



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 970 Newsy Stuff

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June 15 2013



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### NIGERIA, LAGOS, OJO, IJEODODO, JUNE 4 2013. FIRE EXPLOSION RAVAGES IJEODODO PIPELINE AGAIN

*abdulwaheed usamah*

Barely six months after a midnight explosion caused fire at Ijeododo in Ojo Local Council of Lagos State owing to activities of suspected pipeline vandals, residents of the sleepy community have again sighted a huge smoke, which is indicative of another fire outbreak. A resident told The Guardian, "As I saw thick smoke in the sky, I knew we are at it again, I do not need to be told that fire has occurred again." Continuing, he said "the last time experience is still living with us and had thought many a lesson. When I noticed that the smoke was from the last explosion spot, I concluded that vandals had gone there to steal, taking advantage of the rain that fell several hours before. Another resident who spoke under condition of anonymity told The Guardian that the fire started after the uninterrupted heavy downpour that was witnessed across the state on Saturday and that nobody knows the people responsible for it. She said that explosion occurred at about 5:00 p.m. and the raging fire was yet to be attended to. Sources said that officials of the Pipelines Products Marketing Company (PPMC), who visited the site about two hours after the explosion, left due to lack of access road to the explosion point. Security officers attached to Ijeododo pipeline who preferred anonymity said that the fire might have been caused as a result of four electric poles erected along the pipeline route that fell on it during the rain. However, Bale of Ijeododo community, Alhaji Tajudeen Subair, who visited the site, refuted the claim by the security officers, saying, "he lied to cover up their inefficiency." He said that the poles were erected simultaneously with the pipelines for over 15 years and have never caused any pipeline explosion. Subair said that the explosion was caused by the activities of pipeline vandals, who have continuously vandalised the pipelines in the community. He lamented that the last explosion caused the community 45 days of power outage because it damaged over four electric poles and cables. Subair explained that each building in the community contributed N1,000 for the replacement of the damaged electrical equipment. Spokesman of the National Emergency Management Agency (NEMA), Mr. Ibrahim Farinloye, said that no casualty was recorded. Farinloye said that the agency will be visiting the scene today to ascertain the level of damage done by the explosion.

[http://www.ngrguardiannews.com/index.php?option=com\\_content&view=article&id=123490:fire-explosion-ravages-ijeododo-pipeline-again&catid=1:national&Itemid=559](http://www.ngrguardiannews.com/index.php?option=com_content&view=article&id=123490:fire-explosion-ravages-ijeododo-pipeline-again&catid=1:national&Itemid=559)

### CANADA, ONT, SUDBURY, JUNE 4 2013. TRAIN DERAILMENT NEAR SUDBURY SPARKS WATER CONTAMINATION FEARS >> RESIDENTS NEAR SUDBURY-AREA DERAILMENT WORRY OVER HEALTH, BUT CP SAYS NO RISK TO PUBLIC

 **Watch the Video** [Train derailment near Wanup](#)



*Canadian Pacific says there is no indication that a freight train derailment east of Sudbury on Sunday poses a danger to the public or the environment.*

Residents are concerned for their safety and homes following a train derailment Sunday south of Sudbury, Ont., that resulted in several cars plunging into the Wanapitei River. The Canadian Pacific freight train cars became lodged in rapids near Wanup, located on Sudbury's outskirts, and their extraction could be tricky. The accident is under investigation. "From what I saw there, I'd say they're going to have to bring some sort of barge system in ... to wheel those things out," said Sudbury police Chief Frank Elsner, who was a police diver for a number of years. "[The cars] are in the middle of that river, so it would be very, very difficult to get a

crane that far over into the river." It's not good news for nearby residents, including Ray Dubois, whose backyard overlooks the Wanapitei River and the collapsed bridge with the overturned train cars. As he watched boxcars bob down the river and submerge across from his house, "we could literally see fuel floating by." Dubois said his home is on low land, so flooding is a concern, as is his property's value. "My home is up for sale and I just found out that I can't use my water," he said. "How's that going to impact me now? Who's going to want to come and see this if the river is contaminated in front of my place?" Sudbury police say residents should avoid drinking or swimming in the water, as there is the potential of small-scale chemical contamination.

#### Wheel Bearing Failed

Greater Sudbury's community emergency management co-ordinator said the city is working with Canadian Pacific to identify exactly what was in each boxcar. "The train was carrying really a mixed load," Lynn Fortin said. Canadian Pacific spokesman Ed Greenberg said a preliminary inspection of the containers indicates there are no materials or products that pose any



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danger. He said roughly 24 containers were involved and there were no injuries in the accident. As of Monday afternoon, only four cars remained in the water. "Our early investigation indicates this incident is the result of an unexpected and catastrophic wheel-bearing failure that could not have been detected in advance," Greenberg said. The bridge subsequently collapsed. CP has a network of electronic inspection systems that didn't detect any problem with the rail car wheels or bearings prior to the derailment, he added. He noted CP trains are inspected every day before they leave the yard, in addition to the track-side detectors. "One of the main types of detectors on our system examines the temperature of every rail car's wheel," he said. "This train passed by nine of these detectors on its routes to Sudbury. Each of these detectors showed all wheels and bearings were a normal and acceptable temperature." Greenberg said he's never heard of any other derailments because of a similar wheel bearing failure. The Transportation Safety Board has dispatched a team of investigators to the scene to begin its probe.

### Re-routing Trains

Meanwhile, CP says no freight service will be disrupted because of the derailment, even though 14 trains use that portion of track every day. "CP has re-routing options available to continue with the transportation of customer shipments and those discussions are taking place with our customers at this time," Greenberg said. "But we have the ability to continue to move our customers' product." CN Rail said its service was temporarily disrupted by the derailment Sunday, but that problem has since been resolved.

 **Related Stories** [Train derails in bridge collapse near Sudbury, Ont.](http://www.cbc.ca/news/canada/sudbury/story/2013/06/03/sby-train-derailment-update-sudbury-wanup-wanapitei-river-bridge-collapse.html)

<http://www.cbc.ca/news/canada/sudbury/story/2013/06/03/sby-train-derailment-update-sudbury-wanup-wanapitei-river-bridge-collapse.html>

### AUSTRALIA, N.S.W, LOFTUS, JUNE 4 2013. ALERT OVER SYDNEY PETROL FUMES >> FIRE & RESCUE NSW SAID A LOFTUS BP SERVICE STATION CLOSED WITH 500-METRE EXCLUSION ZONE



Firefighters and Hazmat crews will remain on a southern Sydney street on Monday night as they search for the source of petrol fumes. The vapours built up in sewer pipes beneath Loftus Avenue, Loftus, before blowing a sewer cover off about 4pm on Monday. Fire and Rescue NSW spokesman Superintendent Ian Krimmer said an exclusion zone remained in place on Monday night as crews continued to take air samples. "We're still getting readings on one section of the sewerage pipe," he told AAP. The fumes had been identified as petrol and a nearby service station shut down as emergency workers searched for the source of the leak. Residents would be evacuated if the concentration of fumes in the air became unsafe, Supt Krimmer said, but for now they were being allowed to stay in their homes.

<http://www.news.com.au/breaking-news/national/vapour-build-up-blows-off-sewer-cover/story-e6frfku9-1226656434114>

### AUSTRALIA, VICTORIA, GEELONG, JUNE 4 2013. GEELONG REFINERY WRITEDOWN HITS SHELL FOR \$203M

Royal Dutch Shell's proposed sale or closure of its ailing Geelong refinery has led to a further \$203 million writedown there, contributing to a third straight annual loss from the company's Australian refining and fuel marketing assets. The latest writedown, which was triggered by April's decision to exit the plant, follows a \$638m writedown revealed last year and a \$407m writedown of the recently closed Clyde refinery in Sydney the year before. Shell said the accounting impairment did not reflect any reduction in the potential sale value of the Geelong refinery, where more than 500 jobs are at stake if it cannot be sold. "The writedown is the result of Shell's view of cashflow from the refinery prior to the transfer of ownership," a spokesman said. "Experience says that buyers are interested in long-term cash flows, not book values, and any buyer would take a longer-term view of the refinery." Shell was still putting its efforts into selling the refinery, he said. But if it cannot sell the 59-year-old refinery, the company has flagged it will close it and turn the site into an import terminal, as it has done at Clyde. The oil major made no link between the latest impairment and any further deterioration in local refining conditions, where a high dollar and inability to compete with giant Asian refineries have already led to the closure of Clyde and Caltex's Kurnell refinery, also in Sydney. In a filing with the Australian Securities and Investments Commission, Shell said its refining and marketing business had recorded an after-tax loss of \$288.8m last year, down from a \$495.2m loss the previous year. "Operational and financial performance was mixed across the business," the company said. "The performance of the marketing business was strong, with sales volumes growing 4.6 per cent year-on-year, driven by growth in sales in a number of the fuels businesses." Adding



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to the company's bottom-line woes, Shell was unable to fully capture an increase in industry refinery margins over the year because of "unplanned downtime of the refining assets" and the closure of Clyde, which stopped processing crude oil in October. It is believed the unscheduled production outages related to problems with diesel production units at Geelong at the end of last year. The sale or closure of Geelong, which Shell has said it wants complete by the end of next year, will take up a big part of the working hours of Scott Wyatt, who yesterday became Shell's head of downstream in Australia. Mr Wyatt was previously Shell's head of local supply and distribution, illustrating the shifting focus to a business that imports and supplies fuel in Australia rather than produces it.

<http://www.theaustralian.com.au/business/companies/geelong-refinery-writedown-hits-shell-for-203m/story-fn91v9q3-1226656526907>

#### ENGLAND, BERKSHIRE, ALDERMASTON, JUNE 4 2013. AWE FINED 200K AFTER FIRE AT BERKSHIRE BASE

 **Watch the Video** [AWE Fined £200,000 for Safety Breach over 2010 Aldermaston Fire](#)

not informed explosives were in the building  
people in nearby homes were evacuated.

fire was thought to have been started by a static spark or a chemical reaction during the making of explosives

The Atomic Weapons Establishment (AWE), which makes and maintains warheads for the UK's Trident nuclear deterrent, has been ordered to pay more than £280,000 for putting employees at risk, the Health and Safety Executive (HSE) said. Failings in safety procedures led to one member of staff being injured in a fire at the AWE's complex in Aldermaston on August 3 2010. There were no radiological implications as the blaze broke out in a part of the plant which deals with conventional explosives but residents nearby were evacuated. The company was today fined £200,000 and ordered to pay £80,258 in costs at Reading Crown Court after it admitted a single count of breaching safety law on May 16. Former plant worker Ashley Emery, 29, from Basingstoke, who suffered burns to his left arm and face in the incident, will receive £2,500 in compensation. He was producing a highly flammable lacquer while surrounded by other explosive materials and wearing "inadequate" personal protection gear when he was engulfed by the fireball, thought to have been caused by electrostatic discharge. After sentencing, HSE inspector Dave Norman said: "The fire could have caused multiple casualties and it was entirely preventable had better control systems been in place. "The failure to instigate such controls was dependent on AWE identifying potential hazards and risks, all of which were well documented, but that simply did not happen. "supervision, monitoring and auditing over time". "Companies working with hazardous substances must take extreme care at all times and in all aspects of their operations," he added. AWE is owned by a consortium of the Jacobs Engineering Group, Lockheed Martin UK and Serco, but the Government has a "golden share" and is the proprietor of the site where the fire broke out. It has more than 4,000 employees currently working at the Aldermaston plant, with turnover of £868.3 million in 2012 and profits after tax of £11.3 million, the court heard. Production at one of the site's buildings was suspended in January this year over separate safety concerns following a routine inspection.

#### Related Stories

- [Weapons firm 'unprepared' for fire](#)
- [Weapons firm in court over fire](#)
- [Atomic weapons site fire charges](#)
- [Fire inside atomic weapons centre](#)

<http://www.heart.co.uk/thamesvalley/news/local/awe-fined-200k-after-fire-berkshire-base/>

#### INDIA, GOA, VASCO, JUNE 4 2013. MAN DIES IN SHIP TANK AT WESTERN INDIA SHIPYARD LIMITED

A 45-year-old mechanical fitter allegedly died of suffocation after he entered the tank of a dredger Omkara to clean it at the Western India Shipyard Limited (WISL) dry dock at Mormugao port on Monday evening. Three mechanical fitters went down to clean the tank of dredger Omkara which had come to the WISL on May 28. While the cleaning was going on two of them came running outside shouting for help when the third person Ramesh Sharma, a native of Uttar Pradesh, fainted inside the tank. Sharma was immediately shifted to a private hospital at Baina where he was declared brought dead. S Paranjape, chief inspector of factories and boilers, said, "It is suspected that the deceased must have inhaled a lot of carbon dioxide due to lack of oxygen, which proved fatal for him." Speaking to media, Milan Burman, the senior manager of WISL (ship repair), said, "We are waiting for the post mortem report to know the exact cause of the death". Paranjape said, "On Tuesday our inspector will



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inspect the dredger. Until then we have asked them not to carry out any work in it. What exactly went wrong in the tank will be clear once the post-mortem and the inquiry report are handed over to me."

<http://timesofindia.indiatimes.com/city/goa/Man-dies-in-ship-tank-at-Western-India-Shipyard-Limited/articleshow/20419932.cms>

#### USA, ARK, MAYFLOWER, JUNE 4 2013. DOCUMENTS REVEAL EXXON MOBIL LIED AND DOWNPLAYED CONTAMINATION FROM PIPELINE RUPTURE

New documents show Exxon knew of dangerous contamination from their Arkansas tar sands spill, yet claimed area was "oil free." On March 29 Exxon Mobil, the [most profitable](#) company in the world, spilled at least [210,000 gallons of tar sands crude oil](#) from an underground pipeline in Mayflower, Arkansas. The pipeline was carrying tar sands oil from Canada, which flooded [family residences in Mayflower in thick tarry crude](#). Exxon's tar sands crude also ran into Lake Conway, which sits about an eighth of a mile from where Exxon's pipeline ruptured. [A new batch of documents](#) received by Greenpeace in response to a Freedom of Information Act (FOIA) request to the Arkansas Department of Environmental Quality (DEQ) has revealed that Exxon downplayed the extent of the contamination caused by the ruptured pipeline. Records of emails between Arkansas' DEQ and Exxon depict attempts by Exxon to pass off press releases with factually false information. In a [draft press release dated April 8](#), Exxon claims "Tests on water samples show Lake Conway and the cove are oil-free." However, [internal emails from April 6](#) show Exxon knew of significant contamination [across Lake Conway](#) and the cove resulting from the oil spill. When the chief of Arkansas Hazardous Waste division [called Exxon out on this falsehood](#), Exxon amended the press release. However, they [did not amend it to say that oil was in Lake Conway](#) and contaminant levels in the lake were [rising to dangerous levels](#), as they knew to be the case. Instead, they continue to claim that Lake Conway is "oil-free." For the record, [Exxon maintains](#) that the "cove," a section of Lake Conway that experienced heavy oiling from the spill, is not part of the actual lake. Exxon maintains this distinction in spite of Arkansas [Attorney General Dustin McDaniel](#) saying unequivocally "The cove is part of Lake Conway...The water is all part of one body of water." Furthermore, Exxon water tests confirmed that levels of Benzene and other contaminants [rose throughout the lake](#), not just in the cove area. Though Exxon was eventually forced to redact their claim that the cove specifically was "oil-free," the oil and gas giant has yet to publicly address the [dangerous levels of Benzene](#) and other contaminants their own tests have found in the body of Lake Conway. The Environmental Protection Agency and the [American Petroleum Institute](#) don't agree on everything, but they do agree that [the only safe level of Benzene](#), a cancer causing chemical found in oil, is zero. Benzene is added to tar sands oil to make it less viscous and flow more easily through pipelines. Local people have reported [fish kills, chemical smells, nausea and headaches](#). Independent water tests have found a host of [contaminants present in the lake](#). According to Exxon's data [126,000 gallons of tar sands crude oil](#) from the pipeline spill is still unaccounted for. Exxon's spill emanated from the Pegasus Pipeline, which like the proposed [Keystone XL pipeline](#), connects the Canadian Tar Sands with refineries in the Gulf of Mexico.

<http://www.alternet.org/corporate-accountability-and-workplace/documents-reveal-exxon-mobil-lied-and-downplayed>

#### CANADA, OTTAWA, JUNE 4 2013. CANADA'S OFFSHORE OIL SPILL RESPONSE OUTDATED, AUDITS FOUND



*Tankers would use Douglas Channel to gain access to the terminus of Enbridge's proposed Northern Gateway oil pipeline at Kitimat, B.C.*

Most of the 83 per cent of the oil spill response equipment in the country ready to use but outdated, finds report. Internal government audits of the Canadian Coast Guard's capacity to monitor and respond to a marine oil spill found a system that was outdated, disorganized and in need of an overhaul. But many of the substantial recommendations in the reports have languished, despite pressure on Ottawa to deal with concerns over a potential increase in oil tanker traffic off the British Columbia coast. Two 2010 audits "each found a number of significant deficiencies in the program's preparedness capability, and questioned

the capacity of the [Canadian Coast Guard] to respond to a significant marine pollution event," said a March 2012 draft report for the federal Fisheries department. In particular, the report — obtained by The Canadian Press using Access to Information — found that about 83 per cent of the oil spill response equipment across the country is ready to use, but most of it is outdated. "Although operationally ready to respond, most of the assets held by the (emergency response) program average 25 or more years in service and have either become obsolete or are coming to the end of their useful life," said the report of the



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Environmental Response Capacity Definition Project. "Maintenance is increasingly difficult as technical support and availability of parts are compromised." Last week, the British Columbia government came out formally opposed to Enbridge's proposed Northern Gateway project, saying the project didn't address its concerns, including those involving a potential marine oil spill. In Canada, polluters are legally required to pay for cleanup, and the shipping industry funds the Canadian Marine Oil Spill Preparedness and Response Regime. The Coast Guard oversees clean-up, and maintains its own capacity for oil spill response.

### Northern Gateway Concerns

But the lack of dedicated funding has meant the Coast Guard has not been able to "properly life-cycle" equipment, the authors found. "This has eroded response capacities and has raised questions on the current condition and overall effectiveness of [Canadian Coast Guard]'s response equipment," said the report. The B.C. government has estimated the Northern Gateway pipeline, which would deliver oilsands products to a tanker port in Kitimat, B.C., for export to Asian markets, and Kinder Morgan's proposed expansion of its existing TransMountain pipeline into the Port of Metro Vancouver, could increase tanker traffic by more than 1,000 annually off the Pacific coast. The largest of the vessels, VLCC tankers, can carry up to 200,000 deadweight tonnes of oil. Canadian regulations require shipping companies, who bear responsibility for responding to an incident, to have the capacity to clean up 10,000 tonnes of oil. Federal briefing notes claim the Canadian Coast Guard has a pollution response capacity in the Pacific region of 8,000 tonnes. But the audit found that number is substantially less. The national capacity, in reality, is slightly less than 6,900 tonnes due to storage limitations in all regions, the report said. The authors of the report had difficulty even finding out what the capacity was across the country, as there is no national co-ordinator or national inventory, and records collected from region to region varied from paper to obsolete electronic documents. The report said that as an organization, the Coast Guard has not even defined an appropriate level of response capacity to meet its mandate.

### 'British Columbians Would Bear the Burden'

Ivan Giesbrecht, spokesman for the Enbridge, said the Calgary-based company has made commitments beyond those required under Canadian law. "Our marine spill response plan will improve existing safety and response readiness on British Columbia's coastline. Naturally, this is something we hope can improve confidence and public support for our project," Giesbrecht said in an email response to questions. Those commitments will become requirements that will be tracked by regulatory agencies, he said. "The commitments that Northern Gateway has made will not be voluntary after project approval." In March, Transport Minister Denis Lebel announced a tanker safety expert panel that is to make recommendations on improvements, among other measures aimed at assuaging public concerns in B.C. The government announced it would also establish a Coast Guard incident command system. Melanie Carkner, spokeswoman for Fisheries and Oceans, said in an email that the changes were "the first steps towards the development of a world-class Tanker Safety System for Canadian coasts that will strengthen the safety of Canadians and better protect the environment." But Will Horter, of the Dogwood Initiative, a vehement opponent of any increase in oil tanker traffic off the B.C. coast, said a spill is inevitable with the amount of tanker traffic that would ply the Pacific coast. "Even a 'world-class' system doesn't prevent the kind of risks that British Columbians are concerned about," Horter said. "British Columbians would bear the burden."

<http://www.cbc.ca/news/canada/calgary/story/2013/06/03/calgary-oil-spill-government-audits-egy.html?cmp=rss>

### USA, MN, ST. CLOUD, JUNE 4 2013. PROBLEMS FOUND AT MINN. ANHYDROUS AMMONIA PLANTS

While ammonium nitrate is not commonly used on Minnesota farms, anhydrous ammonia is. It's a colorless gas that's stored under pressure in liquid form. It's pumped into the soil as a source of nitrogen. The state has 287 anhydrous ammonia storage facilities, and they're regulated and inspected by the Minnesota Department of Agriculture. Minnesota doesn't have ammonium nitrate fertilizer plants like the one that exploded in Texas in April, but the state does have anhydrous ammonia storage facilities that can be potentially dangerous. Inspection records from eight plants in the three-county area of central Minnesota showed almost all the eight had some problems in their last inspections, some of which happened as long as five years ago. In some cases, inspectors ordered owners to stop using storage tanks until the problems could be corrected. In three cases, violations resulted in fines. While ammonium nitrate is not commonly used on Minnesota farms, anhydrous ammonia is. It's a colorless gas that's stored under pressure in liquid form. It's pumped into the soil as a source of nitrogen. The state has 287 anhydrous ammonia storage facilities, and they're regulated and inspected by the Minnesota Department of Agriculture. Anhydrous ammonia is not explosive like ammonium nitrate, but exposure can result in severe burns to skin, eyes and lungs, and prolonged exposure can cause suffocation. Handlers need to wear protective equipment, says Joe Spitzmueller, manager



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with the pesticide and fertilizer division of the state agriculture department. "It creates an immediately dangerous environment," Spitzmueller says. "If a release occurs, you don't want to be anywhere near it." But regulators and facility owners agree that Minnesota's tight regulations and numerous safeguards protect public safety. "It's a heavily regulated part of our industry," says Jeff Wheeler, compliance manager of Centra Sota Cooperative, which owns storage facilities in Clear Lake, Santiago and St. Martin in Minnesota. "Yes, it's a hazardous material, but we do take every precaution to protect both ourselves and the public and everything around us so it's a product that can continue to be used." Anhydrous ammonia is popular because it's typically more economical than other nitrogen fertilizers. "It's a dangerous product, no doubt about it, but if it's handled properly, there's basically nothing that will make crops better and a cheaper method than anhydrous ammonia, especially corn," says Jim Anderson, co-owner of Anderson Farms of Belgrade. Department inspectors look at whether the site is secure and fenced, whether the valves are closed and locked, whether the tanks are protected from traffic and whether they're rusty. Inspectors look at everything from the mechanical parts of the tank to hoses to whether identifying signs are cracked or faded. Owners are directed to fix any immediate hazards. If the problem requires time to correct, the owner is given a deadline. The agriculture department's goal is to visit each site every three years. A few years ago, the site inspections were occurring less frequently, Spitzmueller says. "What we found is if we got to sites less frequently, we saw less compliance," he says. The 2011 Legislature provided a one-time appropriation to increase the frequency of inspections. The department hired two additional inspectors and hopes that by June, every site in the state will have been inspected within the last three years, Spitzmueller says. The department also is looking into creating a third-party inspection program, an idea welcomed by many in the industry. Owners would hire independent auditors to inspect their facilities and tell them how they're operating.

<http://www.agweek.com/event/article/id/20992/>

### USA, ARK, FORT SMITH, JUNE 4 2013. EPA CLEANING UP OIL SPILL IN FORT SMITH

 **Watch the Video** [EPA Cleaning Up Oil Spill in Fort Smith](#)



The U.S. Environmental Protection Agency is working to clean up 15,000 gallons of spilled mineral oil from an OG&E transformer that exploded at a utility substation on Cavanaugh Road in Fort Smith Saturday (June 1), said Jeff Turner, Sebastian County emergency manager. Oil spilled into Massard Creek in Oklahoma and flowed nearly 200 yards into Arkansas before crews stopped the downstream flow, said Adam Adams, the EPA's on-scene coordinator. "There is a significant amount that did leak off [OG&E] property and we are taking measures with the EPA as well as within our company to contain that," said Rob Ratley, with OG&E Energy Corporation. Adams said cleanup can take anywhere from two days to two weeks. First, workers stopped the source, he said. "Then comes the clean up the process," he said. "So we have containment booms which actually hold the liquid. We also have absorbent booms and pads that will absorb the hydrocarbons but not the water. Then we also have skimmers that will rotate and then skim the oil off the top." "What we're doing currently right now, this noise you hear in the background, is vacuum trucks that are collecting some of the product that we have trapped," explained Don Edgington, the emergency cleanup manager on site. "We've put booms and a variety of other types of devices out so that we can collect the oil." Adams said in some locations the agency uses vacuum trucks to drain the liquids off the surface of the water and into the truck. The skimmer also does the same thing, Adams said. The cause of the transformer fracture is still under investigation, Adams said. Nearby residents and businesses have not been notified because the mineral oil is not toxic and does not pose any health risks, Adams said. "It is not hazardous and non-toxic, yet it doesn't belong outside the transformer in creeks or in property and we realize that," Ratley said. "We want to take proactive measures." However, some neighbors told 5NEWS they were frustrated they had not been notified that the spill happened. "My main concern was that I saw all of the men working over there and I really didn't know what was going on," explained Fran Blankinship who lives just up the road from the creek. "They were hauling out white bags and cleaning." Adams said neighbors should not be worried about the spill causing them any sort of health problems or property damage. "Through our assessments yesterday and throughout this morning, we have found no impacts to private homes," Adams said. "We haven't found any drinking water impacts. We haven't found any impacts outside of just the normal drainage pathway." The EPA hopes to have the spill cleaned up by the end of the week, Adams said.

<http://5newsonline.com/2013/06/03/cleanup-underway-after-oge-transformer-spills-mineral-oil/>



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### ECUADOR, PROVINCE OF ORELLANA, AMAZONIA, JUNE 4 2013. OIL SPILL SULLIES RIVER IN ECUADOR



*Employees of state-owned Petroecuador work on environmental cleansing at a 30-year-old oil spillage in the province of Orellana, Amazonia, on February 20, 2011. A Petroecuador pipeline ruptured in Ecuador's Amazon basin region, spilling 10,000 barrels of crude into a river and alarming locals left without fresh well water, authorities said Monday.*

A Petroecuador pipeline ruptured in Ecuador's Amazon basin region, spilling 10,000 barrels of crude into a river and alarming locals left without fresh well water, authorities said Monday. "Crude oil has been found in the Coca River ... and equipment has been put in place to control the spill," Environment Minister Lorena Tapia said. The active Reventador volcano triggered the spill Friday, on Ecuador's main pipeline from the Amazon basin region in the east, to a Pacific port on the coast, officials said. Authorities in the town of Francisco de Orellana,

with about 60,000 people, ordered well-water pumping to stop for now. Petroecuador on Sunday started bringing in large water bottles to hand out to locals. Ecuador is OPEC's smallest producer, pumping about 504,000 barrels per day in 2012. Petroecuador is the country's state-owned oil company.

<http://www.france24.com/en/20130603-oil-spill-sullies-river-ecuador>

### USA, WA, EVERETT, JUNE 5 2013. MUKILTEO TANK FARM SITE CLEARED FOR DEVELOPMENT

The 20-acre former tank farm on the Mukilteo waterfront has officially been transferred from the U.S. Air Force to the Port of Everett, clearing the way for redevelopment of the site, according to U.S. Sen. Patty Murray. The long-awaited transfer was announced by Murray's office on Tuesday. The site is the state ferry system's preferred location for a new \$130 million ferry dock. Environmental studies are under way on the plan. Construction could begin as early as 2015 and finish by 2019. The tank farm served as a fuel storage and distribution terminal until 1990. A small portion of the land, 1.1 acres, will be transferred to the U.S. Secretary of Commerce for use by the National Marine Fisheries Service, according to Murray's announcement. A National Oceanic and Atmospheric Administration research facility is on the site.

<http://heraldnet.com/article/20130604/NEWS01/706049796/-1/news01>

### USA, N.Y, ALBANY, JUNE 5 2013. FUEL NY TO ENSURE ACCESS TO GAS DURING EMERGENCIES >> UP TO \$17 MILLION IN FEDERAL RELIEF FUNDING WILL ASSIST DOWNSTATE STATIONS



New York Governor Andrew Cuomo has announced the launch of Fuel NY, an initiative to improve access to gasoline during a severe storm or other major weather event. Unveiled in the 2013 State of the State address, Fuel NY was developed as a direct response to gasoline shortages that occurred during Superstorm Sandy and includes the nation's strongest backup power requirements for gas stations in strategic locations. As one step in a comprehensive initiative to protect the fuel supply chain in an emergency, Fuel NY will make up to \$17 million in funding available to help stations improve their backup power capacity so they can remain open during major storms. "The lack of access to gasoline greatly interfered with recovery and restoration efforts following Superstorm Sandy," said Cuomo. "Fuel NY will provide first responders, essential personnel, evacuating residents and other motorists with peace-of-mind

knowing that gas stations have the necessary backup power capacity to distribute gasoline and get things back to normal as quickly as possible after a major storm. We have learned many lessons from Sandy, and this is one effort the State has undertaken to ensure it is better prepared in advance of the next extreme weather event." As part of the initiative, the New York State Energy Research & Development Authority (NYSERDA) will administer a grant program to enable stations to install the wiring necessary so they can connect portable emergency generators in the event of an extended power outage due to an energy or fuel supply emergency or to install a permanently affixed backup power generator. Additionally, a new website, [nysandyhelp.ny.gov/fuel-ny](http://nysandyhelp.ny.gov/fuel-ny), has been created to provide information for both station owners and motorists identifying which stations are required to participate in the program. The website also provides a question-and-answer section and information



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on how to apply for funding. The site will be updated regularly to show which stations are equipped with backup power capacity. Approximately half of all downstate stations in New York City, Long Island and Westchester and Rockland counties are now required to have backup power in the event of an emergency, including:

- Stations within a half-mile of a highway exit or hurricane evacuation route in these downstate areas will need to be wired with a transfer switch by April 1, 2014. They must deploy and install a generator within 24 hours of losing power in an emergency.
- In addition, 30% of all retail outlets that are part of a chain further than half-mile from highway exits and evacuation routes in these downstate areas will be required to install a transfer switch by Aug. 1, 2015. They must deploy and install a generator within 48 hours of losing power.
- All newly constructed stations for which a building permit is issued on or after April 1, 2014, will be required to have wiring to deploy a generator or have a backup generator installed. Stations selling less than 75,000 gallons of fuel per month are exempt. Station owners/operators can apply for up to \$10,000 per station to help install a transfer switch that will accept a portable emergency generator and up to \$13,000 per station if they elect to install a transfer switch and a permanent backup generator. Stations that are part of a chain as defined in the program and that are not located within a half-mile of highway exits and evacuation routes can only receive up to \$10,000. Funding will be paid only for actual eligible expenses upon receipt by NYSEDA of proper documentation that the installation is complete.

The Department of Agriculture & Markets and local Weights & Measures divisions will inspect pertinent station documents to ensure compliance with this law and confirm designated stations are ready to operate during a declared energy emergency. NYSEDA president and CEO Francis J. Murray Jr. said, "This program is part of Governor Cuomo's efforts to address the entire fuel supply chain--from pipeline to pump--that may be affected during a major storm. Under the governor's direction, NYSEDA is taking a number of steps to ensure that the state is building an energy infrastructure that is more resilient and better able to withstand weather incidents in the coming years. The action today represents yet another step in the state's continued commitment to ensure New Yorkers safety and well-being during a state of emergency." Kevin Beyer, president and CEO of the Long Island Gasoline Retailers Association, said, "On behalf of the Long Island Gasoline Retailers Association, we wish to thank Governor Cuomo for his continuous and concerted effort to work with the industry towards making the backup power grant program for gas stations a workable one. We greatly appreciate the fact that the Governor and his staff have made us partners in this process which should help to guarantee the program's ultimate success." NYSEDA is also developing a program whereby it will manage a pool of portable emergency generators that will be available for these downstate stations when an energy or fuel supply emergency has been declared. In addition, as part of Fuel NY, NYSEDA is conducting a survey of resiliency measures at pipelines and terminals, and is assembling information from experts and the industry on the potential development of a Strategic Fuel Reserve.

<http://www.cspnet.com/news/fuels/articles/fuel-ny-ensure-access-gas-during-emergencies>

### USA, IN, FAYETTE CO, CONNERSVILLE, JUNE 5 2013. HOMES EVACUATED AFTER TANKER TRUCK SPILL NEAR CONNERSVILLE, HAZMAT CREWS CALLED TO THE SCENE

 [Watch the Video Homes Evacuated after Tanker Truck Spill](#)

 [Photo's \[12\] Connerville Tanker Truck Spill](#)



At least 10 homes were evacuated early Tuesday after a tanker truck overturned near Connerville, dispatchers said. The crash was reported about 7 a.m. on State Road 44 near Gray Road when a Reclaimed Energy tanker veered off the road and rolled, overturning into a nearby homeowner's yard. Officials said the tanker was carrying 6,000 gallons of paint thinner and at least 1,000 gallons of the solvent spilled on the road. Firefighters said the driver lost control of the truck and ended up in a ditch. Hazmat crews were called to the scene and Fayette County officials alerted residents about the spill and shut off the gas to nearby homes before shutting down S.R. 44. "It could have been a lot worse," said Connerville Fire Chief Troy Tipton. "If we had a flash fire, it could have been a lot worse. We were pretty fortunate of the timing of it. A lot of people were on their way to work or away from their houses. It was really good timing."



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The truck driver was not seriously injured, but he was taken to the hospital as a precaution. As crews worked to clear the scene, S.R. 44 was closed for most of the day. Residents were expected to be able to return to their homes by Tuesday evening. Connersville officials said that S.R. 44 would not reopen until Wednesday morning.

<http://www.theindychannel.com/news/local-news/homes-evacuated-after-tanker-truck-spill-near-connersville>

### KENYA, MOMBASA, JUNE 5 2013. OIL REFINERY WOES PUT 300 JOBS AT RISK

*macharia kamau*

Close to 300 employees of the Kenya Petroleum Refinery Limited (KPRL) face an uncertain future after the Government decided to cut its losses, quit the refining business and transform the facility into a receipt terminal. As a storage facility for imported petroleum products, KPRL would require a thin staff and most of those employed by the facility are likely to be sent home. The Ministry of Energy said it would soon embark on the modalities of retrenching employees, sorting out debts owed to financiers and converting the facilities at KPRL to store refined petroleum products. However, Indian giant Essar Energy, a 50:50 owner of KPRL with the Government, insisted that it is premature to talk about closure of the facility and sending employees home as there are still options available. Essar says it is confident that the Changamwe-based refinery can be turned around if the \$1 billion (Sh85.3 billion) modernisation plan is implemented. But there has been increased pessimism across the board about the viability of the refinery. It has been written off by oil marketing companies as well as the Energy Regulatory Commission as being obsolete and costing the economy billions of shillings every year. KPRL Chief Executive Brij Bansal said a shareholders meeting would be held in the course of this month to discuss the prospects of the refinery before a final decision is made. The refinery performed dismally last year, with its uptake of crude oil declining by about 50 per cent to 992,000 tonnes from 1.6 million tonnes in 2011. Bansal attributed this to a failure by oil marketers to buy refined petroleum products from the facility. "The oil marketing companies have not been lifting our products, despite a legally binding agreement being in place. The Government has also not made attempts to reinforce this agreement." He added that marketers have overstated the amount lost due to inefficiencies at the refinery, saying that it translates to between Sh2.50 and Sh3 per litre, not the Sh10 they are claiming.

[http://www.standardmedia.co.ke/?articleID=2000085251&story\\_title=oil-refinery-woes-put-300-jobs-at-risk](http://www.standardmedia.co.ke/?articleID=2000085251&story_title=oil-refinery-woes-put-300-jobs-at-risk)

### ENGLAND, SCUNTHORPE, JUNE 5 2013. 'POLLUTION FINE PUTS JOBS AT RISK'



*scene: An Environment Agency image of oil on the tributary of the Bottesford Beck.*

Jobs at a Scunthorpe firm are under threat after it was fined more than £20,000 for pollution offences, bosses say. Transport company Westram was hit with a £23,000 fine and court costs of £5,300 after pleading guilty to four pollution offences. But officials at the company say it was the victim of a criminal offence which led to oil polluting a tributary of Bottesford Beck. And they believe the fine was unjust, as they say costs of £45,000 were voluntarily incurred by the firm to clean up the waterway after the incident in January 2011. Westram – based on Brigg Road at the time – was charged by the Environment Agency with one offence under the Environmental Permitting Regulations (England and Wales) 2010 for discharging diesel oil into a tributary of the beck. It was also charged

with three further offences under the Control of Pollution (Oil Storage) (England) Regulations 2001. North Lincolnshire Magistrates' Court heard two people reported an oil slick on the water and a strong diesel smell on January 14, 2011. An Environment Agency investigation then established oil had discharged from a tank on the firm's former site at Raventhorpe Lodge on Brigg Road. But a spokesman for Westram, now based on Newdown Road, said the oil leak was caused during a break-in at the site. He said: "Our premises had been entered by thieves with the intention of stealing diesel fuel. "On this occasion, we suspect they may have been disturbed, as when our yard staff arrived for work at 7am, they found a tap on a small fuel tank had been left partially open which was dripping fuel. The tap was turned off and the member of staff immediately reported it. "We deployed spill kits and absorbent granules, which is the recommended practice for such incidences, and we thought that we had contained the spill. "Unfortunately, as the Environment Agency reported to us, it had already leaked into the ditch via a small drain. "We believe between 200 and 500 litres were missing from the tank." The spokesman said immediate action was taken by the company to rectify the damage. He said the firm admitted the charges –



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but felt the fine was unfair, adding that the penalty "threatens the continued employment of its employees and growth of business in the region." The firm employs around 140 people and the fine will put three positions at risk. The spokesman said: "Something is going to have to give and the only way to do it is in the short term and immediately and that is in salary and wages." An Environment Agency spokeswoman said: "We have dealt with the case professionally and fairly at all stages." "In this case, as in all others, our decision to prosecute followed full consideration of the evidence and public interest factors in accordance with our enforcement and sanctions statement."

<http://www.thisisscunthorpe.co.uk/Pollution-fine-puts-jobs-risk/story-19154952-detail/story.html#axzz2VKppin82>

### SRI LANKA, COLOMBO, JUNE 5 2013. SRI LANKA ASKS IOC TO INVOLVE LOCAL PARTNER IN TANK FARMS

The China Bay tank farm, a World War II depot in Trincomalee, is the largest tank farm in South Asia and of great strategic value as it falls between the Middle East and Singapore. In a move seen as retaliation of [India](#) backing a UN resolution against it, [Sri Lanka](#) has told New [Delhi](#) that it will renew [Indian Oil Corp's](#) contract to operate strategic oil tank farm only if a Lankan partner is included in the management. Also, Sri Lanka has withdrawn an offer to give Oil and Natural Gas Corp ([ONGC](#)) two oil blocks in Mannar and Cauvery basin on nomination basis and has instead put them up for bidding in an auction round, sources with direct knowledge of the development said. Lanka [IOC](#), a subsidiary of IOC, had in 2002 signed an MoU with state-owned Ceylon Petroleum Corp to take the Trincomalee tankages on long term lease. However, Colombo opposed the 35-year lease saying CPC had no authority to sign the agreement for the tank farm which was a state asset. Sources said Sri Lanka's Secretary in Ministry of Finance and Planning in a meeting with Oil Secretary Vivek Rae firmly conveyed that lease could be finalised only if LIOC took a Lankan company, like CPC, as a joint venture partner. IOC was asked to submit a comprehensive proposal on the structure of the proposed joint venture, they said. At the meeting, [New Delhi](#) was also told to compete in an international tender for M1 and M3 blocks in Mannar and Cauvery basin, which were previously identified for giving on nomination basis. On March 21, India had in the UN backed a US-sponsored resolution against Sri Lanka seeking an "independent and credible" probe into alleged human rights violation during the war against LTTE. A day later, Lanka's Information Minister Keheliya Rambukwella was reported to have stated that there were provision to re-possess tanks not used by LIOC.

[http://www.business-standard.com/article/pti-stories/sri-lanka-asks-ioc-to-involve-local-partner-in-tank-farms-113060400592\\_1.html](http://www.business-standard.com/article/pti-stories/sri-lanka-asks-ioc-to-involve-local-partner-in-tank-farms-113060400592_1.html)

### USA, MS, ASHLAND, JUNE 5 2013. STUCK TANKER TRUCK FREED FROM RTE. 135 IN ASHLAND

joe o'connell

 [Watch the Video Tanker Stranded in Ashland](#)



*Ted's Towing of Southborough used two trucks to lift and pull a tractor trailer with 50,000 gallons of liquid nitrogen which was stuck on the sidewalk in front of Clobber Town Package Store on Rte. 135 Tuesday afternoon. The road was closed for several hours.*

A tractor trailer carrying 50,000 gallons of liquid nitrogen got stuck leaving a parking lot on Rte. 135 Tuesday afternoon, forcing police to close part of the road for a few hours. Robert L. Duval, 56, of Suffield, Conn., was the driver of the Praxair tractor trailer that left the parking lot at 68 Union St. around 12:15 p.m. when the truck's landing gears got stuck on the sidewalk, police said. The entire cab and part of the container blocked traffic on both sides of the street. Police closed Rte. 135 from Fountain Street to Chestnut Street. Ashland Fire Lt. David Iarussi said firefighters were driving back to the station from another call when they noticed the tractor trailer. "He picked a bad spot," Iarussi said of the driver's exit. "We'll get it squared away. That's why we call them accidents."

A Tier 1 Hazardous Materials Response team was called to the scene to investigate and help determine the best course of action. Iarussi said the container was stable when firefighters arrived and it did not have any leaks. Two heavy duty tow trucks from Ted's of Fayville, in Southborough, freed the tractor trailer around 2:45 p.m. One of the trucks lifted the tractor trailer, while the other pulled it farther onto Rte. 135. Duval was not hurt and Police Lt. David Beaudoin said Duval will not be cited. Once the tractor trailer was freed, Iarussi said he expected Duval would continue



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to Ian's Natural Foods, on Fountain Street in Framingham, where the liquid nitrogen was slated to go. Dale Smith, owner of Clocktown Liquors, said the Tuesday's mishap was about the fifth time a big rig has gotten stuck leaving the parking lot. Smith said he has lost business because of the road shutdowns that come with such accidents. Smith blames the 2011 reconstruction of the nearby bridge over the Sudbury River and changes to road's design and configuration. He said the state has not responded to complaints from him and other business owners.

<http://www.metrowestdailynews.com/news/x776201188/TRAFFIC-ALERT-Tanker-blocking-Rte-135-in-Ashland#axzz2VKvcQKOG>

### USA, N.J, WOODBRIDGE, JUNE 5 2013. TANKER TRUCK FULL OF SCOTCH WHISKY TIPS OVER AND CATCHES ON FIRE IN WOODBRIDGE

brian amaral

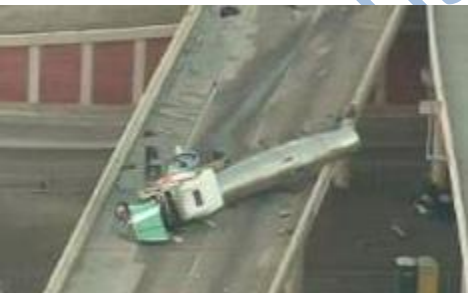


Author Raymond Chandler is said to have once remarked that there is no bad whiskey, only some whiskeys that are not as good as others. The tanker truck full of Scotch whisky that tipped over on a Woodbridge residential street? That would fall into Chandler's not-as-good category, especially after the truck caught fire. Captain Roy Hoppock of the Woodbridge Police Department said that a B-Line truck carrying the spirit flipped for unknown reasons on King Georges Road in the Fords section of town at 9 this morning. The driver was treated for minor injuries, Hoppock said. First responders quickly put out a fire that started after the crash. Lori Kessell, who lives down the street, said she heard a loud boom at about 9 a.m. and smelled what she later found out what burning fiberglass. The intersection where the truck flipped is a dangerous one, the scene of many crashes, Kessell said. Fords firefighters, who have a station steps away from the scene, responded within minutes and quickly put out the fire, but the scene wasn't clear until 3 p.m., Kessell said. The truck collided with a parked Cadillac, Kessell said. Nobody was in the car. According to a photograph posted on the MyCentralJersey.com news website, the truck appears to have flipped into the lawn of a residential area. First-responders are seen in the photograph spraying the tanker. And a user on Twitter sent NJ.com a photograph of firefighters responding to the scene. A Hazmat team also responded to the scene, Hoppock said. B-Line Trucking, based in Newark, declined comment. Police could not say how much whiskey was lost and what brand of whiskey it was.

[http://www.nj.com/middlesex/index.ssf/2013/06/tanker\\_truck\\_full\\_of\\_scotch\\_wh.html](http://www.nj.com/middlesex/index.ssf/2013/06/tanker_truck_full_of_scotch_wh.html)

### USA, TX, HOUSTON, JUNE 5 2013. OVERTURNED TANKER TRUCK CARRYING 6,000 GLS OF METHANOL BLOCKS HOUSTON FREEWAY

Watch the Video [West Loop Reopens after Tanker Wreck](#)



The truck was hauling methanol — a highly-flammable type of alcohol used to create formaldehyde, gasoline additives and alternative fuels.

An accident blocking all mainlanes of the West Loop near the Southwest Freeway won't be cleared out of the way until 1 or 2 p.m. Tuesday, Houston police said. Houston TranStar first reported the crash shortly before 6 a.m. in the West Loop's northbound exit ramp to the Southwest Freeway. Authorities said a tanker truck carrying methanol overturned on the ramp, sending debris flying into the mainlanes. All northbound traffic on the loop was forced to exit onto Westpark Drive. Southbound traffic was forced to exit near Richmond in the Galleria area. A portion of Westpark Drive was also blocked off, and heavy delays were reported on the surface streets. The truck's driver suffered only

minor bumps and bruises. TranStar reported one other vehicle was involved in the wreck, but no other injuries were reported. The Bellaire Police Department assisted in closing off the freeway, and the Houston Fire Department was called in to help unload the tanker truck's methanol. The Houston Police Department says if everything goes according to plan, the wreck should be cleared out of the way by early afternoon. In addition to the debris that flew into the northbound lanes of the



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freeway, one of the tanker's axles broke off and fell into a construction area below, and a portion of the tanker trailer itself was left hanging over the concrete barrier.

<http://www.kvue.com/news/state/Overtured-truck-blocking-West-Loop-near-Southwest-Freeway-210087541.html>

### CANADA, EDMONTON, JUNE 5 2013. CAB OF TANKER TRUCK CATCHES FIRE NEAR FORT SASKATCHEWAN



*The cab of a semi-truck caught fire Tuesday morning west of Fort Saskatchewan. The driver was able to escape unharmed.*

A semi truck hauling two trailers which previously contained fuel caught fire Tuesday morning west of Fort Saskatchewan, shutting down Highway 825 for several hours. At approximately 8 a.m. the driver of the truck noticed smoke coming from the engine compartment and pulled over at the junction of highways 37 and 825, north of Manning Drive. The driver and a passing off-duty firefighter tried extinguishing the blaze, but were unsuccessful. Firefighters were able to put out the fire when they arrived on the scene. Traffic was detoured for several hours while crews safely removed the truck and trailers. The road was reopened around noon. No one was injured in the incident.

<http://www.edmontonjournal.com/news/tanker+truck+catches+fire+near+Fort+Saskatchewan/8477768/story.html>

### ISRAEL, RAMAT HOVAV, MAY 5 2013. EXPLOSION, FIRE AT TEVA PLANT KILLS ONE, INJURES 30 >> BLAST OCCURS AS ANOTHER DRUGMAKER STARTS CONSTRUCTION FOLLOWING DEADLY EXPLOSION LAST FALL

eric palmer

Deadly explosions at drug manufacturing facilities are uncommon, but they do happen, and for Teva Pharmaceutical Industries, they have happened twice in about 14 months. The latest fatal blast occurred about the same time a Canadian maker of omega-3-based drugs started work on the plant after a deadly explosion last fall. An explosion and fire at a Teva active pharmaceutical ingredient (API) plant in Ramat Hovav, Israel, on May 23 killed one worker and injured 30 others, according to Pharmafile. Authorities believe the explosion occurred in a reactor at the API plant. The company issued a statement offering its "condolences" to the families of the workers who were hurt. A probe has been ordered by local authorities. A fatal blast and fire at a [Pliva](#) plant in Zagreb, Croatia, in [March 2012](#) killed one worker and injured 16 others. Pliva is owned by Teva. That fire was believed to have been started by a static electric spark that ignited powder at the plant. The shutdown stemming from the event disrupted drug supplies for Pliva for some weeks. In November, 21 employees of Neptune Technologies & Bioresources (\$NEPT) were killed and another 18 injured when an explosion leveled its omega-3 manufacturing facility in Sherbrooke, Quebec. The company said last week that it has started reconstruction, building on an expansion project that was under way when the explosion occurred. The company says it expects to complete the work by the end of its fiscal year, and the new facility will be able to manufacture 150,000 kg of krill oil annually.

#### Related Stories

- [Explosion, fire at Teva's Pliva plant turns deadly](#)
- [Omega 3 maker Neptune consoles families, reassures investors after lethal explosion](#)
- [Workers killed in another API plant explosion](#)

<http://www.fiercepharmamanufacturing.com/story/explosion-fire-teva-plant-kills-one-injures-30/2013-06-04>

### NIGERIA, LAGOS, JUNE 5 2013. DIEZANI ALISON-MADUEKE: THE WOMAN WORKING TO CLEAN UP AFRICA'S DIRTY OIL

As thieves siphon off 200,000 barrels a day in Nigeria, Nick Kochan meets the minister tasked with cracking her country's £1bn-a-year 'blood oil' industry. Well-resourced gangs are diverting some 10 per cent of Nigeria's oil production and channelling the money into kidnapping, piracy and terrorism. The result is not only funds lost to the country's exchequer but also devastating damage to the environment and to the health of people in the region. Some 200 foreign oil company employees, some from Shell and BP, have been among those kidnapped for ransom in the Niger delta over the last seven years. A campaign to close down the "crime cabals" who divert crude oil to the tune of 200,000 barrels a day is top priority for Diezani Alison-Madueke, the Nigerian oil minister. She is leading a lobby to get the world community on side on behalf of



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 970 Newsy Stuff

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affected Gulf of Guinea countries such as Benin, Cameroon, Equatorial Guinea, Gabon, Ghana, Ivory Coast, Liberia and Togo as well as Nigeria. "We are very keen to join hands as soon as possible with the international community in fighting this terrible menace," she said. Britain and the US are assisting in developing a fingerprinting system for tracking stolen crude. Mrs Alison-Madueke points out that the global community enjoys wide access to Gulf of Guinea oil, with some three-quarters of US oil imports from Africa coming from the region. A clampdown on revenues from stolen oil is another part of her campaign. Governments need to move against institutions that launder what she calls the proceeds of "blood oil". "Oil theft is lucrative because thieves find it easy to sell their consignments either to private buyers or on the international spot market. Who are the buyers of the stolen crude oil, and through what fiscal institutions is the money being laundered? It is not being sold in the Ecowas [Economic Community of West African States] region, neither are the financial institutions represented in Ecowas countries," Mrs Alison-Madueke says. Shell has said that Nigeria loses over \$1.6bn (£1bn) annually to oil theft. Mrs Alison-Madueke, the daughter of a tribal chief, is seen as Africa's oil tsar. She was a regional head of Shell before becoming a government minister. She is said to receive regular death threats from oil importers who have lost their licences when found to have defrauded the state's oil subsidy system. Mrs Alison-Madueke supported the Nigerian President Goodluck Jonathan's plan to remove the subsidy that the state pays oil companies to make petroleum products more affordable at the pumps. Popular opposition forced Mr Jonathan to reverse this policy. One commentator says: "She is a tough nut to crack." Stolen oil needs to be in the same category as blood diamonds, she says. "Just as the world has taken a firm stance against trafficking in blood diamonds, so must we confront trafficking in stolen crude. Many innocent people are losing their lives as a consequence of oil theft." The environment of the Gulf of Guinea is being hit by the activities of the gangs. They dump oil into the Gulf of Guinea that they cannot "crack" (break up by heating to reduce its thickness and enable it to flow through pipelines). Their makeshift distilleries are so inefficient that they treat only a third of the raw oil, leaving the rest as waste. The wood used in the cracking process is hacked from forests across the Niger delta, adding to the environmental blight. Mrs Alison-Madueke says: "It is devastating. There are vast portions of white landscape with trees falling over. The communities don't yet understand the extent of environmental damage." The polluted environment is giving rise to cancers and other fatal conditions and Mrs Alison-Madueke added: "We are beginning to see the results of this damage with babies being born with disabilities in certain parts of the Niger delta." The "very powerful, very well funded cabals" drill holes in the pipelines to draw off the oil. It is "cracked" and transported via separate pipelines to barges close to shore, which move it to ships further out. "Those ships are going to refineries around the world. When the refineries refine that product, the fiscal output and profit is laundered through fiscal entities in other regions of the world. That answers why the global community needs to assist," said Mrs Alison-Madueke. Nigerian armed forces have sought unsuccessfully to combat the oil thieves. No sooner is one hole on a pipeline shut or one illegal distillery closed down than two others have replaced them. Over a three-week period, the navy blocked 600 illegal distilleries, only to find that 400 new ones had been created in their place. "The Nigerian joint task forces are running from pillar to post to deal with it." Gangs are using the proceeds to run other criminal operations in the region, including kidnapping, piracy, and hostage-taking. Some of the millions paid to the oil gangs are thought to have made their way to Islamic rebels linked to al-Qa'ida in the north of Nigeria. Some observers say the scale of the theft is so vast that it could not take place without complicity at the highest level. One oil trader argued that the proceeds of illegal shipments were "an informal funding arrangement for local chiefs to ensure their support for federal government policies". Mrs Alison-Madueke says that the growth in criminal activity in the region is "a negative consequence of the feverish crude oil business activity". Finger-printing technology is used to identify oil that comes from legitimate sources, and so "interrupt sales of illegal crude by criminal gangs", says the minister. She seeks international support for governments to curb the laundering of funds derived from the sale of illegal crude. "We seek to improve revenue transparency and ensure accountability for every barrel produced. "Many innocent people are losing their lives as a consequence of oil theft in the Gulf of Guinea. Oil theft constitutes critical economic sabotage, causing a drastic reduction in the revenues accruing to the state from the hydrocarbons sector, negatively impacting the state's ability to fulfil its obligations to its citizens."

#### Oil industry's first lady: Diezani Alison-Madueke

Mrs Alison-Madueke was born on 6 December 1960 in Port Harcourt, Nigeria. Her father was Chief Frederick Abiye Agama. She studied architecture in the UK and architecture in the US. In 1992 she joined Shell and became its executive director in Nigeria in 2006. She became transport minister in July 2007, minister of mines and steel development in 2008 and minister for petroleum resources in 2010.

<http://www.independent.co.uk/news/business/analysis-and-features/diezani-alisonmadueke-the-woman-working-to-clean-up-africas-dirty-oil-8643054.html>



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### USA, N.Y, POUGHKEEPSIE, JUNE 6 2013. STATE POLICE INVESTIGATE GASOLINE SPILL AT LAGRANGE GAS STATION

State police say a gas tanker truck leaked about 2,700 gallons of gasoline Tuesday night at the Getty Mart on Route 55, forcing authorities to close the adjacent roadway and evacuate businesses within a quarter-mile area. Sgt. John Bianco of state police Troop K said police responded to the gas station at about 9:15 Tuesday night for a "fast leak" pouring out of the tank. The gas station was immediately shut down and a short section of Route 55 was closed for about five hours while the mess was cleaned, Bianco said. The tanker truck was sent to the gas station to make a delivery, he said. "The trailer hit a light pole," Bianco said. "He was in motion at the time... he said he heard the noise, got out and shut his system down." Bianco said clean-up crews were able to essentially vacuum up most of the gasoline. The rest of it was cleaned with oil absorbents. The Dutchess County Sheriff's Office's HazMat team, the New York State Department of Environmental Conservation and several local fire departments assisted state police at the scene. The matter remains under investigation.

<http://www.poughkeepsiejournal.com/article/20130605/NEWS/130605004/State-police-investigate-gasoline-spill-LaGrange-gas-station>

### VIETNAM, HANOI, JUNE 6 2013. MANY FILLING STATIONS IN HANOI, HCMC UNSAFE



*A filling station is located near an apartment building at 584 Luy Ban Bich Street in Tan Phu District, HCMC.*

Many gas stations in Hanoi and Ho Chi Minh City, most of which are located among crowded residential areas, do not meet safety regulations. The investigation took place a day after a powerful fire occurred at Gas Station 2B on Tran Hung Dao Street, Hanoi, injuring 10 firefighters and causing total damage worth VND6-7 billion (US\$336,500) on June 3. According to statistics of concerned agencies in Hanoi and HCMC, many gas stations have been operating within residential areas for decades. In Hanoi, there are as many as three petrol stations on a 1.5km long stretch of road from the intersection of Lang Ha – Giang Vo to 223 Kham Thien. The filling station at 179 De La Thanh is

situated on a block that includes many mechanical factories that use welding or cutting machines that give off electric sparks. When contacted by Tuoi Tre, a resident living 50 meters from the station, said, "After the terrible fire at the station on Tran Hung Dao Street, we are very worried about the safety of our families." In Hoan Kiem District, there are 11 gas stations, including Station 2B, that are located dangerously close to residential areas. "Under prevailing regulations, the safety distance between a filling station and public areas around it must be 50 meters. The station must be far from high voltage lines at an elevation that is 1.5 times the height of the pillar of that line. It is also required to be situated 100 meters from areas prone to fire or explosions," said an official at the Hoan Kiem District Fire Prevention and Control. However, most of the gas stations in the district do not meet these regulations at all, the official said. Out of the 489 gas stations inspected earlier this year, 117 violated safety regulations, said Major General Nguyen Duc Nghi, director of the Hanoi Fire Prevention and Control and Rescue and Salvage Department. In the first five months of this year, 28 stations have been fined more than VND1 billion (\$48,000) for their infringements, Nghi said.

#### Majority of 460 Stations Near Residential Areas

There are about 490 gas stations in Ho Chi Minh City, and most of them are situated in residential areas, posing a threat to local residents. One of them is a gas station owned by Binh Long Private Enterprise in Tan Phu District. This station, which was built under a high voltage line, has been fined many times for safety violations and was recently suspended. However, residents are still fearful about potential risks from it. In the city's downtown of District 1, many gas stations are located near high-rises, schools and residential quarters. One of them, for example, is located at the intersection of Le Thi Rieng and Bui Thi Xuan streets. The station, which is opposite the Ben Thanh Pre-school, is owned by the Saigon Fuel Joint Stock Company. Nam Tran, a woman who lives at 184 Le Thi Rieng, said, "I once heard that this station would be relocated for safety reasons, but it is still there. I am very worried..."

#### Handling

"The handling of violating gas stations in Hanoi is not easy at all, since so many stations commit violations that if all of them are suspended, it would seriously affect the fuel supply in the city," Major General Nguyen Duc Nghi said. However, after the violent fire at Station 2B, the department will coordinate with the Department of Industry and Trade to inspect all stations, and



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any that does not meet safety regulations must be relocated, Nghi said. In HCMC, on March 6, 2007 the city People's Committee issued a decision under which 61 petrol and oil stations were shut down and 113 stations were allowed to operate temporarily from 2007-2013. Also under the decision, 338 other stations were to be upgraded or relocated if they want to continue operating after 2010. However, the decision was not applied in practice for a number of reasons, primarily that if so many stations were removed, this would affect the city's fuel supply and cause inconvenience to consumers. Therefore, on May 9, 2012, the people's Committee issued Decision 17 on "repairing, upgrading or rebuilding gas stations that operated before March 16, 2007." Under the decision, many stations are allowed to be repaired or upgraded for continuous operation, instead of being relocated. And only a small number of stations have been forced to be relocated.

<http://tuoitrenews.vn/society/10354/many-filling-stations-in-hanoi-hcmc-unsafe>

### USA, TX, INGLESIDE, JUNE 6 2013. STATE-OF-THE-ART PLATFORM PREPARES FOR GULF OF MEXICO JOURNEY



**Photo's [41] Platform Prepares for Gulf of Mexico**

Shell's Olympus production platform rises above the Ingleside shipyard near Corpus Christi June 5, 2013. The Olympus is scheduled to be towed later in the summer to Shell's Mars B project 130 miles south of New Orleans.

Royal Dutch Shell is about to move a mountain, towing its new state-of-the-art Olympus platform for duty in the Gulf of Mexico's deep water. The Olympus, designed to operate in water depths of 3,000 to 5,000 feet, will be Shell's sixth tension leg platform in the Gulf. The company escorted a group of journalists on a tour of the platform Wednesday. The platform — towering 406 feet from the base of the hull to the top of the derrick — is docked at the Ingleside, Texas shipyard near Corpus Christi and will leave in about a month to work at the Mars B project 130 miles south of New Orleans. [Earlier this year, the hull made an 18,000-mile, two-month trek from South Korea to Ingleside.](#) Multiple tugboats

will tow the platform through the Aransas Pass jetties and then east to the Mars field. When the platform is at its final location, workers will install the 16 tension legs that will anchor it to the ocean floor. Tension leg platforms are named for those steel tendons, which reach from pontoons supporting the floating platform to the ocean bed. They provide greater stability and more deck space than some other platform designs. Kelly Bowen, principal construction engineer on the project, compared the structure to an upside-down pendulum. "Instead of gravity, we are using buoyancy to create the tension," he said. That involves ballasting the hull to submerge it, attaching the legs, then removing the ballast so the rising hull applies upward tension on the legs. When the Olympus is fully installed, subsea equipment will link it to wells and pipelines. Shell expects to begin production next year. Shell owns 71.5 percent of Mars B project and operates it. BP has the remaining ownership interest. The Olympus is Shell's largest platform, and the company expects it to produce 100,000 barrels of oil equivalent per day at its peak. The Mars A tension leg platform, built in 1996 and already at work in the Mars field, has produced 700 million barrels to date. [Olympus' drilling rig is about twice the size of the one on the existing platform](#), and is designed to access reservoirs at 22,000 feet — beyond the reach of the first facility. The new platform is expected to extend the life of the Mars field to at least 2050. Derek Newberry, Shell's Mars B business opportunity manager, said the integration of the new technology for the platform, combined with existing infrastructure in the Mars field, will allow Shell to maximize the field's potential. John Hollowell, Shell's executive vice president for deep water, said that while some aspects of the Olympus design were developed on earlier platforms, each new project requires some technology to address characteristics unique to the reservoir for which it is designed. "Each one of these projects requires innovative technology that at the time we began did not exist," Hollowell said. "And that pattern will continue." Among the innovations on Olympus is that it's crew can control ballast from its deck, reducing safety risks by eliminating the need for workers to descend into the platform's legs to monitor and adjust its position. And its control room will be among the first using fiber optics to communicate with facilities on shore. Mars A transmits data by microwave, which is slower and less reliable than fiber optics. This new capability will allow shoreside personnel to evaluate reservoir and drilling data in real time, said Steve Flack, Shell's integration manager for Olympus. One of the three control room operators will be stationed in New Orleans, allowing for oversight of operations from aboard the platform and from shore. "The reason you want to do that is because it brings field experience to engineers, and it brings engineers to field experience," Flack said. "It bridges this gap of information flow."

<http://fuelfix.com/blog/2013/06/05/massive-shell-platform-readies-for-work-in-deep-water-gulf-photos/>



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