



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 972 Newsy Stuff

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

**June 21 2013**



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### USA, TX, TEXAS CITY, JUNE 9 2013. MARATHON PETROLEUM REPORTS LEAK AT TEXAS CITY REFINERY

Marathon Petroleum Corp shut down its Texas City refinery in Texas, after a leak developed in the plant's key gasoline making unit, the company said in government filing made public late Friday. The leak occurred after a part of the fluid catalytic cracking unit "sheared apart at a weld seam," Marathon Petroleum said in its filing with the Texas Commission on Environmental Quality. The leak released slurry, light cycle oil, heavy cycle oil, FCC gasoline and other components, Marathon Petroleum said. No one was injured in the accident, but the 451,000 barrel-a-day plant was forced to start shut-down procedures, Marathon Petroleum said in its filing. Marathon Petroleum acquired the Galveston Bay refinery from BP in February. The refinery has a history of accidents, including an explosion in 2005 that killed 15 people and injured more than a hundred others.

<http://www.4-traders.com/MARATHON-PETROLEUM-CORP-8251813/news/Marathon-Petroleum-Reports-Leak-at-Texas-City-Refinery-17011509/>

### USA, AZ, TUCSON, JUNE 9 2013. ACID SPILL RESULTS IN TEMPORARY ROAD CLOSURE NEAR SUPERIOR

*diane drobka*

Illegal dumping of sulfuric acid on Bureau of Land Management (BLM) public lands near the Battle Axe Road trailhead parking area near the junction of Battle Axe Road and State Route 177 has created a public health hazard requiring remediation. On June 7, 2013, BLM Tucson Field Manager Brian Bellew signed a temporary Closure Order to restrict public access on June 14 during the site cleanup. The road will reopen the following day. An environmental emergency response contractor will be at the site on that date. "The company will excavate, containerize, remove, and dispose of sulfuric acid contaminated soils at a licensed landfill," said BLM geologist Dan Moore, who serves as the HazMat coordinator for the office. Underlying soils will be treated with an acid neutralizer. Moore added that, "Due to the nature of the contaminant and the remediation activities planned, the potential for the release of sulfuric acid vapors and contaminated dust creates a risk to persons in the immediate vicinity during the remediation operation." Thus, under the authority of 43 CFR § 8364.1, the public lands in Township 3 South Range 13 East Section 8 SW¼ SE¼ and Section 17 NW¼ NE¼, Gila and Salt River Meridian, Pinal County, Arizona, will be temporarily closed. This closure includes Battle Axe Road from the State Route 177 turn off west to the Battle Axe Road trailhead parking area. The area is closed to all public entry on June 14, 2013, reopening to public entry on June 15, 2013. Those persons authorized to carry out the remediation activities described above, law enforcement officers, firefighters, and other emergency responders are exempt from this order while in the performance of their duties. Questions concerning this closure may be directed to BLM Tucson Field Office geologist Daniel Moore at 520-258-7234

[http://www.willcoxangenews.com/news/article\\_2ce0daaa-cfb9-11e2-9c4c-0019bb2963f4.html](http://www.willcoxangenews.com/news/article_2ce0daaa-cfb9-11e2-9c4c-0019bb2963f4.html)

### USA, N.J, WALL, JUNE 9 2013. CLOUDY GAS SHUTTERS WALL GAS STATION

*kristi funderburk*

A township gas station closed early Saturday morning after the owners learned a bad batch of gas was troubling some customers. The Exxon located at Route 34 and Atlantic Avenue closed at about 9 a.m. Saturday after a few complaints had come in from customers about issues with their cars and tests showed the fuel was mysteriously cloudy, owner Frank Gargiulo said. "We have filters on everything. We're on top of that stuff, so I don't know what happened," said Gargiulo, who has run the gas station since 2004. Wall Township police received just one complaint about bad gas when a man came in Saturday afternoon to file a police report after he bought gas from an Exxon in Wall and his car stalled soon after, Sgt. Patrick Connor said. He contacted the state Weights and Measurements office about the issue. In December, police shut down two Monmouth County gas stations, a Delta gas station in Keyport and Lukoil station in Manasquan, that had each received deliveries of jet fuel. It wasn't clear Saturday whether there were other area gas stations that received the same fuel as Gargiulo's Exxon. Gargiulo said his station first learned of a problem at about 5:30 p.m. Friday, when a customer said their car stalled soon after buying gas there. After that initial call and another Friday, station employees checked the fuel tanks and couldn't identify a problem, Gargiulo said. It wasn't until they checked the tanks again Saturday morning that the fuel was visibly cloudy, prompting them to shut down the station, he said. Maintenance was immediately notified and the tanks and lines are being cleaned out so the station can re-open Monday, Gargiulo said. Gargiulo knows at least five people have already come back to the station and at least three others sought repairs elsewhere, but he wasn't certain exactly how many people were impacted. He said he sympathizes with the customers and has kept the repair shop open to help his customers who retrieved a bad tank. "We're trying to make the best of a bad situation," he said. Gargiulo said there wasn't water in the tanks and it appeared fine.



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The station has had the same supplier for 25 years, leaving him to guess there was an issue at the refinery. Regardless of what happened, the closure isn't good for business, Gargiulo said. "It's just unfortunate. I'm going to lose a whole weekend there," he said.

[http://www.app.com/article/20130608/NJNEWS/306080064/Cloudy-gas-shutters-Wall-gas-station?nclick\\_check=1](http://www.app.com/article/20130608/NJNEWS/306080064/Cloudy-gas-shutters-Wall-gas-station?nclick_check=1)

### USA, TX, DALLAS, JUNE 9 2013. AT LEAST 74 TEXAS SITES REPORT LARGE STORES OF POTENTIALLY EXPLOSIVE AMMONIUM NITRATE

steve thompson, reese dunklin, matt jacob, daniel lathrop, jon mcclure & randy lee loftis



A fire in 2009 at El Dorado Chemical Co. in Bryan forced thousands to evacuate but didn't cause the ammonium nitrate to explode as it did earlier this year in West. The sites are two of at least 74 in Texas with large stores of the chemical.

A concrete dome now stands where the wooden fertilizer warehouse in Bryan burned to the ground. The blaze raged around a million pounds of ammonium nitrate and forced thousands to flee their homes. But the chemical never exploded as it did recently a hundred miles away in West. The 2009 fire in Bryan did bring about a measure of safety. The warehouse's owner, El Dorado Chemical Co., decided against another combustible structure and rebuilt instead with concrete. But the Oklahoma-based company did not replace its 14 other wooden warehouses in Texas, even though Bryan's was one of three to catch fire in the last decade. El Dorado officials said that would have been

prohibitively expensive. And no regulations required it. The deadly explosion in West, however, has forced new scrutiny of whether people are safe from ammonium nitrate's potential dangers. In a state that imposes few restrictions on the chemical and even prohibits fire codes in many places where it is stored, businesses that handle ammonium nitrate are re-examining their practices. And local firefighters and emergency coordinators have moved quickly to shore up their own preparedness. Some 20,000 people live within a half mile of the more than 70 sites in Texas that reported having large stores of ammonium nitrate, a Dallas Morning News analysis of state data found. In West, now the site of one of the worst chemical accidents in recent U.S. history, about 800 people lived within the half-mile area that sustained the heaviest damage. Fifteen people, including 12 volunteer firefighters and other first responders, died when about 60,000 pounds of ammonium nitrate exploded at the locally owned company. The blast injured more than 200 others and destroyed nearby apartments, houses and a nursing home. Georgetown Fire Chief John Sullivan, whose department covers a large ammonium nitrate facility, was one of many who began reviewing emergency response plans after West — so that "we don't let those lives be lost in vain," he said.

#### Local Action

In Dublin, a rural community about 100 miles southwest of Dallas, Fire Chief James Fritts also reacted quickly. The morning after the April 17 explosion in West, he visited the El Dorado fertilizer center in his community. The facility reported storing more than a million pounds of ammonium nitrate at a given time in 2012. About 1,300 of Dublin's 3,650 population lives within a half mile, and the town's main intersection, city hall and a nursing home are all close by. That evening, Fritts called his volunteer squad of about 20 men to the fire house, which adjoins city hall. They included several truck drivers, a cheese plant employee and the manager of a barbecue restaurant. The meeting was both to pray for the firefighters in West and to outline procedures for handling such a fire in their own community. Fritts also knew the members of his squad would face questions from family and friends, and he wanted them armed with facts. Fritts cautioned his team that they would fight a fire at the El Dorado facility only if it was small and only under certain circumstances. Their first priority would be to evacuate nearby residents — foremost those at the nursing home. "Be careful, and everybody come home," Fritts recalls telling them. "That's a successful run." The News called all Texas fire departments with large ammonium nitrate facilities in their communities. Many of these use volunteers, and many are located in the nearly 70 percent of counties that state law prohibits from having fire codes because their populations aren't large enough. Texas has no statewide fire code. About a third of the local fire officials responded. Most said they were well aware of the businesses with ammonium nitrate in their communities and that they had visited these sites since the West explosion. In New Braunfels, fire officials hadn't been to the two Buckley Powder Co. properties there since a grassfire encroached on one about three years ago, assistant Chief Derek Wrenn said. Back then, he recalled, the company was keeping its ammonium nitrate stores underground. But after the West tragedy, Buckley Powder



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invited fire officials to tour the sites just outside the city's limits. Ammonium nitrate is a stable material unless it is exposed to extreme heat, pressure or an external shock. The grade of ammonium nitrate used in blasting agents — unlike that used in agriculture — is made to more easily absorb another material like fuel oil to make it readily explosive. Because of that, explosives makers and suppliers face additional oversight from the U.S. Bureau of Alcohol, Tobacco, Firearms and Explosives. The ATF requires licenses and buffer zones between the plants and nearby residential and commercial development. Still, New Braunfels fire officials are updating their response plan because of West. "When you have an incident like West, it's incumbent upon us as professionals to re-evaluate where we are," Fire Marshal Patrick O'Connell said. "It certainly wasn't an event that went unnoticed by our staff."

### El Dorado Reacts

El Dorado Chemical — one of the largest ammonium nitrate dealers in Texas — began its own process of self-examination shortly after West, company officials said. They hired an engineering firm to inspect each distribution center and assess risk. "We felt like just because of the severity of that incident, that we needed to do whatever we could investigative-wise at our own locations," said John Carver, the company's vice president for safety and environmental compliance. The fire in Bryan was sparked by a welder. The Occupational Safety and Health Administration fined the company \$3,500 for welding so close to ammonium nitrate and other chemicals. In 2004, fire destroyed El Dorado's fertilizer warehouse near Greenville, northeast of Dallas, and forced the evacuation of a nearby school. Like Bryan, that fire burned around the facility's ammonium nitrate but didn't trigger an explosion. The cause was never determined, company officials said, and El Dorado never rebuilt. Not long after the Bryan fire, another broke out at El Dorado's distribution center in Pittsburg, about two hours east of Dallas. That site is within a half-mile of 950 residents. It reported having a maximum daily amount of more than 1 million pounds of ammonium nitrate in 2012. "We responded. It wasn't real big. We followed our training," Pittsburg Fire Chief Carl Cravey said. First responders were aware of the chemical, he said. Nonetheless, after West, Pittsburg fire officials called El Dorado to arrange a visit.

### Company Officials Say They Now Take Additional Measures To Prevent Fires.

"You don't leave your front-end loader stored in the building at night because it's got gas or diesel in it," Carver said. "We don't leave trash in the building. We don't leave wooden pallets in the building. We're even removing our grease guns at night. So we're trying to minimize anything and everything that could be an ignition source in our buildings." But El Dorado — like most other fertilizer distributors across Texas — continues to store its ammonium nitrate in wooden warehouses. The exception is its new concrete dome in Bryan, which El Dorado built with non-combustible materials at the urging of its insurer. Carver said the company considered building another wooden structure, but this time with a fire suppression system. (West Fertilizer Co. did not have a sprinkler system, and experts have said that might have prevented the fire from detonating the ammonium nitrate.) Carver said there are downsides to sprinkler systems, even beyond cost. "If you have a false alarm, you ruin a lot of product, plus you also create an environmental issue with any kind of runoff," Carver said. "So we opted to go with the noncombustible building rather than any type of fire suppression." Now, the company's consultants are considering whether sprinkler systems make sense, Carver said. Their recommendations are still months away. "Then we will be deciding as a company how to address those," he said. In some locations that don't generate large profits, "it may be a business decision to close those rather than make modifications."

### Storing the Chemical

The U.S. government does not set requirements on how to store ammonium nitrate. Some governments elsewhere have been more proactive. The United Kingdom's workplace safety agency says ammonium nitrate should be stored in a building "constructed from materials that will not burn, such as concrete, bricks or steel." The state of Western Australia also calls for this. Last week, two U.S. trade associations — the Agricultural Retailers Association and The Fertilizer Institute — announced they would review existing "codes of practice" to make safety guidelines more uniform. Manufacturers of ammonium nitrate also offer storage and handling recommendations. The tragedy in West "really put a blemish on our reputation in a really unnecessary way," said Kathy Mathers, a spokeswoman for The Fertilizer Institute, which represents more than 175 companies and related organizations. "There's a business incentive to be doing everything you can to ensure that something like West doesn't happen," Mathers said. "If things don't look good, then you're putting your company at risk for either not being insurable or being insurable for a much higher premium." Investigators have not established the cause of the West fire but gave three possible sources: a faulty electrical system, a battery-operated golf cart, or arson. No matter how the blaze started, experts have suggested that proper storage of the ammonium nitrate could have averted disaster. The company stored about 100,000 pounds of its ammonium nitrate in wooden bins inside a wooden building that lacked fire sprinklers.



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Sharing space in the building were “significant quantities” of combustible dry corn and milo seeds, officials said. West Fertilizer was not a member of The Fertilizer Institute, Mathers said. The company nearly went out of business in 2004, when local farmer Donald Adair bought it so that locals wouldn't have to drive 20 minutes for fertilizer and supplies. Mathers said companies are reassessing their own physical plants and storage practices and hoping to distinguish themselves from West. “There's more concern on the industry's side to be sure that their social license to operate isn't put in jeopardy by something that didn't take place at their own business,” she said.

#### In the Dark

There is no government agency with clear oversight for ammonium nitrate. Instead, various agencies own small slices of responsibility, forming a kaleidoscope of overlaps and gaps. Meanwhile, the public is largely in the dark. Information about where and how ammonium nitrate or other dangerous chemicals are stored is not readily accessible. Differing policies of disclosure have evolved from varying views on weighing public awareness against keeping sensitive information from would-be terrorists. Only after The News made a formal request under the Texas Public Information Act did the state health department release the chemical disclosure information that companies must submit. The state's fertilizer regulator, the Office of the Texas State Chemist, has blocked disclosure of its records, pending a decision from the attorney general's office. The public stays largely uninformed, and that's a problem, said Tim Gablehouse, an emergency planning expert and environmental lawyer in Denver. “The broader public assumes 911 is their emergency plan and they don't have a stake,” said Gablehouse, a member of the Colorado Emergency Planning Commission. “Quite honestly, community engagement is a hard thing to make happen, except in the aftermath of an incident like this. It's a teachable moment. But it's a short moment.” That lack of community awareness extends to other chemical dangers. While ammonium nitrate can cause significant damage, Gablehouse said, such explosions are rare compared to accidents involving chemicals like anhydrous ammonia and chlorine. In 1986, Congress created the Emergency Planning and Community Right-to-Know Act, two years after a chemical leak at a Union Carbide plant in Bhopal, India, killed thousands. The law required businesses to report their inventory of certain toxic and hazardous chemicals to state and local officials. It also required local jurisdictions to create Local Emergency Planning Committees, or LEPCs. The committees, comprised of first responders, businesses, government and even the media, were to have a role in emergency planning for chemical incidents. Over time, county emergency managers and local fire departments dedicated staff to “all-hazards planning,” in part because of growing terrorism fears, said Gablehouse. As a result, some county LEPCs were left simply to ensure responders and planners had inventory reports from their chemical facilities. The News surveyed the 51 counties that are home to the state's large ammonium nitrate facilities and found that the LEPCs were inactive in about a third. “Am I surprised by your statistics in terms of LEPCs? The answer is no,” Gablehouse said. But in many cases, he said, local emergency management and fire officials already perform the functions of an LEPC without having a formal, active one. “In which case, the LEPC doesn't have a great deal to do,” Gablehouse said. Carver of El Dorado says he also has seen a lack of activity from many LEPCs. “Most of the locations where we have our facilities are small rural towns, and in most cases the LEPCs up until now have been pretty inactive,” he said. “Since West, we're starting to get a little more interest and momentum on that.”

#### Renewed Interest

One place where that is happening is Anderson County. There, the tiny town of Elkhart, about 125 miles southeast of Dallas, is home to an El Dorado distribution center. It reported having at least 100,000 pounds of ammonium nitrate on an average day in 2012. The facility sits along train tracks that run just next to Main Street. A block away is Church Street, home to First United Methodist Church. Just beyond that are the town's elementary and middle schools. “We're trying to get it reactivated,” Tammy Lightfoot, the county's emergency coordinator, said of the local LEPC. “We're sending out letters to make sure people are still interested in being on it.” In Sweetwater, about 200 miles west of Dallas, Fire Chief Grant Madden has chaired the Nolan County LEPC for six years. He said he's tried a number of tactics to encourage participation — including door prizes and free food — but none has worked. Every company in his jurisdiction is diligent about submitting its required chemical inventory report, Madden said. But that doesn't make up for lack of regular contact and active participation. “I think we're no different than a lot of other places in Texas,” he said. “There's no funding in place for someone to take care of this.” In addition, companies aren't familiar with the purpose of an LEPC, Madden said. “I think they're of the understanding that we're taking trademark secrets and passing them out to people at the table. Nobody's come to me and said, ‘I'm not doing it because of this,’ but that's my feeling.” One business that hasn't participated is Georgia-Pacific Gypsum, Madden said. It reported at times having more than 10,000 pounds of ammonium nitrate in 2012, among other chemicals, and sits about 2,000 feet from an RV park. Georgia-Pacific's corporate spokesman in Atlanta, Eric Abercrombie, said his Sweetwater colleagues were unaware of



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any formal request to participate in the local LEPC. "If there are conversations they want to have with us, I know our safety and environmental guys would be willing to participate."

### Need for attention

In Texas' Hill Country, about 45 miles northwest of Austin, is an area rich in limestone. The New Jersey-based J.M. Huber Corp. has a mine there in the middle of the town of Marble Falls. They use ammonium nitrate in a mixture with fuel oil as an explosive. The company reported having a maximum daily amount of 39,000 pounds in its 2012 inventory. About 1,050 of Marble Falls' 7,200 residents live within a half mile. A creek and rail line provides a buffer around most, but not all, of Huber's site. City Hall is about two blocks to the south. A handful of churches are about a half-mile east. Homes and soccer fields fill out the closest neighborhoods. Last winter, the Marble Falls fire department conducted training and rescue simulations at the facility, Chief Johnny Caraway said. The company provided an updated chemical inventory, he said, and it isolates its ammonium nitrate in metal containers. Still, if a fire threatened the chemical stores there, firefighters would focus on evacuating the area, Caraway said. "We would probably not put our manpower toward putting out a fire like that." He said the West disaster was a reminder of how devastating an explosion could be. "We need to pay attention to where it's stored, how it's stored and what we're going to do if it's on fire," Caraway said. "All of us need to take a better look at that and make sure we're doing the right thing."

### In the Know: How We Identified Facilities in Texas that Store Ammonium Nitrate

Under a Texas Public Information Act request, the newspaper obtained and analyzed a 2013 database from the Texas Department of State Health Services. After the West disaster in April, The Dallas Morning News sought to identify other facilities in Texas that reported storing large amounts of ammonium nitrate or ammonium nitrate-based explosives. Under a Texas Public Information Act request, the newspaper obtained and analyzed a 2013 database from the Texas Department of State Health Services. That agency maintains reports filed by businesses with large quantities of any chemical deemed hazardous by the government or its manufacturer. Facilities must report the name of the chemical as well as the amounts stored. More than 67,000 facilities in Texas reported having had significant quantities of hazardous materials during 2012. Under the Emergency Planning and Community Right-to-know Act, facilities with specified amounts of hazardous chemicals — generally about 10,000 pounds — must disclose that to state and local officials. The federal law was passed in 1986 after a chemical accident in Bhopal, India, killed thousands. The newspaper examined the so-called Tier II data to determine which facilities reported having chemicals with the name "ammonium nitrate," the scientific identification code for ammonium nitrate or the names of several common ammonium nitrate-based explosives, such as Gianite. Facilities that reported having only mixtures of chemicals that included ammonium nitrate were eliminated from the analysis, unless the mixture was an explosive. Also eliminated were facilities that reported the chemical identifier for ammonium nitrate but then described its material as being a related chemical, such as urea ammonium nitrate, which is not considered an explosive threat. In some cases, multiple matching facility reports were filed at a single address or general location. The News treated those as separate facilities because reporting is required at the facility level and more than one facility could share a single address. Companies are required to report both their maximum and average daily amounts of chemicals. The News screened facilities based on the maximum reported amounts. In all, at least 74 facilities in Texas were identified as having 10,000 pounds or more of ammonium nitrate or ammonium nitrate-based explosive material at a time in 2012. A preliminary analysis by The News in May identified 44 of the facilities. That analysis excluded some facilities that had reported only ranges, instead of specific amounts, of chemicals. To determine the size of the potentially at-risk population, The News used a geographic information system to compare the location of the facilities to census block data from the 2010 U.S. Census. It examined populations within a quarter-, half- and one-mile radius of the plants. While blocks are the smallest area for which the Census Bureau reports populations, in rural or exurban areas they can be large. To address that, The News estimated the affected population in each block by multiplying its total population by the percentage of area in a given radius.

### Related Stories

- [West explosion: Stories, photos, videos and more](#)
- [Map: Ammonium nitrate storage sites in Texas](#)
- [Tier II Chemical Reporting Program in Texas](#)
- [Material Safety Data Sheet for ammonium nitrate](#)
- [Fertilizer Institute: Secure Handling of Ammonium Nitrate](#)

<http://www.dallasnews.com/news/west-explosion/headlines/20130608-at-least-74-texas-sites-report-large-stores-of-potentially-explosive-ammonium-nitrate.ece>



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### NEW ZEALAND, WELLINGTON, JUNE 10 2013. SERVICE STATION SHUT DUE TO PETROL LEAK

The Z petrol station on Whitmore St in central Wellington has been closed for nearly an hour after a fuel leak. About 80 litres of fuel has leaked and there is a strong smell of petrol in the air. The fire service was called to the station at 7.23am. The fire service said the leak was small, but it was necessary to close the station while contractors were called in to clean it up. It is not known when the station will reopen.

<http://www.stuff.co.nz/dominion-post/news/wellington/8776485/Service-station-shut-due-to-petrol-leak>

### TRINIDAD & TOBAGO, SAN FERNANDO, JUNE 10 2013. FUEL FRAUD >> MINISTRY PROBE: 30 BOATS, 3 GAS STATIONS NAMED IN BUNKERING RACKET

Three service stations in south Trinidad and as many as 30 boats have been identified as being involved in the multi-million dollar illegal trafficking of diesel fuel, recent investigations by the Ministry of Energy and the National Petroleum Marketing Company of Trinidad and Tobago (NP) have found. Major players allegedly involved in the illegal trade, according to the report, include officials attached to the Trinidad and Tobago Customs and Excise Division, NP, Unipet, retailers, peddlers, the State-owned petroleum company Petrotrin as well as trawler operators. Energy Minister Kevin Ramnarine could not be reached for comment yesterday despite numerous attempts by the Sunday Express to reach him on his cellphone. A text message to him also went unanswered. The 22-page March report, which also includes photographs of a network of trucks and boats allegedly engaging in the illegal sale of fuel, also identified a soca artiste as being among the players. During its investigations into one of the suspected service stations in Point Fortin, both Customs and Ministry of Energy officials requested the closure of the station as they sought to investigate the presence of a 4,000-gallon offsite storage tank located on premises near the station. The property where the tank was located is owned by relatives of an official attached to the station. The investigators were told by the official that the tank was used to store diesel for his part-time trucking business. Further investigations revealed that the gas station official was in possession of two trucks fixed with "covered IBC plastic tanks used to transport diesel", the report stated. Tax invoice books bearing the name of the contracting company were also found in his possession. "These bills had the number plates of vehicles transporting fuel and also the value of diesel purchased by him over a period of time," the report stated. It added that receipts obtained linked the station's employee to the supply of fuel to a company which is alleged to be linked to a vessel which was also under question by the investigators. In its summary of findings involving the Point Fortin station, investigators found that between August and October 2011, the station sold approximately 113,712 litres more diesel than it purchased from NP. It also found that the service station was in breach of Part II and III of the Petroleum Act 62:01 and Article 13.1 of the NP Sale of Motor Fuels and NP supplied Products Agreement. The report also pointed to two vessels which were under surveillance by the Police Service on August 29-30 at National Fisheries, Sea Lots. It was alleged that the non-functional vessels Mary K (Papa K) and Sea Swan were being used to store fuel. According to the report, the Mary K was trading under two different names and was not in compliance with the authorised diesel quotas for vessels. In November 2012, another gas station in Fyzabad was shut down after allegedly carrying out illegal activities and investigators found that the station was in breach of the Motor Fuel Supply Agreement between NP and Dealer as well as breaching the Petroleum Act and Bureau of Standards rules. Also in November 2012, at King's Wharf, San Fernando, another station was shut down for also being allegedly involved in the illegal trade. A deportee from the United States with close links to a company which bought a vessel from the US is also alleged to be "aiding and abetting" the illegal sale of diesel to trawlers and to the other islands. Investigators have linked three employees from Trinmar, one of whom is also a private businessman. Another operator, who has multiple addresses, including Maracas, St Joseph and Freeport is reputed to be a big player "across the Caribbean" and investigators have detected "multiple property transactions". One of the companies, with which he is linked, has approximately "\$150,000 per month passing through this company's account", the report stated, adding that it appeared as if this major player "incorporated his limited liability company to avoid recovery action in favour of EximBank in the amount of \$1.8 million". Investigations into the company "are ongoing". According to the report a relative of this major player, was arrested in 2012 in connection with illegal bunkering and charged for attempting to export 42,642 litres of diesel fuel. He was also charged with knowingly attempting to evade the Customs and Excise Act as it related to receiving the fuel and is currently before the court. Other investigations reveal that another key figure from San Fernando was linked to a number of businesses which are used as storage sites to conduct their illegal trade. "Financial information is that he has \$1 million in an investment fund. He has a checking account totalling \$160,000 and also holds three MasterCards," the report stated. It added that this operator is linked to a close relative who has 18 front companies, registered in her name and who "also uses Internet banking facilities to transfer and receive monies to a local account". Financial surveillance of this



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account has detected transactions which can be described as “covert banking transactions, synonymous with drug trafficking networks”, the report warned. Investigations are also ongoing into this dealer. The report also indicated that on October 22, 2011, the AMS Diver vessel operating as a floating gas station for Trinmar Operations, Petrotrin was allegedly involved in a fuel transfer incident to an unauthorised vessel in Trinmar waters off south Trinidad and the vessel and its crew were immediately suspended from operating within Petrotrin waters. It also added that another vessel, Nadine M, which was ultimately responsible for the distribution of fuel within Trinmar Operations could not account for 865,756 litres of diesel valued at \$2,322,441.85 over the four-year audited period. The company has since gone into receivership but another has since been created. The report also noted that some of the main operators have criminal backgrounds and possess “a huge arsenal of weapons from sniper weapons to fully automatic AK-47s and grenades”. It also listed some 30 names of boats given by informants allegedly involved in the illegal trade, which “allegedly take fuel at Power Boats and National Fisheries and sell down the islands and are used as bunkering vessels for other boats”. The report is calling on the Energy Minister to establish a “team to investigate the illegal sale of diesel within Trinidad and Tobago in order to reduce the subsidy being paid by the government which now stands at approximately \$4 billion per annum”. It also recommended that a team of investigators be established to include a certified fraud examiner, as well as Customs officials, the police, the Petrotrin audit department, NP’s audit department, an attorney-at-law, a private investigator as well as Ministry of Energy officials. It was only last Friday that the Express made reference to this very report, which fingered a notorious gang leader (who is alleged to be a police informant) as being responsible for the firebombing of the Valsayn home of NP chairman Neil Gosine on Carnival Monday. The article headlined “Gang leader responsible” also noted that he is reputed to be involved in the illegal fuel trade. The article noted that chairman Gosine had declared war on the illegal trade and the attack on him by the gang leader could have been as a result of this. It quoted Energy Minister Ramnarine as saying that he had seen the report and had “since passed it on to the Minister of National Security, Emmanuel George, for his attention”. Calls to George’s phone also went unanswered yesterday.

<http://www.trinidadexpress.com/news/Diesel--racket-revealed-210723621.html>

### USA, TX, LULING, JUNE 10 2013. ABANDONED OIL WELLS RAISE FEARS OF POLLUTION

kate galbraith



*“Basically I get 61 acres here I can’t do anything with,” Stuart Carter, a landowner who has old, abandoned oil equipment on his property.*

Amid the dry weeds on a 470-acre ranch here, a rusted head of steel pokes up, a vestige of an [oil](#) well abandoned decades ago. Across the field stand two huge, old wooden oil tanks, one of them tilting like a smokestack on the Titanic. “Basically I get 61 acres here I can’t do anything with,” said Stuart Carter, the landowner, who is in a legal dispute with the oil producer operating on part of his ranch over who should clean up the site. Mr. Carter fears that the oil well, probably dating to the 1930s, could create a pathway for saltwater or oil to contaminate the groundwater. Abandoned oil field equipment is a common problem in Texas, which is home to vast numbers of old wells that were never properly sealed. Some remain from the heady decades of the early- to mid-20th century, before current standards kicked in. In recent decades, regulators have worked to plug the old wells so they do not act as a conduit for liquid pollutants to enter groundwater. But some fear that the recent surge in oil drilling, brought about by the modern practice of hydraulic fracturing, will set off worrisome encounters with the old wells. “Not every unplugged well leads to pollution, but a high percentage of wells that are left unplugged do present pollution hazards,” said Scott Anderson, an [oil and gas expert](#) based in Austin with the [Environmental Defense Fund](#). A few decades ago, Texas policy makers moved aggressively to address the problem of abandoned wells. They created a program, financed by drilling fees, to properly seal abandoned wells. More

recently, lawmakers tightened cleanup requirements for other equipment like abandoned tanks. Tens of thousands of abandoned wells have been plugged using money from the [Railroad Commission of Texas](#), which regulates oil and gas drilling, but more exist. As of late April, about 8,400 wells still need to be plugged, according to Christi Craddick, one of three elected officials who head the commission. “Clearly the industry realizes that we need to plug the wells, because they could be



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a pollution threat” and allow underground fluids to migrate, she said, adding that the commission works to plug the most problematic old wells first. A [study](#) prepared in 2011 for the [Ground Water Protection Council](#) based in Oklahoma cited 30 episodes from 1993 to 2008 of orphaned wells or abandoned drilling sites’ polluting groundwater in Texas. The Railroad Commission estimates that two to three cases of groundwater contamination have been caused by abandoned wells since 2008, said Ramona Nye, a commission spokeswoman. Some say hydraulic fracturing, or fracking, the process of breaking up oil or gas-rich rock by blasting water, sand and chemicals, has created additional concerns about the abandoned wells. “If the fracture intersects that unplugged well, then it could easily find a fast path up the drinking water table,” said Mr. Anderson of the Environmental Defense Fund. However, many fracking operations occur below the bottom of the old wells. Underground disposal wells, which are used to store wastewater from fracking operations, are another source of concern. The Railroad Commission requires that disposal well operators survey a quarter-mile radius around their site for non-plugged wells to ensure that pollution will not have a pathway to the surface. Ed Walker, the general manager of the Wintergarden Groundwater Conservation District in South Texas, said that a few years ago, water came up out of an abandoned 1940s-era well that lay slightly more than a quarter-mile from a disposal well. “It was just an old, abandoned well that was bubbling up some water, and of course, the water wasn’t real pretty,” he said. The Railroad Commission arrived quickly to plug the well, Mr. Walker said. There is no state list of such episodes. The commission is expected to begin work this summer on tightening its rules for the construction of disposal wells. Mr. Walker would like disposal well operators to be required to plug abandoned wells in a wider radius, of a half-mile. Finding the abandoned wells can be hard, and the Railroad Commission does not know where all of them are. Some metal was removed from the old wells during [World War II](#), so they can be hard to locate, said Ralph Hoelscher, a farmer near San Angelo. “If the casing’s been pulled, then a metal detector doesn’t do any good,” he said. Plugging old wells is expensive, and costs have risen as the oil industry gets busier, said Debba Hastings, executive vice president of the Texas Oil and Gas Association. [Last month](#), the three railroad commissioners approved contracts for plugging wells that ranged from \$30,000 per well, in Liberty County, east of Houston, to \$128,000 per well, in Jim Hogg and Webb Counties in South Texas. Plugging abandoned wells sitting in shallow water — a priority of the commission, Ms. Craddick said — is costlier still, and can require scuba divers and barges. In the 2012 fiscal year, the Railroad Commission spent more than \$170,000 apiece to plug a dozen of those wells. The money comes from a fund for oil field cleanup and regulation, and lawmakers recently voted to raise the cap on the fund to \$30 million from \$20 million. (That bill, House Bill 3309, is now on Gov. Rick Perry’s desk.) Wells continue to be abandoned sometimes, despite new regulations. “Unfortunately, for whatever reason, some unscrupulous operators will walk off from a well,” said Ben Shepperd, the president of the [Permian Basin Petroleum Association](#), who said such actions were rare. (The Permian Basin Petroleum Association is a corporate sponsor of The Texas Tribune.) The industry has an incentive to plug abandoned wells, Mr. Shepperd said, because the old wells can lower underground pressure and make it harder to recover oil and gas from wells nearby. Drillers plug most wells in Texas, and state lawmakers are trying to make sure that they do more. Mr. Carter, the landowner, said that on his ranch, the Railroad Commission plugged one well four years ago after it began leaking oil, and the commission has another on its list. But a 61-acre patch, where one old, unplugged well and some abandoned cement and other equipment lie, has proved a subject of contention. Mr. Carter says the oil producer is responsible for cleaning up some of the old equipment. The producer, Michael Gyllenband of M & J Production Company, says that the drilling relics predate his ownership of the mineral-rights lease, an old lease he acquired in 1990, and that he is not responsible for them. Mr. Gyllenband says he is an environmentally conscious oil producer. “I respond to the Railroad Commission and do absolutely what is required,” he said.

[http://www.nytimes.com/2013/06/09/us/abandoned-oil-wells-raise-fears-of-pollution.html?\\_r=0](http://www.nytimes.com/2013/06/09/us/abandoned-oil-wells-raise-fears-of-pollution.html?_r=0)

#### PHILIPPINES, MANILA, JUNE 10 2013. ‘CELL PHONES CAN SET OFF COMBUSTION’

*iris gonzales*

You know that smoking near a gasoline source can be risky. But what about using your mobile phone?

There have been actual incidents of cellular phones triggering combustion, petroleum players warned recently, as they reminded the public of safety measures when using petroleum products such as gasoline or liquefied petroleum gas (LPG).

The reminders were issued in the wake of a gas explosion at Two Serendra condominium at the Fort Bonifacio Global City on May 31. The safety measures cited by industry players include not using the cellular phone when refueling vehicles, turning off the vehicle engine and not smoking while within the premises of gasoline stations and LPG stores. The oil players attended the Industry Emergency Response (IERO) 2013, organized by the Philippine Institute of Petroleum (PIP) at the Clark Freeport Economic Zone in Pampanga last week. PIP is the national association of oil companies. Members of the PIP include Petron



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Corp., Pilipinas Shell Petroleum Corp., Chevron Philippines Inc., Total Philippines Corp., PTT Philippines Corp., LiquiGaz Philippines and Isla LPG Corp. Through different audiovisual presentations, oil company officials said cellular phones have set off combustion. Zenaida Monsada, director of the energy department's oil industry management bureau, also reminded the public not to buy fuel sold in bottles. Monsada said the unregulated nature of the "bote-bote" retail practice is dangerous because it poses health and fire hazards to both the retailers and buyers. She said that in some provinces, people resort to buying fuel oil in bottles because there are no gasoline stations. Isla LPG Corp. chief operating officer Ramon del Rosario said their company follows very strict safety rules in their business. "We follow very strict safety rules. If we, for example, take a project like what we do for all our customers, we do a thorough process in terms of ensuring safety. These include tank inspection, pipe inspection, and of course the workshops and seminars we conduct for the users," Del Rosario said. Despite the blast that rocked Two Serendra last May 31, Del Rosario said the use of piped-in gas for condominiums, offices and other establishments, remains safe and acceptable.

<http://www.philstar.com/headlines/2013/06/10/952136/cell-phones-can-set-combustion>

### USA, KY, LOUISVILLE, JUNE 10 2013. CHEMICAL LEAK PROMPTS SHELTER-IN-PLACE ORDER

*sarah eisenmenger*

 **Watch the Video** [Shelter-in-Place Order Lifted after Chemical Leak at Dupont Fluoroproduct](#)

 **Photo's** [2] [Shelter-in-Place Order Lifted after Chemical Leak at Dupont Fluoroproduct](#)



A shelter-in-place order has been issued after an acid leak. According to MetroSafe, at 5:47 on Sunday they received a call about a hydrochloric acid leak at DuPont Chemicals & Fluoroproducts. A mile radius shelter-in-place order has been issued for the area around 4200 Campground Road. The chemical leaked from a 500,000 gallon tank inside of the building creating a Level 2 Hazmat situation. Crews from the Metropolitan Sewer District and Louisville Metro Heath Department are on the scene and are advising residents in the area to stay in their homes and to keep doors and windows closed. No exposures to the acid leak have been reported. The amount that was leaked is not known at this time.

<http://www.wave3.com/story/22543801/chemical-leak-prompts-shelter-in-place-order>

### PHILIPPINES, MANILA, JUNE 10 2013. ROOM FOR MORE OIL PLAYERS

*richmond mercurio*

Small oil companies are gnawing into the market share of the oil majors that nonetheless continue to dominate the local energy industry, according to data from the Department of Energy (DOE). Zenaida Monsada, director of the DOE's Oil Industry Management Bureau, told Malaya Business Insight in an interview that that new players' combined share of the market has grown to 34 percent as of last month from 30 percent last year. As a result, the share of the Big Three—Petron Corp., Pilipinas Shell Petroleum Corp. and Chevron Philippines Inc.—dipped to 66 percent from 70 percent. Monsada added that the small players' capability to grab more market share is proof that the market is not saturated. She said there is more room for players in the industry citing that in the provinces, far too many towns lack service stations. Of the reported 34 percent market share, Monsada said, the "bigger" new players like Total Philippines Corp., PTT Philippines Corp., Seaoil Philippines Inc., and Phoenix Petroleum Philippines, Inc., among others, account for 20 percent. The independent players, which have an average of one or two stations, meanwhile, share among themselves the remaining 14 percent. The new players refer to those companies which put up shops and stations after the government deregulated the downstream oil sector in 1998. Prior to that, only Petron, Shell and Chevron operated in the country. These new players are composed of Filipino-owned gas companies called independent oil players and those which are local units of multinational oil companies like Total of France and PTT of Thailand. Upon entering the oil industry, the new players have managed to increase their share year after year and have already accounted for around 25 percent of the total industry sales by 2011. The goal of the oil deregulation was to bring out competition in the industry and lead to lower gasoline prices. But while it provides benefits for consumers with the assurance of lower fuel prices, the rise of too many players is also posing a threat to small companies who are not able to keep up with the pace of the bigger ones. PTT Philippines president and CEO Wisarn Chawalitanon earlier expressed concern about the "saturation" in the local oil industry, saying that it may lead to some small oil players calling it quits in the next four to five



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years. Monsada, however, said the country's oil industry is still not "overcrowded" at the moment. She said that in fact the country's energy department is still urging more players to put up additional stations especially outside Metro Manila and other key cities to stop the selling of gasoline in bottles. "It is better if their stations will be put up not only in Metro Manila because there are still many places in the country which do not have gasoline stations in their areas," Monsada said. The DOE official, however, said there is a possibility of oversaturation in the industry in the future considering its rapid growth. The result of that, she said, is the exit of some players in the picture. "When oversaturation happens, the market will correct itself. There will really be oil players who will close shop," Monsada said. "Once the market becomes super saturated, those which do not have a foothold or those new entrants will likely to be the ones to exit first because the others will have already established their brands," she added. At present, the DOE reckons that there are more or less 150 new oil players with over 1,000 retail outlets all over the country. Independent Philippine Petroleum Companies Association (IPPCA) president Fernando Martinez earlier told Malaya Business Insight that the group expects the pump outlets of new players to reach over 1,500 nationwide by next year. Martinez has said that these additional stations will likely be built by the 16 IPPCA member companies and by individual entrepreneurs in the provinces. To date, combined retail network of the Big Three remains the biggest at nearly 4,000 service stations nationwide. Petron continues to have the largest retail network in the local oil industry with over 2,000 stations across the country, followed by Shell with more than 930 and Chevron with close to 800 Caltex stations. "We're closely monitoring their prices because if they are too low, then that might affect and cause some players to close eventually. What we want is to give everybody a chance to compete and survive," Monsada said.

<http://www.malaya.com.ph/index.php/business/business-news/33090-room-for-more-oil-players>

### AUSTRALIA, WESTERN AUSTRALIA, EXMOUTH, JUNE 10 2013. EXMOUTH BOOSTS OIL SPILL RESPONSE

**Map:** [Exmouth 6707](#)

Staff from government agencies and local industries will take part in oil spill response training in Exmouth this week. The Department of Transport's two-day workshop will familiarise participants with the deployment of basic oil spill equipment. The department's Matt Verney says Exmouth is already well prepared for such an emergency, however, the training will provide further opportunities to boost local readiness. He says the public should not be alarmed if they see people taking part in mock emergencies. "The course starts on Tuesday, Tuesday will be the classroom and a bit of field deployment and Wednesday if a full deployment as well," he said. "So Tuesday/Wednesday up around Exmouth area towards the local boat harbour you may see some people in high vis [clothing] putting some oil spill gear out. "We have to wear the correct PPE [personal protective equipment] so you may see some people with high vis yellow shirts going around the beach, don't be alarmed it is just them training and putting out equipment for this part of the course."

<http://www.abc.net.au/news/2013-06-10/exmouth-boosts-oil-spill-responsiveness/4744208>

### CANADA, ALBA, ZAMA, JUNE 10 2013. ANOTHER PIPELINE RUPTURE IN SPILL-PRONE ALBERTA

*andrew nikiforuk*

Apache Canada has reported a significant pipeline rupture and spill about 20 kilometres northeast of Zama, Alberta, in the northeast corner of the province. A pipeline carrying contaminated waste water to an oil injection disposal well site ruptured on June 1, and spilled an undisclosed amount of waste water into the muskeg. "We are still investigating the volume spilled right now," said Apache spokesman, Paul Wyte. "The line was shut in and the spill has been contained and we have already begun remediation." According to a recent [Global News investigation](#), Alberta's 400,000-km long pipeline network has experienced 31,453 hydrocarbon or liquid spills in the last 37 years. That works out to two crude oil spills a day. Last year, a [Penn West pipeline](#) leaked 2,000 barrels of produced water into a canola field east of Red Deer. Produced water can be highly saline or full of heavy metals and hydrocarbon residue. A rash of pipeline accidents has dominated Alberta news lately. In 2011, the Rainbow Pipeline [ruptured](#) outside of the Lubicon Cree community of Little Buffalo, contaminating a muskeg with 28,000 barrels of oil. The Energy Resources Conservation Board (ERCB) later reported that the line's operator, U.S.-based Plains Midstream, "appeared to have a total lack of appreciation of the effects a spill of this magnitude has beyond its own on-site operational response" and that the company failed to comply with safety regulations. Last March, the ERCB issued a "high risk enforcement action" against U.S.-based Apache for injecting oil field waste without proper approval. No record of the Apache rupture and spill has yet appeared on the regulator's website.

<http://theyee.ca/Blogs/TheHook/2013/06/09/Apache-Spill/>



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### CANADA, ALBA, ZAMA, JUNE 10 2013. ANOTHER PIPELINE RUPTURE IN SPILL-PRONE ALBERTA

*andrew nikiforuk*

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<http://theyee.ca/Blogs/TheHook/2013/06/09/Apache-Spill/>

### USA, KS, LAWRENCE, JUNE 10 2013. INSIGHT-ETHANOL LOBBY SEES RED OVER A YELLOW GAS HOSE IN KANSAS

At a handful of gas stations in eastern Kansas, the intensifying fight between major oil refiners and the ethanol industry over the future of America's fuel supply has found a new focus: the color of the gas hose. Scott Zaremba, owner of Lawrence, Kansas-based Zarco 66, says he is being forced by his main fuel supplier, [Phillips 66](#), to stop selling gasoline blended with 15 percent ethanol, the maximum level currently allowed for use in normal car engines but higher than the 10 percent norm. Zaremba, the first retailer in the country to sell the so-called E15 fuel, has found himself caught in a fierce market-share battle between ethanol makers and oil companies that is also being fought in the courts and in the U.S. Congress. On April 1, Zaremba received a notice from Phillips 66, the nation's third-largest refiner, that he could no longer sell the E15 fuel from his regular black fuel hoses, as he had been selling it since last July. Instead, any gasoline with more than 10 percent ethanol has to be served from a separate, yellow hose, according to a copy of the Phillips 66 guidelines seen by Reuters. The aim is to distinguish E15 from other Phillips 66-branded gasolines with 10 percent or less ethanol. He has other options, but they aren't cheap - or very feasible. For example, it would cost \$100,000 to \$250,000 to install new stand-alone gas pumps for E15, Zaremba said. Or he can always pay a \$412,000 fee to Phillips 66 to break his marketing contract - expensive options that have so far kept him in compliance with the Phillips 66 guidelines, the only way he said he could. In April, Zaremba began phasing out E15 sales, leaving only some two dozen stations in the country that sold the blend as of the end of May, when the last of his eight stations gave up the fuel. "They're just holding you to your 10 percent max," he said. Asked about its new guidelines, Phillips 66 Spokesman Dennis Nuss said in a statement that they were simply part of an occasional update to its brand standards meant "to ensure a positive and consistent customer experience at the pump." The Environmental Protection Agency, which administers fuel standards, declined to comment on Zaremba's situation. The market-share fight is the result of the 2007 Renewable Fuel Standards law, which mandated the blending of gasoline with renewable fuels like ethanol. Congress's goal was to make the U.S. less dependent on foreign oil by putting more home-made renewables into gasoline - from 9 billion gallons in 2008 to 36 billion by 2022. The increasing annual targets were based on expected growth in fuel demand that would allow more gallons of ethanol to be blended without increasing its share of supply. Instead, thanks to the 2007-2009 recession and rising fuel efficiency, consumers are buying less gasoline than expected. That has left oil companies actively trying to repeal those blending requirements, while ethanol producers are fighting to keep them in place.

#### 'All-Out War'

In the country's heartland, ethanol proponents say refiners are resorting to technical rule changes and brute market force to keep E15 out of gas stations. In nearby Iowa, eight retailers who want to sell E15 say they can't even make it because oil companies won't sell them the ingredients necessary to make the appropriate summer blend of the fuel, according to a petition viewed by Reuters. "They've essentially declared an all-out war (on E15)," said Monte Shaw, Executive Director of the Iowa Renewable Fuels Association, which represents ethanol producers. Phillips 66's Nuss said the company has 945 marketing



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

**June 21 2013**



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customers like Zaremba covering more than 7,000 gas stations and has received no other complaints about the guidelines. "We strenuously deny any suggestion that our actions are part of a larger effort to frustrate the adoption of the Renewable Fuel Standard," Nuss said. Oil producers say they are just doing the responsible thing - holding firm to a 10 percent maximum blend of ethanol in gasoline, or E10 - because anything more than that can cause engine damage in many vehicles on the road today. "We are not about to put something out there that we don't think is safe or reliable for the consumer," said Charles Drevna, president of American Fuel and Petrochemical Manufacturers, which represents refiners like Phillips 66. The EPA has approved E15 for cars made after the 2000 model year. But automakers have not extended their warranties to cover E15 use on pre-2013 models. That leaves only about 12 million of 240 million cars on the road, or about 5 percent, with warranties to use E15, according to a November survey conducted by the American Automobile Association. "Every automaker with the exception of Porsche said that E15 could void your warranty unless it was a very new car," said AAA spokesman Michael Green.

#### Heavy Lobbying

So far most gas stations have been either unable or unwilling to carry E15. The Renewable Fuels Association, which represents ethanol producers nationally, estimates that with Zaremba's exit, only about 25 gas stations nationwide sell the fuel - out of about 140,000. Sales of E15 over the last year have amounted to less than one percent of one day's worth of daily U.S. gasoline use, according to Reuters calculations. The battle is being waged on multiple fronts. American Fuel and Petrochemical Manufacturers recently filed a Supreme Court challenge to E15 gasoline. The refiners argue the EPA overstepped its authority when it approved the sale of E15 for only some cars, instead of looking at the market as a whole. "The EPA can certify fuels for engines - not for this engine or that engine," Drevna argues. A who's-who of the refining industry - including oil majors Exxon Mobil Corp, Chevron Corp, BP Plc, Valero Energy Corp, Tesoro Corp and Phillips 66 - are represented by the group. In case their legal challenge fails, Drevna says, the oil companies are actively pursuing "legislative" solutions to the issue in Congress. "It is very, very heavy lobbying right now from all sides and it's going to be at least for another year," said Dave Juday, a commodity market analyst in the Washington area.

#### Market Share

The ethanol lobby says oil companies are bluffing. "What it comes down to is we're coming into their market share," said Michael Frohlich, spokesman for Growth Energy, the ethanol group that made E15 possible by petitioning the EPA to approve its sale. Profits - more than vehicle safety or performance - are the main reason why refiners are "fighting tooth and nail" to get rid of E15, Frohlich said. If they wanted to, they could easily blend more ethanol into the gasoline supply, he said. The lobby has one high-profile ally: NASCAR, which uses E15 fuel for "every driver, every lap, every series," said Michael Lynch, managing director of green innovation at NASCAR in Daytona Beach, Florida. Growth Energy has a marketing arrangement with the car racing group, though NASCAR denies money from the deal influenced its decision to use the fuel. NASCAR racers have traveled 4 million miles on E15 since the group started using it in February 2011, Lynch said. He says there's only one reason why the rest of America isn't running on the same fuel. "The fundamental difference is availability."

<http://www.reuters.com/article/2013/06/10/e15-rules-phillips-idUSL1N0EH2ES20130610>

#### INDIA, KERALA, JUNE 11 2013. MORE GAS TANKER ACCIDENTS ON NH STRETCH IN KASARAGOD



*A gas tanker accident on the busy Thekkil Ghat section of the national highway in Kasaragod on Sunday.*

The rising number of accidents involving gas tankers on the busy Thekkil Ghat section of the National Highway has put the spotlight on the need to find alternative means of transporting gas so as to ensure safety of motorists. The latest in a series of accidents occurred on Sunday morning when a gas tanker rammed the roadside wall after the driver lost control of the vehicle while passing through the interlock-laid stretch of the road, en route to Mangalore. The engine cabin of the tanker was badly damaged in the accident, which occurred barely hours after a private bus collided with a truck, leading to a road block for hours on Saturday evening. The accident spot is just yards away from a sloping curve at the old check-post point where an empty tanker and a mini-truck had plunged 50 ft into a roadside ditch a few days ago. Authorities, in a bid to slow down vehicle movement at the accident-prone spot, had laid 10-line



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humps. "The recurring accidents point to the need to do introspection on chalking out alternative means to transport the bulky and heavy gas tankers. The busy and congested single-lane National Highway is already saturated with heavy vehicle traffic," said M. Gangadharan, a schoolteacher. It is high time that the authorities seriously debated the safety aspects of road travel, especially during the peak monsoon season in the wake of the tanker accidents at Chala in Kannur last year and a similar one at Uppinangadi, near Mangalore, earlier this year that cost precious human lives, Mr. Gangadharan said.

<http://www.thehindu.com/news/national/kerala/more-gas-tanker-accidents-on-nh-stretch-in-kasaragod/article4798108.ece>

#### BRAZIL, BRASÍLIA JUNE 10 2013. BRAZIL 'ON ALERT' OVER AN OIL SPILL FROM ECUADOR



*Petroecuador says it will clean up the spill.*

Brazil is "on alert" over an oil spill that originated in Ecuador and is travelling downstream towards the Brazilian Amazon. In a statement, the Brazilian foreign ministry said the navy and other agencies had been informed, and help was offered to Ecuador and Peru. Last month, an estimated 11,480 barrels of oil leaked from a damaged pipeline into the River Coca in Ecuador. The spill has already reached the Peruvian Amazon region of Loreto. "Ibama (Brazilian Institute of Environment), Brazil's navy and ANP (National Petroleum Agency) are on alert in the event that the oil slick reaches the country," Brazil's foreign ministry said. "Brazil has offered aid to Ecuador and Peru to support the work of

containment and dispersion of the oil slick in the two countries."

#### Peru Also Affected

On 31 May, a landslide damaged the trans-Ecuador pipeline, causing a spill of some 420,000 gallons (1.6m litres) of crude oil. Some entered the Coca river, a tributary of the Amazon that also flows through Peru and Brazil. As it travelled downstream, the slick polluted drinking water in Coca, an urban area of about 80,000 people at the confluence of the Coca and Napo rivers in Ecuador. Days later, on 4 June, the authorities in Peru said the spill had reached the Loreto region. The Peruvian Environment Minister, Manuel Pulgar Vidal, called it a "very serious problem" and said Peru could seek compensation. "If there is a serious level of affected areas, international law always gives you the possibility to establish a compensation issue. "But... first we have to look at the extent of the problem," he told Peru's Canal N television. On Saturday, President Rafael Correa of Ecuador offered an apology to Peru "for the problems we have caused". He added that the Peruvian navy were helping Ecuador to clean up the spill. Ecuador's state oil company, Petroecuador, has said it has hired a specialist US firm, Clean Caribbean & Americas, to begin clean-up operations.

<http://www.bbc.co.uk/news/world-latin-america-22836975>

#### USA, ME, PORTSMOUTH, JUNE 11 2013. TUGBOAT CAPT. TO BLAME FOR TANKER CRASH INTO BRIDGE, SAY SHIP OWNERS



**Photo's** [Tanker hits Sarah Long Bridge](#), [Tanker hits Sarah Long Bridge: Day 2](#)



*MV Harbour Feature, a tanker carrying tallow oil, broke away from the state pier Monday and struck the Sarah Mildred Long Bridge, which connects Portsmouth to Kittery, Maine.*

Before the Portuguese tanker M/V Harbour Feature allided into and damaged the Sarah Mildred Long Bridge on April 1, it was under the control of a tugboat pilot who "stipulated the precise number and arrangement of the mooring lines," according to attorneys for the tanker. The Harbour Feature was required by state law to hire the tugboat captain, who boarded the ship to "direct all of her movements within Portsmouth Harbour," the ship owners allege in court documents. Therefore, the ship owners say, any negligence that caused the ship to break from the pier lies with the Pease Development Authority which hires the tugboat pilot. Those allegations are included in a discovery plan filed

with the U.S. District Court of New Hampshire, along with counter arguments from the states of Maine and New Hampshire, which are suing the Harbour Feature for \$2.4 million in damages to the bridge. The two states filed suit in April claiming the tanker's crew "negligently tended her lines allowing the vessel to come free from her berth," before the ship drifted sideways



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and crashed broadside into the bridge. The states allege the ship's crew failed to properly secure the vessel, "resulting in the parting of her mooring lines and allowing the vessel to drift away from her berth." In the discovery plan, the states also point to maritime law, which states that when a vessel strikes a stationary object, the vessel is at fault. Whether that presumption of negligence is applicable in this case is one of several questions of law to be decided by the court, according to the discovery plan. The state of New Hampshire is claiming that even if the Harbour Feature owners can prove the tugboat captain was negligent, the PDA is an agent of the state and therefore immune from liability under state and federal laws. The Harbour Feature owners contend the ship was in good condition and its crew acted with "due care and good seamanship" when the tugboat captain boarded her and took her through the bridge to the state pier. The tugboat captain, and agents of the state pier, determined which way and how the tanker would dock and the tugboat captain "drafted the mooring plan," the tanker owners allege. A half hour after the tugboat captain left the Harbour Feature, the tanker broke from the moorings under a flooding tide and strong current, the ship owners allege. The vessel's "master" then used a bow thruster and anchors to set the ship up broadside against the bridge at "a low drifting speed, thereby causing very little damage to the bridge under the circumstances and no personal injury," the ship owners allege. The state owns the pier and its PDA agents failed to warn the Harbour Feature crew of "unsafe conditions," it's alleged. "PDA should have warned of this hazard and advised the vessel to use extra lines or take extra care when mooring," the ship owners claim. "Under New Hampshire statutory law, PDA requires vessels like the M/V Harbour Feature to hire pilots, and decides who may act as a pilot in the Port of Portsmouth, how many pilots there will be and how much a pilot will charge," the tanker owners allege. Court records indicate the cost to repair the bridge to date has been \$1.5 million, while the states also seek damages for economic loss when the bridge was closed for repairs. The Harbour Feature owners claim the tanker incurred \$1.5 million in damages "and likely will be higher when all repairs are completed." Other questions of law to be considered by the court are as follows, according to the discovery plan:

- Whether the state, through the PDA, is negligent because of acts of tugboat Capt. Chris Holt.
- Whether the state, through the PDA, is negligent as wharf owner and operator.
- Whether the states are immune from claims for "set off" costs related to damages to the tanker.
- Whether repairs to the bridge made since the allidment constitute a betterment for which the tanker company should not pay.
- Whether Maine and New Hampshire can recover economic losses under maritime law.
- Whether alleged economic losses can be recovered against a \$4.2 million bond the Harbour Feature posted to be allowed out of port.

According to court records, a jury trial has been requested and trial would commence in May 2015. Court records also indicate a settlement agreement is a possibility.

<http://www.seacoastonline.com/articles/20130610-NEWS-130619975>

#### USA, KY, LOUISVILLE, JUNE 11 2013. CITY EVALUATING CODE RED ALERT SYSTEM AFTER DUPONT SPILL

##### Watch the Video's

- [Leaked Acid Contained, other Substances Continue Leaking](#)
- [City Evaluating Code Red Alert System after Dupont Spill](#)

##### Photo's [16] [Hazmat, Emergency Crews Called Back to Dupont Fluoroproduct](#)



A day after a hazardous chemical leak, Dupont workers returned to the job even as hydrochloric acid continues to spill. Dupont Fluoroproducts safety leaders say 1,375 lbs. of hydrochloric acid have spilled into the air, and another 270 lbs. leaked into the ground since Sunday. "It's a hotzone, still, as we are working through to continue our neutralization efforts," said Bhanu Calvert, of Dupont Fluoroproducts. Firefighters say the leak continues, but is contained as the company tries to salvage the remaining chemical substance from a 500,000-gallon tank. "The process is they're moving the product from the leaking vessel to more secure containers," said Fred George, the Lake Dreamland Fire chief. "We're assessing the level in the tanks and starting to neutralize the acid." Hydrochloric acid is a clear, colorless solution of hydrogen chloride in water. It is commonly used in making products such as fertilizers. We're told that



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neutralization includes applying limestone and soda ash. The 180 Dupont workers returning Monday are being kept away from the troubled area. "We have already begun our investigation -- the things that we can without going into the hotzone area," Calvert said. "We think the neutralization will take about two days." The spill proves another test for the city's emergency notification system. "I believe within five minutes of us being on-scene, the Code Red alert was issued," George said. Metro government implemented Code Red -- a reverse 9-1-1 system -- after a fatal explosion at a different Rubbertown plant two years ago. This time, Code Red warned neighbors to shelter-in-place for three hours, but it seems notification may still be an issue. In the neighborhood affected by that 1-mile shelter in place Monday afternoon, many people had never heard of Code Red. One person didn't have any idea what it was. A lady across the street had no idea how to sign up. The Miller family didn't know, and they've lived there for 10 years. "I thought someone was coming by to sign you up for that," said Janis Miller. The couple says they learned of the stay-in orders through media reports, and would have better appreciated a knock at the door. "We look for people to be good neighbors," Miller said. Meanwhile, Dupont wants the Millers and others like them to know one thing. "The community is safe, the environment is safe, and our employees are safe," Calvert said. We asked Metrosafe officials how many people in the affected shelter-in-place area were actually signed up for Code Red. They are working on gathering this data, but could not get that information back to us by our deadline.

<http://www.wdrb.com/story/22552115/city>

#### AUSTRALIA, QUEENSLAND, BRASSAL, JUNE 11 2013. PETROL TANKER JACK-KNIFES ON WET HIGHWAY



*Road Closed: A truck crash on the Warrego Highway at Kholo closed the highway but the driver escaped injury.*

The driver of a petrol tanker escaped injury on Monday when his vehicle jackknifed on a wet, slippery Warrego Highway and skidded off the road. Traffic was reduced to one lane for several hours as crews worked at the scene, west of the Kholo Rd overpass in North Ipswich. The tanker was empty, but there was a minor spill from the vehicle's own fuel supply. The accident happened about 10.10am.

<http://www.sunshinecoastdaily.com.au/news/fuel-tanker-rollover-leaks-fuel-warrego-highway/1901119/>

#### UK, CORNWALL, DEVON, JUNE 11 2013. BIKER ADAM SMART CRITICALLY INJURED IN A38 TANKER CRASH

A 20-year-old motorcyclist has been critically injured in a crash with a tanker on a main road in Cornwall. The local man, named by his family as Adam Smart, was involved in the crash at the Carkeel roundabout on the A38 at about 07:45 BST. He is being treated at Derriford Hospital in Plymouth for potentially fatal injuries, police said. The westbound carriageway, including one lane of the Saltash tunnel, was closed for several hours.

<http://www.bbc.co.uk/news/uk-england-cornwall-22839129>

#### INDIA, DIBRUGARH, JUNE 11 2013. DRIVER, HANDYMAN FOUND DEAD INSIDE OIL TANKER

A driver and a handyman of an oil tanker were found dead inside their vehicle on NH-37 near Jamira Tiniali under Barbaruah Police Station, 9 km from here at around 8pm on Saturday. According to sources, the bodies were first discovered by a fellow driver when he peeked inside the tanker, which was left abandoned at the foot of the 1.2-km Gadapani Road overbridge on the highway. The private tanker, which belonged to one Pankaj Jain, a businessman of Lakhimpur, was carrying 20,000 litres of diesel from [Indian Oil Corporation](http://www.indianoilcorporation.com), Digboi, to Pasighat in Arunachal Pradesh. However, the tanker was found to be empty. Eyewitnesses said they saw two youths alight the tanker and leave it near the overbridge at around 4 pm. Police believe that the diesel-filled tanker may have been hijacked by oil thieves in between Digboi and Dibrugarh during transit and taken to some other place. "After emptying the contents, the perpetrators may have abandoned the vehicle on the highway. They may have killed the driver and handyman for trying to resist their attempts to steal the diesel. Members of some oil theft racket may be involved in the crime. We're still in the preliminary stage of investigation," said R Saikia, the officer-in-charge of Barbaruah PS.

<http://timesofindia.indiatimes.com/city/guwahati/Driver-handyman-found-dead-inside-oil-tanker/articleshow/20515344.cms>



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