B.C, SQUAMISH, NOVEMBER 16 2102. CN RAIL SPILL ESTIMATE: 5,000 LITRES >> OFFICIALS PROBE CAUSE OF MISHAP THAT SPILLED DIESEL FUEL INTO SQUAMISH ESTUARY

david burke

 [Watch the Video Fuel Oil Clean Up Operation](#)



Cleanup crews work on and under the site of the CN Rail locomotive diesel spill that occurred last Thursday (Nov. 8) just north of Squamish Terminals.

The immediate response to last week's spill of diesel fuel from a CN Rail locomotive that had its fuel tank punctured by a broke piece of track in the Squamish Estuary earned praise this week. But questions about why it happened and how to prevent similar occurrence in the future remained unanswered. On Tuesday (Nov. 13), CN Rail spokesperson Emily Hamer told The Chief that officials estimate that between 1,100 and 1,500 gallons (4,600 to 5,700 litres) of diesel fuel spilled onto the tracks and into the estuary when the six-axle locomotive had its fuel tank punctured last Thursday (Nov. 8) at around 7:10 a.m. "It's not possible to determine the exact amount that was spilled," Hamer said, adding that CN officials believe the amount "was on the low end" of the 1,100- to 1,500-gallon estimate. Work to minimize the impact of the spill on

CN's tracks just north of Squamish Terminals began shortly after the first call came in to the Squamish Fire Department. Containment measures for fuel from the spill began with the crew of the train itself, Christina Moore, District of Squamish spokesperson. Quantum Murray, a hazardous materials company, arrived on site by 7:30 a.m., Moore said. Containment booms were put in place to ensure the diesel fuel didn't migrate, Hamer said on Thursday. Absorbent pads were used to soak up the fuel and trenches are being built to collect the fuel, she said. "We are meeting every effort to protect waterways," Hamer said. B.C. Ministry of Environment officials were on the scene when the cleanup was taking place last week, Moore said. Hamer said federal Ministry of Environment officials and, because the mishap occurred in a rail transportation corridor, Transport Canada has been made aware of the situation. The spill was small in comparison to the 29,000 litres of bunker C fuel spilled into Howe Sound and the estuary after a mishap involving the Norwegian freight vessel Westwood Anette in August 2006. Still, local environmental watchdog John Buchanan, who visited the site several times after the spill, voiced concern about the CN spill's impact on the sensitive estuary ecosystem, especially if significant amounts of diesel remains on the ground and in the soil the next time a tide high enough to inundate the area rolls in. Buchanan on Tuesday (Nov. 13) estimated the portion of the estuary inside the containment booms was 80 feet long and 40 feet wide. He said that in addition to removing contaminated soil under the CN Rail tracks — which has been done — clean-up crews should also be digging into the affected parts of the estuary to remove contaminated soil there. "They need to do that now, before either it starts to rain or you get a high tide that covers the area," Buchanan said. "And this is spawning season, so there's lots happening right now." He added, "Herring spawning season is six weeks away. Herring eggs are very sensitive to environmental contamination." Edith Tobe, executive director of the Squamish River Watershed Society, also voiced concern about the spill's impact on the estuary, a unique and highly productive ecosystem that supports a wide variety of migrating shore birds, riparian plants and small mammals. "Containment' is a really curious term," she said. Dan Esler of the Centre for Wildlife Ecology in the Faculty of Biology at Simon Fraser University on Friday (Nov. 9) said that based on official accounts of the cleanup work, it seemed that crews were doing all they could to minimize the spill's impact. "I see that they've deployed contaminant booms to contain the movement of the fuel. That's really all you can do to try and clean it up," said Esler, a wildlife population ecologist who has studied the impacts of other spills including the Exxon Valdez crude-oil spill in Alaska in 1989. "It also seems that they were able to get on it right away. A 20-minute response time is terrific — that's exactly what you would hope for." Asked whether removing the soil and sedge grass affected by the spill would be a good move, Esler said, "I'm not really a remediation expert so I hesitate to say, but that probably would be more damaging than the contaminant [diesel fuel] itself." Asked whether removing the soil and sedge grass affected by the spill would be a good move, Esler said, "I'm not really a remediation expert so I hesitate to say, but that probably would be more damaging than the contaminant [diesel fuel] itself." Hamer said about 50 feet of rail track was torn up and the subsurface soil dug up to remove much of the spilled diesel fuel. The contaminated soil was then trucked to a toxic waste removal facility. The tracks were then restored, she said. Still, crews were still on site on Tuesday, when Hamer said the cleanup was "well underway." Buchanan said the actual cleanup has gone well, but raised



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questions about how the accident happened and its aftermath. "I liked the spill response — what they did on the main site, and I've been to many, many spills, that was a good spill response. But having said that, we need to investigate how the accident happened," Buchanan said. Buchanan, a former B.C. Rail employee who now inspects passenger rail cars for VIA Rail, said he thinks CN's use of large, six-axle locomotives on the line might be at least partly to blame. When B.C. Rail was operating the line it used smaller, four-axle switching locomotives on that section of track, he said. "Those [six-axle] units can't make the turns on that track, so you're having more stresses put on the track. I believe that's the root cause of this," he said. "CN needs to either look at redesigning that track, or do more regular maintenance on the track." Buchanan said he also thinks CN could add catchment drains on either side of the track to catch any fuel that might leak into the estuary. He also raised concerns about CN's actions in the spill's aftermath. On Saturday at 7:17 a.m. — just as it was getting light — Buchanan went to the CN Rail yard to check on the status of the damaged locomotive. The unit was being moved, but Buchanan said he noticed that fuel was flowing out of the damaged fuel tank. He immediately pulled out his camera and started videotaping. After he got home, he posted the video clip showing liquid flowing out of the damaged fuel tank to a list of email contacts, including The Chief. "It was really pouring out when it was moving," he said. Buchanan said he yelled and asked the engineer to stop the train and the driver complied. "He told me they had permission to move it and according to his information, a temporary fix had been made," he said. Buchanan said he then went back to the spill site, got some absorbent pads, returned to the rail yard and after asking permission, plugged the leak. "Hopefully they did a proper temporary repair and moved it on its way," he said, adding that he phoned in a complaint about the rail-yard incident to the B.C. Ministry of Environment's Report All Poachers and Polluters (RAPP) line. "Who knows how much fuel spilled out when they were moving it?"

<http://www.squamishchief.com/article/20121114/SQUAMISH0101/121119993/-1/squamish/cn-rail-spill-estimate-5000-litres>

AUSTRALIA, QUEENSLAND, GLADSTONE, NOVEMBER 16 2012. SHIP OIL SPILL FINE SENDS 'REEF RESPECT' MESSAGE

william rollo & paul robinson

Map [Gladstone 4680](#)

Federal Opposition MP Ken O'Dowd says the courts have sent a strong message to seafarers who travel near the Great Barrier Reef with a \$25,000 fine. Ship master Jichang Wang was fined yesterday after pleading guilty to causing damage to a marine park. He captained the China-bound coal carrier Shen Neng 1 when it smashed into the reef at Douglas Shoal off the central Queensland coast two years ago. The incident caused a three-tonne oil spill. The ship's chief officer, who was steering the ship at the time, is serving a three-month jail sentence. Mr O'Dowd, the Member for Flynn, says the penalties are fair. "The message has been sent out to all those ship users who come into Gladstone and other Queensland ports," he said. "The message is there and if you go to sleep on watch or whatever you do on watch it's a critical part of our Barrier Reef and it's got to be treated with respect." Greens Senator Larissa Waters has called for a rethink of shipping policies to prevent a repeat of the incident but Mr O'Dowd says has already happened. "Since this incident the regulations and the rules and everything else have been tightened up and there's no excuse for a captain to not be at the wheel while he's in these dangerous areas of the reef," he said. The Great Barrier Reef Marine Park Authority says the fine sends a message about the need for safe shipping through the reef. However, Ian Herbert from the Capricorn Conservation Council says it falls well short of coverage the cost of cleaning up the significant damage. "Many kilometres as the ship was ground by the tides over the Douglas Shoal, so it was quite an extensive area," he said. "[It] has been a huge exercise by the Great Barrier Reef Marine Park Authority just to assess the damage in that area. They have a monstrous task in front of them to do ongoing monitoring and to clean up the paint that has been deposited on the reef. He says \$25,000 is not much of a deterrent these days for such a "gross act of negligence". "We do acknowledge that the other mariner has been given a jail sentence," he said. "However, this damage is going to cost many, many millions of dollars for cleaning up the toxic paint that's been scraped onto the reef and ongoing monitoring for many years." Mr Herbert says some measures have been put in place since the incident but more needs to be done. "There is a new vessel tracking system installed and there's a control centre at Townsville monitoring the ships these days," he said. "However we do not have pilotage yet for the whole of the Barrier Reef area. Pilots should be compulsorily made to be on board these ships at all times."

Related Links [Captain fined \\$25k over Shen Neng oil spill](#)

<http://www.abc.net.au/news/2012-11-15/ship-oil-spill-fine-sends-reef-respect-message/4373208?section=qld>



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