



Dangerous Goods - Hazardous Materials Group & Network Release 2012 – 910 Newsy Stuff

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RUSSIA, MOSCOW, NOVEMBER 23 2012. FIRE FIGHTERS BATTLING BLAZE AFTER TANKER EXPLOSION

Watch the Video [Tanker Explosion >> Fire Fighters Battling Blaze](#)

A fire in a Tver car park caused a gas tanker to explode, and fire fighters are still battling the blaze a day later, news reports said Thursday. The fire, which broke out on Tver's Khrustalnaya Ulitsa just before 10 p.m. Wednesday evening, spread to four buses belonging to the Rosturservice tour operator, one minibus and two tankers containing flammable propane gas, RIA-Novosti reported. One of the tankers later exploded, sending a mushroom cloud into the air, as seen in a video posted on YouTube.

<http://www.themoscowtimes.com/news/article/fire-fighters-battling-blaze-after-tanker-explosion/471813.html>

CANADA, B.C, VANCOUVER, NOVEMBER 23 2012. OIL SPILL DETECTION GOES HIGH-TECH WITH AERIAL CREW >> ENVIRONMENTALISTS WORRY TANKER TRAFFIC EXPANSION WILL MEAN INADEQUATE RESPONSE

Watch the Video [RAW Spill spotted - B.C.'s new Maritime Aerial Reconnaissance Team Spots Oil Spill along B.C. Coastline](#)



Environmentalists worry the projected tanker traffic increase if two major B.C. pipeline projects are approved means the response to oil spills flagged by a high-tech aerial team will be inadequate. The Marine Aerial Reconnaissance Team (MART), a joint project of Environment Canada and Transport Canada, has been using sensors in a high-tech aircraft to spot oil spills along B.C.'s rugged coastline for six years. The team covers the coastline about two or three times per week. But with tanker traffic along B.C.'s coastline projected to quadruple if the Enbridge Northern Gateway pipeline and Kinder-Morgan pipeline expansion are approved, some worry there aren't enough resources in place to respond when spills are flagged. "The resources for oil spill cleanup are

some really talented people, some very hard-working people who could not possibly hope to protect this entire coast from what it's already facing — much less a massive increase in volume or number of ships," says Jay Ritchlin with the David Suzuki Foundation. While MART is tasked with spotting spills, notification about them passes from the coast guard to a small flotilla of mostly commercial clean-up vessels funded by the major oil companies and centered in larger ports. The team recently spotted a 100-metre slick in B.C.'s Georgia Strait. Circling in their bright red patrol aircraft, specialists on board determined the spill below was caused by just four litres of fuel. "It's just a bit of a shock when you see that," said Bob Whitaker with MART. "You think that it's gonna be thousands of litres or something when it's less than four litres ... doing all that damage."

<http://www.cbc.ca/news/canada/british-columbia/story/2012/11/22/bc-oil-spill.html>

LATVIA, RIGA, NOVEMBER 23 2012. OIL LEAK AT LIEPAJA PORT ASCERTAINED ON WEDNESDAY

alla petrova



A large oil product spill was ascertained at the Liepaja Port on Wednesday, the State Fire and Rescue Service informed LETA. Oil products have spilled into the water between two wharves in a total area of 5000 square meters. The oil spill has been restricted with containment booms; the mop-up operation is continuing still. On the other hand, Liepaja Regional Environmental Administration's Director Ingrida Sotnikova told LETA that the incident in Liepaja's Karosta Canal was actually not an oil spill but historical pollution leaking into water as a result of rising groundwater levels. This is not the first time that oil products contained in groundwater in the area leak into the port's waters, added Sotnikova. Liepaja Port Captain Peteris Gudkovs informs that the oil slick near wharf 26 of Karosta canal is due to oil products that seeped into the ground from oil product containers during the Soviet rule. Liepaja Port has been struggling with the

problem already since the mid-1990s. "We have inherited the problem from the Soviet army, and it cannot be fully solved without significant investments," said Gudkovs. According to the Helsinki Commission's Baltic Sea Action Plan, Karosta Canal is considered a historically polluted area, and one of nine most polluted areas in Latvia. The problem will be solved after a



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project on cleaning Karosta Canal is implemented. The total cost of the project is estimated at LVL 13.9 million, of which LVL 11.07 million will be provided by the European Union's Cohesion Fund.

<http://www.baltic-course.com/eng/transport/?doc=66358>

NIGERIA, AKWA IBOM, IBENO, NOVEMBER 23 2012. OIL LEAK - EXXONMOBIL SHUTS IN PRODUCTION

clara nwachukwu

After almost two weeks of battling oil leak at its Ibeno facility offshore Akwa Ibom State, the Nigerian unit US-based Oil giant, ExxonMobil, is forced to shut down production. Refraining from disclosing how much production was affected in spite of prodding, the oil company in a statement, yesterday, "declared force majeure due to the difficulty in meeting projected liftings because of repair work on a section of pipeline affected in a November 9 oil release incident." Force majeure is a legal term that absorbs companies from meeting supply schedule on account of circumstances beyond its control. As yet, the cause of the leak remains unknown as ExxonMobil has not said anything regarding its preliminary investigations into the spill. A statement by General Manager, Public & Government Affairs, Mr. Paul Arinze, said: "We are working to minimize down-time period and have notified appropriate regulatory agencies and purchasers. We regret any inconveniences this may cause our customers," Breaking the news of the oil leak, ExxonMobil said the source of the leak was identified and the pipeline was isolated and shutdown, while also deploying emergency response personnel and equipment as well as notifying relevant regulatory authorities. The authorities, including the Department of Petroleum Resources, DPR; National Oil Spill Detection and Response Agency, NOSDRA; and the Akwa Ibom State Ministry of Environment, were said to have been notified of the spill of approximately 200 barrels of oil. It is not clear whether ExxonMobil is unable to contain the spread of the spill to other locations, thereby forcing it to shut down production. But an update on the spill by the company on Tuesday, indicated that the joint team, comprising the company and the regulators, is still struggling "to determine coastal shorelines that might have been affected," according to MPN Managing Director, Mr. Mark Ward. Nearly 500 local personnel were said to have been involved in the cleanup work along the coastline, where daily aerial flights were helping to monitor and support the cleanup activity. "Dispersants approved by the Department of Petroleum Resources (DPR) had earlier been used to disperse the oil offshore," the statement added.

Spill Spreads 20 Miles

However, reports estimated that the spill had spread at least 20 miles from its source, coating waters used by fishermen in a film of sludge. A Reuters' reporter visiting several parts of Akwa Ibom state saw a rainbow-tinted oil slick stretching for 20 miles from a pipeline that Exxon had shut down because of a leak a week ago. Locals scooped it into jerry cans. "This is the worst spill in this community since Exxon started its operations in the area," said Edet Asuquo, 40, a fisherman in the Mkpanak community, as women scooped oil into buckets. In some marshy areas, plants were poking out of the slick, not yet dead and blackened by the oil. "The fishermen cannot fish any longer and have no alternative means of survival," Asuquo said. The U.S. major's outage comes on top of multiple production problems in Africa's biggest crude exporter, after fellow oil majors Shell and Eni reported disruptions at onshore sites due to oil theft and Nigeria's worst flooding in 50 years.

Oil Slick

One fisherman described noticing a large quantity of oil on the surface of the sea and all over the beach the Friday before last, adding that the company has since sprayed chemicals in the water, which was helping to disperse it. It was the second major oil spill near Exxon facilities in three months. At the end of August, an oil spill left a slick running for miles along the coast. Oil spills are common in Nigeria, where enforcement of environmental regulations is lax and armed gangs frequently damage pipelines to steal crude. Oil majors say thieves are responsible for most of the spills on shore. A U.N. report in August last year criticized the government and multinational oil firms for 50 years of oil pollution that has devastated the Ogoniland region. "Our prayers are for tough punishment on the oil companies operating the Niger Delta," said Inyang Ekong, the secretary of the fishermen's association, as the car he was in swept past oil washing up onto beaches in an area called Ibeno. Oil major BP Plc this week agreed to pay \$4.5 billion in penalties for spilling nearly 5 million barrels of oil into the Gulf of Mexico. Despite thousands of barrels a year spilt by oil majors in Nigeria, none has ever been forced to make a financially significant settlement. Some communities are now attempting to sue for compensation from Shell in Western courts. A raft of production outages has caused export delays to Nigerian crude to lengthen, as the country's number one export suffers acutely, oil traders say. Shell still has a force majeure in place on Forcados and Bonny Light crude oil grades after a tanker being used to steal oil caught fire on September 30, spreading a blaze across several oil and gas installations.

<http://www.equities.com/news/headline-story?dt=2012-11-22&val=747867&cat=energy>



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SOUTH AFRICA, WESTERN CAPE, NOVEMBER 23 2012. STUDENT DIES OF BURNS AFTER PETROL SPILL

katie de klee

A Paarl student was burnt to death after her clothes, on which she had spilt petrol, caught alight when she lit a match. Cape University of Technology Agriculture student Kelly-Anne Groeneveld, 23, died of serious burns when spilt petrol on her clothes caught alight. On Monday 12th November Kelly-Anne Groeneveld, and agriculture student at the Cape Peninsula University of Technology in Wellington, drove her mother to work in Paarl and then continued on towards a friend's house when her car ran out of petrol. She called her father, Andrew Groeneveld, to come and help her. Andrew, who is the deputy head master of the New Orleans Secondary School in Paarl, drove to meet his daughter with a can of petrol. They filled up her car together, but petrol spilt on to Kelly-Anne's clothes. "The funnel was broken, petrol leaked through the plastic", said Andrew yesterday. He said he told her to go home and change her clothes, but she decided to visit her friend first. The details of the accident that occurred at her friend's house are unclear but it is believed Kelly-Anne lit a match and her petrol-stained clothes ignited. She suffered third-degree burns to her upper body. "Her friend called me and told me she was badly burnt," says her father, "I asked him to take her to hospital because I was busy invigilating matric exams." Kelly-Anne was rushed to the Paarl Hospital and from there she was transferred to Tygerberg Hospital special burns unit. However, she died later that day. "She was a lovely girl," says her father. Kelly-Anne's memorial service is to take place on Saturday at the United Reformed Church in Paarl.

<http://westcapenews.com/?p=5546>

UKRAINE, KIEV, NOVEMBER 23 2012. SOURCE: UNKNOWN COMPANIES START EXPORTING PETROL FROM UKRAINE IN LARGE VOLUMES IN OCT



Three unknown companies exported around 117.000 tonnes of petrol to Zevidon Trading Ltd (Belize) in October 2012.

Unknown companies Zovnitransgaz LLC (Simferopol, Crimea), private company Armada-Plus (Svitlovodsk, Kirovohrad region) and Petrol subsidiary (small private company Petrol-Forwarding, Odesa) in October exported around 117,000 tonnes of petrol to Zevidon Trading Ltd (Belize), a source on the market has told Interfax-Ukraine. "Under the documents, petrol was shipped by tank trucks (the origin of petrol is unknown) to tankers. Then fuel was allegedly shipped to Belize. It's unrealistic, even from the technical point of view," the source expressed his doubts regarding the trustworthiness of the transactions. The source said that the largest oil refinery in Ukraine in Kremenchuk in the peaks of its operation shipped around 120,000 tonnes of fuel via tank trucks, annually, not monthly.

The state could accrue refunding of value added tax worth around UAH 200-300 million to the companies for exports of 117,000 tonnes of petrol, the source said. Earlier this year there was information on transactions arousing doubts, but concerning imports of petrol to the country. According to sources from the State Customs Service and Ukrzaliznytsia, starting from May, the fuel volume supplied to the domestic market by rail considerably exceeded the volumes of petrol which passed the customs clearance on the border, which could be evidence of the application of a scheme of the stopped transit to import petrol to Ukraine without paying the excise duty and value added tax. In the first nine months of 2012 the discrepancy in the indicators came to 397,200 tonnes, which equals to the payment of the excise duty and value added tax worth some UAH 1.4 billion. According to sources, 368,000 tonnes was shipped to three stations: Myronivka (Kyiv region), Svitlovodsk (Kirovohrad region) and Chormonorska (Odesa region), where the above-mentioned companies have their own customs warehouses. According to sources on the market, the data could be evidence of existing imports and exports supplies of petrol via the three stations by the same group, although there are no official comments of the interested bodies: the State Tax Service, State Customs Service, the government or law-enforcement bodies. Forbes.Ukraine publication alleged that Gaz Ukraina of Kharkiv businessman Serhiy Kurchenko, who could be affiliated with the son of Ukrainian Prosecutor General Artem Pshonka, could be this group, although the group denied the information.

<http://www.kyivpost.com/content/business/source-unknown-companies-start-exporting-petrol-from-ukraine-in-large-volumes-in-oct-316516.html>



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INDIA, NEW DELHI, NOVEMBER 23 2012. FIVE PER CENT ETHANOL TO BE MIXED IN PETROL FROM DECEMBER



The Cabinet Committee on Economic Affairs (CCEA) has made it mandatory for oil marketing companies (OMCs) to blend 5% ethanol with petrol.

The Cabinet Committee on Economic Affairs (CCEA) has made it mandatory for oil marketing companies – Bharat Petroleum, Hindustan Petroleum and Indian Oil Corporation – to blend 5% ethanol with petrol. This is likely to reduce the fuel import bill and lower India's dependence on fossil fuel as the ethanol prices are lower than petrol. OMCs have been blending ethanol with petrol for the past two years but the policy was partially implemented in absence of any clear directive. The committee, headed by Prime Minister Manmohan Singh, has also approved market-based pricing of the biofuel, opening the market for ethanol producers – mostly sugar companies. So far, the OMCs have been contracting ethanol at the provisional procurement price of Rs 27 per litre, fixed by the Cabinet Committee on Economic Affairs (CCEA) in August 2010. The petroleum ministry is now likely to come up with a gazette notification and float tenders for price discovery and procurement of ethanol. The CCEA has also allowed import of ethanol if OMCs face any shortage of the biofuel in the domestic market for blending purpose. "There is no shortage of ethanol in the country as it had produced 220 crore litres of ethanol in 2010-11. However, if need be, the OMCs may be allowed to imported for blending purpose," said a minister, who had attended the meeting. The ethanol-blended petrol is in effect in 13 states out of 19 states

mandated for EBP programme. In these 13 states also, the implementation was partial with lifting of only 44 crore litres of ethanol. The department of chemicals, which is a major user of ethanol, had been opposing the EBP programme arguing that it would hurt the chemicals industry by diverting its share of ethanol to the OMCs. The EBP programme will require 105 crore litres of ethanol annually and will help OMCs to save cost by way of difference in the prices of ethanol and petrol. "While a litre of petrol costs around 70, ethanol costs 40 a litre. Besides, ethanol gives better mileage to the consumer. A study by Indian Oil Corporation says that it also lowers emissions cutting down pollution levels," said a ministry official. The committee has asked the petroleum ministry to ensure that oil companies compulsorily sell petrol doped with 5% ethanol. In fact, the proposal of making ethanol blending mandatory was first floated by the petroleum ministry, which was approved by the CCEA in October 2007. But since then the programme has been struggling to take off despite the fact that the CCEA in November 2009 directed that a financial penalty be imposed on OMCs for their failure to reach targets. Finally in August 2010, the CCEA set up the Saumitra Chaudhuri committee for determining the ethanol pricing after a Committee of Secretaries (CoS) failed to reach at a consensus. "After a long wait, finally there is a firm decision on ethanol blending. It will boost the ethanol industry and we expect petroleum ministry to come up with gazette notification soon to start this programme as early as January next year," said Abinash Verma, director general, Indian Sugar Mills Association (ISMA), an industry body.

<http://economictimes.indiatimes.com/news/news-by-industry/energy/oil-gas/five-per-cent-ethanol-to-be-mixed-in-petrol-from-december/articleshow/17327326.cms>

INDONESIA, BALI, NOVEMBER 24 2012. COUNTRIES SEEK SOLUTION ON TRANSBOUNDARY OIL SPILLS

desy nurhayati

Several countries are gathered for an ongoing international conference being held in Bali to discuss how to establish bilateral and regional arrangement to address the issue of liability and compensation for marine pollution caused by oil spills. During the three-day conference that started on Wednesday and is being hosted by Indonesia's Foreign Ministry and the Transportation Ministry, discussions were focused on issues related to the damage caused by offshore exploration and exploitation activities. The outcome and recommendation of this second conference, a follow-up to last year's, will be submitted to the next legal committee of the International Maritime Organization (IMO) in April next year. Several oil spill incidents have occurred in the past, such as at the Montara platform in the Timor Sea and the Mocondo Platform in the Gulf of Mexico, where the effects of the oil spill have been catastrophic for marine ecosystems. The damage caused by such disasters could reach other nations, zones and coasts, with subsequent serious impact on marine environments, fisheries and seaweed farming. "To date, international efforts to address the issue of liability and compensation for such damage have not



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been very successful due to different approaches by nations in dealing with the issue, and the absence of an international law regime to handle the incidents,” Linggawaty Hakim, the Foreign Ministry’s director general of legal affairs and international treaties, said on the sidelines of the conference. This issue was discussed extensively in the IMO with different positions from different states on the necessity of establishing an international regime to address the problem. At its last session in April 2012, the IMO’s legal committee agreed to inform the organization’s council that it wished to further analyze the issue to develop guidance to assist nations interested in pursuing bilateral or regional arrangements, without revising the strategic direction of the IMO. During that session, a proposal by Indonesia to revise the IMO’s strategic direction was blocked by member states, including the UK, Norway, the US and Canada. Revising the strategic direction to include offshore oil and gas activities in the IMO’s mandate would have created the possibility to develop international mechanisms to cover liability and compensation for damage arising from offshore drilling accidents. Indonesia’s proposal to develop a global liability regime for offshore oil exploration and exploitation activities followed an accident at the Montara oil platform in Australian waters in 2009, which caused significant environmental damage in the Timor Sea. The lack of transboundary agreements left the country uncompensated for the damage. The IMO’s legal committee also recognized that bilateral and regional arrangements would be the most appropriate means to address this matter, and that at this stage there was no compelling need to develop an international convention on the subject.

<http://www.thejakartapost.com/bali-daily/2012-11-23/countries-seek-solution-transboundary-oil-spills.html>

USA, AKA, ANCHORAGE, NOVEMBER 24 2012. CREWS FIGHT WEATHER TO CONTAIN DIESEL SPILL

Crews are working to contain a diesel spill after a tug ran aground, but bad weather is hampering the effort. The [Alaska Department of Environmental Services](#) says the tug Polar Wind has lost about 6,000 gallons of fuel since it and a barge went aground Nov. 13, on uninhabited Ukolnoi Island, 40 miles from Alaska’s Cold Bay. The [Coast Guard](#) says an aerial survey has shown a fuel sheen and crews deployed containment boom to minimize environmental impact. The Environmental department says there’s no sign of impact to wildlife. The site is within designated critical habitat for Stellar sea lions and sea otters. The department says a team aboard the tug has determined that it was carrying 20,500 gallons of diesel fuel, while the barge had about 800 gallons. It says the response has been hampered by bad weather, with winds at times reaching 40 mph and seas as high as 14 feet.

<http://www.timesunion.com/news/article/Crews-fight-weather-to-contain-diesel-spill-4061145.php>

USA, AKA, NOVEMBER 24 2012. UNDERGROUND FUEL TANKS COMPOUND THE SEVERITY OF FUEL LEAKS

heather bryant



The smell of diesel and rainbow sheen on a Douglas Island creek in July led environmental responders on a complicated three-month hunt to a leaking underground fuel tank. The Alaska Department of Environmental Conservation answered a homeowner’s call about the foul smell and oily creek. Investigators traced the sheen back to the soil around an old culvert that runs under Nowell Avenue. Complicating the search for the source was the number of apartment complexes in the area—many with buried fuel tanks says Crystal Smith who was part of the response team. “Years ago a number of them were put in just because people didn’t want to have a tank in their backyard. It’s not the prettiest thing to have in your backyard. So people put them underground not knowing the risk of having them underground,” Smith says. The team checked tanks for water which can indicate if a tank is leaking. But none of the tanks showed high

amounts of water. They reviewed fuel records for the complexes to see if any had large number of deliveries coming in, but again nothing seemed out of the ordinary. City crews pulled manholes and storm drains; they rigged up cameras in culverts. By the end of August the response team narrowed down the potential tanks and used special dyes that could travel with the fuel. It was a waiting game punctuated with manning absorbent materials in the creek to try and clean up the spill. On Halloween, the team finally started to see some color in the creek and after a couple days it turned in a bright red that had been added to one of the tanks. It had taken 63 days for the dye to travel from the tank to the creek. Since then, the owners of the tank have started the lengthy and expensive process of cleaning up. “We’ve actually crunched the numbers around here and asked an environmental consultant. For every gallon of fuel that is lost in a fuel spill, the cleanup cost is about \$100 a



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gallon. So 75 gallons lost would be \$7,500 just in the cleanup cost," Smith says. The size of the area that the fuel contaminated is hard to guess because the tank was buried. "It's really hard to estimate because we don't know how long it's been going, but in looking in how much they recovered underneath the tank and how big of an area that it was spread over we're saying it's probably over a 1,000 gallons that was released," Smith says. "It's really hard to make an estimate with these, but we know it was a large amount. We know that it was leaking for at least 3 months." Smith stresses the importance of closely monitoring underground tanks and even replacing them with an above-ground tank before a spill happens. The integrity of underground tanks can be checked by testing for water and oil tank pressure. "If they want their tank to be tested for water, then we here at the state are more than happy to come out and test their tanks or they can ask their fuel providers. A lot of times people carry the water finding test on their trucks and they can do it right then and there." Absorbent material is still sopping up fuel from the creek. Tank owners are required to maintain it until the water runs clean. But DEC officials are calling it a successful cleanup. They're using it to educate others to pay attention to their buried, unseen tanks. The [DEC website](http://www.ktoo.org/2012/11/23/underground-fuel-tanks-compound-the-severity-of-fuel-leaks/) has guidance on how to inspect fuel tanks and what to do in the event of a leak.

<http://www.ktoo.org/2012/11/23/underground-fuel-tanks-compound-the-severity-of-fuel-leaks/>

CANADA, N.S, NOVEMBER 24 2012. MAN SERIOUSLY INJURED AFTER SPARKING EXPLOSION >> HALIFAX MAN WAS GRINDING TOPS OFF DRUMS WHEN INCIDENT HAPPENED



The barrel hit the man's forehead.

A Halifax man was rushed to the hospital with serious injuries after fumes inside a 45-gallon drum exploded in his face around 10:30 Thursday morning. The barrels were empty, but there were fumes inside the drums. "The homeowner was cutting burn barrels," said Bill Grimes, the fire captain on the scene. "When the grinder hit it, it exploded the vapours." "On the side of the drums, there was a warning sign and it appears it used to be full of acetone," said the CBC's Preston Mulligan from the scene. Grimes said the man had a significant cut down his forehead from being hit by a piece of the barrel. Neighbours called emergency responders who found the man on the scene. He is expected to

recover.

Sounded Like 'Dynamite'

Nearby, the man's neighbours on Old Sackville Road were startled by the sound. "I was sitting in the house, and it was just like someone set off a couple of sticks of dynamite," said Beverly Welton. "The house vibrated, the chair." "I thought it might have been a propane tank," said Grace Joyce. She ran from her house looking for the source. "I've never heard anything like it. It was that loud." "I don't know how anybody could have — if they were close to that — how they could have survived it," said Welton. "I was really worried about him. Hopefully things will turn out ok."

<http://www.cbc.ca/news/canada/nova-scotia/story/2012/11/22/ns-barrel-explodes.html>

USA, LA, GRAND ISLE, NOVEMBER 24 2012. 2ND PERSON DIES FROM GULF PLATFORM BLAST

vivian kuo & joe sterling



Commercial vessels extinguish a fire at an oil platform about 20 miles off Grand Isle, Louisiana, last week.

Story Highlights

- Both dead workers were from the Philippines
- Another Filipino is missing from the November 16 explosion
- Dozens of Filipinos work at Gulf offshore platforms
- Feds say the company, Black Elk, must "improve its safety performance"

A second Filipino oil worker has died after last week's Gulf of Mexico oil platform blast, the Philippine government said Friday. Avelino L. Tajonera died early Friday from injuries sustained in the November 16 explosion and fire on the Black Elk production platform off Louisiana, said Elmer Cato, consul at the Philippines Embassy in Washington. The embassy said Philippines citizen Ellroy Corporal also



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died from the incident, and Jerome Malagapo, another worker from the Philippines, has not been found. Several other workers were injured. Three Filipino workers remain in serious condition, the Philippines Embassy said. They suffered major burns and were being treated at the Baton Rouge General Medical Center in Louisiana. The embassy estimates there are more than 160 welders, fitters, scaffolders and riggers who were hired in the Philippines to work at offshore platforms in the Gulf of Mexico. After the blast, a U.S. Interior Department unit said the Black Elk Energy Offshore Operations "must take immediate steps to improve its safety performance on the U.S. outer continental shelf." "Black Elk has repeatedly failed to operate in a manner that is consistent with federal regulations," said James A. Watson, director of the Bureau of Safety and Environmental Enforcement. "BSEE has taken a number of enforcement actions, including issuing numerous Incidents of noncompliance, levying civil penalties and calling in the company's senior leadership to review their performance and the ramifications of failing to improve. This is an appropriate and necessary step as we continue to investigate the explosion and fire that resulted in the tragic loss of life and injuries last week." The agency cited safety issues at the production platform where the explosion occurred, at facilities in the South Marsh Island area in the Gulf of Mexico, and in an October 2011 incident in which "Black Elk operations had used an acid-based chemical for treating a well that resulted in the hospitalization of six workers."

<http://edition.cnn.com/2012/11/23/us/oil-platform-blast/>

USA, AKA, COLD BAY, NOVEMBER 24 2012. WINDS SLOWED DIESEL FUEL REMOVAL



The 78-foot tug Polar Wind and its 250-foot barge sit aground 20 miles east of Cold Bay, Alaska, Nov. 14, 2012. The five crew members of the Polar Wind were rescued by Coast Guard helicopter crews and safely transferred to Cold Bay. The Hercules crew conducted a survey of the area and reported no pollution. U.S. Coast Guard photo by Petty Officer 2nd Class Benjamin Stixrud. Tug Polar Wind Callsign: WAZ9548, length 32 meters, flag USA.

It's been over a week since the tug Polar Wind and the barge it was towing grounded off the Alaska Peninsula, and response crews are still struggling to remove fuel and other cargo. An assessment team was able to board the tug

Wednesday, and they've determined that the Polar Wind has lost 6,000 gallons of diesel fuel since the accident. The team had hoped to remove the remaining 15,000 gallons by this time, but 100-knot winds and freezing spray have prevented them from going ahead with the fuel transfer. Responders haven't seen any oiled animals near the vessels. In addition to the fuel on the tug, there's also 1.5 million pounds of seafood aboard the barge Unimak Trader. According to the Alaska Department of Environmental Conservation, generators on the barge are still working and the fish is still frozen. The weather is supposed to calm down by Saturday. The cause of the grounding is still being investigated.

Related Links [Tug Polar Wind & a Barge Aground, Alaska](http://www.alaskapublic.org/2012/11/23/winds-slowed-diesel-fuel-removal/)

<http://www.alaskapublic.org/2012/11/23/winds-slowed-diesel-fuel-removal/>

USA, S.C, CHARLESTON, NOVEMBER 25 2012. WOMAN WITH LIGHTER AT GAS PUMP APPEARED READY TO SET SELF ABLAZE

bo petersen



Police responded Friday to the Circle K at Savage Road and U.S. Highway 17 after a woman was seen holding a lighter to a gas pump. A woman leaned back against a pump at a gas station — holding the gas pump hose in one hand, flicking a cigarette lighter with the other. Terrified customers pulled each other away at the Circle K convenience store at 2300 Savannah Highway. Two men kept telling the woman, "You don't need to do this. You don't need to do this" as they stood by cars at pumps nearby. The Friday afternoon horror scene was one flick from becoming an inferno. "She wasn't very angry or anything. She was mellow, like depressed. You know how a little kid plays with something when they're bored? That's the look she had on her face," said Cody Prickett of West Ashley, who lives near the station and had stopped in to use the ATM. Prickett, 28, a former Marine and a prison guard at the Naval Weapons Station, jumped



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back in his Dodge truck and blocked one of the station's entrances. "So there wouldn't be any more casualties," he said. As onlookers gathered, the two men at the pumps, identified by police as Michael Anthony Smith and John Smith Jr., kept talking to the woman, who wore a dark shirt and blue jeans. She occasionally snapped back angrily at them. "She looked very wild-eyed," said Lisa Page, who had pulled into the station with her 11-year-old son and 15-year-old daughter to witness a situation like nothing she had ever experienced. For 20 long minutes, the men and the woman talked. Then she put the lighter and the pump on the ground. "The next thing I know, the two men rushed her," Page said. One knocked the pump handle away, and the other pulled away the woman, Page said. They held her to the ground until police arrived. The 41-year-old woman was taken to St. Francis Hospital where she was taken into emergency protective custody, said Charles Francis of Charleston police. "I have no idea what was going on in her mind," Prickett said.

<http://www.postandcourier.com/article/20121124/PC16/121129669/1165/woman-with-lighter-at-gas-pump-appeared-ready-to-set-self-ablaze>

USA, MO, JEFFERSON CO, HEMATITE, NOVEMBER 25 2012. CLEANUP UNDER WAY AT SHUTTERED HEMATITE NUCLEAR FUEL FACTORY

leah thorsen



In this November 2012 photo, soil is scraped out of the pits only in six-inch layers. Contaminated soil is taken by train to the US Ecology Idaho, Inc. disposal site near Grand View, Idaho, which accepts low-activity radioactive material.

For decades, a factory in rural Jefferson County churned out nuclear fuel and its workers buried radioactive waste in pits. It was the oldest nuclear fuel manufacturing plant in the country when Westinghouse Electric Co. acquired the plant in 2000 and shuttered it the next year. "Uranium went in and fuel went out," said Bob Copp, the Westinghouse project manager charged with cleaning up what stayed behind, including radioactive garbage. These days, the only thing being shipped away is contaminated soil in rail cars — each loaded with 284,000 pounds of dirt that costs \$23,000 to transport and store — bound for a landfill in the Owyhee Desert of Idaho that accepts low-level radioactive material. It's part of a \$200 million cleanup of the site by Westinghouse. The intensive process of

removing the waste from the pits and refilling the holes with clean soil began in March and is expected to be done in the summer, Copp said. The plant is ringed by a chain-link fence topped with barbed wire and signs warning of the radioactive material behind it. Flags stuck in the ground mark "hot spots" where such material has been detected. Pollution from heavy metals and other chemicals also lingers. Past owners of the plant buried radioactive contaminated waste such as old equipment, gloves, shoe covers and overalls on the property in at least 40 unlined pits, the deepest of which is 26 feet. Copp expects to remove about 2.3 million cubic feet of soil by the time the project is done, with roughly half of that coming from the pits. The total site is 267 acres, although only 28 acres require remediation, said Copp, who has done work on nuclear reactors in the United Kingdom and the Ukraine. He lives in Idaho Falls, Idaho, and rents an apartment in Festus. He moved in January and plans to stay until the job is done, which will likely be in late 2014.

A Long History

The Hematite factory dates back to 1956, when Mallinckrodt Chemical Works built it on farmland. It went through a series of owners, and until 1974, it produced high-enriched nuclear fuel for the Navy's nuclear submarine program and other reactor programs, according to the U.S. Nuclear Regulatory Commission. From 1974 until its 2001 closure, it manufactured nuclear fuel rods for commercial power plants. Westinghouse started tearing down buildings on the site in 2002, Copp said, including two barns on the property that were there when Mallinckrodt bought the land. They stored contaminated equipment. The cleanup rules are strict. For example, workers who need water must leave the pits, remove their gloves, go inside and drink. Water is sprayed on the pits daily to prevent potentially polluted dust from entering the air. Even the powerful heavy equipment is only allowed to scrape six inches of soil at a time so instruments can accurately detect radioactive material. "It's a very disciplined process," Copp said. They've found rotted, metal drums and other trash, such as a construction remnants, and



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even a tailgate from a Studebaker pickup truck — the last Studebaker was made in 1966. The Nuclear Regulatory Commission believes the land will be available for “residential, agricultural, and light industrial use in the future.” Copp said it’s unknown what Westinghouse will do with the property, which sits in a remote area with few houses directly nearby, once the polluted materials are gone. Dennis Diehl, director of the Jefferson County Health Department, said he was pleased with how the cleanup has progressed and that Westinghouse has held public meetings to give updates. “They’ve kept everybody informed on what’s been going on,” he said.

Beyond The Plant

Clarissa Eaton, who lived a few miles from the plant for about nine years, filed a petition in 2008 on behalf of a group of former Hematite workers to secure a special designation that would allow compensation claims to be approved without forcing them to prove how they were exposed to the radiation. Many of the Hematite workers have been seeking help since a federal compensation program was launched in 2001. Since then, the federal government has paid millions of dollars to former nuclear workers who were exposed to radiation through the program managed by the U.S. Department of Labor. The special designation recognizes that records at many former nuclear weapons production plants have been lost or destroyed, making it difficult for some workers to get compensation. Eaton said that’s what happened at the Hematite plant. One of the employees in her petition was Edward Patterson of Portageville, Mo., who worked at the plant from 1967 to 1971 as a chemical technician and had bladder cancer. He had been seeking compensation since 2004 but died earlier this year, Eaton said. But in September, the Advisory Board on Radiation Worker Health ruled that enough information was available to determine how Hematite workers may have been sickened. It followed the recommendation of the National Institute for Occupational Safety and Health and denied the request for the designation that would have allowed Hematite workers to bypass the step of proving their claims on a case-by-case basis. “It was like a slap in the face for these people,” said Eaton, who moved with her family to Kokomo, Ind., about four years ago after her husband lost his job at the Chrysler plant. Still, Hematite workers have been able to get compensation from the program. As of Monday, they had been paid more than \$7.2 million, according to the Labor Department. Eaton also got an undisclosed settlement from the company for chemical contamination in her well after a court fight that spanned several years. She and her husband, who have three children, found out their well was contaminated in 2002. Other neighbors discovered the same thing and sought compensation. The Eatons hired an attorney, who negotiated a \$26,000 settlement with companies that owned the plant. But the Eatons argued they never approved such a settlement and that their attorney didn’t have authority to accept it. The appeal reached the Missouri Supreme Court, where Eaton argued her case without a lawyer and won a unanimous decision that sent the case back to circuit court. The Eatons ultimately reached a confidential settlement. “We were ready for it to go away,” Eaton said.

http://www.stltoday.com/news/local/cleanup-under-way-at-shuttered-hematite-nuclear-fuel-factory/article_88dbab2e-6b3d-570e-af46-04265ad659c6.html

ENGLAND, DORSET, NOVEMBER 25 2012. OIL SPILL REPORTED TO PORTLAND COASTGUARDS

An oil spill in the Channel was reported to the coastguard. On Thursday afternoon French authorities reported the spill and commercial vessels in the area were asked to report its position and estimate its size and consistency. It was reported to the relevant authorities who all agreed the spill would be dispersed shortly by the impending bad weather.

http://www.dorsetecho.co.uk/news/10069335.Oil_spill_reported_to_coastguards/

USA, ILL, MOKENA, NOVEMBER 25 2012. ENBRIDGE PIPELINE SHUT BRIEFLY AFTER ILLINOIS LEAK,

- 900 barrels contained at tank farm site
- Spill was at a tank farm near Chicago

About 900 barrels of crude oil leaked from an Enbridge Inc facility near Chicago this week forcing the shut-down of one of its pipelines, but the spill was contained and line restarted the same day, the company said on Friday. The leak occurred Tuesday at a tank farm at Mokena, Illinois, near Chicago. Enbridge's Line 14, a 318,000 barrel a day conduit that carries crude to Mokena from Superior, Wisconsin, was down following the detection of the spill, the company and regulators said. Enbridge spokesman Graham White said there was little environmental or operational impact. “All product was contained within the tank berm, and we are continuing with clean-up and repair,” White said in an email. The U.S. Pipeline and Hazardous Materials Safety Administration said it is investigating the cause of failure and has been in contact with the operator. A spokesman said he had no details about the specific line involved. Enbridge's Line 14 was shut for 11 days last summer after it spilled more



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than 1,000 barrels of crude onto a Wisconsin field. At Mokena, Line 14 ties into Line 64 to Griffith, Indiana, as part of Enbridge's massive system of pipelines that carry Canadian crude to the U.S. Midwest and southern Ontario.

<http://www.reuters.com/article/2012/11/23/enbridge-spill-idUSL1E8MN49U20121123>

NIGERIA, LAGOS, NOVEMBER 25 2012. GROUP TO HOLD WORKSHOP ON NIGER DELTA OIL SPILL

The United States Department of State, Alumni Engagement Innovation Fund Project, is to hold a two-day stakeholders' workshop on alternative ways of cleaning oil spills in the Niger Delta. A statement by the Team Leader, Dr Morufat Balogun and Dr Moji Edema, chairperson, publicity committee, stated that the workshop would hold on Nov. 28 and Nov. 29, at the International Students' Centre, University of Port Harcourt, Rivers. The workshop, which has as its theme: "Clean the Spills: Going Green in the Niger Delta" will witness practical ways of using 'Kenaf', a local plant, to clean oil spills. Already, more than 100 stakeholders have signified their intention to attend the workshop. Edema said that Gov. Chibuike Amaechi of Rivers would be the chief host while the Vice Chancellor, University of Port Harcourt, Prof. Joseph Ajenka, would be the host. She added that Dr Christian Oboh, Managing Director, Niger Delta Development Commission (NDDC) was expected to be the chairman of the occasion. She said that other stakeholders in the oil communities as well as the affected rural communities in the Niger Delta would participate. Balogun said the workshop was in partnership with the University of Ibadan, Institute of Agriculture Research and Training (IAR&T) and National Oil Spill Detection and Response Agency (NOSDRA). She said the mission of the team was "to be foremost in community integration and use of local plants for oil spill clean-up in Nigeria's Niger Delta by developing sustainable strategies that are prompt and acceptable to stakeholders with no threat to the environment". She said the Kenaf Clean-up team comprises 40 members, 16 of whom were U.S. alumni and 24 volunteers, exceptionally skilled and diverse in their chosen professions and spread across Nigerian universities, agencies, private sector and research institutes. Balogun, a lecturer at the University of Ibadan, said the workshop would also brainstorm on how to develop community integrated and acceptable strategy. NAN reported that about 1.89 million barrels of petroleum were spilled into the Niger Delta between 1976 and 1996 out of a total of 2.4 million barrels spilled in 4,835 incidents (approximately 220,000 cubic metres). The largest spill, Bonga spill, whose area covered more than 923 square kilometres, and no lesser than 40,000 barrels of crude, was spilled into the Atlantic Ocean in 2011. The group believes that using kenaf local plant in cleaning up exercises have an advantage of being environment friendly and integrated into farming systems.

<http://allafrica.com/stories/201211231549.html>

USA, N.J, HACKENSACK, NOVEMBER 25 2012. SUIT ALLEGES CHEMICAL USED TO EMBALM CAUSED MORTICIAN'S CANCER

Jay levin

A lawsuit by a New Jersey mortician stricken with leukaemia is casting a spotlight on embalming, a standard practice in the funeral industry. William Moore, 38, of [Secaucus](#) claims his illness was caused by exposure to formaldehyde, an ingredient in embalming fluid. He is suing his workplace and several manufacturers of embalming chemicals. Moore was diagnosed with acute promyelocytic leukemia in 2010, according to a lawsuit filed in Superior Court in [Hackensack](#). Federal toxicologists in 2011 listed formaldehyde as a carcinogen and said mortuary workers were among those at risk of developing various cancers. The pungent and colorless chemical, common in construction products, is found in embalming fluid because of its preservative and disinfectant properties. Embalming allows a body to be presentable for viewing. Moore's lawsuit, first reported in October by the Memorial Business Journal, the National Funeral Directors Association's weekly newsletter, is being closely followed by area funeral professionals. "I think it will raise awareness that funeral homes have to provide, from the owner's standpoint, decent ventilation and decent working conditions," said Robert Prout of Prout Funeral Home in [Verona](#), a proponent of "green" practices such as natural burials and minimal use of chemicals. Proper ventilation, he said, minimizes any risks associated with formaldehyde exposure. Prout said he uses a formaldehyde-free embalming product but that he is the exception. "Like anything else, people are slow to change," he said. "They get used to certain products and are comfortable with the products." G. Thomas Gentile, owner of the [Hackensack](#) funeral service bearing his name, said he has been embalming bodies without problem for 41 years and believes that "it would be difficult to prove you can get a disease from the embalming process." "We wear masks, double gloves, gowns, there are booties you can put on," he said, adding that he has confidence in his funeral home's ventilation system. "It's like gone with the wind in here," he said. Moore's lawsuit alleges that embalming chemical manufacturers knew or should have known that their products raised the cancer risk for people with higher levels of formaldehyde exposure. The suit further alleges that after Moore returned to his job at O'Brien Funeral Home from a nine-



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month disability in October 2011, the Wall Township mortuary denied his request for "accommodations" such as improving the ventilation or transferring him to the company's newer Brick Township facility. Moore's attorney, Robert A. Tandy of [Montvale](#), said his client "wasn't asking to refrain from doing any duty associated with a funeral director, but was asking for an accommodation to help him perform the functions of his job." Tandy said that after the suit was filed in September, O'Brien Funeral Home removed embalming from Moore's duties. "At this point," he said, "the argument becomes that by failing to engage in an interactive dialogue with Mr. Moore, [O'Brien Funeral Home] is precluding him from performing the essential duties of the job," which he would have performed had accommodations been made. O'Brien Funeral Home, through its attorney, declined to comment on the lawsuit. Moore, a funeral director for 16 years, continues to receive treatment for his illness and to work for O'Brien Funeral Home, his lawyer said. A blurb on the business's website says Moore's "comforting and sincere demeanor is very attractive to families and help make Bill a wonderful director." The largest of the chemical manufacturers named in the suit, Cambridge, Mass.-based Dodge Co., also said it could not comment on the allegations. But its vice president of business development, Craig Caldwell, a licensed funeral director since the 1970s, said he was "not aware of any similar circumstances" of illness involving an embalmer. Caldwell said Dodge Co. markets formaldehyde-free embalming fluids, but "they are not very popular." He said formaldehyde is an important ingredient because it is "most effective in attacking the proteins in the body which cause decomposition." The federal Occupational Safety and Health Administration has set limits for formaldehyde exposure in mortuaries and other workplaces. "Is this something we need to be concerned about? Yes," said Tim Brock, part of the ownership family of Vander Plaats Funeral Home in [Wyckoff](#), referring to formaldehyde exposure. Brock said he doesn't always wear a mask in the embalming room "because we have excellent ventilation in our funeral home." Tandy said his client took "standard safety precautions" while embalming and began wearing a respirator, too, after the government identified formaldehyde as a carcinogen. Moore is seeking unspecified damages, attorney fees and court costs.

http://www.northjersey.com/news/180665201_Chemical_used_to_embalm_targeted.html?page=all

INDIA, GOA, CANACONA, NOVEMBER 25 2012. TANKER FALLS ON ITS SIDE, SPILLS OIL

An inter-state tanker carrying 16,000 litres of highly inflammable oil fell on its side in the Karmal ghat section of NH 17 at Paddi-Canacona early morning Friday forcing partial closure of the road. Canacona fire brigade services in-charge Namdev Parwar said that the tanker which was heading towards Canacona fell on its side when the driver lost control at a sharp curve at the top of the Karmal ghat. Around 4,000 liters of oil from one of the four chambers spilled and both the cleaner and driver were seriously injured. "We managed to divert the spilled oil into a nearby gutter with the help of a JCB, and the tanker will be lifted at midnight (Friday) on Friday to avoid a traffic jam," added Parwar. "The leaked oil is likely to cause damage to the nearby trees," local sarpanch Suhas Velip said.

<http://timesofindia.indiatimes.com/city/goa/Tanker-falls-on-its-side-spills-oil/articleshow/17343530.cms>

CHINA, SHANXI PROVINCE, JINZHONG, SHOUYANG CO, NOVEMBER 25 2012. 14 PEOPLE KILLED, 47 INJURED AFTER A HOTPOT RESTAURANT EXPLOSION IN SHANXI PROVINCE

 **Watch the Video** [At Least 14 People Killed in China Restaurant Blast](#)

- Hotpot dining is popular among Chinese, with diners gathering around a steaming pot in which they cook meats and vegetables.
- Restaurant explosions are common in China, though a death toll this high is rare.



Xiyangyang (Happy Sheep) Hotpot Restaurant in Jinzhong city.

Screenshot from CCTV shows the Shanxi restaurant after the explosion.

Survivors of a huge explosion at a rural hotpot restaurant that killed 14 people told yesterday how diners leapt two storeys to the ground to escape the blast. The powerful blast blew out car windows and bent the iron gate of a shop across the street when it ripped through the Happy Sheep Hot Pot Restaurant in rural Shouyang county, Shanxi province, shortly before 8pm on Friday. Yuan Heping, who was dining with his wife on the first floor of the three-storey restaurant, told Xinhua that he heard a deafening boom and felt a blast of heat. Black smoke filled the whole room. Yuan said took off his sweater, covered his



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mouth and jumped out of the building from the window. His wife, Du Zengxiu, also survived. Both suffered minor burns. A doctor at the Shouyang People's Hospital, where most victims were taken after the explosion, told the Sunday Morning Post that many had suffered serious burns or been struck by debris. "Some victims' families were called in to identify their dead relatives after midnight," he said, declining to be named. "Their screaming is still in my ears. We are a small county. We have not seen such a disaster before." Forty-seven people were also injured in the blast. Eleven of them were still in critical condition yesterday. Xinhua said 31 of the injured were later transferred to large hospitals in Taiyuan city. "The explosion was as powerful as an earthquake," said the operator of a nearby laundry, who declined to give her name. "I [was] so scared. I dare not look at the scene because I could have been one of the victims. "Everyone has hotpot in winter and every hotpot restaurant uses gas tanks because it is cheaper than electricity." Authorities suspect a leaking gas cylinder underneath a table caused the explosion. A local police officer expressed surprise at the scale of the devastation. He said: "I am shocked and puzzled by such a high death toll. The explosion of a single gas tank could not kill so many people."

Related Links [Shanxi Hotpot Restaurant Blast Survivors Tell of Escape Drama](#)

<http://www.scmp.com/news/china/article/1090224/shanxi-hotpot-restaurant-blast-survivors-tell-escape-drama>

CHINA, GUIZHOU PROVINCE, XIANGSHUI, NOVEMBER 25 2012. 18 MINERS DIE IN COAL-GAS EXPLOSION



Chinese rescuers prepare to help trapped miners. Eighteen people have died in the country's latest coal mine accident.

Chinese state media say 18 people have died in the country's latest coal mine accident. The official Xinhua News Agency said five people remained trapped underground on Saturday after a coal and gas explosion in Xiangshui coalmine in southwestern China's Guizhou province. It says 28 workers were in the mine at the time of the accident. Five of those have been rescued. China has the world's deadliest coal mine industry, with 1,973 miners killed in accidents last year. Safety improvements have reduced deaths in recent years, but regulations rules are often ignored and accidents are still common. In August, a mine blast in southwestern China's Sichuan province killed 44 people, the highest single

accident toll for the industry in nearly three years.

<http://www.scmp.com/news/china/article/1089983/18-miners-die-coal-gas-explosion>

USA, ILL, MOKENA, NOVEMBER 25 2012. MOKENA OIL TANK LEAK UNDER INVESTIGATION

ann c. piasecki



BP Oil's Chicap Pipeline Terminal on Wolf Road at 184th Street has set up monitors to test for volatile chemical compounds due to a Nov. 20 oil leak.

U.S. Pipeline and Hazardous Materials Safety Administration is investigating the cause of an oil tank leak at the Chicap Mokena Terminal, which is operated by BP Oil. Enbridge Inc., of Calgary, Alberta is the distributor. Cleanup continued through the weekend after 900 barrels of crude oil leaked from a storage tank at BP Oil-Enbridge Storage tank in unincorporated Mokena. The leak of crude oil, destined for Superior, Wis., was discovered in the afternoon of Nov. 20 at the storage facility on Wolf Road at 184th Street. According to Larry Springer, Enbridge Inc. spokesperson, the U.S. Pipeline and Hazardous Materials Safety Administration was notified of the accident. The cause of the accident was due to

a "failure on the line," said Springer, speaking on behalf of Calgary, Alberta-based crude oil distributor. A definite leak of 37,800 gallons of crude oil was confirmed to have escaped from an "infrequently used Enbridge tankage line" on Nov. 21, said Springer. The leak was contained to a dike that surrounds the tank. The surface oil has been sopped up, but crews are currently working to collect the drenched soil surrounding the dike. According to an Enbridge press release, "The situation does not pose a health or safety risk to the community." However, some nearby residents have commented on [Patch](#) that they fear they may have been exposed to harmful chemicals. Springer reiterated that "all of the oil was contained entirely within one of the storage tank dikes inside the facility, and all the visible oil within the tank dike has now been recovered."



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State of Cleanup

While the soil continues to be collected, the main focus of attention is monitoring the situation for volatile organic compounds. There are detection monitors along the perimeter of the facility, including one that faces the neighboring subdivision on the northwest edge of the plant near Wolf Road, he said. So far, there has been "zero" evidence of volatile chemical releases in the air. The monitors are set to detect releases of hydrocarbons, benzene, hydrogen sulfide and carbon monoxide, according to Springer. In addition, the crews are using standard Lower Explosion Limits (LEL) monitors to detect the presence of combustible gas or vapor. Cleanup could stretch for days, he said. "It's moving along nicely. On Monday (Nov. 26) you can expect to see a lot of trucks moving in and out of the terminal," caring the contaminated soil to a designated hazardous waste facility. The site won't be declared "clean" until official state agencies, such as the Illinois EPA, sign off on the process, said Springer.

Related Links [900 Gallons of Oil Leaked in Mokena: Forces Pipeline Shut-Down](http://mokena.patch.com/articles/mokena-oil-tank-leak-under-investigation)

<http://mokena.patch.com/articles/mokena-oil-tank-leak-under-investigation>

INDIA, UTTAR PRADESH, BIJNORE, NOVEMBER 25 2012. THREE LABOURERS KILLED IN METHANE GAS LEAK

Three laborers died when methane leaked out of a gas tank at the distillery unit of a sugar mill in Bijnore district of Uttar Pradesh in the wee-hours of Saturday. The incident came to light on Saturday morning when locals noticed a pungent smell emanating from a sugar mill situated in Siyohra locality of Bijnore district and informed the local police. Police reached the site and were searching for the source of the nauseating odor when they came across three laborers lying unconscious near a gas tank in the distillery section of the sugar mill. The three laborers, later identified as Jagdish Prasad (52) of Milkiana and Lokesh Kumar (23) of Mardaiyya locality both in Bijnore district itself and Pradeep Kumar (24) of [Muzaffarnagar](http://timesofindia.indiatimes.com/city/lucknow/Three-labourers-killed-in-methane-gas-leak/articleshow/17356159.cms), were rushed to the hospital where they died during the course of treatment. Their bodies were sent for post mortem examination and a case was lodged in connection with the incident. Police said preliminary investigations have revealed that a leak had developed in the gas tank due to a technical fault which made methane gas emanate and result in the tragedy.

<http://timesofindia.indiatimes.com/city/lucknow/Three-labourers-killed-in-methane-gas-leak/articleshow/17356159.cms>

CANADA, B.C, ABBOTSFORD, NOVEMBER 28 2012. TRANS MOUNTAIN PIPELINE OPERATORS IGNORED ALARMS WARNING OF ABBOTSFORD OIL SPILL: REPORT >> NATIONAL ENERGY BOARD CRITICAL OF CONTROL CENTRE IN EDMONTON

gordon hamilton



Kinder Morgan's Sumas terminal or tank farm sits across from the intersection of McKee Road and Sumas Mountain Road in Abbotsford. Residents who smell vapours report to the emergency number.

A National Energy Board report reveals that Trans Mountain Pipeline operators ignored warning alarms for three-and-a-half hours before responding to a gasket failure that resulted in a crude oil spill last January at its Sumas tank farm near Abbotsford. It took six hours after the first warning sounded for Trans Mountain's Sumas operator to arrive on the scene, where a spill was discovered. The crude oil did not escape from a containment area but noxious fumes were released into the atmosphere, affecting nearby residents. The NEB estimates 90,000 litres of crude oil escaped. This latest oil spill report comes at a time when pipeline owner Kinder Morgan is applying to expand the pipeline's

capacity from 300,000 barrels a year to 750,000 barrels to feed Asian markets. It has given the company a black eye, said Ben West, of the Wilderness Committee. The report is critical of monitoring staff at Trans Mountain's control centre at Edmonton, stating that the control centre operator failed to set an alarm within the required time limit of 15 minutes after an oil transfer had taken place at the Sumas tank farm the evening of Jan. 23, and then failed to respond to leak warning alarms that sounded every hour until the operator's shift ended. The NEB report finds that the leak was detected later than it should have been, the control centre operator did not follow procedures and there were improper alarm settings in a recently-installed data acquisition system. The board states Trans Mountain Pipeline has identified corrective actions to address the report's findings. "The board finds that these actions are appropriate to prevent the occurrence of similar incidents in the future." The report,



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which was released earlier this month, states that the operator assumed the alarms were being caused by high winds and did not send a field technician to investigate. Further, the operator failed to understand that the volume in the tank was dropping. "The night shift CCO (control centre operator) did notice the trend, but considering the initial volume change as relatively small, interpreted the cause as a weather event, not a possible leak," states the report. The spill happened at an undetermined time around midnight Jan. 23 as a result of a gasket failure on the roof of a tank caused by pressure from frozen water in the roof drain system. The temperature was cold and a strong wind was blowing. There had been a transfer of warmer crude oil into the tank earlier in the evening; after the transfer, the control centre operator failed to set the warning alarm. There were two alarm systems, a new system and a legacy system. The new alarm was set at 11:26 p.m., Jan. 23 but the one that the operator was to use for monitoring, the legacy system, was not set until 1:11 a.m., Jan. 24. At 2:39 a.m., Jan. 24 the first alarm from the legacy system was received. The command centre operator decided it was a false alarm. At 3:11 a second alarm was received, from the new system being installed on the pipeline, but the operator again assumed it was a false alarm. At 4:11, a third alarm was received. The centre operator deemed it notable but did not see any change in the tank level so left a note on it for the day shift. A new shift arrived at 5 a.m. The day operator reviewed tank levels but determined the one-cubic-metre change was within the accuracy level of the measuring device. At 5:47 the fourth alarm was received and at 5:50, the operator called the Sumas terminal operator to investigate. The terminal operator arrived on the site at 6:50, discovered the leak and closed the roof drain, isolating the source. The control centre received the first odour complaint at 7 a.m. The fact that, similar to Enbridge's 2010 spill on the Kalamazoo River in Michigan, Trans Mountain Pipeline staff ignored warning alarms raises concerns over Trans Mountain's plans to twin its Edmonton-to-Burnaby pipeline, said Jay Ritchlin, director-general of the David Suzuki Foundation. "Even with highly advanced systems you will have a spill. This case seems to be a really egregious case of human error. It's tragic. What you have is the release of a chemical that does significant harm to human health and the environment during the peak period when you could actually hope to do something about it," he said. "I think people are seeing more and more instances of spills ... and are seeing difficulty in getting any realistic response. I think it will make people more suspicious that these kinds of things can be run safely." After the spill, Kinder Morgan spokesperson Lexa Hobenshield said the only threat to residents was from nuisance odours. In an email Tuesday, she said: "We take all incidents at our facilities seriously. Kinder Morgan Canada completed a thorough investigation and learned lessons after oil from a storage tank was released into a fully contained area on KMC's Sumas Terminal property on January 24, 2012. "As a result of our investigation, we have established new prevention and community notification measures, which we have communicated to the Sumas Mountain community, and will continue to provide updates as needed." Abbotsford resident and pipeline opponent Michael Hale, who discovered the NEB report, said it reinforces his concerns. "There seems to be a propensity on the company's part to minimize the seriousness of what was involved," he said.

<http://www.vancouversun.com/business/energy/Trans+Mountain+Pipeline+operators+ignored+alarms+warning/7618958/story.html>

USA, WASHINGTON DC, NOVEMBER 30 2012. NTSB: DEADLY CARGO PLANE FIRES CAUSE FOR CONCERN

todd sperry



A damaged UPS cargo plane sits on the tarmac in Philadelphia in 2006 after a harrowing onboard fire.

Story Highlights

- Safety board recommends improvements in fire protection systems for cargo planes
- The recommendations follow investigations into three catastrophic cargo plane fires
- "The current approach is not safe enough," the head of the NTSB says

A federal investigation into the cause of three catastrophic cargo airplane fires concludes that current fire-protection systems aboard freight aircraft are inadequate, leading the National Transportation Safety Board to recommend improvements and changes to current regulations. In a letter NTSB Chairwoman Deborah Hersman sent Wednesday to acting Federal Aviation Administration Administrator Michael Huerta, the NTSB recommends better early detection of fires inside cargo containers, development of fire-resistant containers and requiring active fire-suppression systems on all freight airlines. The NTSB report focused on three



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cargo fire accidents since 2006. Two of those fires killed the flight crews and destroyed the aircraft, in incidents in Dubai and North Korea. In the third incident in Philadelphia, the crew escaped with minor smoke-inhalation difficulties, but the plane was significantly damaged. "These fires quickly grew out of control, leaving the crew with little time to get the aircraft on the ground," Hersman said in a statement released with the report. "Detection, suppression and containment systems can give crews more time and more options. The current approach is not safe enough." In all three cases, the fires started within the cargo containers aboard the planes, but by the time the plane's fire warning system alerted pilots to the dangers, there was little time for them to react. Federal regulations require cargo airline fire detection systems to alert pilots within one minute of a fire starting, but the NTSB's investigation found current systems detected fire and smoke anywhere from two and half minutes to more than 18 minutes after the fire started. The NTSB concluded cargo containers made of flammable materials significantly increase the intensity of the on-board fires because there's been little focus by manufacturers or regulators to develop fire-resistant cargo containers. Additionally, the NTSB's report recommended improved fire suppression systems on cargo planes, a recommendation it originally made to the FAA in 2007. After the 2007 recommendation, the FAA did a cost-benefit analysis of upgrading fire suppression systems and found it to be too expensive, a fact the NTSB highlighted in Wednesday's report. "The two catastrophic cargo airplane fires that occurred in less than a year occurred after the FAA's cost-benefit analysis concluded that the installation of fire suppression systems was not cost-effective," the board said. Hersman was briefed earlier this week by UPS on its efforts to develop improved fire safety standards, and FedEx is in the process of installing a fire suppression system on its long-haul fleet, the NTSB said. In an e-mail statement to CNN, officials at the FAA said it "has long supported improved fire protection on all cargo airplanes through research on new, non-Halon fire extinguishing agents, fire suppression systems directed at individual cargo containers or specific cargo compartment zones, and advanced cargo containers incorporating smoke detection, fire containment, and/or fire suppression systems." FAA officials said they would carefully evaluate the NTSB's recommendations.

Related Links [Way beyond air bags: NTSB wants next-generation safety devices on cars, trucks](http://edition.cnn.com/2012/11/28/us/cargo-plane-fires/index.html)
<http://edition.cnn.com/2012/11/28/us/cargo-plane-fires/index.html>

ENGLAND, FELIXSTOWE, NOVEMBER 30 2012. . 3 CONTAINERS SEIZED IN DANGEROUS GOODS INVESTIGATION

richard cornwell



Trading standards officers have today launched an investigation after seizing three containers of allegedly dangerous goods at the Port of Felixstowe. The consignments – being imported through the terminal, the country's busiest boxport, from the Far East – are mainly toys, cosmetics and electrical goods destined to be sold to families in Britain. Officers from Suffolk County Council's trading standards department monitor cargoes coming through Felixstowe and because of suspicions about the companies involved with the imports decided to investigate the three 40ft containers' entire contents. A spokeswoman said officers had "serious concerns" about each of the importers and one of them had been prosecuted previously. The first box had contained a batch of cosmetics where there was concern over chemicals used, while the second was of radio-controlled toy cars and fashion dolls which had small parts considered potential

choking hazards. The third box was destined for a London fulfilment centre, where goods would be dispatched via internet orders, from multiple Chinese exporters with no details of the import recipients. It contained a large number of electrical items with two-pin plugs, plus poorly-designed toys will be tested and thoroughly inspected to see if they meet safety standards," said the spokeswoman. "With the two-pin plug electrical items we know straight away that they will not meet standards, and there are concerns over the toys and whether they are made from flammable materials. "These items could easily have been sold on in this country. Although sometimes something looks like a bargain you really need to consider whether that product, be it an electrical item or a toy, should be brought into your home. "An incorrectly made electrical item could give you a shock or in the worst case cause a fire, while unsafe toys can be flammable, have small parts or sharp edges."

<http://www.eadt.co.uk/news/felixstowe-three-containers-seized-in-dangerous-goods-investigation-1-1714383>



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