



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 919 Newsy Stuff

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January 09 2013



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CAMBODIA, PHNOM PENH, DECEMBER 29 2012. COOKING GAS CANISTER EXPLOSION INJURES 12 IN CAMBODIA'S CAPITAL

thomas whittle

At least 12 people were injured in a cooking gas canister explosion on Saturday afternoon here, a firefighting police chief said. The accident occurred at 1:50 p.m. local time at a fast food and cafe shop near the capital's central market due to the cook changing a cooking gas container carelessly and triggered the explosion leading to a fire, Neth Vantha, chief of the Phnom Penh Firefighting Police Office, said. "Six were critically injured and six others were slightly injured in the accident," he told Xinhua over telephone, adding that all the victims were sent to Calmette Hospital soon after the event. "We used 12 fire trucks to fight the fire and it was completely extinguished an hour after the explosion," he said, adding that properties in the shop were destroyed in the fire. He said a couple from China's Taiwan, who run the shop, were also injured in the accident.

<http://www.nzweek.com/world/cooking-gas-canister-explosion-injures-12-in-cambodias-capital-40131/>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, DECEMBER 29 2012. SYDNEY SUBURBS IN WATER CONTAMINATION SCARE, SMELLS LIKE PETROL.

People in parts of Sydney's south-east have been told to run their taps for 20 minutes after a contamination scare. Sydney Water received reports of water smelling like petrol on Friday night around Botany, Pagewood and Eastlakes. The department says the concrete lining of a mains pipe was damaged, but it has now been fixed. A spokeswoman says if people smell the odour they should run their taps. New South Wales Health has confirmed the water is safe to drink.

<http://www.abc.net.au/news/2012-12-29/sydney-residents-warned-after-water-contamination-scare/4447214>

USA, CO, DENVER, DECEMBER 29 2012. EPA ALLOWING OIL COMPANIES TO INJECT DRILLING AND FRACKING WASTE INTO AQUIFERS BELOW NORTHERN COLORADO >> WATER IS TOO DEEP TO BE USED TODAY, BUT EXPERTS SAY THAT MIGHT NOT ALWAYS BE THE CASE

bobby magill

Energy companies are being allowed to pollute drinking water aquifers with oil and gas drilling and fracking waste in Northern Colorado and Denver.

Over the past 13 years, the U.S. Environmental Protection Agency has exempted only the oil and gas industry from the federal Safe Drinking Water Act to allow the disposal of waste brine and hydrocarbon-containing fluids into drinking water aquifers deep underground. The injections are occurring east of Fort Collins in northern Weld County, including one directly beneath an animal sanctuary, a Coloradoan investigation shows. The law requires applicants for the exemptions to prove that aquifers can't be used for drinking because the water is so deep underground that it's too expensive or too impractical to ever be tapped. But Colorado water experts say you can never say never. State water planners say it's possible — but extremely expensive — to reach that drinking water today, but they warn that they can't discount the possibility the water will become scarce and valuable enough here that Colorado may one day need to look for it deep underground. A ProPublica investigation showed that the EPA has not kept track of how many aquifer exemptions have been issued nationwide, and records the agency provided ProPublica showed that many were issued in conflict with the EPA's requirement to protect water that could be used for drinking. ProPublica found that about 1,100 aquifer exemptions have been approved by the EPA's Underground Injection Control Program in its Rocky Mountain regional office in Denver. The Coloradoan requested under the federal Freedom of Information Act copies of all approval notices for aquifer exemptions the EPA has granted since Jan. 1, 2000, for an area including Denver, Weld, Adams, Boulder and Larimer counties.

The EPA Released 6 Aquifer Exemption Notices for that Area.

In most cases, the EPA granted companies permission to pollute drinking water aquifers saying that they are not "reasonably expected" to be used for drinking water because they are too deep and too expensive to tap, making such an operation "technically impractical." "Exempted aquifers do not take any practical source of drinking water out of supply; they were exempted because they were impractical for water quality, access, treatment and economic reasons," Colorado Oil and Gas Association President Tisha Schuller said. The most recent aquifer exemption was granted on Oct. 22 for a site east of Fort Collins near Ault, a request by Noble Energy to "dispose of brines produced from nearby oil and natural gas production" and inject the waste into five different aquifers between 9,200 feet and 9,600 feet underground. Though no water wells currently tap the aquifers, three of them "are considered to be underground sources of drinking water," an EPA official wrote in its exemption approval notice. He added that the Colorado Oil and Gas Conservation Commission solicited public comments on



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the injection well, but received none. Other aquifer exemptions included two east of Eaton, one directly beneath the Den kai Animal Sanctuary in northern Weld County and two in Denver near Denver International Airport.

Water for the Future?

The drinking water aquifers the EPA is allowing energy companies to pollute are between 8,000 and about 10,000 feet underground — so far out of reach of today's methods of water extraction that the state hasn't considered those aquifers to ever be sources of water in Colorado. Most underground water sources the state taps today are hundreds of feet below the surface, not thousands. "I think most people consider it highly unlikely that it would ever be possible to lift that water that far economically" because the energy required to pump water 10,000 feet to the surface is too costly, said Reagan Waskom, director of the Colorado Water Institute at Colorado State University. Today, one of the only resources valuable enough to pump from such depths is oil. Think of it this way: The energy industry extracts oil from 7,000 feet or so beneath the surface, but each barrel is currently worth about \$91. A barrel of water might be worth 80 cents, Waskom said, making the effort economically impractical. The value of water is "orders of magnitude different" from oil, he said. But Colorado may be forced to look deep underground for new water sources as shallower aquifers are depleted and water becomes more scarce as the climate changes, said Mark Williams, a hydrologist at the University of Colorado-Boulder. The plan Colorado currently uses to calculate its water needs and supply through 2050 was last updated in 2012; it says very little about underground sources of water and even less about the how climate change could potentially affect the state's water supply. An in-depth look into how groundwater will contribute to the state's water supply in the future was overlooked in the plan but will need to be addressed when it's updated again in 2016, Waskom said. SWSI ignored climate change entirely because the state didn't have enough money to address such a complex issue, the report says. But considering the impacts of climate change is critical when determining the harm oil and gas wastewater injections are doing to deep drinking water aquifers, Williams said. "We're sacrificing those aquifers," he said. "In 50 or 100 years, we may actually like to have that water, and it will not be available. That's a water quantity issue," he said. The region's water supply experts who say the drinking water lurking 8,000 feet or deeper underground can't be tapped today also say the future may demand it. Reaching aquifers that deep at a reasonable price may be more than 50 years in the future, and it's not something Colorado's water resource managers consider to be "an option that's on the table," said Todd Doherty, program manager of the Colorado Water Conservation Board's Water Supply Planning Section. "But I guess theoretically, anything's possible," he said. Waskom said the question of whether the state can eventually tap deep drinking water sources is "fraught." "I think it's fraught because we can't see that far into the future," he said. "We can't see what a climate-changed world is going to look like. We can't see what the technology around the extraction and treatment of those water supplies might be. It's hard to visualize it in a world that's very different than the world we live in. "The fraught part is the deep injection, about whether we're making wise choices right now," he said. But allowing oil and gas waste injection into deep drinking water aquifers today is a tradeoff between solving the short-term problem of where energy companies can dispose of their waste and the long-term problem of adequate water supplies, Williams said. "We will not have that water to use in the future," he said.

Permission to Pollute - Northern Colorado EPA Aquifer Exemptions Granted since 2000:

- Oct. 22, 2012, Weld County: Noble Energy granted permission to dispose of oil and gas production brine more than 9,200 feet underground into three drinking water aquifers. The injection well is south of Colo. Hwy. 14 near Ault.
- July 13, 2012, Weld County: High Sierra Water Services granted permission to dispose of oil and gas-related and produced water containing hydrocarbons into at least two drinking water aquifers more than 8,860 feet underground from a well near the intersection of Weld County Road 74 and Colo. Hwy. 392.
- Aug. 24, 2011, Weld County: High Sierra Water Services granted permission to inject oil and gas produced water more than 9,150 feet underground into portions of 10 aquifers via an injection well drilled next to the Den kai Animal Sanctuary west of Grover.
- March 14, 2011, Weld County: Conquest Oil Company granted permission to inject oil and gas produced water more than 8,860 feet underground into two drinking water aquifers and another that may be considered a drinking water aquifer from an injection well near Colo. Hwy. 392 east of Eaton.
- July 25, 2005, Denver County: The city of Denver proposed water injection more than 8,275 feet underground into a drinking water aquifer as a way to enhance production in nearby oil wells near Denver International Airport. 25 water supply wells exist in the area, but all were considered too shallow — no deeper than 675 feet — to be affected by the injection.



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- May 26, 2000, Denver County: An unnamed company proposed to inject oil and gas produced water into an aquifer more than 8,280 feet underground. The injection well is on the west side of Denver International Airport. The EPA ruled that the aquifer is unlikely to ever serve as a drinking water source because it is producing hydrocarbons in commercial quantities.

Documenting the Exemptions

- For more details, find the documents the EPA provided to the Coloradoan under the Freedom of Information Act here:
<http://1.usa.gov/V5ngbK>

http://www.coloradoan.com/article/20121228/NEWS01/312280037/EPA-allowing-oil-companies-inject-drilling-fracking-waste-into-aquifers-below-Northern-Colorado?nclick_check=1

INDIA, PUNJAB, ROPAR, DECEMBER 30 2012. MAJOR FIRE IN OIL TANK AT ROPAR THERMAL PLANT AFTER BLAST

bahadurjit singh-



A Major fire broke out in an oil tank at Guru Gobind Singh Super Thermal Plant, Ropar, tonight. According to information the fire broke out after a blast in the Heavy Fuel Oil (HFO) tank no 3 of the thermal plant around 8.15 pm. The blast was so severe that its impact was heard at long distance away from the thermal plant including Ropar town. All the senior officials of the thermal plant including Chief Engineer K.Lall, who were at new year function organised in the thermal plant, have reached the site immediately. Ropar Deputy Commissioner Pardeep Kumar Aggarwal, who had also come to attend the function also rushed to the

site of fire to supervise the fire fighting operations. Senior police officials also reached the spot. Fire tenders of the Thermal Plant, Ropar Municipal Council, NFL Nangal and BBMB as well as from SAS Nagar were pressed in to service to control the fire. The fire brigade officials were making efforts to stop the fire from spreading to adjoining oil tanks. The tank had reportedly oil level of around 1.4 meters at the time of blast. The HFO tank is away from main building of the plant and there is no danger to plant and machinery of units. The cause of the fire could not be ascertained immediately. No loss of life was reported due to fire. However, PSPCIL suffered a huge loss due to blast and fire in the oil tank. All the units of the thermal Plant are running normally. The fire could not be controlled till the filing of this report late in the night. No senior official of the thermal plant was available for comments as they were busy in the work for the dousing of fire in the tank.

<http://punjabnewslines.com/news/Major-fire-in-oil-tank-at-thermal-plant-after-blast.html>

USA, OH, SPRING GROVE VILLAGE, DECEMBER 30 2012. WORKER, 20, DIES AFTER BEING BURNED IN BLAST



A 20-year-old worker from Colerain Township who was critically burned in an explosion at Environmental Enterprises early Friday died Saturday at University of Cincinnati Medical Center. Zachary Henzerling had worked at the Spring Grove Village company for just one month, said his father, James Henzerling. He would have turned 21 on Jan. 15. A week before he was killed, Zachary Henzerling was engaged to be married. The younger Henzerling, a graduate of Harrison High School, and three other employees were working an overnight shift and were shredding industrial air filters when the explosion and fire occurred about 4 a.m., injuring Henzerling and another worker. Funeral arrangements were not complete Saturday for Henzerling. His father said his son attended Tri-County Baptist Church in West Chester, where he helped babysit in the nursery school. He also helped in the care of an 81-year-old grandmother. "He was an amazing kid," his father said. "He didn't drink, he didn't smoke." Another worker who was not identified also was injured in Friday's blast. He was treated at the hospital and was in stable condition on Friday, Cincinnati fire officials said. Environmental Enterprises

specializes in industrial and hazardous waste management, emergency response, field service projects, industrial hygiene sampling, laboratory chemical packaging, household collection events, and other industrial services, according to a company website. The firm is based in West Chester. It wasn't known Saturday if officials of the federal Occupational Safety and Health Administration were studying the accident. OSHA records show the last inspection at the 4650 Spring Grove Ave. facility was in 2005. Inspectors found six violations – including five classified as serious – and issued \$6,875 in penalties. Sprinklers in the



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plant limited Friday's fire, but firefighters at the scene were concerned about water near sodium chlorite, a chemical used as a disinfectant as well as to bleach textiles, pulp and paper. The chemical can explode on contact with water. The air quality in the area also was closely monitored after the fire; levels were determined to be safe.

<http://news.cincinnati.com/article/AB/20121229/NEWS/312290057/Worker-20-dies-after-being-burned-blast>

INDIA, KARNATAKA, HUBLI-DHARWAD, DECEMBER 30 2012. PETROLEUM COMPANIES INSTALL AUTOMATION MACHINE TO ENSURE PURE PETROL

j abbas mulla

Hereafter, people can expect to get unadulterated petrol as petroleum companies have started installing automation machines in their petrol pumps in Bangalore and Hubli. The move promises to help buyers, sellers and petroleum companies to keep a watch on their business. In Hubli-Dharwad, more than 15 petrol pumps have installed the automation machines. Customers can be assured of quality petrol with every drop being recorded by the automation machine. In case a complaint, the data from automation machine can verify the case based on time, date and vehicle number, said a sales officer with a petroleum company. The automation machine also stores everyday transactions of a petrol pump in the main server of the company, keeping a check on wrongdoing in sales. Sources say currently, the installation of automation machines is on its first phase. Gradually, other petrol pumps will also have the automation system. Each installation costs around Rs 5 lakh, said sources. Speaking to TOI, S M Mirjankar, president, Karnataka Petroleum Dealers Association, said the automation system helps companies in tracking day-to-day sales.

<http://timesofindia.indiatimes.com/city/hubli/Petroleum-companies-install-automation-machine-to-ensure-pure-petrol/articleshow/17815370.cms>

USA, N,H, CONCORD, DECEMBER 31 2012. LONG-AWAITED NH POLLUTION TRIAL READY TO START

lynne tuohy

Nearly a decade after it was first brought, a lawsuit accusing two oil giants of widespread groundwater contamination in New Hampshire is expected to present jurors with the most complex and time-consuming trial in state history. The products liability case against ExxonMobil and Citgo will be tried beginning in mid-January in a federal courtroom — on loan to the state — because it would undermine the rights of criminal defendants to a speedy trial if it tied up one of the three courtrooms in Merrimack Superior Court, officials said. The state sued 26 oil companies and subsidiaries in 2003, claiming the gasoline additive MTBE, methyl tertiary butyl ether, caused groundwater contamination in a state where 60 percent of the population relies on private wells for drinking water. New Hampshire is seeking more than \$700 million in damages to test and monitor every private well and public drinking water system in the state and to cover cleanup costs where needed, according to court documents. New Hampshire is the only state to have reached the trial stage in a lawsuit over MTBE. Other lawsuits have been brought by municipalities, water districts or individual well owners, and most filed in the past decade have ended in settlements. New York City in 2009 won a \$105 million federal jury verdict against ExxonMobil for MTBE contamination of city wells; that verdict has been appealed. MTBE had been used in gasoline since the 1970s to increase octane and reduce smog-causing emissions. While it was credited with cutting air pollution, it was found in the late 1990s to contaminate drinking water when gasoline is spilled or leaks into surface or groundwater. The U.S. Environmental Protection Agency had classified it as a "possible human carcinogen." New Hampshire banned its use in 2007. All the sued oil companies but ExxonMobil, based in Irving, Texas, and Citgo, based in Houston and owned by Venezuela, have reached settlement agreements with the state. Just last month, Shell Oil Co. and Sunoco Inc. agreed to pay the state a total of \$35 million. When the lawsuit was originally filed, then-Attorney General Peter Heed said MTBE contamination had caused an "unprecedented environmental problem." Heed said MTBE "has been associated with adverse health consequences and can render water unpalatable." The case was tied up in federal courts for years on jurisdiction issues before being sent back to state court. Lawyers for the defendants claim that they are not liable and that MTBE functioned as it should. They also stress that they have cleaned up their own sites and that contamination elsewhere was caused by third parties who have not been sued. "They haven't suffered the injury they claim they did," Attorney James Quinn, who represents ExxonMobil, said during a pretrial hearing in November. He said pre-existing contaminants — including iron, radon and E. coli — could unfairly drive up damages. Attorney Jessica Grant, representing the state at the same pretrial hearing, said the case is about whether the oil companies designed a defective product, failed to warn consumers of the dangers of MTBE "and ignored their own experts who said don't use MTBE." Court officials in October sent out a 22-page juror questionnaire to 500 potential jurors. The questionnaire asked them whether they



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felt oil companies valued profits over safety and whether the companies don't fully disclose the dangers associated with their products. After paring out those who get their drinking water from a well and those with hardships or deep biases, lawyers this month chose 12 jurors and four alternates who were told to report to U.S. District Court in Concord on Jan. 14. They have been told to expect a four-month trial. "Everybody who sits on this case is going to be inconvenienced," Judge Peter Fauver told prospective jurors during jury selection. "We will do everything we can to minimize the impact." More than 50,000 exhibits have been marked for identification, and there are upward of 100 lawyers on record in the case. The witness list numbers 230. Court officials had to improvise a special docketing system because of the sheer number of participants and documents involved. It is one of only a handful of state court cases that has gone fully electronic, with all motions and orders being emailed. Chief clerk Bill McGraw noted that the only other case that comes close to it in complexity is a school funding challenge of the 1990s, "and that pales in comparison to this." "It's been a unique experience," McGraw said.

<http://www.google.com/hostednews/ap/article/ALeqM5ihR2kaxr2CLDvVsZZQsSeMlwl2zQ>

BANGLADESH, CHITTAGONG, DECEMBER 31 2012. OIL SPILL IN KARNAPHULI

A wide range of area covers with oil that spills into the Bay from a tanker after collision with a water vessel at the estuary of Karnaphuli river on Sunday.

At least 500 litres of oil spilled into Karnaphuli river after an oil tanker collided with a jetty near the estuary yesterday. Due to thick fog in the morning, the master of the tanker MT Nasihat took the wrong way when sailing up the river, according to Chittagong port's radio control room. The tanker hit the jetty of Chittagong Boat Club around 6.00am, which left a hole in the oil tanker, said Chittagong Port Authority (CPA) Secretary Syed Farhad Uddin Ahmed. The jetty was damaged due to the collision. Farhad added that an oil-cleaning vessel, Bay Cleaner-2, of the CPA hurried to the spot and cleaned the oil slick by afternoon. The oil tanker was headed for Chandpur with diesel and kerosene loaded from Jamuna Oil Company near the port area. The CPA secretary said the spill could not spread much since the hole was soon repaired, although temporarily. Bangladesh Inland Water Transport Authority has sent another oil tanker to the spot to have the oil transferred from the damaged one.

<http://www.thedailystar.net/newDesign/news-details.php?nid=263241>

USA, MT, WIBAUX, DECEMBER 31 2012. 3 MEN INJURED AFTER OIL RECYCLING PLANT NEAR WIBAUX EXPLODES



A fire at an eastern Montana oil recycling facility that injured three workers is being allowed to burn because of the danger of more explosions. Wibaux County Disaster and Emergency Services spokesman Mike Schneider said Sunday that he and fire crews have been watching the fire from about a quarter mile away. The facility near the town of Wibaux close to the Montana-North Dakota state line is at the edge of the Bakken crude patch. "We're not equipped to deal with it," Schneider said. "Prudence would just say stay away with so much stuff around. It's not worth sending someone in." He said the fire started Saturday afternoon at a Custom Carbon Processing facility and is limited to the trailer of a tanker truck and a large, three-sided structure that has been destroyed. He said the facility has eight large storage tanks that appear to be OK. He also said the tanker truck itself does not appear to be burning but is

apparently still running and pumping material from the trailer. Estimates of damage were not available. Flames are coming from the top of the trailer and the trailer tank is still intact, though the tires have burned away. The trailer on Sunday afternoon appeared to be half full judging by what Schneider called a frost line on the trailer's side. He said it was unclear how long the fire could burn. "All the experts around here say the safest thing to do is let this back pup trailer tank burn off," Schneider said. "We could go in and smother it, possibly, but then you would be spreading everything else around." He said he didn't know the extent of the injuries sustained by the workers, but that at least two of them were taken to a hospital in Dickinson, N.D. A spokeswoman at St. Joseph's Hospital in Dickinson declined to release any information. Custom Carbon Processing officials did not return calls from The Associated Press on Sunday. Schneider said the fire started with a flash explosion as the truck's operator was pumping the trailer's flammable contents into the structure where the three workers were putting in insulation. It's unclear what ignited the fire, though early speculation among fire officials is centering on space heaters. Schneider said the processing facility was built within the last several years at an old well site. The region in recent years has seen an influx of



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companies seeking to profit from the pool of oil that lies beneath western North Dakota, northeast Montana and part of Canada. Custom Carbon Processing on its website said it uses a complex process to convert residual wastes, called slop oil, from the oil producing process that would otherwise be discarded and turns it into pipeline-grade oil the company sells to oil buyers. According to the website, the company is a wholly owned subsidiary of Green Oasis Environmental Inc. That company lists its headquarters as being in Edmonton, Alberta, and has an office in Gillette, Wyo. Officials at that company did not respond to requests for information from the AP on Sunday.

http://billingsgazette.com/news/state-and-regional/montana/wyoming-men-hospitalized-after-wibaux-plant-explodes/article_7268700d-ea7b-5d93-8291-943de254284f.html

INDIA, ANDHRA PRADESH, EAST GODAVARI, DECEMBER 31 2012. 2 WOMEN & CHILD CHARRED TO DEATH IN FIRECRACKER UNIT EXPLOSION

Two women and a child were charred and four other labourers seriously injured when a consignment of fire-crackers to be used in New Year celebrations exploded at a manufacturing unit in East Godavari district of Andhra Pradesh today. The condition of one of the injured women is critical as she has received 90 percent burns in the mishap that occurred at Sri Bhavani fire-cracker manufacturing unit in Kommarapalem village between 2-3 PM, they said. "The explosion triggered fire in a makeshift shelter erected specially to package the manufactured fire-crackers when some of the labourers reportedly tried to test whether the ingredients are in right proportion," Ramachandrapuram DSP Srinivas said, adding that three fire engines brought the fire under control. The packaged crackers were supposed to be delivered tomorrow to clients who had placed the order for New Year celebrations. However, the exact cause behind the blast would be known only after investigation, the DSP said. "We are yet to ascertain the exact cause of the explosion. We suspect that the explosion occurred when some labourers tried to test the manufactured fire-crackers. We will get a clear picture only after gathering circumstantial evidence from the spot," Srinivas said. The deceased were identified as D Lakshmi (70), K Buji (35) and Aruna (5), police said, adding that the condition of P Annavaram is "critical" with 90 percent burns, while four other women labourers are in serious condition. According to police, the factory has a proper license to manufacture fire-crackers and no arrests have been made so far. Meanwhile, Animal Husbandry minister P Viswaroop told PTI that steps will be taken to provide compensation to the victims and injured. "Fire-cracker units must honour labour laws. Due to lapses on the part of some factories such incidents occur", he said referring to the large number of fire-cracker units in the district.

<http://www.business-standard.com/generalnews/news/three-killed-in-fire-cracker-unit-explosion-in-andhra/102280/>

USA, ILL MOUNT VERNON, DECEMBER 31 2012. TRAIN DERAILS IN MT. VERNON >> ONE CAR LEAKING ETHANOL.

 **Photo's [4]** [Train Derails, Spills Ethanol](#)

 **Watch the Video's:**

- [Train Derails in Mt. Vernon](#)
- [Mt. Vernon Train Derailment](#)
- [EPA Monitoring Cleanup after Train Derails in Mount Vernon](#)



A train derailed around 6:30 AM Sunday in Mount Vernon, Illinois. Eight cars ended up off the track. The train was headed for Indiana. One of the cars began leaking ethanol. "Once they [first responders] arrived at the leaking tank car, they realized that a valve had busted on top of the car. So they were able to plug that valve and stop the flow of the ethanol out onto the ground," says Mt. Vernon Fire Department Assistant Chief Kevin Sargent. Some who live nearby didn't know what had happened. "It was this morning a tremor laying in bed. I just figured it was down at the trains," says Tom Foreman. "My wife came home from General Tire and said they were all over there with the preparedness people getting emergency crews and everything out. I thought it was just a safety measure. I didn't know it was a derailment." Sargent says cleanup will take some time. "Several hours just to get the tracks cleared, get the cars off the tracks, and then

it'll take hours to repair the tracks before they get trains moving. But the total cleanup will be days." As bad as it looks, Sargent said it could have been much worse, especially environmentally. He says the weather worked in their favor. "Thankfully the



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cold weather was on our side this morning and kept the vapors of the ethanol pretty much quelled to an area that we could contain." There were no injuries, and no homes or businesses had to be evacuated. At this point, no word on what caused the derailment, but it's still early in the investigation.

<http://www.ksdk.com/news/article/354507/3/Train-derails-in-Mt-Vernon>

PHILIPPINES, LEYTE, ORMOC, DECEMBER 31 2012. ROLLING CARGO VESSEL CAPSIZES AT LEYTE PORT; OIL SPILL CONTAINED — NDRRMC

A rolling cargo vessel on Saturday caused an oil spill after it capsized at Leyte port while unloading some containers it was carrying, the National Disaster Risk Reduction and Management Council said Sunday. In its report, the NDRRMC said the incident began at 7:30 a.m. at Ormoc City Port, involving the vessel MV Ocean Legacy. The NDRRMC said the vessel was unloading the third container when it tilted at portside, and [capsized](#) at about 9 a.m. "due to high tide." But the NDRRMC cited a report from the Coast Guard indicating the oil spill was contained as of 5 p.m. No one was reported injured in the incident, the NDRRMC added. The Coast Guard Ormoc instructed the MV Ocean Legacy's crew to disembark for proper accounting. For its part, the Office of Civil Defense is monitoring developments on the ill-fated ship.

<http://www.gmanetwork.com/news/story/288227/news/regions/rolling-cargo-vessel-capsizes-at-leyte-port-oil-spill-contained-ndrrmc>

USA, WA, SEATTLE, JANUARY 1 2013. GENERAL BIODIESEL INDICTED BY US ENVIRONMENTAL PROTECTION AGENCY

Located in south Seattle, the firm had failed to report its hazardous chemicals and has also agreed to fully comply with federal emergency planning rules going forward, to protect workers in particular and the local community at large. General Biodiesel produces biodiesel fuel and glycerol from used cooking oils, fish oil, vegetable oil and animal fats through a process that uses hazardous chemicals including methanol, sodium methoxide, and sulfuric acid. Failure to report large amounts of hazardous chemicals to the Seattle fire department, King County emergency management, and Washington's Emergency Response Commission is considered a violation of the federal Emergency Planning and Community Right-to-Know Act. EPA Seattle pesticides and toxics unit manager Kelly McFadden commented that a firm that the failure to report its hazardous chemicals put the employees and community at risk. "This information is critical to alert federal, state, and local officials to prevent injuries or deaths to emergency responders, workers, and the local community," McFadden said.

<http://www.fireengineering.com/news/2012/12/31/general-biodiesel-indicted-by-us-environmental-protection-agency.html>

USA, S.D, PIERRE, JANUARY 1 2013. HARMS: NO EXTRA PROFITS FROM MISLABELED 85-OCTANE GASOLINE

cody winchester

[PDF Document \[on Pg 2\] Read the Consent Judgments: With Harms Oil](#)



Jason Harms of Harms Oil listens Friday at a Department of Public Safety Weights and Measures public hearing on 85 octane fuel in South Dakota at the Capitol Lake Visitor's Center in Pierre, July 20, 2012.

Two companies accused of selling improperly labeled fuel have agreed to reimburse the state for octane-testing equipment and to pay for educational materials at retail stations. Harms Oil of Brookings and M.G. Oil of Rapid City, both major wholesalers that also own retail stations, have been under investigation since March for selling 85-octane gasoline under 87-octane stickers. Attorney General Marty Jackley said the companies each will pay \$25,000 to reimburse the Department of Public Safety for new octane-testing equipment and \$3,500 to produce educational materials that will be placed in retail stations around the state. Both companies also will be required to submit quarterly compliance reports. Additionally, Harms Oil will pay a fine of \$21,500 to the Attorney General's office. "I don't want to get into the settlement resolution, but part of it was just the volume of sales," Jackley said of the additional payment from Harms. Also, he said, M.G. Oil already has incurred costs defending itself against a criminal action in Beadle County. In November, the company pleaded no contest to selling 85-octane fuel at its five Corner Pantry stations



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in Huron. M.G. was fined \$2,500 and given 100 hours of community service. Jackley said neither company reaped "unusual profits" as a result of transporting mislabeled 85-octane gasoline into eastern South Dakota. Jason Harms, vice president at Harms Oil, said any savings resulting from the transport of 85-octane gasoline into eastern South Dakota were passed along to the consumer. "There weren't any extra profits," he said. "When we have a supply agreement with a customer, we charge our cost, plus freight, plus a fixed margin -- whether it was gas that came out of the east or gas out of the west." Representatives of M.G. Oil did not respond to requests for comment, nor have they since the Argus Leader began writing at length about the octane investigation that began this past spring. Neither company admitted to any wrongdoing, and the consent judgments shield them from further prosecution by the state or any local prosecutors who sign onto the deal. As of this afternoon, Jackley said state's attorneys for 10 counties had: Stanley, Beadle, Brown, Davison, Jerauld, Brule, Hughes, Miner, Walworth and Minnehaha. "I'm very comfortable (with the consent judgment), having reviewed the information sent by the Attorney General's office," said Jim Miskimins, the new state's attorney in Davison County. Octane is a measure of a fuel's resistance to knock, or engine ping. Most automakers and small engine manufacturers recommend that vehicles use gasoline with a minimum octane rating of 87.

<http://www.argusleader.com/article/20121231/NEWS/312310034/Companies-pay-fine-reimburse-state-improper-labeling-85-octane-gasoline>

CHINA, SHANXI PROVINCE, JANUARY 1 2013. SHANXI GOVERNMENT ACCUSED OF COVERING UP TUNNEL EXPLOSION >> KILLS 8, INJURES 5 >> SHANXI OFFICIALS ARE ACCUSED OF COVERING UP A DEADLY TUNNEL EXPLOSION ON CHRISTMAS DAY

ernest kao

An explosion at a railway tunnel construction site in Linfen city, Shanxi, left at least eight people dead and five injured, the provincial government said on Monday, days after news of the accident first appeared [on Chinese social media](#). Though no official detailed reports have been published as of Monday, the accident was said to have occurred as early as December 25. According to rumours that began spreading on social media site Sina Weibo last week, the railway accident resulted in the "tragic death of 60 workers" - a claim that Shanxi officials have disputed. Netizens have accused the Shanxi government of attempting to cover up the accident given the near week-long media silence. A [statement published](#) on the province's official website on Monday and on state-run [Sina News](#) said circumstances of the accident were still under investigation and that further details would be announced to the public. Excavation work was in process on the central and southern portions of the Liangshan tunnel when explosives used for demolition went off, according to the statement. The five injured are being treated at a hospital.

<http://www.scmp.com/news/china/article/1116592/shanxi-government-accused-covering-tunnel-explosion>

USA, FLA, NORTHWEST MIAMI-DADE, JANUARY 1 2013. TANKER CRASH PROMPTS FUEL SPILL IN N.W. MIAMI-DADE >> SHUTS DOWN S.R. 112, N.W. 27TH AVENUE

 **Watch the Video's:**

- [Crews Continue to Clean Up Oil Spill](#)
- [Tanker Crash Prompts Fuel Spill](#)

Firefighters worked to contain a fuel leak after a tanker crashed onto its side on N.W. 27th Avenue and 41st Street Monday morning. The crash happened in the northbound lanes, under S.R. 112. All of the fuel the tanker was carrying -- about 200 gallons -- was released onto N.W. 27th Avenue. S.R. 112 was shut down in both directions, but has since reopened. N.W. 27th Avenue is closed from N.W. 36th Street to N.W. 41st Street. No other vehicles were involved in the crash. The driver was not injured.

<http://www.local10.com/news/Tanker-crash-prompts-fuel-spill-in-N-W-Miami-Dade/-/1717324/17956150/-/6nqp22z/-/index.html>

INDIA, CHENNAI, JANUARY 1 2013. RATIONS REACH CREW OF OIL TANKER STRANDED OFF CHENNAI COAST

Food and rations finally reached the 27 crewmembers stranded on Pratibha Warna, an oil tanker that has been court-arrested and stationed two nautical miles from the Chennai Port Trust. As the captain and the crew were threatening to desert the vessel for want of basic necessities, the Seafarers Port Welfare Committee (SPWC) on Sunday delivered food, rations and a 2-kg cake to keep their spirits high and welcome the New Year. SPWC secretary K. Sreekumar told this newspaper that the



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committee had mobilised some food items including 400 loaves of bread, fresh chicken and 25 cans of water so that the crew could manage for the next few days till the court reopened on January 2. "The judgement on selling the vessel has been reserved by the court. We hope the ship will be sold and the crew paid their salaries soon," he added. Chennai Port Trust chairman Atulya Misra said that the captain had mailed his owner for help and had marked a copy to CPT. "We have taken note of their problems and have written to the company substantiating their claim," he added. Meanwhile, on Sunday, another crewmember was signed off by the immigration authorities after he was discharged from the ship due to health reasons. Earlier on December 27, the Indian Coast Guard had airlifted a sailor from the ship after he complained of stomach pain and leg injury.

<http://www.deccanchronicle.com/121231/news-current-affairs/article/rations-reach-crew-tanker-stranded-chennai-coast>

ENGLAND, LINCOLNSHIRE, JANUARY 1 2013. TANKER DRIVER COULD NOT HAVE AVOIDED A153 DEATH CRASH, INQUEST HEARS

A tanker driver – who worked out of an Immingham depot – could not have done any more to avoid a collision with a car – the driver of which died – an inquest heard. Central Lincolnshire Coroner Stuart Fisher recorded a verdict of accidental death following the accident, which killed Kevin John Lee on June 18 on the A153 at Haltham. Mr Lee, 53, from the village near Horncastle, died from multiple injuries sustained in the collision, which happened at 7.57am. The inquest at Louth heard Mr Lee, who was driving a blue Ford Focus, was at the West Lane junction waiting to turn right for a trip to Boston. Paul Simon, a tanker driver for 18 years, was on his way back to his depot in Immingham following a delivery in Swineshead. Mr Simon said Mr Lee appeared to nudge forward, with his wheels over the white line, and started to ease off his accelerator, before stopping and then pulling out in front of him. Although Mr Simon applied his brake, the inquest heard the collision was unavoidable. The DAF tanker hit the car side on, with the car coming to a stop after colliding with a tree. The speed limit on this stretch of road has an advisory 40mph speed limit, which is non-enforceable. The maximum speed limit on the A153 for tankers is 40mph. The inquest heard that Mr Simon's lorry, fitted with a tachograph, was travelling at around 43-44mph – marginally over the maximum speed limit for his vehicle – and would have been travelling at about 30mph at the point of impact. Collision investigator PC Raymond Holloway of Lincolnshire Police said Mr Lee would have had about 10.54 seconds in which the tanker would have been in his line of sight. Neither vehicle had any defects which may have contributed to the collision. Mr Fisher said: "If Mr Simons had been driving at 40mph, sadly Mr Lee still would have sustained fatal injuries. "Mr Simon could not have taken any further steps to avoid this collision." The inquest heard that Mr Lee suffered from sleep and hypo apnea and was advised to use an airway pressure mask while he slept. It was said that Mr Lee had not been using the machine immediately prior to the collision. His sleep condition had also not been disclosed to the DVLA, which is a requirement.

<http://www.thisisgrimsby.co.uk/Tanker-driver-avoided-A153-death-crash-inquest/story-17724394-detail/story.html>

ENGLAND, SOUTHAMPTON, JANUARY 2 2013. CAR PLOUGHS INTO SOUTHAMPTON PETROL STATION



Petrol station sealed off.

A Garage has been sealed off after a car was driven into a [petrol](#) pump. Gallons of fuel was spilled onto the forecourt at the Shell service station on [Redbridge Road](#) in [Southampton](#) following the incident at 1.40am. Hampshire Fire and Rescue were deployed to the scene and sealed off the forecourt while the clean up began. The garage has remained closed throughout the day. Hampshire police are now investigating, a man has been arrested in connection with the incident.

http://www.dailyecho.co.uk/news/10134444.Petrol_station_sealed_off/

USA, MO, CHESTERFIELD, JANUARY 1 2013. CAUSE OF CHEMICAL LEAK AT WATER PLANT UNCLEAR

Authorities in west St. Louis County are trying to determine what caused a chemical leak at a water plant that forced workers to be evacuated and nearby roads to close. Hazardous materials crews and firefighters were called around 11 p.m. Sunday to the Missouri American Water Plant for a report of a chlorine leak. One of the eight one-ton tanks at the facility was leaking.



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Systems in place contained the leak, but emergency crews briefly closed Hog Hollow Road and other nearby streets as the leak was contained.

<http://stlouis.cbslocal.com/2012/12/31/cause-of-chemical-leak-at-water-plant-unclear/>

NEW ZEALAND, ATIAMURI, JANUARY 2 2013. CRASH AT PETROL STATION AT ATIAMURI

Emergency services were called to the Gull petrol station at Atiamuri on State Highway One after a three-car crash about 8.45am today. One person was trapped in their vehicle although the extent of their injuries is not yet known. A diesel pump was also damaged in the crash. Two fire appliances from Tokoroa attended the crash.

<http://www.stuff.co.nz/waikato-times/news/8135975/Crash-at-petrol-station-at-Atiamuri>

USA, AKA, ANCHORAGE, JANUARY 2 2012. SHELL DRILLING RIG GROUNDS OFF KODIAK ISLAND AFTER TOWLINES FAIL AGAIN

lisa demer



A Coast Guard Air Station Kodiak MH-65 Jayhawk helicopter crew delivers personnel to the conical drilling unit Kulluk, southeast of Kodiak, Alaska, Monday, Dec. 31, 2012. Response crews have been fighting severe weather in the Gulf of Alaska while working with the Kulluk and its tow vessel Aiviq.

Royal Dutch Shell's Kulluk drilling rig, re-secured to two vessels with towlines early Monday, grounded around 9 p.m. in rocky water off the southern coast of Kodiak Island during a pounding Gulf of Alaska winter storm, according to the U.S. Coast Guard. The vessel grounded off Sitkalidak Island, at the northern end of Ocean Bay, officials said. A command team that includes Shell briefed reporters on the disaster with the Kulluk late Monday night. It broke loose from a Shell-contracted ship, the Aiviq, around 4:40 p.m. Monday. Then around 8:15 p.m., with the grounding imminent, the second tow boat, a borrowed tug named the Alert, was directed to lose its tow line to avoid danger to the nine crew

members aboard, according to the command team managing the crisis, which also includes the Coast Guard, the state of Alaska and contractors. No one was hurt, the Coast Guard said. The command team numbers about 250 people and most are now based at the Anchorage Marriott Downtown because the operation was running out of room at Shell's headquarters in Alaska, the Midtown Frontier Building. In a written statement issued around 6 a.m. Monday, the command team said the Kulluk was being held by towlines and was about 19 miles south of Kodiak. When the Kulluk was cut loose from its final towline, it was four miles from land toward the south end of Kodiak Island, according to a later statement the command team sent out at around 8:30 p.m. The grounding was the worst development yet in a crisis that began Thursday night when the \$290 million, 266-foot-diameter Kulluk first lost a towline after the mechanical failure of a shackle used to connect it to the Aiviq. Crews struggled against worsening weather and a mobile drilling unit that was unmanned with no propulsion capability of its own. The Coast Guard evacuated the Kulluk's 18-person crew on Saturday for their own safety as the floating rig bobbed in giant swells in the Gulf of Alaska. After that, there was no way for the Kulluk to drop anchor and avoid grounding, said Coast Guard Commander Shane Montoya. "Once the crew of the Kulluk were evacuated, with weather conditions, we actually didn't consider it safe to put a crew back on to work with the anchor chain," Montoya said. On Monday, the Coast Guard flew a small crew to the evacuated Kulluk to inspect the towlines but they didn't stay on long. Late the afternoon, the crew was trying to get the Kulluk to safe harbor on Kodiak Island but the storm, with huge swells and fierce winds, proved too much, he said. "The safety of personnel and the environment remain the top priority," the command team said in the 8:30 p.m. statement announcing that the Kulluk was again adrift. "Difficult weather conditions are anticipated to continue throughout the day. Unified Command is considering all options." The statement did not specify options. "This is an evolving situation," the statement said. "More information will be released as it becomes available." The National Weather Service issued a storm warning Monday for the seas around Kodiak and said the marine conditions were hazardous. The forecast was for 36 foot seas, winds topping 60 mph and rain. But the rough seas were expected to ease by Tuesday. At first light Tuesday, the Coast Guard planned to send a helicopter with a salvage crew aboard to examine the grounded Kulluk. Susan Childs, Shell's incident commander Monday night and the company's "venture support integrator" for Alaska, said it was too early to know about damage to the rig. "So it just happened. It's dark. No one has seen it," Childs said. Shell first must assess how to



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salvage and transport the rig, then "fix whatever's wrong with it," she said. The Kulluk was carrying about 150,000 gallons of diesel fuel and 12,000 gallons of lube oil and hydraulic fluid. "We are now entering into the salvage and possible spill response phase of this event," Alan Wien of the state Department of Environmental Conservation said at the late night briefing. There's no evidence yet of any spill, he said. Childs as well as Garth Pulkkinen, Alaska operations manager for Shell drilling contractor Noble Corporation, praised the Coast Guard for its work, including the helicopter rescue of the Noble crew. Pulkkinen said it was "executed flawlessly." He spoke to the crew members. "The weather is terrible now. The weather was terrible then. So there was a great deal of vessel movement," he said. "I'm sure they had a pretty interesting ride up in the basket. But very grateful." Early Monday morning after a night adrift for the Kulluk, crews tethered it to the Shell-contracted Aiviq, a massive ship 360 feet long, as well as the Alert, a 140-foot Crowley Marine Services tug normally under contract to Alyeska Pipeline Service Co. The Alert was diverted from its work as part of Alyeska's five-tug oil spill prevention and response fleet escorting oil tankers in Prince William Sound but the other tugs can handle the duties with no reduction in tanker traffic, Alyeska spokeswoman Michelle Egan said. At one point Monday, the unified command team planned to let the vessels wait out the incoming winter storm off the southern coast of Kodiak Island rather than attempt a move to a protected harbor that would be risky in severe weather, said Coast Guard Petty Officer David Mosely. Since the crisis began Thursday, the Kulluk has lost towlines to various ships at least five times, including on Sunday when it broke free of two ships, the Aiviq and another Shell-contracted vessel, the Nanuq. The \$200 million Aiviq early Friday lost power to all four engines, which then were repaired and fully restarted by Saturday. The Aiviq was specifically built for Shell's controversial drilling operations offshore in the Alaska Arctic. It is owned by Edison Chouest of Louisiana. On Monday, crews were able to use a grappling hook to take up the loose end of a long line that was still attached on the other end to the Kulluk. Another line had been attached as a backup and was floating on a buoy and secured at the other end to the Kulluk. That was not one of the lines that broke on Sunday, Shell spokesman Curtis Smith said. But within hours, the Kulluk was again adrift. Shell began exploratory drilling this fall in the Chukchi and Beaufort seas under sharp criticism from environmentalists and some Alaska Native groups. The critics say Shell is ill-prepared for challenging work in harsh conditions, and that government regulators have failed to require the latest and best technologies. In Shell's case, its unique oil spill containment dome was damaged during testing, and another drilling rig, the Noble Discoverer, experienced a series of problems. It dragged anchor in Dutch Harbor, suffered a small fire in its smokestack and was cited by the Coast Guard for safety and pollution control issues. After news of the grounding broke, Lois Epstein, an engineer and Arctic program director for The Wilderness Society said in an e-mailed statement that Shell was lucky no one died. "The implications of this very troubling incident are clear – Shell and its contractors are no match for Alaska's weather and sea conditions either during drilling operations or during transit. Shell's costly drilling experiment in the Arctic Ocean needs to be stopped by the federal government or by Shell itself given the unacceptably high risks it poses to both humans and the environment." "We've got a pattern of failures," said Carl Wassilie, a Yup'ik Eskimo who coordinates a grass-roots group called Alaska's Big Village Network and helped organize a protest Monday outside Shell's Alaska headquarters. "I'm saying no, there's no way that I can see any feasibility of drilling in the Arctic, especially with the extreme conditions that we're seeing, not only with Mother Nature right now but also just the technical aspects of the failures that we're seeing with the fleet." Shell responded that it has backup plans that kick in when problems emerge and that the actual drilling operations this year proceeded safely. "Flawless operations remain the goal," Smith said earlier on Monday. "But being a responsible operator also means putting contingencies in place when operations do not go as planned. We have done that." That includes calling in other vessels during the Kulluk emergency, he said. Shell had four vessels on scene, and the Coast Guard brought in a cutter, the Alex Haley, the buoy tender Spar, as well as helicopters. The Kulluk left Dutch Harbor the afternoon of Dec. 21 under tow by the Aiviq, headed to the Seattle area for off-season maintenance. The weather forecast for the next few days was typical, even a bit tame, for winter along the Aleutian chain and into the Gulf of Alaska: Winds of 17 to 35 mph, seas of 7 to 15 feet. "Toward Kodiak Island, there was nothing of real significance," said Sam Albanese, a warning coordination meteorologist for the National Weather Service. "It was a pretty benign forecast." But by the afternoon of Dec. 25, the outlook had shifted from a prediction of more gale-force winds to a near storm at sea with winds topping 50 mph, he said. And that's what hit the Kulluk and the Aiviq last week. By Saturday night, the winds were near hurricane force, the Coast Guard said. Still, traffic along the busy shipping lanes through the Gulf of Alaska that connect Asia to North America continued during the heavy seas and storm, the Coast Guard's Mosley said. "We have ships coming through this area daily," he said. Over the past week or so, no ship captains alerted the Coast Guard that they were diverting course along the Aleutians or around Kodiak Island to avoid the rough seas take refuge in a safe harbor, he said. Ships typically keep the Coast Guard posted if they detour. But a ship towing a heavy, conical rig like the Kulluk, with a derrick 160-feet tall, has a far more difficult



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task than one propelling only itself. The Kulluk was designed for extended drilling in Arctic waters. It has an ice-reinforced, funnel-shape hull to deflect moving ice downward and break it into small pieces.

<http://www.adn.com/2012/12/31/2739314/shell-drilling-rig-is-adrift-again.html>

BULGARIA, BREZOVO, JANUARY 3 2013. BULGARIAN MAN LOSES ARM IN FIREWORKS BLAST

A 35-year-old man has lost his arm in Bulgaria as a result of fireworks explosion on New Year's Eve. The man who is from the village of Sarnegor, Brezovo Municipality, Plovdiv District, was hospitalized at about 8 pm on New Year's Eve in the Plovdiv Hospital shortly after the incident, Darik Radio reported. As a result of the fireworks blast his right arm was severed, and he also lost some of his left hand fingers, the report says.

http://www.novinite.com/view_news.php?id=146483

BULGARIA, RUSE, JANUARY 3 2013. FIREWORKS CLAIM 2ND LIFE IN BULGARIA

A 49-year-old man has perished in Nikolovo, a village in Northeastern Bulgarian District Ruse, in an incident with fireworks. The latest firework death is the second in Bulgaria in just a few days as earlier a seven-year-old kid died as a result of a firework explosion in the village of Turkmen near Plovdiv. 49-year-old Stefan Velev died shortly after New Year's after he lit up his last fireworks outside of his village located a lake near the village of Nikolovo. The firework blast blew up half of his head. A total of seven people were hospitalized in Sofia on New Year's Day with various injuries resulting from fireworks and their improper use.

http://www.novinite.com/view_news.php?id=146484

USA, FLA, MIAMI, JANUARY 3 2013. TANKER ACCIDENT TIES UP MORNING COMMUTE

 **Watch the Video Tanker Accident**

A collision involving a car and a tanker truck caused heavy delays during the Wednesday morning commute. The accident happened along LeJeune Road and Flagler Street at about 5:40 a.m. Investigators said the driver of the car slammed into a tanker truck, rupturing its gas tank, causing diesel fuel to spill onto the road. The spill forced officials to shut down the intersection while crews cleaned up the mess.

<http://www.wsvn.com/news/articles/local/21009483360825/tanker-accident-ties-up-morning-commute/>

USA, IN, ANDERSON, JANUARY 3 2013. TANKER CRASH CLOSES I-69 NEAR ANDERSON

peter Neumann

 **Watch the Video Tanker Crash**

A tanker crash has closed northbound I-69 near Anderson. The tanker did not catch fire. The accident near State Road 9 (exit 222) occurred around 7:30 Wednesday morning, when the tanker was apparently rear-ended by another vehicle. Hazmat crews are on the scene although initially it appeared that there was no spill.

<http://www.indianasnewscenter.com/news/local/-tanker-crash-has-closed-northbound-I-69-near-Anderson-185418122.html>

INDIA, VADODARA, JANUARY 3 2013. TANKER TRAIN'S ENGINE CATCHES FIRE NEAR DAHOD

A railway engine pulling a petrol tanker train caught fire near Dahod on Wednesday afternoon. The accident took place at near the Jekot railway station when the train was going to Ratlam. According to sources, the train was filled in Vadodara and was on its way to Ratlam when the engine caught fire. The engine driver informed the railway officials immediately and fire tenders rushed to the spot. The fire was initially controlled to ensure that the engine could be separated from the tanker train. The engine was taken to Jekot railway station at around 4p.m. A short circuit in the engine is said to be the reason for the fire. Sources said that the engines of tanker trains carrying inflammable material are separated from the tankers by other coaches to prevent any accident. These ensure that the fire in the engine does not spread to other parts of the train or heat in the engine does not cause a fire in the tankers. Train traffic was affected due to the fire as six trains had to be stopped at various stations around Dahod. The trains that were affected include the Jammu Tavi Express, Bandra-Jhansi Express, Dahod-Anand MEMU, Anand-Dahod MEMU, Valsad-Dahod Inercity and Vadodara-Dahod MEMU.

<http://timesofindia.indiatimes.com/city/vadodara/Tanker-trains-engine-catches-fire-near-Dahod/articleshow/17862971.cms>



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AUSTRALIA, VICTORIA, MELBOURNE, JANUARY 3 2013. US DISCOUNT GIANT COSTCO LOOKING TO JOIN FUEL WAR IN MELBOURNE

aleks devic



Costco would be in competition with other supermarkets, like Coles who is affiliated with Shell, that offer discounted fuel.

International discount giant Costco is scouring Melbourne for its first cut-price service station in readiness for a fuel war. The US warehouse chain has identified sites in the southern and northern suburbs. It hopes to have its first fuel pumps flowing within a few years. A new Costco retail outlet will be built alongside the service station. Costco's entry in the fuel market will intensify competition between the other two big players, Coles and Woolworths. Costco is awaiting State Government approval, expected in February, to roll out its first petrol outlet north of Brisbane. Costco Australia managing director Patrick Noone

said the Costco initiative "will be competition, competition, competition". "That's the name of the game - we would like to have several stores in the Melbourne market," he said. RACV public policy general manager Brian Negus said while prices would be cut, independent service stations could continue to struggle. "Putting pressure on the majors to do a better deal will increase competition," he said. "Any additional competition into the petrol industry we certainly welcome." The cheap Costco fuel will only be available to members who pay their \$60-a-year Costco membership.

<http://www.heraldsun.com.au/news/victoria/us-discount-giant-costco-looking-to-join-fuel-war-in-melbourne/story-e6frf7kx-1226545103067>

NEW ZEALAND, WELLINGTON, JANUARY 3 2013. GULL FACES POSSIBLE \$20M TAX CLAIM

hamish rutherford



Customs has won the latest stage in its tax avoidance battle with Gull, potentially opening the way for a claim of more than \$20 million against the cut-price fuel retailer. Yesterday the Court of Appeal ruled that mixing butane into petrol - as Gull has been doing for a decade - qualifies as manufacturing, clearing the way for a claim against it for unpaid excise and penalties. Australian-owned Gull, which supplies about 50 petrol stations across the upper North Island from its fuel terminals in Tauranga, claims it brings greater competition where it operates through lower prices. However, Customs claims it has had an improper 1-2c a litre tax advantage, by avoiding paying the full rate of excise. While the excise on petrol is 48.5c a litre on petrol, it is just over 10c a litre on butane. Customs claimed that Gull should be paying the higher rate on the entire volume, claiming it owes \$9m in unpaid excise and up to \$13m in penalties. Following contact from Customs, Gull sought a judicial review, claiming it was doing nothing illegal. The

High Court found in Gull's favour in May. In August, Customs took its case to the Court of Appeal, which backed its position in a decision released yesterday. Peter Taylor, Customs' group manager of legal, said Gull could appeal the decision to the Supreme Court, but if it did not do so, officials would prepare an assessment of the tax it was owed. Customs had no discretion over the amount of duty it was owed, but did have scope to waive some of the penalties. Gull's rivals had warned that they were watching the case with interest, raising the prospect that much larger companies may try to use butane to lower the effective tax rate on fuel. "If this went against Customs' interpretation, there was the prospect that it could go further," Taylor said. Rivals had indicated that what Gull "was doing was in itself anti-competitive because it gave them a competitive advantage over the others". Gull managing director Dave Bodger said the company was "extremely disappointed" by the decision and was considering its options, which included a further appeal. The company maintained that it had acted in good faith and within the law, predicting the decision would have "wide-ranging implications" for the industry. The issue came to light after a complaint from BP in 2010 about Gull's activities. BP sought clarification as to whether it, too, could add butane to its fuel at the lower tax rate. Customs declined BP's request, and audited the activities of a Gull subsidiary at its Tauranga terminal, only then discovering the butane mixing. BP spokesman Jonty Mills welcomed the decision. Gull pointed to letters it



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had from Customs, which appeared to sanction the addition of butane to petrol without incurring additional duty. However, it lost on this point in both the High Court and the Court of Appeal.

<http://www.stuff.co.nz/business/industries/8096655/Gull-faces-possible-20m-tax-claim>

USA, GA, AUGUSTA, JANUARY 3 2013. NEW YEAR'S FIREWORKS BURNS HOSPITALIZE 4 PEOPLE

rob pavey

[Watch the Video Augusta Hospital Treats Patients with Injuries from Fireworks](#)

Fireworks-related injuries sent four people to the Joseph M. Still Burn Center at Doctors Hospital on New Year's Day. The patients, ranging in age from 7 to 33, included one from Augusta and others from Columbus, Ga., Sumter, S.C., and Destrehan, La., said Barclay Bishop, the hospital's public relations manager. "Two had fireworks explode in their hand," she wrote in an e-mail, and another was injured when a Roman candle shot up a jacket sleeve and ignited the jacket. The other injury, she said, involved a patient whose pants were ignited after a firework being shot from a tube fell out. The burns on those patients affected from less than 1 percent to as much as 13 percent of their bodies. Although New Year's Day is a time of year often associated with fireworks, the July Fourth holiday accounts for the highest number of such accidents, according to the Consumer Product Safety Commission. A national study by the commission, using 2011 data, found that 65 percent of the 9,600 injuries that year occurred close to July Fourth, with more than half attributed to "unexpected ignition" or consumers "not using fireworks as intended." Fireworks injuries most often resulted in burns to the hands and head, including the eyes, face, and ears, the report said, adding that sparklers, firecrackers and aerial devices were associated with the most incidents.

<http://chronicle.augusta.com/news/metro/2013-01-02/news-years-fireworks-burns-hospitalize-4-people?v=1357175096>

USA, MT, BILLINGS, JANUARY 3 2013. REPORT FAULTS EXXON'S RESPONSE TO SPILL



Oil washes up on the banks of the Yellowstone River near Laurel, Mont., after a pipeline break in July 2011.

Delays in Exxon Mobil Corp.'s response to a major pipeline break beneath Montana's Yellowstone River made an oil spill far worse than it otherwise would have been, federal regulators said in a new report. The July 2011 rupture fouled 70 miles of riverbank along the scenic Yellowstone, killing fish and wildlife and prompting a massive, months-long cleanup. The damage could have been significantly reduced if pipeline controllers had acted more quickly, according to [Department of Transportation](#) investigators. The report by the office of Montana U.S. Sen. [Max Baucus](#) marks the first time federal regulators have highlighted specific actions by Exxon as contributing to the severity of the spill. An Exxon spokeswoman said Wednesday the company was reviewing the findings. The spill released about 63,000 gallons of crude into the river near the city of Laurel. That damage would have been reduced by about two-thirds if controllers in Houston had isolated the rupture as soon as problems emerged, investigators said. Instead, as Exxon personnel weighed the appropriate response, crude drained from the severed, 12-inch pipeline for another 46 minutes before a control valve was finally closed. Exxon spent \$135 million on its response to the spill, including cleanup and repair work. Spokeswoman [Rachael Moore](#) said the company will continue to cooperate with the [Pipeline and Hazardous Materials Safety Administration](#) and "is committed to learning from these events." The report chalks up the immediate cause of the spill to floodwaters that damaged the pipeline and left it exposed. Debris washing downriver piled up on the line, increasing pressure until it ruptured. The "volume would have been much less" and the location of spill "would have been identified far more quickly" if Exxon's emergency procedures had called for the immediate closure of upstream valves,

investigators said. The report also faulted Exxon for lacking a plan to notify pipeline controllers that the river was flooding. Exxon workers were not blamed, however, for steps taken in the lead-up to the spill. Exxon's field observations and "depth of



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cover survey took reasonable precautions to address the flooding of the Yellowstone River in the spring and early summer of 2011," the investigators wrote. City officials in Laurel had warned Exxon that the riverbank was eroding. The company, however, continued to run crude beneath the Yellowstone after finding that a section of pipeline leading away from the river was still buried more than 6 feet deep. The report did not address concerns raised by Baucus, a Democrat, and other lawmakers over whether existing pipeline regulations do enough to prevent spills at river crossings. Under current rules, companies must bury pipelines 4 feet beneath a riverbed and inspect them periodically. Those rules are being reviewed, and Baucus said Wednesday that "transparency and oversight are critical to making sure we never have to go through the devastation of the Yellowstone River oil spill again."

<http://www.sfgate.com/science/article/Report-faults-Exxon-s-response-to-spill-4163173.php>

CANADA, B.C., SOOKE, JANUARY 2=3 2013. OIL SPILL AT MOBILE HOME IN SOOKE CONTAINED, SAYS MAYOR

A cleanup was underway in Sooke Wednesday after about 500 litres of home-heating fuel spilled from a mobile home at 2206 Church Rd. in Sooke. A tenant called the district Saturday to report the oil tank at the residence had leaked, Sooke Volunteer Fire Department Chief Steve Sorensen said. "The district was advised ... and there was some contact made with the owner of the park. But because of the Christmas holidays, all we could get was voice mail," Sorensen said. On Tuesday, a resident reported smelling fuel oil from Church Road and an oily sheen was seen on the water in the roadside ditch, he said. Mayor Wendal Milne said Wednesday afternoon that it appeared the leak had been contained. "Our concern is that it doesn't get into streams and go downstream toward the [ocean]. "There are environmental people on scene right now," Milne said. "The responsibility right now is with the trailer park owner or the owner of the trailer to do something about it," he said. The water in the ditch was flowing toward a nearby creek, so district staff put down absorbent pads and built a containment dam. The Ministry of Environment said Wednesday it is monitoring the incident to ensure the response is adequate. Attempts were in the works to notify the owner of the mobile home park, Swiftsure Developments, as well as the owner of the unit affected. There were several spills of home-heating oil last year in Sooke, Sorensen said. Saanich recorded 28 similar spills in 2012, involving contaminants such as diesel and home-heating oil spilling into Blenkinsop Creek, Colquitz River and the Gorge Waterway. Homeowners in the region have been urged to ensure their residential oil tanks and pipes are in good condition. Underground oil tanks are especially susceptible to leaks, and contamination can spread beneath the surface before a leak becomes apparent. Homeowners are responsible for the cost of cleaning up such spills.

<http://www.timescolonist.com/news/local/oil-spill-at-mobile-home-in-sooke-contained-says-mayor-1.38710>

CANADA, QUE, SHERBROOKE, JANUARY 4 2013. US SHAREHOLDERS FILE LAWSUIT OVER QUEBEC HEALTH PRODUCTS PLANT EXPLOSION



New York law firm Robbins Geller has filed a class-action lawsuit on behalf of shareholders against Neptune Technologies et Bioressources Inc, whose Sherbrooke plant suffered an explosion on November 8 killing three and injuring 18. A tank of acetone, a highly flammable solvent, is believed to have been the source of the explosion. The suit claims that the factory was storing "dangerously high levels of acetone." In November, Radio Canada reported that the quantity of acetone being stored inside the factory was higher than the maximum level authorised by the Quebec Environment Ministry. The suit alleges that Neptune, along with some of its officers and directors, violated US law, and that the company failed to disclose key information about its Sherbrooke facility, in violation of the Securities Exchange Act of 1934. A statement released by Robbins Geller alleges that Neptune "issued materially false and misleading statements regarding the company's operational status and financial projections." The claim goes on to say that officials failed to disclose that they had installed larger acetone storage tanks at the plant, which stored "dangerously high levels of acetone," exceeding those permitted by the environment ministry. "There is absolutely no foundation for what this legal class action refers to," said André Godin, Neptune's chief financial officer. He said the company is in the process of hiring legal counsel in the US to defend the company and its directors against the claims, which he called "completely false."

<http://bit.ly/VGFyJ0>



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