



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 936 Newsy Stuff

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

March 6 2013



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USA, PA, BEDFORD, FEBRUARY 24 2013. PROPANE TRUCK FORCES 50 TO FLEE

ryan brown

 [Watch the Video Tanker Truck Filled with Propane Flips](#)

Authorities ordered about 50 people out of a milewide area Friday after a propane-laden truck flipped onto its side near Bedford. Emergency workers received word of the crash at 4:13 a.m., county Emergency Director Dave Cubbison said - the 18-wheeler had flipped near the intersection of routes 30 and 31. While its driver wasn't injured, his highly flammable cargo potentially could have caused a massive explosion. Bedford-area firefighters and medical personnel secured the area by mid-morning and prepared for private specialists to move the liquid propane, Cubbison said. But the dangerous work required emergency workers to evacuate a half-mile radius surrounding the crash site, including several homes and businesses, he said. "I thought, 'We're probably safer inside here,'" Melissa Jacobs, co-owner of the nearby Jean Bonnet Tavern, joked hours after the crash. The historic bed-and-breakfast is surrounded by a 3-foot-thick stone exterior. Despite the danger, emergency workers allowed Jean Bonnet guests time to get dressed and eat breakfast before transferring the fuel to smaller trucks, she said. Several homes and businesses in the "hot zone," including Bedford Materials, Shawnee Vinyl and Bedford Suzuki-Yamaha, were cleared before contractors emptied the trailer's 9,000 gallons of propane. None of the propane spilled; diesel and oil leaks from the truck's engine were quickly contained, he said. Responders closed a section of Route 30 surrounding the crash site Friday morning, but by early afternoon traffic was cleared to pass. After a few hours at home, Jean Bonnet Tavern employees returned to work at lunchtime, Jacobs said.

<http://www.altoonamirror.com/page/content.detail/id/569099/Propane-truck-forces-50-to-flee.html?nav=742>

USA, WI, WONEWOK, FEBRUARY 23 2013. WONEWOK GAS SPILLS; CLEANUP UNDER WAY

jean ruzicka

Environmental contractors were excavating contaminated soil this week at Wonewok on Big Mantrap Lake following a 76-gallon gasoline spill earlier this month. Doug Bellefeuille, who handles Minnesota Pollution Control Agency emergency response issues, said the gas spill occurred Feb. 5, 3M hiring the contractor for clean up. MPCA will provide long-term oversight to assure clean up, with monitoring wells installed and quarterly or monthly reviews conducted on the receptor wells and lake. Bellefeuille said he expects no off-site impacts to groundwater or lakes. "Groundwater usually moves toward the lakes, he said, but "contaminants at this level should not affect the lake." Because of the amount of the spill and the "fairly quick response," he said this "should not be a long-term issue." But the cost, he estimates, "will be in the tens of thousands" of dollars.

<http://www.parkrapidsenterprise.com/event/article/id/36072/>

SOUTH AFRICA, CAPE TOWN, MILNERTON, FEBRUARY 24 2013. CITY REFINERY BLAST KILLS 1

rebecca jackman.



One contractor died and another was seriously hurt in an explosion shortly before 5pm at the Chevron oil refinery in Milnerton yesterday. Although it was not immediately clear what had caused the explosion, Chevron general manager Steven Parker said at the time of going to press that the fire that followed the explosion had been extinguished. About 6 000 workers are employed at the refinery. A fire department spokesman said last night five fire engines responded to the blaze about 6.20pm. ER24 media spokeswoman Vanessa Jackson confirmed two injured workers had been working in the chimney where the blast occurred. Colleagues attempted to resuscitate the man who died on the scene, with paramedics taking over when they arrived. The other man suffered burns and was admitted to the Milnerton Medi-Clinic. Parker said in a statement the incident had occurred during a scheduled maintenance and inspection shutdown.

The incident was being investigated and further information would be made available later. "The incident is under control and there is no cause for concern by the surrounding communities," he said. Last December emergency crews evacuated 500 people from the Milnerton flea market after the discovery of a chemical substance covering a portion of the trading area next to Otto du Plessis Drive. A chemical had leaked through a maintenance manhole for the pipeline that pipes diesel from Cape Town harbour to the refinery. The leak was contained. Last July the Chevron refinery



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had to be shut down after a malfunction, the city's disaster risk centre said at the time. The refinery's emergency crews responded immediately and there were no injuries.

<http://www.iol.co.za/news/south-africa/western-cape/city-refinery-blast-kills-1-1.1475716#.USmoBaXDCM4>

ISRAEL, TEL AVIV, FEBRUARY 24 2013. BOY INJURED BY FIRECRACKER EXPLODING NEAR HIS EYE

A boy was injured, Saturday night in Bnei Brak, east of Tel Aviv, when a firecracker exploded near his eye. Paramedics from the Ichud Hatzalah emergency service were sent to the scene to administer first aid. Injuries from firecrackers are among the hazards of the Purim holiday which have become popular despite the warnings of religious authorities against their use.

<http://www.israelnationalnews.com/News/Flash.aspx/262792#.USmnWKXDCM4>

CANADA, B.C., NANAIMO, FEBRUARY 24 2013. RESIDENT CONCERNED OVER OIL SLICK IN WETLAND

toby gorman



Sally Ramsay is concerned over oil spilling into ponds in Nanaimo's Linley Valley. A walk on New Year's Eve has turned into a two-month environmental investigation for a Nanaimo resident. Sally Ramsay was walking her dog, Reggie, on the shore of a wetland near a new housing development in Linley Valley when she noticed a thick, black sludge gushing from a submerged storm sewer pipe after a heavy rainfall. Concerned about the potential consequence the mysterious substance would have on the beavers, ducks, geese, deer, eagles and other creatures that live in the wetland, Ramsay jarred some samples and made a few phone calls to determine the origin of the pollution. "It wasn't just a sheen, it was thick black ribbons of oil that were clearly coming from the pipe, which I learned later is the storm run-off system from the nearby development," said Ramsay. "After some digging, I became aware that it's standard practice across the province to allow unfiltered run-off pipes to drain directly into what are considered environmentally sensitive areas. I'm appalled to think what's allowed to flow into

a wildlife pond." She contacted city officials in early January, who visited the site. The oil persists now, having embedded itself in the mud along the shoreline and amongst the vegetation. As recently as Feb. 4, heavy rainfall flushed more oil out into the wetland. First thoughts were a nearby contractor's vehicle was leaking oil, but Ramsay said she thinks the amount of oil suggests something else, possibly contaminated land that is being disturbed by the development or negligent dumping. On Valentine's Day, officials worked to contain the slick with booms and absorbent pads in an effort to contain the spread of the oil, but the slick has been blown to the other side of the wetland and into an adjacent pond. Alex Grant, an environmental emergency response officer with the Ministry of Environment, visited the site Feb. 18, but wasn't permitted to comment on record. Instead, a ministry spokesman responded with an e-mail that said, "The City of Nanaimo is leading the response and investigation into sediment with an oily sheen in the discharge from the storm sewer at a property in the Rutherford area. The Ministry of Environment visited the site with a city representative and two local residents earlier this week to review the situation and is satisfied with the steps being taken by the local government." The response added that it is too early to determine the source of the oil and whether remediation is necessary. Nanaimo no longer employs an environmental officer capable of monitoring development to ensure developers are adhering to environmental standards. At a recent council meeting, it was acknowledged that a provincial environment officer had visited the development, which has been ongoing for several years, "once, or maybe twice." Council is, however, undertaking a three-month process that will review its riparian set-back policy led by the city's Advisory Committee on Environmental Sustainability in consultation with the provincial Ministry of Environment and federal Department of Fisheries and Oceans. That process could result in having a municipal environmental assessment officer back on payroll. Ramsay said she feels if it is standard procedure to allow storm drainage into environmentally sensitive areas – another pipe drains storm run-off directly into the Nanaimo Boat Basin – then outflow pipes should be equipped with filters to prevent toxins from entering the water. The city's public works department, however, says filters are not a practical solution because they would result in constant maintenance and if clogged with sediment, could cause overland flood hazards and damage property. Dean Robinson, the city's general waste water foreman, said every one of the city's 11,000 catch basins has a silt trap installed that are cleaned out once a year by his crews. Sometimes, he says, unwanted pollutants enter the system and flow into wetland and streams, eventually entering the ocean if not cleaned up. "It's



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not a perfect world, even though sometimes we'd like it to be. When we are informed of something like an oil spill it immediately becomes our No. 1 priority and we're on it immediately," said Robinson. "But the public has to be on board because we can't be everywhere. In this case, the process worked because we were notified and we responded. Nobody knows a neighbourhood better than the people who live there to say what is normal and what is not normal." Robinson said public works gets several calls a year by people concerned with pollutants in local waterways, an increasing trend that he says he welcomes. But tracking down the source of a spill requires examining a complicated drainage system through maps and, ultimately, scent. "We literally chase the thing with our noses and try to find the source," said Robinson. "Sometimes you're successful, sometimes you're not. It's not a matter of not having the motivation." Ramsay, a retired teacher, said she remembers two decades ago when north end development was underway, storm sewers with concrete catch basins replaced viable coho salmon spawning streams. At around the same time, she took her Dufferin Elementary School students out to mark storm drains with a fish symbol as part of the Salmonid Enhancement Program to remind people not to dump toxins into the sewer system. "I was pretty sure this would not be allowed now," she said. "I thought attitudes had changed. I think we need to make everyone once again aware of the importance of keeping our water courses clean and viable ... and perhaps by making builders more aware and responsible for cleanup when accidents occur." To report a spill in a local water course, phone 250-758-5222. The line is monitored 24 hours a day.

<http://www.nanaimobulletin.com/news/192333551.html>

USA, S.D, WATERTOWN, FEBRUARY 28 2013. FARMERS CAUTIONED TO CLEAN ON-FARM FUEL STORAGE TANKS REGULARLY

barry amundson

When farmers at a Watertown (S.D.) Winter Farm Show program on diesel fuel earlier this month were asked whether they drained their bulk fuel tanks and farm equipment tanks regularly, several said they did. "That's outstanding," said Doug Van Zee of Sioux Falls, a district manager of refined fuels for Cenex, who presented the program. "I often see very few people that do it." He said it's recommended that aboveground or underground tanks be drained in the spring and fall. "If you have water in your tank, the odds of you having issues with your equipment have accelerated greatly," he said. "You would be shocked how much water can accumulate in your tanks." Along with the water comes dust, rust, dirt, bacteria and algae. With the bacteria problems comes the algae, he said, which live in water and feed on fuel. The dead algae will fall to the bottom of the tank. If algae is going into tanks, it can create a black, slimy film, he said. If a tank is regularly drained of condensation, algae formation can be prevented. There are a few ways to tell whether you have water in your tanks. If there's a frost line on the outside of the tank, it means there's frost on the inside, and water, too, Van Zee said. Bulk tank delivery truck drivers can help farmers and ranchers determine whether there's water in their tanks by using a stick with a white paste on the end of it. It will turn a bright pink if there's water in the tank. Van Zee was asked about underground tanks and how to check and clean that type of bulk tank. He said such tanks are the best to have on the farm as they keep fuel temperatures at the most constant, optimum temperature of about 60 degrees. To clean underground tanks or large, upright aboveground tanks, an electric pump with a stiff PVC pipe can be used to suck the water out of the bottom. He said using a clear hose to see when the water is drained off is important. As soon as the water is drained out, shut the pump off. That type of system is used by Cenex to remove water from its underground tanks. "Although it can be a challenge on larger tanks, it's time well spent," Van Zee said. There are companies that will clean tanks, such as CamVacUSA, using a vacuum system. Van Zee showed a video taken by a fuel-safe camera from CamVac of what was found in a bulk tank in southern Minnesota. It was not a pretty sight with all of the contaminants. CamVac, which serves the Upper Midwest with headquarters in Burnsville, Minn., said that cleaning tanks now is even more important than before because new farm equipment is much more sensitive to contaminants such as water, dirt, rust and microorganisms. Stricter emission standards cause the equipment to be more sensitive and make it critical to keep tanks and fuel clean, according to the company. If contaminants make it through the filter and into equipment, it can lead to filter plugging, injector failure or fuel pump failure. "Many winter fuel problems are related to water and contaminants in tanks," the company said on the video. Van Zee agreed that it's important to have tanks cleaned and to install filters on bulk storage tanks. Several of the farmers at the meeting said they had filters on their bulk tanks. He said warmer days can cause problems, too. During hot summertime weather when a farmer is pulling fuel off the tank, it's "staggering" how much dust and dirt can be sucked in by vents and how much water and moisture can end up in the fuel tanks, he said. Van Zee also talked with the farmers about various aspects of diesel engines and how premium diesel additive packages can help equipment run better and improve mileage. Challenges have been created, he said, by the Environmental Protection Agency requiring



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cleaner tailpipe burns and better fuel economy. That's the reason that, since 2000, the common rail engine has been used to help with those issues. But it also causes the typical No. 2 diesel fuel to cook in the engines and causes filter-plugging issues if a fuel stabilizer is not used to stop the heating up of the fuel. He said where the fuel used to be about 175 degrees going through the parts of the engine, it's now at 500 degrees and is breaking down and causing fuel injector problems and fuel filter troubles. All engine manufacturers have reported similar problems with the higher-temperature fuel leaving varnish on injectors and causing mileage losses. Where there used to be about 30,000 miles between filter changes, if a stabilizer is not used, it can mean changing the filter at about 12,000 miles. Van Zee said farmers who buy a premium diesel fuel should know what the additive package contains. Standard No. 2 diesel fuel contains no additives to reduce water, extend storage life or reduce the formation of gum, varnish and corrosion. He described the various parts of a Cenex premium diesel product, what it contains and how it can help with equipment performance. The various additives include:

- Demulsifiers: Help in keeping water out of the fuel.
- Storage stabilizers: Help extend the shelf life or storage life of diesel an additional three months and allow diesel to be stored for as much as nine months without breakdown. Generally, fuel should not be stored for more than six months.
- Corrosion inhibitors: Help keep engines from corroding and keep fuel lines from breaking or cracking.
- Lubricity improvers: In the Cenex premium, one-tenth of 1 percent of soy is added, and he said it's a great lubricity product. In Minnesota, 5 percent biodiesel is mandated in diesel fuel. Lubricity provides friction reduction, which extends the life of the fuel pump and reduces down time.
- Detergents: Help keep fuel injectors clean. It can keep spray patterns clean and provide better fuel economy.
- Cetane improvers: Reduce smoke when starting an engine and provide a quicker startup. During startup, Van Zee said, is when engine damage most often occurs.
- Injector stabilizers: Help keep fuel from cooking in the common rail engine.
- Tracers: If there are questions about fuel's content, tracers can be used in a lab to make sure the product isn't diluted and is mixed properly.

Farmers asked whether there was a guarantee that a good base stock is being used at terminals. Van Zee said there are specifications measured there, too, to check the product. Van Zee also noted that Cenex mixes its premium fuel at the terminal to make sure it's properly mixed and at the right temperature. He said the company prevents its marketers from splash-blending a product into fuel.

http://www.tristateneighbor.com/news/regional/article_f7b87490-7d02-11e2-8d8d-0019bb2963f4.html

USA, LA, NEW ORLEANS, FEBRUARY 28 2013. OIL SPILL: MARINE COLLISION CAUSES OIL TO SPEW >> RESPONDERS WORKING 'AGGRESSIVELY' ON GULF SPILL

kathrine schmidt & luke johnson



Swift Energy and the US Coast Guard are "aggressively attacking" a spill from a previously shut-in Gulf of Mexico wellhead after it was struck by a crew boat, authorities said late on Wednesday. Well owner Swift Energy has hired a barge to fix the wellhead, which is leaking oil and water at a rate of about 20 barrels (840 gallons) per day, the Coast Guard said in a statement. About 1800 feet of boom has been laid to contain pollution and two skimmers are working on scene. "We've quickly mobilised boom to contain, skimmers to clean up spilt oil and operations to plug the well are our top priority," Peter Gautier, Captain of the Port for Coast Guard Sector New Orleans, said in a statement. "Well control

operations will start tomorrow morning." The "well-control incident" [occurred](#) around 19:00 on Tuesday evening in Swift's shallow-water Lake Washington field about nine miles south-west of Port Sulphur, Louisiana, the company said. "This collision damaged the integrity of the wellhead and resulted in an outflow of water, oil and natural gas," it said in a statement. A spokesman said he did not know who owns the vessel that allided with the wellhead. The US Coast Guard identified the vessel as the 42-foot crew boat Sea Raider. The well has been shut in since January 2008. The most recent test of the well, taken shortly before it was shut-in, recorded production levels of 18 barrels per day of oil, three bpd of water and 59,000 cubic feet per day of natural gas. "At this time, the well appears to be releasing primarily water and a small amount of oil," Swift said in a statement earlier on Wednesday. "A definitive determination of oil volumes is difficult to measure currently due to the high



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ratio of water production." An incident command team responded to the incident overnight, Swift said. The team deployed primary containment boom and oil-skimming equipment around the well site. "Additional containment and skimming equipment is being deployed to protect any nearby marsh lands," Swift said. No injuries were reported. Swift said it is working closely with state, federal and local authorities to respond to the incident. The company conducted a flyover of the field on Wednesday "to determine the extent of the impact to the surrounding area". Swift is in the process of developing a definitive plan and time line to bring the well under control. The oil spill comes as UK supermajor BP faces trial in New Orleans for negligence in the deadly 2010 Macondo disaster, which led to the worst oil spill in US history.

<http://www.upstreamonline.com/live/article1318490.ece>

PHILLIPPINES, MANILA, FEBRUARY 28 2013. OIL SLICK HITS 11 TOWNS IN ILOCOS SUR, LA UNION



An oil slick dumped by an unidentified cargo vessel has affected 11 coastal towns in La Union and Ilocos Sur provinces, a local official said Wednesday. Office of Civil Defense (OCD) Regional Director Melchito Castro said that the oil slick has spread to five coastal towns in La Union and six more towns in Ilocos Sur. Castro said that the oil slick was detected on Tuesday, a day after the unidentified cargo ship was seen off the town of Bangar, La Union. The villages affected by the oil slick in La Union were San Fernando City, San Juan, Luna, Bacnotan, Balaoan, and Bangar while areas affected in Ilocos Sur include Tagudin, Sta. Lucia, Candon City, Santiago and San Esteban. The official said that teams from the Philippine National Police and the Armed Forces of the Philippines have been mobilized for the massive clean-up of the affected towns.

He said investigations were ongoing to identify the ship responsible for the oil spill. Meanwhile, Castro said that the oil could not have been spewed by MV Harita Bauxite, a Myanmar-owned vessel loaded with copper ore, which sank two weeks ago off Bolinao, Pangasinan. He said the distance between La Union and Bolinao is too far. Castro said the Philippine Coast Guard district has submitted samples of the substances recovered from the shoreline of San Fernando City to its main office in Manila for laboratory examination.

<http://www.philstar.com/nation/2013/02/27/913819/oil-slick-hits-11-towns-ilocos-sur-la-union>

UKRAINE, KHARKIV, FEBRUARY 28 2013. MYSTERIOUS KHARKIV BUSINESS GROUP EYES ODESA OIL REFINERY

kateryna kapiuk



Russian-owned Odesa refinery, soon likely to change ownership.

Lukoil may be close to selling the Odesa oil refinery to Gaz Ukraina group of companies, a business entity that has been unknown until recently but is now rapidly gaining strength on Ukraine's energy market. Dzerkalo Tyzhnya, a reputable Ukrainian weekly, reported this week that the deal between Russia's second-largest oil producer and Gaz Ukraina is in its final stage. Gaz Ukraina and Lukoil remain tight-lipped about the deal. "For now we're not commenting on this information," Lukoil press officer Vladimir Semakov told the Kyiv Post. The press service of Gaz Ukraina promised to release some information about the deal "later." On Feb. 25, Gaz Ukraina confirmed to Unian news agency that the group was interested in buying Odesa and Lysychansk refineries. Dzerkalo Tyzhnya reported that Gaz Ukraina already conducted a technical and legal audit of the refinery, with the annual capacity of 2.8 million tons. The deal could

potentially be valued at \$200 million, the paper's source said. The same source said that Serhiy Kurchenko, Gaz Ukraina's founder, had previously assisted the Russian company to get overdue VAT refunds worth nearly Hr 200 million (\$25 million), thus "paving the way for a deal". Serhiy Kuyun, director of A-95 consulting group, which specializes in energy issues, says the deal is a very realistic prospect. "The talk about it has been going on over the last six months. And now we see that it has entered an active stage," Kuyun said. "As I understand there is some agreement, but the deal has not been carried out." Gaz Ukraina has been one of the most discussed companies in the past few months. Established in 2008, it remained completely unknown to the general public until last year, when it suddenly emerged as a top player on Ukraine's liquefied gas market. In



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December, Forbes Ukraine suggested the company had ties with Artem Pshonka, a parliament member and son of prosecutor general. He denied any connection, though. The company claims an annual turnover of \$10 billion and specializes in the sale of fuel, liquefied and natural gas. It controls about 150 fuel filling stations across the country and plans to expand the chain to 250 stations by 2014. In late 2012, 27-year-old Kurchenko hit the news as he became the owner of Metalist Kharkiv, one of Ukraine's leading soccer clubs under mysterious circumstances. The club's former owner Aleksandr Yaroslavskiy later said he was pressured to sell the club.

<http://www.kyivpost.com/content/business/mysterious-kharkiv-business-group-eyes-odesa-oil-refinery-321059.html>

CANADA, OTTAWA, FEBRUARY 28 2013. OIL INDUSTRY WARNS OF REFINERY CLOSINGS OVER ENVIRONMENTAL RULES

shawn mccarthy

Canada's oil industry is warning the federal government that an aggressive move to force reductions in greenhouse-gas emissions and other pollutants could force the closing of several Eastern Canadian refineries, with the loss of hundreds of well-paying jobs. Ottawa plans to include the refining sector in the climate regulations it is preparing for the oil and gas industry, and is being encouraged to release them soon to show progress on climate policy as the United States decides whether to approve the controversial Keystone XL oil sands pipeline. However, refineries in Eastern Canada are facing a competitive squeeze because of flat demand and overcapacity in the Atlantic market. At the same time, refineries in Quebec and Atlantic Canada must process high-priced imported crude while their inland competitors have access to lower-cost North American supplies. The Canadian Fuels Association, which represents the refining and marketing side of the business, says its members face a number of proposed new environmental regulations that, taken together, could jeopardize the future of the industry. "As an industry, we are committed to continuous environmental improvement," association president Peter Boag said in an interview. "But we need to manage that regulatory agenda such that we achieve real environmental benefits for Canada and Canadians, but do it in a way that we don't achieve those benefits by closing down parts of an industry." Mr. Boag pointed to an international comparison of refineries' GHG performance in which Canadian plants already rank behind only those in California. The association released a report on Wednesday that contained dire predictions about the cumulative impact of the environmental policies aimed at reducing Canadians' fuel consumption, cleaning up gasoline by lowering sulphur content, and cutting pollutants and greenhouse-gas emissions at the plants themselves. The report warns that, even without such policies, one of nine refineries operating in Eastern Canada is likely to close and three others are economically vulnerable. If Ottawa and provincial governments impose an onerous environmental burden, that would "significantly increase the likelihood that four or five of the nine refineries operating in Eastern Canada could shut down," the study concludes. Mr. Boag said Ottawa should harmonize any regulatory effort with the United States to ensure that the industry does not suffer and that Canadians do not merely end up importing their gasoline from plants whose GHG profile is even worse than that of the domestic refineries. While the federal government has announced plans to release draft regulations that would cover the oil and gas sector, including refineries, the U.S. Environmental Protection Agency is focused on introducing new emission rules for the coal-fired power sector, which is by far the largest American source of emissions. In the past seven years, two refineries have been shuttered – a Petro-Canada plant in Oakville, Ont., and a Royal Dutch Shell facility in Montreal. Imperial Oil Ltd. is looking to sell its Dartmouth, N.S., operation, and the company could close it if no buyer can be found. Mr. Boag said the plants east of Ontario would benefit from proposals by Enbridge Inc. and TransCanada Corp. to extend the pipeline network from western North America to give them access to cheaper oil that trades at a significant discount to the world price paid by those eastern refiners. But the industry still suffers from overcapacity in the so-called Atlantic basin, which includes the eastern half of North America, Europe and the Caribbean. And Canadian refiners are facing increasing pressure from offshore competitors, including export-oriented mega-refineries in countries such as India and retrooled plants on the U.S. Gulf Coast. P.J. Partington, a policy analyst at the Calgary-based Pembina Institute, said industry typically complains about the economic impact of regulations, and often exaggerates the risks. Mr. Partington agreed that it would be best if there was international – or even bilateral – agreement on how to proceed. But he noted that some provinces and California have already adopted climate regulations that affect refineries. "We can't let the absence of international agreement prevent us from making real progress," he said.

<http://www.theglobeandmail.com/report-on-business/industry-news/energy-and-resources/oil-industry-warns-of-refinery-closings-over-environmental-rules/article9133032/>



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USA, CA, MOUNT SHASTA, FEBRUARY 28 2013. INFORMATION ABOUT TRAIN TANKERS IS DIFFICULT TO OBTAIN



At some points along the railroad tracks, liquified petroleum tank cars sit five cars deep between North Mt. Shasta Blvd. and Pine Street. While the city cites them as "a concern," they are more frustrated that approximately a dozen calls to various state and federal agencies have not been fruitful. Though Mount Shasta City Fire Department Chief Matt Melo is working under the assumption they are empty, he wants them gone as soon as possible.

Despite dozens of calls to various local, state and federal agencies, it is unclear if the tank cars sitting on the railroad tracks along N. Mt. Shasta Boulevard are empty or full of liquified petroleum gas. "It's a concern, and what makes it even more frustrating is we can't get a straight answer," said Mount Shasta City Fire Chief Matt Melo. "We have had no confirmation about whether they are empty or full, and none of our calls for information have been answered." Mount Shasta

City Manager Ted Marconi said the city has received about a dozen phone calls from concerned citizens regarding the safety of the tanks over the past two weeks, since the cars showed up here. Between himself and Melo, the city has made approximately a dozen calls to various state and federal agencies. While at first Marconi was under the impression the tanks were full, because of the obvious placards still in place on the cars, after further investigation, he thinks they are probably empty. Whether empty or full, because the cars are sitting on the railroad tracks, the city has no jurisdiction over them, Melo explained. They are under the jurisdiction of the Federal Railroad Administration and the California Public Utilities Commission. The CPUC provides the permits necessary to move the cars. Melo said after speaking with the UP Hazardous Materials office, it appears Union Pacific has the proper paperwork to move empty tanks. According to Union Pacific media spokesperson Aaron Hunt, the tanks are now being stored on tracks belonging to the McCloud Railroad. He had no further information about them. CPUC information officer Chris Chow confirmed the tanks are designed to carry liquid petroleum gas. "The McCloud Railroad (a Short Line) has their only locomotive in the shop for repairs, which will be concluded in March and the cars will be moved then," Chow said. "The CPUC is looking into all applicable regulations to ensure that the cars are being stored in compliance with the law." When asked specifically if the tanks are empty or full, Chow said he is "checking." There was no further response from the CPUC as of press time. Marconi, as well as UP spokesperson Aaron Hunt, referred questions about the McCloud River Railroad to Court Hammond, who is listed as CEO of the Yreka Western Railroad. Phone calls and an email to Hammond have yet to be returned. Webpages for the Yreka Western Railroad do not function and phone numbers for the business go unanswered. At some points along the railroad tracks, liquified petroleum tank cars sit five cars deep between North Mt. Shasta Blvd. and Pine Street. While the city cites them as "a concern," they are more frustrated that approximately a dozen calls to various state and federal agencies have not been fruitful. Though Mount Shasta City Fire Department Chief Matt Melo is working under the assumption they are empty, he wants them gone as soon as possible. Queries about the tanks were eventually referred to Michael Murray of the Federal Railroad Administration in Washington DC. Murray was asked if the cars are empty or full, their intended final destination, who owns the tanks and the difference between long term and short term storage, as well as what kinds of permits are needed to move such tanks. "We understand that Valero is the shipper, and our regional office is working with them to determine the intended destination for the railcars," Murray answered in a Tuesday afternoon email. The remaining questions were not addressed.

Concerns

"Liquified petroleum is dangerous, period. But these cars are no more dangerous than the propane tanks you see by a person's house. There are just more of them," said Melo. Each tank can hold more than 30,000 gallons of liquified petroleum, Melo said. All the tanks are double walled, with an eight inch foam buffer between the outside and the inner tank. They are also equipped with safety valves. The tanks are designed to be safe in transit and to take impact, Melo said. While accidents can happen, these tanks are as safe as possible. That being said, Melo wants the tanks gone as soon as possible. Mount Shasta's Dennis White worries about having so many gallons of explosive material stored in relatively close proximity to numerous businesses, Mercy Medical Center and many homes. After researching accidents involving these kinds of tanks in other parts of the United States, he found many instances of catastrophic accidents that have been deadly. Melo said it would be unlikely that all the tanks would explode at the same time, however, he is concerned and is doing his best to get to the bottom of the problem and have the tanks move on.

<http://www.mtshastanews.com/article/20130226/NEWS/130229803#art-tit>



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USA, N.H, NASHUA, FEBRUARY 28 2013. FIREFIGHTERS CONTAIN, LOOK FOR SOURCE OF OIL LEAKING INTO NASHUA RIVER



Nashua Fire Rescue placed an absorbent boom and pads on the Nashua River near the La Dame de Notre Renaissance Francais sculpture as the source of the oily sheen is trying to be located.

Firefighters and city and state officials investigated an oil leak in the Nashua River on Wednesday morning. The leak didn't appear to be major and seemed to be coming from a storm water drain on the south bank of the river between Clocktower Place apartments and the Main Street Bridge, said Deputy Fire Chief Michael O'Brien. Firefighters used booms to contain and clean up the leak and were trying to find the source, he said. The leak was first noticed over the weekend, when the booms were placed in the water, but the oil sheen on the river seemed more prominent Wednesday, O'Brien said. City wastewater and state Department of Environmental Services officials also were involved in

investigating the source of the oil leak, O'Brien said.

<http://www.nashuatelegraph.com/news/995136-469/firefighters-contain-look-for-source-of-oil.html>

ENGLAND, WALES, LLANSAMLET, FEBRUARY 28 2013. PETROL TANKER IN SWANSEA M4 CRASH

The emergency services are on the scene of a motorway crash involving a car and a petrol tanker. Police, fire and ambulance crews are at the incident near junction 44 (Llansamlet) of the westbound M4, and one lane is blocked. Mid and West Fire and Rescue Service say the petrol tanker has not been breached, and no fuel is leaking on to the carriageway. The accident happened just before 7.45pm. There are no details yet of any casualties.

<http://www.thisissouthwales.co.uk/Petrol-tanker-Swansea-M4-crash/story-18267645-detail/story.html#axzz2MMOaGxju>

RUSSIA, PERM, BEREZNIKI, MARCH 1 2013. LIQUID CHLORINE SPILL IN RUSSIA'S CHEMICAL PLANT INJURES 30



The undated photo shows the chemical plant which has a liquid chlorine spill in Berezniki, Russia. Liquid chlorine spill at a chemical plant in Russia's Perm Territory injured 30 people, local authorities told the Interfax news agency Friday.

Liquid chlorine spill at a chemical plant in [Russia's](#) Perm Territory injured 30 people, local authorities told the Interfax news agency Friday. Workers at the plant, located at the town of Berezniki in Perm, violated the technological process, triggering the accident. "30 people have been injured, 27 of them were hospitalized," a local emergencies department spokesperson said, adding the other three people received medical care on the spot. "The chlorine spill could have been caused by a technical failure and it had already been contained," the

regional police department said on its website, adding no threat would be posed to the population. Local authorities were alerted at 0421 GMT about the spill at the plant's 13th unit, a local emergencies service spokesman told the Interfax. Perm Territory Governor Viktor Basargin has ordered the local authorities to provide assistance to those affected and conduct an investigation into the incident.

http://news.xinhuanet.com/english/world/2013-03/01/c_132200949.htm

PHILIPPINES, DAGUPA, MARCH 1 2013. AUTHORITIES WORKING TO CONTROL OIL SPILL ON ILOCOS SHORES

alex romeo r. fernandez

Authorities are working to control the spread of oil that leaked from a vessel after the slick began drifting to the shores of the Ilocos Region. Personnel from the Office of the Civil Defense (OCD) and the Philippine Coast Guard (PCG) have been deployed since Tuesday (February 26) to conduct clean-up operations following reports that oil traces were spotted along the shorelines of La Union, Ilocos Sur, including Ilocos Norte. Melchito Castro, chief of the OCD in the Ilocos, said on Thursday that the joint team began removing oil sludge from the shorelines mostly in the coastal towns of La Union and Ilocos Sur where the slick began to spread. Castro said that authorities have yet to determine where the oil seepage originated. Initial reports



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show that the spill might have come from the M/V Arita Bauxite, a Myanmar vessel that sank off the coast of Bolinao town on February 17. Castro said that sludge samples will be sent to Manila to determine the kind of oil that seeped and trace it back to the vessel that carries that oil. He said several vessels have been docked on the coasts of La Union and Ilocos Sur before the oil spill. The Provincial Disaster Risk Reduction and Management Council (PDRPMC) earlier declared that oil slick was seen along Pangasinan shores but that the seepage was confined to one kilometer radius. The seepage was first seen along the shores of San Fernando City including the towns of San Juan, Bacnotan, Luna and Bangar. It later spread in Ilocos Sur off the coast of Tagudin, Sta. Cruz, Sta. Lucia, Santiago, San Esteban and Candon City. Capt. Pablo Gonzales Jr., PCG district commander in Northern Luzon, said that the spill had reached the shores of Masintoc village in Paoay town in Ilocos Norte. Meanwhile, the OCD has been coordinating cleanup efforts in the affected areas, while two coast guard patrol boats have been monitoring the gulf to determine the extent of the seepage and its path.

<http://www.pia.gov.ph/news/index.php?article=1931362038884>

USA, IN, INDIANAPOLIS, MARCH 1 2013. COUNTRYMARK REFINERY PAYING \$18M TO INSTALL POLLUTION CONTROLS, SETTLE WITH EPA

Southwestern Indiana oil refiner CountryMark is spending \$18 million on new pollution controls to settle Clean Air Act violations. The Environmental Protection Agency and the U.S. Justice Department announced Thursday that CountryMark will spend the money on improved pollution controls such as flares at its refinery in Mount Vernon, about 20 miles west of Evansville. Officials alleged CountryMark violated the law when it expanded operations without obtaining proper permits and installing necessary pollution controls. CountryMark began a \$20 million expansion of the plant in 2007, which was expected to increase its capacity to 45 million barrels a year. The settlement is part of a larger drive by federal authorities to enforce the Clean Air Act. Officials have negotiated settlements with 32 other refineries for a total of \$6 billion to curb pollutants like sulfur dioxide and nitrogen oxides that contribute to acid rain and smog. The EPA estimates the new controls have reduced pollutants by 360,000 tons a year. The refiner would improve its flaring devices, which burn off waste gases, and limit the amount of gases sent through the flares. "These innovative controls include ensuring that pollution control devices, such as flares, are operated properly to minimize pollution emitted into the air and to improve their overall efficiency," Cynthia Giles, assistant administrator for EPA's Office of Enforcement and Compliance Assurance, said in a statement. The state, represented by Indiana Attorney General Greg Zoeller and the Indiana Department of Environmental Management, will also receive \$110,000 in the settlement that will pay for the removal of asbestos from an old grain elevator in downtown Mt. Vernon. CountryMark will also pay \$70,000 to help retrofit diesel-engine school buses.

<http://www.therepublic.com/view/story/20ccd9607ab3443780ac02c7076b2fdf/IN--Refinery-Clean-Air-Act>

USA, TX, TEXAS CITY, MARCH 1 2013. FIREFIGHTERS AT MARATHON REFINERY BLAZE

 **Watch the Video** [Large Tank Goes Up in Flames at Marathon Plant in Texas City](#)

 **Photo's [25]** [Fire Burns at Galveston Bay Refinery](#)



Firefighters worked late Thursday afternoon to put out a blaze at Marathon's Galveston Bay Refinery after a hose leading to a tank pump caught fire, a company spokesperson said. No injuries were reported, and no off-site impacts occurred, said Shane Pochard, communications manager for Marathon. Texas City Emergency Management (TCEM) officials responded to the fire at about 16:00 Houston time. Upon arrival, the TCEM reported that materials on the ground had caught fire, but the tank was not in flames. Thick black smoke billowed up from the blaze, and firefighters worked to extinguish the fire with foam. At 18:00, the TCEM reported that the "situation is stable" and that it would continue to monitor it. Pochard had no comment on whether operations at the

refinery had been affected. However, news of the fire rippled through some markets late Thursday, with the US benzene spot market spiking. The prompt March benzene spot market also moved up on the back of short cover positions. Current benzene spot prices were discussed at \$4.65-4.68/gal FOB (free on board) late Thursday afternoon. The spot price range was up from \$4.58-4.62/gal FOB the previous day. On 1 February, Marathon [completed the purchase](#) of the 475,000 bbl/day refinery from



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BP for approximately \$598m (€454m), plus inventories estimated at \$1.1bn. The Texas City, Texas, refinery ranks as the third largest for processing capacity in the US.

Related Links

- [Firefighter dousing blaze at Marathon refinery in Texas City](#)
Breaking Pics are coming in of a tank fire at Marathon Galveston Bay refinery. Stay tuned to #KPRC for developments.
- [Marathon Petroleum: Hoses, Not Tank, Caught Fire at Refinery](#)
A spokesman Marathon Petroleum Corp. (MPC) said hoses connected to a tank at its Galveston Bay refinery caught fire Thursday, and the company is working to extinguish the blaze.
- [Large tank goes up in flames at Marathon plant in Texas City](#)
Firefighters battled a tank fire at the Marathon Galveston Bay Refinery in Texas City Thursday afternoon. No injuries were reported at the plant in the 2200 block of Fifth Avenue South.
- [Marathon Petroleum: Hose Fire Out at Galveston Bay Refinery](#)
A fire near a tank at Marathon Petroleum Corp.'s (MPC) Galveston Bay refinery has been extinguished, spokesman Shane Pochard said. Hoses connected to the tank had caught fire Thursday, but the tank itself did not.
- [Fire Erupts At Texas City Plant](#)
A tank burned at a Texas City plant on Thursday. Reports indicate that the fire happened at the Marathon Galveston Bay refinery.
- [Burning supply hoses create smoke at Marathon refinery](#)
Supply hoses near a storage tank at Marathon's Galveston Bay Refinery caught fire Thursday afternoon, sending a large amount of smoke into the sky.

<http://www.icis.com/Articles/2013/03/01/9645612/firefighters-at-marathon-refinery-blaze-benzene-market-spikes.html>

USA, CA, MANTECA, MARCH 1 2013. TEAR GAS BRINGS END TO STANDOFF WITH MAN IN PROPANE TANKER

jason anderson

Watch the Video's:

- [Man Barricaded in Propane Truck Taken into Custody](#)
- [Suspect at Center of Swat Standoff on Highway 99 Arrested](#)

Authorities used tear gas to force a suspected gunman out of a propane tanker truck late Wednesday night, ending a SWAT team standoff that snarled freeway traffic for hours, police said. The man crashed his car into a propane tank, shot a person with a pellet gun, pointed the weapon at police and was shot by officers before barricading himself in the cab of the truck, authorities said. When the man surrendered more than four hours later, authorities found an Airsoft replica handgun and other weapons, said Sgt. Jodie Estarziau, a spokesman for the Manteca Police Department. The suspected gunman was still in a hospital receiving treatment for a non-life-threatening gunshot wound Thursday, Estarziau said. His name was not released. Police initially responded to a report that a vehicle had crashed into a propane tank about 6:25 p.m. at Van Unen Miersma Propane Inc. at 20504 South 99 Frontage Road in Ripon, near Moffat Boulevard and Austin Road. When they arrived, authorities located a victim suffering from a non-life-threatening gunshot wound, Estarziau said. They later determined the man had been shot with the Airsoft gun, which was a replica of a semiautomatic handgun, Estarziau said. The gunman fled into the cab of the tanker truck and barricaded himself inside. The man pointed the weapon at authorities, Estarziau said. Two officers from the Manteca Police Department and two from the California Highway Patrol fired shots at the man, hitting him at least once, Estarziau said. None of the officers was injured, and their names have not been released. Members of the Manteca Police Department, the San Joaquin County Sheriff's Office, a Stanislaus County SWAT Team and the CHP converged on the scene. Given the possibility of more gunfire and the presence of flammable propane, authorities closed northbound and southbound lanes of Highway 99 for more than three hours, leaving hundreds of motorists stranded, Estarziau said. Authorities established a dialogue with the gunman, but he refused to come out of the truck, Estarziau said. The SWAT team later launched nonflammable tear gas into the cab of the truck, forcing the man to surrender and bringing an end to the standoff at about 10:40 p.m.

http://www.recordnet.com/apps/pbcs.dll/article?AID=/20130301/A_NEWS/303010322



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USA, AZ, TUCSON, MARCH 2 2013. TANKER 'BUMPED' BY TRAIN OVERTURNS IN TUCSON RAIL YARD

kimberly matas

A tanker truck hauling diesel fuel overturned after it was "bumped," by a freight train in the Union Pacific rail yard early Friday morning, a railroad official said. The rail yard is in the area of East 22nd Street and South Campbell Avenue. The tanker, which has a 5,000 gallon fuel capacity, was struck at about 4 a.m., Capt. Barrett Baker, spokesman for the Tucson Fire Department, said. The department is helping Union Pacific with clean-up. About 1,000 gallons of diesel spilled from the truck, which is used for re-fueling vehicles in the rail yard, Aaron Hunt, a Union Pacific spokesman, said. Containment booms have been set up around the spill to keep the fuel from spreading and to absorb some of the diesel, Hunt said. Once TFD removes the remaining fuel from the tanker, the truck will be moved out of the way and Union Pacific can continue clean-up. "Any fuel that hasn't been soaked up by the boom or the other sand and materials we put in the area, we'll vacuum the up with a truck," specially designed to suck up spilled liquids. After that, the railroad's hazardous materials team will take soil samples to determine how much fuel was absorbed into the ground and how much soil must be removed. "Thus far, from everything my team on the ground is telling me, none of the fuel on the ground has made contact with a water source," Hunt said. He expects freight trains to begin running through the yard again no later than tonight. The train involved in the collision has already departed for its destination in Phoenix, but two other trains are being held in the yard pending the removal of the tanker. The driver of the truck was taken to the hospital for observation.

http://azstarnet.com/news/blogs/police-beat/tanker-bumped-by-train-overtorns-in-tucson-rail-yard/article_d5a2e966-8280-11e2-85b8-001a4bcf887a.html

INDONESIA, JAKARTA, MARCH 2 2013. MINISTERS UNHARMED IN BALLOON EXPLOSION

sita w. dewi



Out With a Bang: A victim of a balloon explosion is rushed to an ambulance at Indosiar TV headquarters, West Jakarta, on Thursday. Twenty-nine people were hurt when 250 decorative helium-filled balloons exploded after being exposed to the sun at a gathering of roadside traders and government officials.

Twenty nine people were injured on Thursday when hundreds of helium-filled balloons unexpectedly exploded at an event marking the launch of a culinary center in private TV station Indosiar's complex in West Jakarta. A number of high-ranking officials attending the event were unscathed. Jakarta Governor Joko "Jokowi" Widodo, Health Minister Nafsiah Mboi, Manpower and Transmigration Minister Muhaimin Iskandar, Cooperatives and Small and Medium Enterprises Minister Syarifuddin Hasan and Home Minister Gamawan Fauzi were enjoying lunch in the VIP area, only about 5 meters from where the

balloons were installed. Trade Minister Gita Wirjawan, who also attended the launch, had left before the incident occurred. An eyewitness, Firda, said some of the balloons suddenly burst into flames and within seconds ignited a larger fire at around 12 p.m. "The fire spread very quickly [...] some performers and committee members who were holding the balloons were burned," she said. "I saw flames burning their hair and faces. Their injuries looked severe and some victims passed out at the scene." Denny Yuliansari, another eyewitness, said at least the first seven victims were immediately rushed to the nearest hospital with two ambulances on standby, while the officials who remained at the scene, except Gamawan who subsequently left the venue, continued their lunch. "I was unaware there were victims during the incident," Jokowi said at City Hall after leaving the venue. Indosiar spokesman Gufroni Sakaril told The Jakarta Post that preliminary findings indicated the balloons had exploded due to the sweltering heat. "The balloons were filled with gas and the weather was extremely hot [...] so the balloons exploded," he said. "Most of the victims are our employees and are now being treated at the Royal Taruma Hospital," he said, adding that the company would cover all medical expenses. Gufroni said the balloons were initially planned to be released at the end of the ceremony. Jakarta Police spokesman Sr. Comr. Rikwanto said the balloons had been in the heat for too long. "That was why they blew up and ignited a fire, injuring some people," he said. "We are investigating the incident to establish whether there was possible negligence from the event organizer." As of Thursday afternoon, the police recorded 29 people as having sustained light and medium injuries. Gufroni said the company was ready to cooperate with the police. Helium gas is widely used to fill balloons as party decorations. Environmentalists have warned of the downside of releasing helium balloons



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into the atmosphere, as is often done during various ceremonial events. Activists point out that balloons that are made of materials such as plastic can be harmful for the environment if they end up in the wrong places.

Several Incidents of Balloon Explosions in Greater Jakarta

- **Oct. 4, 2009**

A 5-meter-diameter hot air balloon that served as an advertisement exploded near the Wisma Dharmala building on Jl. Jend. Sudirman, Central Jakarta. Around 60 people sustained burns.

- **April 24, 2010**

As many as 12 Depok residents suffered burns, following an explosion of helium-filled colored balloons. The balloons, which together spelled out "Let the Games Begin", were set up by a committee of the Youth and Sports Ministry for the Equestrian Cup competition, which was held in Cinere, 25 kilometers from the site of the incident.

- **July 18, 2012**

A number of helium-filled balloons exploded in the Jakarta Japanese School near Pondok Aren, South Tangerang. Four taxi drivers who were close to the location suffered minor burns.

<http://www.thejakartapost.com/news/2013/03/01/ministers-unharmful-balloon-explosion.html>

USA, WASHINGTON DC, MARCH 2 2013. THE TOXIC WASTE PIT NEXT DOOR >> NEARLY 100 YEARS AFTER THE ARMY BURIED CHEMICAL WEAPONS IN DC'S SPRING VALLEY, IT'S STILL FINDING BOMBS AND LETHAL CHEMICALS UNDER THE HOMES THERE. SOME RESIDENTS FEAR FOR THEIR CHILDREN'S SAFETY. OTHERS BELIEVE THE TOXINS HAVE ALREADY MADE THEM SICK.

harry jaffe



The 1918 picture showing Sergeant Charles Maurer at "the hole called Hades." It was the back yard that sold Christine Dieterich on the yellow brick Cape Cod on Glenbrook Road. She fell in love with the terraced gardens, pictured her children racing around outside and traversing the little bridge across a creek into the woods. "It seemed idyllic," Dieterich says. She and her husband, Rogerio Zandamela, paid \$1.5 million for the six-bedroom house in Spring Valley, an affluent neighborhood nestled in the far northwest corner of DC. They moved in in 2009. Then one afternoon in late March 2010, Dieterich rounded the corner onto Glenbrook on her way home from work and found the street blocked by TV news trucks, cameras, and reporters. Army engineers excavating a yard across from hers had unearthed a rusty metal drum seven feet down that held a cache of glass bottles. Workers had noticed the ground smoking around the drum. White vapor was escaping from one of the bottles

inside. They sealed off the site and tested the contents of the bottles. "We found out the white vapor was arsenic trichloride," Dieterich says. "That was our first piece of bad news." Arsenic-trichloride vapors can be lethal when inhaled. The Army Corps of Engineers, which was in charge of the dig, knew there might be toxic chemicals in the ground, but it wasn't prepared for arsenic trichloride. Neither was Christine Dieterich. She knew that the campus of American University, just a block away, had been the site of chemical-weapons testing from 1917 to 1920. But the Army Corps had sent her a letter explaining the history and its current cleanup project. It said her property was safe. What the Army failed to state explicitly was that Dieterich and her neighbors were living yards away from the first military Superfund site in a residential urban area, where the Army is actively searching for bombs and poisonous chemicals. The Corps has been trying for years to pinpoint the location of a waste pit pictured in a grainy 1918 photograph. Sergeant Charles Maurer, shown standing over the pit, wrote on the back: "The most feared and respected place on the grounds. The bottles are full of mustard, to be destroyed here. In Death Valley. The hole called Hades." The Corps now believes that it has found "the hole called Hades"—directly across the street from Christine Dieterich's home. This past November, she watched from her kitchen as Army contractors tore down the three-story brick house at 4825 Glenbrook. The Corps will spend an estimated \$12 million to excavate and restore the site. The dig could last into 2014. "We are anticipating we will find additional lewisite in the soil under the house," Army Corps project manager Brenda Barber says. Lewisite, made with arsenic, was perhaps the most toxic of the poisons tested on the AU campus. It was called "the dew of death" because a single drop could be lethal. Bombs with lewisite were on their way to Europe when World War I ended. Dieterich has two children, ages five and one. She asked the Army to relocate her family until the digging was done,



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but her request was denied. "The Army assured us it would take care of my family if we were in harm's way," she says. "I should have asked more questions." The Corps has told Dieterich and her neighbors that its elaborate tenting system will protect them from any poisons. It plans to set up sensors that will trigger sirens if poison gases escape into the air. "How can they expect me to have peace of mind and have my children play in the front yard while they are digging for chemical-warfare agents 20 feet away?" she asks. "I wake up at 3 am in a cold sweat. My children won't be safe in their own home." With its tall trees and stately homes—which sell for upward of \$4 million—Spring Valley is one of DC's most prestigious neighborhoods. Richard Nixon, Lyndon Johnson, and George H.W. Bush all lived there. Attorney General Eric Holder makes his home there now, as do TV anchor Jim Vance and attorney Brendan Sullivan. But in 1918, when the US was fighting in the trenches of Europe, Spring Valley was fields and farms. American University, atop the hill at Ward Circle, was a small, struggling college. The military, facing chemical weapons for the first time, leased property from the university to establish labs and testing sites. It summoned more than 1,000 chemical-weapons researchers to mix poisons and test the substances' killing potential at the American University Experimental Station. They lobbed mortars from the edge of AU down toward what's now Dalecarlia Reservoir. In 1920, two years after the armistice, the government closed down the project but didn't clean up the land. Soldiers dug pits just beyond the edge of the campus and buried artillery shells and glass jugs full of lethal compounds. According to the Corps, they didn't keep records of the disposals. From the 1920s on, developers bought up the property, carved roads, and built homes. The Army and American University kept the neighborhood's toxic past secret. It wasn't until 1993—when workers digging a utility trench not far from Dieterich's home struck bombs—that Spring Valley's chemical-warfare history became public. Since then, the Army Corps has spent \$221 million to clean up what it calls the Spring Valley Formerly Used Defense Site. The project has been the subject of hearings before Congress and the DC Council. Having found arsenic in the ground, the Corps has carted away thousands of tons of soil, and it's still testing for more toxic waste. The Corps has drilled 53 wells in Spring Valley and found arsenic as well as perchlorate, a component of rocket fuel, in the ground water. Twenty years after the first bombs were found, what do we know? It's clear that contamination is not widespread over Spring Valley's entire 660 acres. The majority of homes in the neighborhood haven't been affected by the chemical testing, and the Army has removed contaminated soil at many others. Real-estate values have remained strong. Most residents would prefer that Spring Valley's toxic past recede, but it remains immediate and relevant. Using archival maps and satellite images, historical records, geophysical probes, and ground-penetrating radar, the Corps has identified specific waste pits, testing trenches, and pathways from the firing range. It has dug up more than 1,000 munitions, most empty, some still intact with toxic agents. It has destroyed hundreds of munitions in a detonation chamber on federal property between Sibley Hospital and Dalecarlia Reservoir. Have the buried poisons made Spring Valley residents sick? Two surveys of the entire neighborhood have found no elevated incidence of cancers. But because the contamination affected specific streets and groups of houses built over known trenches and dumps, many residents believe that surveys encompassing all of Spring Valley are too diffuse and not conclusive. "We need an independent assessment by the National Academy of Sciences," says Nan Wells, a biologist who represents Spring Valley on the Advisory Neighborhood Commission. "It's important that we have experts review the studies." Johns Hopkins Bloomberg School of Public Health is close to finishing a survey, but it's using entire Zip codes to compare the health of Spring Valley residents with that of Chevy Chase DC residents. "We are not going to have any definitive information on actual cases," says Mary Fox, the survey's principal investigator. "We understand the frustration of the Spring Valley community. We are not going to be able to give them all the answers they are looking for." The best attempt at providing answers came from a 2004 survey of a 345-house "epicenter" of Spring Valley by Charles Bermppohl, a staff writer for the Northwest Current, a weekly paper that covers Spring Valley. Bermppohl found 160 cases of "chronic, often life-threatening and rare diseases." Bermppohl's research found an alarming number of diseases, but experts have criticized the findings as anecdotal and unscientific. Bailus Walker, professor of environmental and occupational medicine and toxicology at Howard University, chaired a panel that studied Spring Valley for the District. "One of the most difficult things we faced was trying to determine if there were health effects, who was exposed, to what chemicals, how much, and for how long," says Walker. "We were never able to get a handle on that. We did not see a cluster of cancers of the same organ system in the community." Kent Slowinski, an activist and Advisory Neighborhood Commissioner who worked with Bermppohl, says the research is "just the tip of the iceberg. It warrants further investigation." Two things have become clear in the 20 years of testing and turmoil: It's nearly impossible to prove a direct connection between the toxic chemicals and a specific disease. And the laws are stacked against residents who attempt to use the legal system as a recourse, especially when the government is charged with creating the pollution. Ask Camille Saum, who grew up on Sedgwick Street. She has been diagnosed with pernicious anemia—a rare and debilitating blood disorder—kidney disease, and lupus. She believes all of these conditions were triggered by an immune system



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weakened by toxic chemicals such as arsenic. She sued the Army to no avail. "I don't think the government treated me or anyone else well," says Saum. "Look at all the people who died. I'm one of the lucky ones. At least I am alive."

Continue Reading:

<http://www.washingtonian.com/articles/people/the-toxic-waste-pit-next-door/>

USA, CA, BARSTOW, MARCH 2 2013. FORMER GAS STATION SITES UNDERGO UNDERGROUND CLEANUP

brooke self



A row of barrels sit in the desert lot off of Main Street and Coolwater Lane. The site was once a gas station but has been closed since 1992.

Two desert lots off of Main Street which were once gas stations are now being treated for fume releases and leaking underground storage tanks, according to the State Water Board's GeoTracker website. "The purpose of the cleanup is to protect human health and water quality," said Tom Gavigan, senior engineering geologist for the Lahontan Water Board. At the corner of Barstow Road and Main Street, the former Arco gas station site is undergoing underground clean up, Project Manager Greg Fiol said. The lot has some fume releases and the company Arcadis is working on a remedial action plan under the direction of the Lahontan Water Board, according to Fiol. At the corner of Coolwater Lane and Main Street, an old gas station lot has been vacant since 1992 and its case is still open, according to the GeoTracker website. The California State Water Board recently updated its policy on these sites deemed a "low-threat" to human

health, and the board is calling for "aggressive implementation" of cleanup plans, according to Gavigan and the Water Board website. On Main Street in Barstow, there are currently eight active leaking underground tank cleanup sites that were once home to gas stations and about 22 closed and completed cases. Gas stations are ubiquitous in Barstow as the city is located at the intersection of several major highways including Interstate 15 and Interstate 40. In the entire state there are an estimated 37,782 leaking underground storage tank cases currently active, with the average case being open for 17 years, according to the Environmental Protection Agency's website. The new "Low-Threat Closure Policy" being implemented by the state is intended to "increase UST cleanup process efficiency and to preserve limited resources for the mitigation of releases posing a greater threat to human and environmental health," according to the official State Water Board resolution.

<http://www.desertdispatch.com/news/sites-14136-station-barstow.html>

USA, OH, CLEVELAND, MARCH 2 2013. YOUNGSTOWN GAS DRILLER INDICTED, ACCUSED OF DUMPING FRACKING WASTE INTO RIVER

james f. mccarty



Benedict Lupo is the owner of Hardrock Excavating and D&L Energy, which operates numerous fracking wells in Ohio, Pennsylvania and New York.

A federal grand jury returned an indictment against the owner of an oil and gas drilling company on Thursday, charging him with violating the Clean Water Act by dumping more than 20,000 gallons of fracking waste into a river in Youngstown. In addition to the charges against Benedict Lupo, 62, of Poland, Ohio, the grand jury also returned Clean Water Act indictments against Lupo's company, Hardrock Excavating, and an employee of the company, Michael Guesman, 34, of Cortland. Guesman previously told federal agents that on Jan.

31 he dumped a toxic stew of drilling mud containing salt-water, crude oil and several hazardous pollutants, including benzene and toluene, into a storm drain that emptied into a tributary of the Mahoning River, according to a court document. The employee said he was acting on Lupo's orders. Fracking, a slang term for hydraulic fracturing, involves injecting millions of gallons of chemical-laced water to crack open rock formations holding gas deposits deep under the Earth's surface. Ohio allows for disposing of fracking waste in state-permitted injection wells. In the Lupo case, court documents state, an anonymous tipster alerted authorities from the Ohio Department of Natural Resources that the improper dumping of fracking waste was occurring, and state agents observed the crime as it was being committed, court



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documents said. Guesman also said Lupo ordered him to lie if questioned about the dumping, and to tell law enforcement officers he had only emptied the 20,000-gallon waste tanks six times, when in fact he said he had done it more than 20 times, documents state. Lupo specified that the dumping should only occur at night and after all of the other employees had left the facility, according to court documents. About 58 mobile storage tanks are kept at the Hardrock facility, and each tank holds 20,000 gallons. Lupo owns about 20 companies, all contained under the umbrella company D&L Energy, located in Youngstown. Lupo admitted giving the orders, but denied telling his employees to lie or that he had dumped fracking waste on more than six occasions between Nov. 1, 2012 and Jan. 31, 2013, according to a sworn statement by an agent with the U.S. Environmental Protection Agency. Lupo and Guesman face a maximum sentence of three years in prison and a fine of \$50,000 per day of violation, or \$250,000, whichever is larger. The company could be fined \$50,000 per day of violation, or \$500,000, whichever is larger. "Clean, fresh water is our greatest resource in Northern Ohio," said U.S. Attorney Steven Dettelbach. "We will aggressively investigate and prosecute cases in which people pollute Ohio's streams, rivers and lakes." Ohio Attorney General Mike DeWine said the state may also become involved in the dumping case. A preliminary investigation found evidence of illegal storage and transportation of fracking waste, which could result in civil fines of \$2,500 to \$25,000 per day, he said. Also, steps have been taken to revoke all operating permits granted to Lupo's companies currently drilling at six fracking sites, he said. "We will continue to assist in the federal prosecution of this case but we will also pursue with the Ohio Department of Natural Resources any other violations of Ohio's environmental protection laws," DeWine said. "This case is a reminder that we should look at making state law equal to federal law when it comes to protecting the waters of Ohio."

Related Links

- [Beaver Falls, Pa., water authority never notified of illegal dumping.](http://www.cleveland.com/metro/index.ssf/2013/02/youngstown_gas_driller_indicte.html) When officials failed to immediately inform the public of the illegal dumping of thousands of gallons of fracking wastewater in Youngstown, Ohio, last month, they also failed to do something else - notify those downstream in Beaver Falls.

http://www.cleveland.com/metro/index.ssf/2013/02/youngstown_gas_driller_indicte.html

USA, ID, KOOTENAI CO, MARCH 3 2013. FLEEING DRIVER CRASHES INTO COEUR D'ALENE AIRPORT AVIATION FUEL DEPOT, \$40K DAMAGES



Authorities tracked down a man early Friday after he allegedly eluded police and later crashed his car into the Coeur d'Alene airport. The Kootenai County Sheriff's department said they attempted to stop Jared Salamina, 22, early Friday but he didn't initially stop. Authorities said he eventually pulled over a few blocks later, but sped away as the deputy walked up to the car door. The deputy pursued Salamina for a few blocks but discontinued quickly due to high speeds and weather conditions. However, the deputy did manage to grab Salamina's license plate number. Around 4:30 a.m., the sheriff's office received an anonymous call from a citizen that said he had picked up Salamina and drove him to his house in Athol. The citizen reported Salamina's parents were

planning to take him to the hospital because he crashed his car near the Coeur d'Alene airport. While deputies were responding to the Athol area to attempt contact with Salamina, other deputies were searching for the crashed car. Eventually, the crashed car was located. The car had been driven through an airport fence and crashed into a fuel pump depot, causing about \$40,000 in damage and spilling and spilling about 200 gallons of aviation fuel. Fire and airport personnel were called to the scene to deal with the fuel and damage. Meanwhile, more deputies located Salamina and his mother driving south on Highway 95 near the Garwood area. They stopped the vehicle and detained him. He was transported to Kootenai Medical Center, where he was later released and then taken to the Kootenai County Jail. He was booked into the jail for leaving the Scene of an Accident, Failure to Report the crash and Reckless Driving; all charges at this time are misdemeanors and his bond is currently \$900.00. Authorities said that charges for felony eluding are pending. The suspect could also face probation violation charges. Salamina is currently on probation for previous drug charges according to officers.

<http://www.krem.com/news/local/Fleeing-driver-crashes-into-Coeur-dAlene-airport-194314201.html>



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