



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 985 Newsy Stuff

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

August 1 2013



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USA, MA, SUDBURY, JULY 15 2013. GAS STATION OWNER WARNED FOR SYPHONING INCIDENT >> CUSTOMER HAD CAR HIKED ON A LIFT AFTER SHE WAS OVERSERVED GAS.

The state's Commission of Division and Standards issued a warning to the owner of Sudbury Automotive after a syphoning incident involving an employee and a customer. [On June 29, a customer at Sudbury Automotive was prevented from leaving the Boston Post Road gas station when an attendant tried to syphon gas from the car after over serving.](#) According to Lt. Robert Grady, the customer called the Sudbury Police Department for help after the attendant propped her car on a lift and attempted to syphon \$10 worth of gas. The customer told the responding officer she asked for \$20 worth of gas, but was given \$30. When she was unable to pay for the extra gas, her car was put on a lift, which the responding officer witnessed, Grady said. According to the state's regulation of trade, Chapter 93, Section 43, any person who receives unsolicited goods, wares or merchandise, offered for sale, but not actually ordered or requested by him orally or in writing, shall be entitled to consider such goods, wares or merchandise an unconditional gift, and he may use or dispose of the same as he sees fit without obligation on his part to the sender.

<http://sudbury.patch.com/groups/police-and-fire/p/gas-station-owner-warned-of-syphoning-incident>

AUSTRALIA, VICTORIA, MELBOURNE, JULY 15 2013. MISSING SAFETY GEAR AND OUT-DATED EMERGENCY PLANS AMONG PROBLEMS IN VICTORIAN PETROL STATIONS



As many as one in four petrol stations fail to meet crucial safety standards and pose major risks to thousands of unsuspecting Victorians. Missing firefighting equipment, lack of safety barriers, missing or inoperable safety gear, no spill containments, untrained staff, and non-existent or out-dated emergency response plans are among safety problems uncovered in a secret audit by WorkSafe inspectors. One service station was issued with 12 safety notices for breaches that included no fire extinguishers at bowers, no safety switches on electrical gear, no regular checks of safety equipment, and no up-to-date approvals from the Metropolitan Fire Brigade. Petrol stations are the most

potentially dangerous place regularly visited by most Victorians and the Herald Sun has been told inspectors were shocked by the extent and breadth of key safety failures their checks uncovered. After initially offering to detail its findings to the Herald Sun, WorkSafe then refused to co-operate for fear of causing panic among motorists and residents using or living near unsafe petrol stations. The authority eventually confirmed the audit's shock findings, with 800 safety notices issued during visits to 334 service stations in the past year. WorkSafe is so concerned it is increasing visits to the state's 1700 service stations to ensure compliance, with a further 250 inspections expected in the coming year. At one site, the cabinet containing the service station's emergency safety plans had not been checked for so long that ants had built a nest in it. Safety information at another service station had been destroyed by weevils and a third station's plans had been stored so poorly they had rotted away. The audit was ordered after a number of incidents, including a petrol tanker exploding at a Rowville petrol station. The tanker, which was carrying more than 20,000 litres of fuel, burst into flames at a Caltex service station during an electrical storm in December 2011.

Other recent incidents saw:

- A car drive off, ripping the nozzle off a diesel hose which allowed fuel to spread across a service station in the eastern suburbs. The operator turned off the bowser but when police arrived, he was ordered to shut down all bowers. Due to a lack of knowledge of the shut-off system, he accidentally restarted the broken bowser, causing a larger spill.
- Two men sat in their car smoking as an attendant began filling their barbecue bottle nearby with gas from a 400 litre LPG tank. The attendant went back to his console to make a phone call. A WorkSafe inspector filling up his car noticed the gas bottle venting highly flammable vapour. When he asked the attendant to hit the emergency stop button, the attendant refused, saying it wasn't his problem and continued to talk on the phone. The inspector turned off the gas.
- A driver overstretched a hose as he was trying to fill his car late one evening. It separated from the bowser, spraying petrol over his car and the forecourt. Panicking, he ran into the office screaming for the pump to be turned off.
- Fearing she was about to be attacked by a violent assailant, the young female worker hid under the counter and refused to respond.



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"WorkSafe will work with all service station owners to make sure they comply with the regulations, WorkSafe spokesman Shane Gillard said. "But we will have no hesitation in taking the appropriate action to ensure the site is safe for employees and the general public." More than a third of the safety notices issued related to poor emergency response equipment and procedures, about a quarter related to poor maintenance of equipment such as air compressors and, at a quarter of sites, the owner was not meeting their reporting obligations about quantities of petrol. "WorkSafe continues to work constructively with the retail fuel industry to discuss ways to continue improving service station safety. Victorian petrol stations have a good safety record and we want to help them keep it that way," Mr Gillard said.

<http://www.heraldsun.com.au/news/victoria/missing-safety-gear-and-out-dated-emergency-plans-among-problems-in-victorian-petrol-stations/story-fni0fit3-1226679259507?sv=296dc2a7ff0bb112b782aaac7b330c81#.UeKS6FYtpiY.email>

UGANDA, KAMPALA, JULY 15 2013. FLIRTING WITH FUEL STATION DISASTER

There are many fuel stations within the city centre and there seems to be no clear guidelines concerning their establishment. There are also no designated areas for fuel reservoirs and this raises concern over the safety of thousands of people who live within the proximity of the reservoirs, writes Charles Etukuri. Three weeks after a fuel tanker caught fire at Namungoona, causing massive loss of property and over 40 deaths, the area residents are still in shock. People are still flocking the area to see what happened. Robert Muhwezi, one of those who watched the events unfold, has made it a habit to go back to the area at least twice a day. "I lost three of my close friends and several other people I knew," he says. On the fateful night, 29 people lost their lives at the scene of the accident, while several others who were burnt were rushed to Mulago Hospital, where they succumbed to injuries. "Some of the victims were reduced to charred skeletal remains. Some bodies were pulled from the nearby swamp," says Muhwezi. As firemen pulled out body after body, residents attempted to guess their identities. "There was one which we even thought was a burnt cat," Muhwezi says. Despite a public outcry, with several suggestions being made to avoid similar incidents in the future, everything seems to have been forgotten and we are back to business as usual. A survey by Sunday Vision indicates that Kampala and other major towns are seated on a time bomb and a disaster is looming if the authorities do not act in time to regulate the construction of fuel stations, reservoirs and filling stations. There are real fears that a fire from one of the stations could trigger off fires at different stations, as a result of the closeness of some fuel stations and reservoirs that are mushrooming right in the middle of the city centre. The large fuel reservoirs of some multinational oil companies like Shell, Total, Mogas and many others are located in the middle of slums or busy highways, posing a big threat to motorists and slum dwellers, since they stock thousands of litres of flammable fuel and highly explosive gases. Even with the possibility that a disaster could easily happen if the fuel tanks burst, there is no indication that something is being done to ensure this does not happen. More worrying is the fact that all these fuel reservoirs and stations are operating with full clearance from the National Environment Management Authority (NEMA) and the energy ministry. Some fuel stations are located so close to one another, making Kampala city one of those with the highest number of fuel stations in the world. Sources in the energy ministry told Sunday Vision that Uganda has the easiest oil licensing laws. The Petroleum Supply Act 2003 gives the commissioner of petroleum the power to license oil dealers in the country.

Business as Usual

The residents in these areas go about their business unbothered of the looming danger. In Banda and Namuwongo suburbs in Kampala where some of these reservoirs are concentrated, we met several residents who claim they had nowhere to go and had resigned themselves to fate. Sheila Babirye, a single mother who resides in the makeshift structures just behind Mogas Oil reserves in Banda, says she has lived in the area for the last five years. She runs a small restaurant, which is popular among the boda boda riders. About 20 metres away, a Mogas tank containing 865,763 litres of petrol stands. She is aware of the risks, but is not about to relocate. "They found me here and I do not see why I should be forced to move," she says. But Babirye is not the only one. Several makeshift structures surround the fuel reservoir, which has four tanks, each with a capacity of over 900,000 litres of fuel going on with their business normally.

Residents Complain

Some residents say the Government has neglected them, and they are only waiting for something to befall them before they can act. "It is like we are not citizens in our country," says Samson Obbo, a 45-year-old businessman who has been living in Banda for the last 12 years. The trucks that bring in fuel also park dangerously close to the roadside as they wait to offload, exposing the residents to more danger. But what is more worrying is the group of youth in the area who have also made it a habit to empty the remaining fuel in the trucks after they have been offloaded, which they sell cheaply. Some of this emptied fuel is kept in jerrycans and stored in the shanty houses surrounding the reservoirs. "All these houses in the slum surrounding



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the reservoirs keep fuel emptied from these trucks and pose a real danger to the residents," says George Kitaka, a boda boda rider at the Banda stage. In the slum, there is a thriving underground trade, with several people making a quick buck from selling stolen fuel, not aware of the danger they are putting themselves in. For instance, it is common to see untidy men, some drunk, hanging around the reservoirs waiting for cheap stolen fuel, which is then sold to the boda boda riders and other motorists. Jimmy Kagwa, a resident of Namuwongo, has been actively involved in the same trade for over six years. He proudly talks about his exploits. "I have been in this business for six years, but no accident has ever occurred. How do you tell me this is risky?" On the day we visited, some youth were even smoking and several food vendors were cooking from open-air kitchens. Residents in Banda who cannot afford electricity have resorted to illegal connections and the sight of power lines dangerously hanging makes the area prone to fire outbreaks. Experts put the blame on the mushrooming reservoirs and fuel stations and lack of proper planning. The Banda slum, which is home to about 15,000 people, mainly provides labour to nearby industries and also offers cheap accommodation to the students of the nearby Kyambogo University. Many residents behind the Mogas reservoirs live in squalid conditions in shanty houses, mainly constructed of timber and iron sheets. Initially planned as an industrial area, rapid and unplanned growth of the area and little effort by both the local and central government to streamline construction and development, has seen the area grow into a big slum. As many people flock to Kampala in search of jobs, there is pressure on accommodation, making many of them live in informal settlements. A local councillor in the area told Sunday Vision that past attempts to remove the settlers have failed because the Government did not provide the poor residents with alternative settlements.

Mogas Speaks Out

Mogas managing director Partha Ghosh says they had attempted to resettle people who were living on property which belonged to the company, but that new claimants keep on coming up. "We have settled those within 15 metres to our boundary and the road reserve, but some had refused to move away," he says. Reservoirs don't measure up. Officials from the energy ministry told Sunday Vision that one of the requirements for one to set up a petrol station is ability to put in place modern fire fighting equipment. But of the five oil reservoirs spread across Kampala, some storing millions of litres of fuel, a few have a recommendable fire fighting system in place. It was only Mogas depot at Banda that had one of the best fire fighting equipment. The others have only installed small fire extinguishers and rely on the Uganda Police Force fire fighting department in case of an emergency. "We have a high quality fire fighting system installed just in case something went wrong. We have a 250,000-litre water tank, a fire and explosion proof tank and a water engine pump," Ghosh says. They have also installed a special anti-fire foam, which, in case of an emergency, flows and seals off the top of the fuel. "It blocks off the air from touching the fuel and as a result the fire cannot spread." They also have the sprinkler system. In case the fire starts burning from the top, the sprinkler system automatically ejects water at a high speed and reduces the temperature. On Thursday last week, the Jinja Police Road district Police commander, Westley Nganizi, visited the Mogas reservoirs to survey the situation. Details of the discussion the team had with management were scanty by press time. But sources said the Police were on a fact finding mission on the preparedness of the depot in dealing with a disaster should it happen.

Fuel Stations Too Many, says NEMA

The National Environment Management Authority (NEMA) a body tasked with the granting of the Environmental Impact Assessment (EIA) has said the number of petrol stations concentrated in major city centres is worrying. In an interview with Sunday Vision, Dickson Lufafa, the authority's environmental audit and management officer, said the urban planning authorities are to blame for the rising numbers. "Certainly, the truth is that there are so many fuel stations close to each other, which should not be the case. Under the former Kampala mayor, Ssebana Kizito, NEMA and the then authority had an understanding of controlling the licensing of new stations. The new leadership ignored the understanding we had. Sometimes when they send us an application, indicating that they have allocated land, they request that we carry out an EIA. We are left with no option." He says before issuing out the EIA, they usually consult other stakeholders. "We send the copies to the other stakeholders like the Ministry of Energy and Uganda National Roads Authority asking for their opinion and whether it conforms to their planning provisions. In most cases, they get back to us with their review comments and we have cases where some applications have been rejected because they are located in black spots or a road reserve." Kampala Capital City Authority public relations officer Peter Kaujuu says they have halted the licensing of new fuel stations in Kampala. He says the authority was working closely with the energy ministry, Uganda National Bureau of Standards, NEMA and other stakeholders to come up with standards defining the distance between petrol stations and the type of construction.

<http://allafrica.com/stories/201307152134.html?viewall=1>



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NIGERIA, LAGOS, JULY 15 2013. NIGERIA: HOUSE SUMMONS SHELL, OTHERS OVER BONGA OIL SPILL

onwuka nzeshi

The House of Representatives Committee on Environment has summoned the management of Shell Nigeria Exploration and Production Company (SNEPCO) and the National Oil Spill Detection and Response Agency (NOSDRA) over an oil spill that occurred at Shell's Bonga Field in December 2011. Also summoned are the Nigeria Maritime Administration and Safety Agency (NIMASA) as well as representatives of about 88 fishing communities located in Warri South-west and Warri North Local Government Areas of Delta State. The summon followed the demand by the coastal communities for a N20 billion compensation as special and general damages allegedly caused by the oil spill. Chairman of the House Committee on Environment, Hon. Uche Ekwunife, said the summon of the oil firm, communities and government agencies became necessary because the committee could not take any decision on the claims by the communities without giving all parties fair hearing and ascertaining the facts of the case. Ekwunife acknowledged the plight of communities in the oil producing areas whose inhabitants live in abject poverty in the midst of abundant oil wealth but cautioned that such a situation must not be exploited negatively. She expressed concern that the fresh claims and demands for compensation were coming almost two years after the spill incident and long after the committee had dispensed with the matter. "We have to be very careful that what we are fighting for are justifiable and by extension what is being presented to us as lawmakers are true. This is because being a people's parliament, we are always ready to push the issues of Nigerians to logical conclusion so that justice is served to whoever deserves it. "However, we will not want a situation where we will be misled into fighting for what is not right. "Why did it take you two years to lay your complaint? We agree that oil producing communities in the Niger Delta have suffered a lot of neglect over the years, but we must also ensure that when communities demand that oil companies pay compensation for damages, such demands must be backed by facts and incontrovertible evidence," she said. Ekwunife directed the communities to make available all necessary documents pertaining to their claims at the next meeting. These include, the letters of complaint which they claimed to have sent to SNEPCO and other relevant agencies on the spill. They are to also produce the valuation report to show the extent of damage done to the communities and how they arrived at the N20billion compensation claim. In a presentation before members of the House Committee on Environment, representative of the communities, FMON Nigeria Limited, said the spill did not affect the communities directly but impacted on their fishing grounds and destroyed their means of livelihood. The spill valuation firm said it had earlier approached SNEPCO and NOSDRA but that both institutions failed to address its demands for monetary compensation as well as relief materials for the communities.

<http://allafrica.com/stories/201307150409.html>

USA, OH, CHARDON CITY, JULY 16 2013. CHARDON CITY COUNCIL COUNTS CONTAMINATION COST AT FUTURE SERVICE FACILITY SITE

betsy scott

Chardon city leaders now know the total cost of contamination cleanup on the site of a major construction project. More than \$141,000 was needed to remediate soils recently discovered to contain petroleum, believed to be dumped decades ago at 499 N. Hambden St. where a public service facility is being built. The cost breakdown was reported at City Council's last meeting and a change order to the contract with Cold Harbor Building Company Co. was approved by council to cover additional expenses for related work by subcontractors. Remediation costs were as follows:

- Petroleum-contaminated soil transportation and disposal by BETA Environmental Services — \$74,725.77
- Transportation and disposal of unclassified soils (those near the contaminated soils that could not be used on site) - \$32,025.84
- Terracon Consultants, Inc.'s oversight and documentation of contaminated soil excavation — \$6,000
- Removal of four 55-gallon drums containing oil filters — \$1,250
- Additional time and material cost associated with the subcontractors work — \$37,099.11.

A single change order that exceeds \$30,000 must be approved through a council motion, City Manager Randy Sharpe said. Councilman Mitch Hewitt asked what would happen if the change order wasn't granted. Law Director James M. Gillette said it could lead to a lawsuit by the contractor. The motion was supported unanimously. About \$63,000 remains in a \$250,000 contingency fund for the project, Sharpe said. The construction bid was \$4.1 million. Workers have searched for clues as to who may have used the property as a dump. "(There is) nothing we could give the law director to follow up on," Sharpe said. "It was probably in excess of 30 years ago that they stopped; who knows when they started." He said the project is moving along well in other aspects and still is expected to finish on schedule this fall. Once complete, it will comprise a multi-bay



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building for vehicles, a multi-department cold storage structure, a barn-style salt and bulk storage building and a snow storage area. Ground was broken for the facility in March, nearly five years to the day after the old one — on Park Avenue — and its contents went up in flames. The fire, which destroyed several snowplow trucks, was sparked by a faulty fluorescent light ballast. No one was injured.

<http://news-herald.com/articles/2013/07/16/news/nh7260139.txt?viewmode=fullstory>

USA, ARK, PULASKI CO, JULY 16 2013. NLR FIREWORKS WAREHOUSE GOES UP IN FLAMES

jeannette reyes

 **Watch the Video** [Fireworks Warehouse Goes Up in Flames](#)

A major blaze at a fireworks warehouse in a Pulaski County warehouse sends smoke billowing into the air Tuesday afternoon and lots of would-be Fourth of July fun burning to the ground. It happened in North Little Rock around four o'clock. "As I was getting closer and closer I could see more and more and it was amazing, it was so scary," said Olga Inland, a resident in the area. Tuesday afternoon a shed containing fireworks caught on fire. The owner of the building says he ran outside shortly after hearing loud pops next door. "We heard a couple of loud, what we thought were booms, and ran outside and one of our old sheds actually was engulfed in flames," said Tom Daniels, owner of Arnold's Fireworks which owns the property. The warehouse is a total loss but just a few yards away is a building that contains most of the fireworks. "My big warehouse, a 6,000 square foot, warehouse it has, you know, a lot of fireworks in it," said Daniels. But even if the fire had reached the building with most of the fireworks things could have been more difficult to contain. "It could've been extremely worse if they had had a full inventory," said Lt. Carl Minden, spokesperson for the Pulaski County Sheriff's Department. "If this had been a couple of weeks ago or a month ago we really could have had a serious problem here." Daniels says the shed was over twenty years old and he didn't lose much but it's still a lot to take in. "A little overwhelming right now," he said. And the goal now both for Daniels and investigators is to find out what caused the fire. "It's a mystery, honestly," he said. Meanwhile, Daniels says he's going to get back to what he does best. "We're going to put some tents up and sell fireworks," said Daniels. There were no injuries or evacuations as a result of the fire.

<http://www.katv.com/story/22687636/nlr-fireworks-warehouse-goes-up-in-flames>

RUSSIAN GAS TANK TRUCK – VIDEO'S OF ACTUAL CRASH

 **Watch Video 1:** [Gas Tank Truck - Actual Crash](#)

 **Watch Video 2:** [Gas Tanks Explode On Highway](#)

Actual video of the truck that crashed in Russia, scattering its cargo of gas tanks across a busy highway. 36 of these gas tanks exploded over a period of about 10 minutes. Some of them were even projected like missiles causing a very dangerous situation for onlookers. Fortunately everyone survived, including the driver who quickly ran into the woods.

USA, MI, EASTPOINTE, JULY 16 2013. FAULTY CO2 TANK NOT TESTED SINCE 1996

frank defrank



Pictured is the CO2 tank that exploded inside Sullivan's bar in Eastpointe.

A pressurized carbon dioxide (CO2) tank that malfunctioned and exploded inside an Eastpointe bar last month had not been tested since 1996, a violation of federal safety standards, federal officials announced. The supplier of the tank, North American Coil and Beverage Group of Eastpointe, "improperly filled" the cylinder without verifying the device met appropriate safety standards for continued use, according to the report issued by The Pipeline and Hazardous Materials Safety Association, a division of the U.S. Department of Transportation. Manufactured in 1973, the tank was supposed to be "requalified" for continued use through a visual inspection and pressure tested at least once every five years. The tank burst on June 25 inside Sullivan's bar in Eastpointe. The blast caused extensive damage, but no injuries were reported. The report indicated all cylinders provided and filled by North American should be considered suspect and should be removed from service immediately. Officials have estimated hundreds and perhaps thousands of the cylinders may



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be in circulation in southeastern Michigan. The federal report advises any individual or establishment in possession of the CO2 cylinders from North American to contact the company at 586-775-7229 to arrange for the return of the cylinders.

<http://www.dailytribune.com/article/20130715/NEWS01/130719678/faulty-c02-tank-not-tested-since-1996>

AUSTRALIA, VICTORIA, MELBOURNE, JULY 16 2013. NEW AUSTRALIAN SERVICE STATION TRUST SEEKS FUNDS

gillian tan

A fund targeting investments in gas stations is seeking a fill up Down Under, according to a flyer seen by MoneyBeat. Australian Service Station Trust wants to raise up to 50 million Australian dollars (US\$45 million) to invest in five operating gas stations on major highways in Victoria state. The stations have 15-year leases with [Caltex Australia](#) and The Spargo Group, which trades under the BP brand. According to the flyer, each allows for a minimum 3% rental increase a year, offering an initial cash yield of 8%. Three of the stations have fast food outlets like Hungry Jack's, the Australian franchisee of [Burger King Worldwide](#), and Archer Capital-owned Quick Service Restaurant Holdings's [Oporto](#). In building its portfolio, the trust can back new stations only when they are pre-leased to major oil companies and retail food outlets, avoiding the risk of developing sites from scratch on their own. Profits are forecast to drive the trust's internal rate of return in excess of 20% a year, according to the flyer. The fund's initial debt ratio will be around 53% and is expected to fall each year, with an exit expected by 2018 through an initial public offering or sale, the flyer stated. To be sure, it's unclear whether sophisticated investors will back the fund. Australia's fuel demand has risen strongly in recent years on the back of the country's growing economy, especially higher consumption from industrial companies exposed to a decadelong resources boom, according to the Australian Institute of Petroleum, a lobby group. However, Prime Minister [Kevin Rudd](#) said Thursday [the China-led resources boom is over](#), which may crimp fuel demand growth. The unemployment rate in Australia is 5.7%, its highest in four years. It isn't clear if other sectors of the economy like housing construction or consumer spending will pick up sufficiently to offset waning investment in resources. The trust's managing director Tim Boyce has experience in the service station sector, having spent 15 years at [Wesfarmers](#) Ltd-owned Coles Group, where he rose to become the National Head of Property. Mr. Boyce was involved in Coles Express's acquisition of the management rights to [Royal Dutch Shell](#)'s Australian retail service station network, which now includes more than 630 sites. Australia's two dominant supermarkets, Coles and [Woolworths](#), lure drivers to sites with fuel discounts based on what they spend in stores. Woolworths announced a joint venture with Caltex Australia in 2003, a few months after Coles struck its deal with Shell. In 2009, Caltex attempted to grow its reach through an A\$300 million deal to buy [Exxon Mobil](#) Corp.'s 300 Australian service stations, but the deal was blocked by the nation's competition regulator. A successful raising by the fund, which is being advised by Melbourne's M&A Partners, would validate ongoing interest in the sector. Earlier this year, Dutch-based Trafigura Beheer BV's emerging market-focused oil subsidiary Puma Energy purchased retail and wholesale oil distributor Ausfuel [for more than A\\$625 million](#). Australian fuel marketer [Central Combined Group](#) and Neumann Petroleum, snapping up more than 340 service stations combined.

<http://stream.wsj.com/story/latest-headlines/SS-2-63399/SS-2-276699/>

AUSTRALIA, VICTORIA, TYABB, JULY 16 2013. GALLERY: TYABB FUEL TANKER SPILL

alecia pinner

 **Photo's [15]** [Tyabb Fuel Tanker Spill](#)

A fuel tanker crashed and rolled in Tyabb on July 11 with 39,000 litres of petrol on board.

<http://www.knoxweekly.com.au/story/1632330/gallery-tyabb-fuel-tanker-spill/?cs=1713>

USA, IN, BLOOMINGTON, JULY 16 2013. NORTHBOUND SR 37 CLOSED AFTER FUEL TANK OVERTURNS

elias orfan

 **Watch the Video** [Fuel Tank OvertURNS](#)

Officials have been trying to clean up a fuel tanker accident after it overturned Sunday night.

Update 5:45 p.m.:

The Bloomington Police Department confirms SR 37 northbound is still closed and southbound traffic is restricted to one lane.

Original post:

Northbound traffic on State Road 37 has been closed for more than 12 hours after a fuel tanker fuel flipped onto its side at the intersection of SR 37 and Vernal Pike on Sunday, according to the Bloomington Police Department. Bloomington Police officials say the tanker truck was unable to stop at a red light, and hit two different passenger cars. The driver of the tractor



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trailer, a 48-year-old female, said she felt ill and did not recollect the accident, according to a BPD press release. The first vehicle hit carried a 45-year-old woman who sustained severe injuries and was transported to Methodist Hospital in Indianapolis. The second passenger, a 14-year-old woman, also sustained serious injury and was transported to Riley Children's Hospital in Indianapolis. The driver of the second vehicle involved in the accident, a 57-year-old woman, sustained only minor injuries. SR 37 is open to southbound traffic, but northbound traffic is still restricted.

<http://indianapublicmedia.org/news/northbound-sr-37-closed-fuel-tank-overturned-52446/>

USA, MI, NAPOLEON TWP, JULY 16 2013. BP PIPELINE IS BACK IN NAPOLEON TOWNSHIP TO REMEDY 1989 GASOLINE SPILL THAT CONTAMINATED GROUNDWATER

lisa satayut



After 24 years, BP Pipeline of America is back in Napoleon Township in an attempt to remedy a 1989 oil spill from a former Amoco terminal located in the township. MTBE is being treated at the Leoni Wastewater Treatment Plant for the pilot test.

After 24 years, BP Pipeline is back in Napoleon Township in an attempt to remedy a 1989 oil spill from a former Amoco terminal located in the township. [This isn't the first time the oil company has](#) remedied the spill, which still has the potential to contaminate water wells in a specified area. The 72-hour pilot project called a "pumping test" began Tuesday, July 9. BP extracted groundwater and sent it to the Leoni Township Wastewater Treatment Plant through a sewer line (Clark Lake Interceptor) to treat MTBE in the groundwater. MTBE (methyl-tert-butyl) is a fuel additive in gasoline that raises the oxygen content. According to

Divinia Ries, a toxicology specialist with the Michigan Department of Environmental Quality, the harmful effects of MTBE are mostly based on animal studies where, in high levels, it affected the nervous system of animals. In addition, Ries cited a 1998 study where male rats exposed orally to MTBE for two years developed testicular cancer while female rats exhibited increased lymphomas or leukemia. Ries also said it has an unpleasant odor and taste. Napoleon Township Supervisor Dan Wymer said a release of gasoline occurred in 1989 from a buried pipeline at the loading rack of the fuel distribution terminal on Brooklyn Road. According to Citizen Patriot archives about 60,000 gallons of gasoline leaked from the terminal contaminating the groundwater. Wymer said if the test is successful, BP will look at the option of removing MTBE-impacted groundwater under a five-year agreement. Currently the MTBE groundwater is not treated. This would also bring much-needed funds to the treatment plant. Wastewater Treatment Plant Manager John Zang said the plant is treating the MTBE through the plants regular treatment process which involves micro-organisms consuming and digesting the MTBE. He said the plant will receive an estimated \$2,500 to \$3,000 to treat during the 72-hour pilot test. If the test works and BP agrees to a five-year contract, the plant would see even more money from the company. Both Zang and Wymer said it has not gotten to the point where the entities involved have discussed a treatment price as well as the cost of using the Clark Lake Interceptor under a long-term deal. If the pilot test works and a deal is formed, all parties involved would have to see a financial benefit. For example, besides Napoleon Township receiving funds, the treatment plant would receive funds for treating the MTBE and Columbia Township would also receive funds for the use of the Clark Lake Interceptor because it is owned by Columbia Township. It could take several weeks for the results of the pilot project. "In the last few years, BP has been very active and involved with the township on this. They began monitoring the contamination more closely a few years ago," Wymer said. "They determined there was sufficient risk to a number of township wells that could eventually become contaminated." Wymer explained that gasoline is a mixture of multiple different hydro-carbon compounds that are extremely soluble in water and tend to linger close to a spill site, but MTBE is different in that it spreads. "This compound is partially water soluble. It tends to get in the water table and starts spreading. It's primarily this compound that caused the problem that has to be remedied," Wymer said. At the time of the spill, Amoco — which was acquired by BP in 1998 — worked with state environmental officials to clean up and remedy the damage. The company provided bottled water to residents desiring it, capped some residential wells and continued monitoring for any long-term pollution. BP Pipelines of North America also paid \$1.4 million for a water-line extension in Napoleon Township. "The terminal didn't even belong to them (BP) when the spill occurred, they acquired it afterwards and it doesn't belong to them now," Wymer said. "But, they retained responsibility for managing the effects, which is kind of unusual," he said. BP sold the terminal in 2011 to Buckeye, L.P. According to BP spokesman and pilot test project



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manager Richard Kilcoyne, BP still owns and operates the fuel pipeline adjacent to the terminal. "BP did retain the environmental liability related to MTBE at the time of the sale to Buckeye," Kilcoyne said. "BP made commitments, prior to the 2011 sale, to the community and the MDEQ regarding the MTBE issue and BP is standing behind our commitments." The 2010 partnership between Napoleon and BP was formalized by the [township board's approval of a memo of understanding](#). Also in 2010, BP agreed to pay \$86,000 to cover the connection of an estimated 85 residents to the water system plus five years' worth of their water bills. "The bottom line is that they provided the funds for us to expand our water system to approximately 100 additional locations within a defined area," Wymer said. Both Zang and Wymer are hoping the pilot test is successful. If it is, the additional money from BP would help bring in much needed funds. When building the \$32 million treatment plant, officials projected an economic growth in the area assuming more residents would buy homes and connect to the system. That didn't happen. As a result, sewer fees have increased over the years. "The whole system was designed for a much larger community, and there is a real shortage of money to pay for bonds. This is a way to temporarily utilize some unused and unpaid for capacity," Wymer said. Zang said the treatment plant has enough excess capacity to treat the MTBE.

http://www.mlive.com/news/jackson/index.ssf/2013/07/bp_pipeline_of_america_is_back.html

USA, WI, TOWN OF JACKSON, JULY 16 2P13. STATE TO BILL PIPELINE OPERATOR FOR COSTS RELATED TO JACKSON SPILL

jon byman

This Wednesday will mark one year since a gasoline pipeline ruptured and spilled tens of thousands of gallons of gasoline. The state DNR has spent roughly 2,500 man hours since then monitoring the clean up and working on a new water solution for dozens of homes affected by the spill. "We do seek reimbursement on projects of this nature," said DNR Southeast Wisconsin Director Eric Nitschke. "We continue to track the hours that we have and any expenses that we have." Nitschke doesn't have the exact cost yet, but says it will likely be into six figures. At some point in the future, the state will submit a bill to the company that owns the pipeline. That company has said it will cover costs related to the cleanup. 42 private wells on 40 properties have tested positive for contamination following the spill. The Town of Jackson is moving forward with a plan to tie homes affected by the spill into the Village of Jackson water system.

<http://www.620wtmj.com/news/local/215495631.html>

ENGLAND, HERTFORDSHIRE, JULY 16 2013. THREE FIRMS SENTENCED AFTER MAN KILLED BY ROCKETING GAS CYLINDER



Cylinder with missing valve.

Three South East firms have been ordered to pay a total of £685,787.31 in fines and costs for serious safety breaches after a plumber died and six other workers were seriously injured by a barrage of flying gas cylinders. Adam Johnston, 38, from Sutton, Surrey, was struck by one of 66 heavy cylinders as they rocketed at speeds of up to 170 mph after one toppled over, discharged high-pressure gas, collided with others and set off a frightening chain reaction. Mr Johnston, who was working on a construction project in Mundells in Welwyn Garden City, Hertfordshire, was walking with a colleague when he was struck by one of the argonite gas cylinders as they were propelled alarmingly around the building. He suffered multiple injuries and died at the scene. Several other workers, including electricians working in the argonite store room, suffered injuries and long term effects resulting from the trauma of that day. A Health and Safety Executive (HSE) investigation into the incident, on 5 November 2008, found that Mr Johnston died as a result of a series of unsafe practices relating to the installation of fire suppression equipment at the new-build storage facility. Crown House Technologies Ltd of Dartford, Kent, was principal contractor for the project and engaged Kidde Fire Protection Services Ltd, of Slough, Berkshire, to supply and install fire suppression equipment at the new

facility under construction. This work was carried out by Kidde Products Ltd, also from Slough. In a prosecution brought by the HSE against all three companies for safety breaches, St Albans Crown Court today (5 July 2013) heard that 80 cylinders, nearly two metres high and each weighing 142 kg, were stored without their safety-critical protection caps and left without being properly secured in racks. Other trades involved in the construction project were also working next to these potentially unstable cylinders, unaware of the deadly risks involved. HSE found that one or more of these cylinders was de-stabilised and



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probably fell over, causing its unprotected valve to shear off near the cylinder neck. This released an uncontrolled jet of liquified argonite gas under high pressure [equivalent to some 300 bar] the force of which caused the cylinder to move, colliding with others. These, in turn, were also knocked over and sustained similar damage. A chain reaction developed rapidly and for several minutes shocked and terrified workers desperately sought shelter as they endured a barrage of heavy cylinders rocketing around them. This continued until 66 of the 80 cylinders had been discharged. Some of the cylinders travelled at estimated speeds of up to 170mph and developed sufficient energy to penetrate walls and ceiling voids, travelling into more remote parts of the building. Mr Johnston, a father of two, who was employed by Crown House Technologies Ltd, was struck by one of the cylinders as it was propelled from the room. Six other workers sustained injuries. The building itself was severely damaged. Crown House Technologies Ltd pleaded guilty at an earlier hearing to breaching Section 2 and 3(1) of the Health and Safety at Work etc Act 1974 was fined £117,000 and ordered to pay costs of £119,393.65. Kidde Fire Protection Services Ltd pleaded guilty at an earlier hearing to breaching Regulations 6 and 13(2) of the Construction (Design and Management) Regulations 2007 and was fined £165,000 and ordered to pay prosecution costs of £59,696.72. Kidde Products Ltd, pleaded guilty at an earlier hearing to breaching Section 2 and Section 3(1) of the Health and Safety at Work etc Act 1974 and was fined £165,000 and ordered to pay prosecution costs of £59,696.72. The court was told that the three companies involved failed to recognise the significant risks involved in the project or to carry out an adequate risk assessment. The principal contractor and the main contractors failed to co-ordinate the scheduled work activities or to co-operate meaningfully in light of the risks. There had also been insufficient training and supervision. After the case, HSE Principal Inspector Norman Macritchie, said: "Mr Johnston had no control over the chain of events which led to his tragic death. He died while going about his business as a result of the shortcomings of others. It is only by chance that this incident did not cause further fatalities. "There is little evidence that those involved were competent to undertake this work, or that safe systems of work were provided, or that there was suitable cooperation between the contractors involved. "Employees of other companies were allowed to enter the argonite store while it was potentially unsafe to do so, and there is no evidence that anyone explained the risks to them, or acted effectively to control these risks. "This incident was devastating for his family and yet it could have been avoided had there been effective planning, management, monitoring and coordination of the relevant activities. "Health and safety is sometimes dismissed as an unnecessary burden on businesses but this tragic case clearly demonstrates its true importance to those at the 'sharp end' of the industry."

<http://www.hse.gov.uk/press/2013/rnn-se-rocketing-gas-cylinder.htm>

USA, TX, CYPRUS, JULY 17 2013. GAS STATION AWNING COLLAPSES IN CYPRESS DUE TO WEATHER

 **Watch the Video's:**

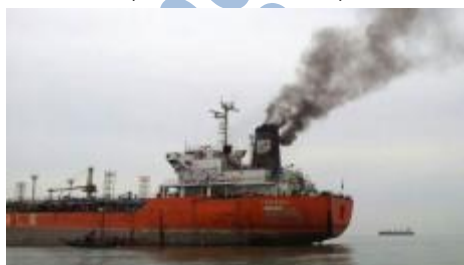
- [Gas Station Awning Collapses](#)
- [Gas Station Awning Collapses in Cypress](#)

 **Photo's [7] Images of Collapse at Cypress Gas Station**

Two families seeking shelter from the storm Sunday night in Cypress were caught under a gas station awning when it collapsed. Cy-Fair volunteer firefighters got the call just after 8pm. It happened at a Shell station on Tuckerton Road at Queenston Boulevard. The manager says the gas station was days from opening. Both families were in their vehicles when the awning came down. One woman was transported to an area hospital, but firefighters do not believe her injuries are life threatening. No other injuries were reported.

<http://abclocal.go.com/ktrk/story?section=news/local&id=9171912>

MALAYSIA, KUALA LUMPUR, JULY 16 2013. INDIAN TANKER CATCHES FIRE OFF MALAYSIA, ONE FEARED DEAD



This photo, released by the Malaysian Maritime Enforcement Agency on July 14, 2013, shows smoke rising from the MT Samudera ship at the Kukup Jetty Terminal in Pontian, Johor, southern Malaysia. The Indian-owned tanker headed to Bangladesh with 23 onboard caught fire in Malaysian waters, with one sailor feared dead.

An Indian-owned tanker headed to Bangladesh with 23 onboard caught fire in Malaysian waters, with one sailor feared dead, according to a maritime official. The fire that broke out late Sunday in the engine room had now been contained, said western Johor state maritime enforcement chief Aminuddin Abdul Rashid.



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"One crew member who was working in the engine room is unaccounted for and we believe he is dead," he told AFP. The Indian-owned tanker MT Samudera -- carrying 23 Indian nationals -- was heading to Chittagong from the Indonesian island of Batam. "The tanker ship which usually carries fuel oil was not carrying any cargo. We rescued 22 crew members," Aminuddin said. "The tanker is not a threat to passing ships because it is outside the busy Malacca Strait," he said, adding there was no immediate danger of the ship sinking.

<http://www.foxnews.com/world/2013/07/15/indian-tanker-catches-fire-off-malaysia-one-feared-dead/>

USA, TX, DALLAS, JULY 17 2013. OVERTURNED TANKER TRUCK LEAKING LIQUID NITROGEN NEAR I-20 IN S. DALLAS

matt goodman



An overturned tanker truck leaks liquid nitrogen at Spur 408 at Interstate 20 in southern Dallas on July 15, 2013.

An overturned tanker truck is leaking compressed liquid nitrogen at northbound Spur 408 at Interstate 20. Dallas Fire Rescue spokesman Jason Evans said the initial call came in at about 1:30 p.m. Monday. At 2:45 p.m., the tanker truck, its cab facing the wrong direction, is still lying in the shoulder of the spur with liquid nitrogen leaking out of its rear. "Good thing is that I'm told the compressed liquid immediately turns into gas once it comes in contact with the air," wrote Evans in an email. "Therefore, the only danger is someone coming in direct contact with it." He was not sure how many gallons were onboard or how the accident

happened. Police and fire trucks have blocked off the spur. Interstate 20 was not affected. Evans said the driver exited safely and that the company is covering the cleanup.

<http://www.khou.com/news/texas-news?fid=215564771&fPath=/news/local/&fDomain=10247>

BULGARIA, NEFTOCHIM, JULY 17 2013. FIRE AT BULGARIA'S LUKOIL NEFTOCHIM REFINERY EXTINGUISHED, NO VICTIMS, INJURED

A fire caused by a spark erupted in the xylenes department of Bulgaria's Burgas-based Lukoil Neftochim refinery around 11 am on Tuesday. A spark ignited low-octane gasoline during repair works at the refinery, according to Boycho Georgiev, head of the Regional Environment and Water Inspectorate in Burgas, as cited by the Bgnes news agency. The flames were extinguished within a few minutes using three specialized firefighting vehicles. Nobody was killed or injured in the fire. There have been no reports about air pollution caused by the accident but the final results of the tests are yet to be published.

http://www.novinite.com/view_news.php?id=152075

USA, ARK, MAYFLOWER, JULY 17 2013. FULL EXTENT OF HEAVY METAL CONTAMINATION IN EXXON OIL SPILL STILL UNKNOWN

lisa song & shruti ravindran



Oil cleanup in the "cove" area of Lake Conway, May 12, 2013.

Levels of manganese, a neurotoxin, in the cove and in a nearby creek were 10, 20 or nearly 30 times above the EPA's safety standard for tap water. When a broken pipeline spills oil into a residential neighborhood, the most immediate health concerns are those caused by volatile chemicals—airborne toxins that [leave people complaining](#) of symptoms like headaches and nausea and worrying about long-term problems like cancer. But crude oil also contains small amounts of heavy metals that rarely evaporate into the air. Instead, they stay with the oil as it spills onto the ground and into waterways. These compounds, which include mercury, manganese, nickel and chromium, are toxic at high doses, and some, like arsenic and lead, can damage the nervous system even at relatively low doses. Yet little is known about the potential health risks to people who live near oil spill sites. In Arkansas, regulators are testing for heavy metals in the city of Mayflower, where more than 210,000



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gallons of Canadian oil spilled on March 29. But at this point there are still more questions than answers. Although most of the visible oil has been cleaned up, residual oil remains in local soils and waterways, including a cove of Lake Conway, a popular fishing area. The lake isn't used for drinking water, and residents have been barred from the cove since the spill occurred. The Arkansas Department of Environmental Quality and the pipeline operator, ExxonMobil, have found that most of the heavy metals in the cove and the main body of the lake are below levels of concern. Their testing is incomplete, however, because so far they've sampled only the water, not the soils or lake sediment. Even when all the tests are done, health experts say it will be almost impossible to predict the long-term effects on residents, because little is known about how mixtures of heavy metals break down and change in the environment over time. [Joseph Graziano](#), a professor of environmental health sciences at Columbia University, said that in addition to determining the concentrations of heavy metals, scientists also must study if and how residents come into contact with the contaminants. "Sure, heavy metals have serious health effects," he said. "But only if exposure takes place." Graziano and other experts say it's important to know, for example, if the metals are seeping into groundwater and reaching basements or backyard gardens, and if they're becoming more concentrated—and therefore more toxic—as they make their way up the food chain in Lake Conway. These questions are particularly important in Mayflower because the type of oil that spilled—diluted bitumen from Alberta's oil sands region—has far higher concentrations of heavy metals than conventional crude oil. Diluted bitumen, or dilbit, is the same type of oil that contaminated Michigan's Kalamazoo River in 2010, creating the most expensive oil pipeline spill in U.S. history. It's also the type of oil that will be carried from Alberta to Nebraska on the Keystone XL pipeline if the Obama administration approves the project. A 2009 report prepared for the oil industry by the Alberta Research Council found that samples of bitumen had 10 times as much chromium as Alberta conventional crude and more than 38 times as much manganese. Chromium is a carcinogen that weakens the immune system, and manganese is associated with tremors and cognitive problems. The same report said bitumen contains such high concentrations of nickel, vanadium and mercury that companies are considering recovering these commercially valuable metals from the waste generated by bitumen processing. Nickel can lead to kidney failure, vanadium affects the respiratory system and mercury can cause neurological problems. In 2010, [a peer-reviewed paper](#) in the research journal Proceedings of the National Academy of Sciences reported elevated levels of heavy metals in areas of Canada's Athabasca River downstream from oil sands production sites. Study co-author [David Schindler](#) said some of the metals came from natural sources such as the erosion of bitumen-rich geologic deposits. "However, our study showed that contrary to industry advertising, mining and extraction are adding to this burden," he said in an interview. Schindler, an ecology professor at the University of Alberta, said any heavy metals found in Mayflower would probably come from a mix of sources including the oil spill, pre-existing industrial emissions and naturally-occurring trace metals in the water and soil. That appears to be the case in the Kalamazoo River, where cleanup of the million-gallon dilbit spill in July 2010 continues. Nicole Zacharda, an enforcement specialist at the Michigan Department of Environmental Quality, said the arsenic the agency found in its tests is naturally occurring, due to the local geology. But the agency determined that elevated levels of nickel and vanadium are from the spill. Zacharda said there isn't enough nickel or vanadium to trigger health concerns or fish advisory warnings, but the agency is continuing to sample the water and soil. Testing will also continue in the riverbed, which is contaminated with bitumen that sank after the spill. The bitumen that spilled in Arkansas was lighter, so most of it remained on the surface of the water, according to Jennah Durant, a spokeswoman for the U.S. Environmental Protection Agency. Some oil sank after it "mixed with sediment during recovery activities and through the weathering process," she said in an email. The [water sampling in Arkansas](#) shows that the heavy metals in the bitumen haven't impacted the main body of Lake Conway, said Ryan Benefield, deputy director of the Arkansas Department of Environmental Quality (ADEQ). That conclusion is based on water sampling from inside and outside the cove as well as historical data on the lake's water quality. The ADEQ hasn't sampled all areas of the cove for heavy metals, "so we cannot make any broad sweeping statements" about it, Benefield said. But he said the cove was "significantly" affected by the spill, and the agency is concerned about all the contaminants in the oil—not just heavy metals. InsideClimate News examined results for eight compounds that are particularly harmful: arsenic, manganese, nickel, vanadium, lead, chromium, selenium and mercury. Mercury is of special concern because it can be transformed by bacteria into methylmercury, a compound that becomes increasingly toxic as it travels up the food chain. If the chemical begins to concentrate in Lake Conway fish, that could have serious impacts on local wildlife and residents who consume the fish. The ADEQ did not test for mercury, but Exxon's mercury sampling results show that mercury concentrations remain at safe levels. ADEQ spokeswoman Katherine Benenati said the analytical procedure for mercury is different from the typical metals tests the agency's lab conducts, so the lab doesn't run it without a specific request. The results for arsenic, nickel, vanadium and selenium were generally below ecological screening levels—concentrations that might harm the ecology—and below federally



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established limits for drinking water. Concentrations of lead and chromium regularly exceeded ecological screening levels but stayed within acceptable drinking water limits. Benenati said that exceeding the screening values doesn't necessarily indicate a problem but "merely indicates we want to take a closer look at the area." The metal that most often exceeded both ecological and drinking water limits was manganese, a neurotoxin that's associated with tremors and cognitive problems. According to [Tomás Guilarte](#), a toxicologist at Columbia University's Mailman School of Public Health, emerging research shows that manganese can amplify the toxicity of lead, so children exposed to both metals at once are at particular risk for neurological problems. In some cases, manganese levels in the cove and in a nearby creek were 10, 20 or nearly 30 times above the EPA's safety standard for tap water. Benefield, the ADEQ deputy director, said the manganese levels outside the cove may be naturally occurring, but there's no question that the cove was directly impacted by the spill. For now, the cove's aquatic community appears unharmed, he said.

More Tests for Soils, Sediment

So far, the agency's testing has been limited to water samples collected from the surface of the lake and near the base of the water column. The next step is to examine the soils and lake sediment, tests that experts say are crucial to determining the extent of heavy metal contamination in Mayflower. The spill was followed by several days of heavy rain, which helped spread the oil across the land. The ADEQ recently approved a remediation plan for the lake and other water bodies impacted by the spill. The plan includes soil and sediment sampling, and was created by an Exxon contractor with input from the EPA and ADEQ. Benefield said the results of those tests will guide the agency's long-term remediation plans. If alarming levels of heavy metals show up in the sediment, for example, ADEQ could start collecting tissue samples from fish to study bioaccumulation. Those tests may be just the beginning. Health experts say it's impossible to gauge the public health risk from heavy metals without adequate data on human exposure. What concentrations were cleanup workers exposed to, and for how long? Are children ingesting the metals as they play in the dirt? The ADEQ is aware of these challenges, Benefield said, and will work with state health officials to assess potential health risks.

<http://insideclimatenews.org/news/20130715/full-extent-heavy-metal-contamination-exxon-oil-spill-still-unknown>

USA, CA, LOS ANGELES, JULY 17 2013. ANALYSIS: FRACKING WATER'S DIRTY LITTLE SECRET - RECYCLING

nichola groom



The oil and gas industry is finding that less is more in the push to recycle water used in hydraulic fracturing. Slightly dirty water, it seems, does just as good a job as crystal clear when it comes to making an oil or gas well work. Exploration and production [companies](#) are under pressure to reduce the amount of freshwater used in dry areas like Texas and to cut the high costs of hauling millions of barrels of water to oil and gas wells and later to underground disposal wells. To attack those problems, oilfield service companies like Halliburton, Baker Hughes and FTS International, are treating water from "fracked" wells just enough so that it can be used again. Smaller companies like Ecosphere Technologies Inc have also deployed similar methods. "It is a paradigm shift," Halliburton's strategic [business](#) manager of water solutions, Walter Dale, said. Until recently, many companies considered recycling too expensive or worried that using anything other than freshwater would reduce well output. But oil and gas companies are increasingly treating and reusing

flowback water from wells, which unlike freshwater is very high in salt, with good results. The practice scales down the amount of freshwater used for fracking, but environmentalists say it does nothing to assuage concerns about groundwater contamination, and only facilitates the extraction of fossil fuels that produce climate-warming gases. "It doesn't lessen the potential for groundwater contamination, and it can increase the amount of contaminants that you are exposing the groundwater to," said Myron Arnowitt, Pennsylvania director for Clean Water Action. Halliburton and Exxon Mobil Inc's XTO Energy earlier this year documented the use of Halliburton's H2OForward recycling service on XTO Energy wells in Eddy County, New [Mexico](#) in a paper at a Society of Petroleum Engineers conference. The study found cost savings of between \$70,000 and \$100,000 per well. The wells have shown no loss of production, Dale said. The average cost of a well varies by region, but comes in at about \$7.5 million in Texas' Eagle [Ford](#) shale formation, according to a Jefferies report from May. FTS International said it is using up to 100 percent reclaimed water in some locations in Oklahoma and Texas, with results



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comparable to using fresh water. Increased industry comfort with recycling comes as regulators are moving to require more recycling of water used in fracking. The Railroad Commission of Texas, which regulates the oil and gas industry there, adopted new rules in March to encourage recycling. Under those rules, operators no longer need a permit to recycle water if they are on their own land leases. The U.S. Environmental Protection Agency could also implement rules concerning recycled water when it delivers its study of hydraulic fracturing next year. Transportation is by far the costliest element of water management for fracking, and local communities like recycling because it takes trucks off the road. But the industry has a long way to go, Halliburton's Dale said, adding that recycling is still in a "pilot" period. Water use and resources are local issues, and approaches to managing water will vary by geography, XTO said in a statement, adding, "Recycling is not a universal solution."

Pumps, Valves & Pipes

Rollout of recycling technology is in its infancy, but poised to lift demand for everything from water pumps to valves to pipes. Companies like [Xylem Inc.](#), which makes water testing and other equipment, Ecolab, which owns water treatment company Nalco, and Gorman-Rupp Co, a pump maker, are companies that could see an uptick in [business](#), one portfolio manager said. All three currently trade close to their 52-week highs. "Fracking has simply added the ability for incumbents in the market to grow [earnings](#) further," said Simon Gottelier, a portfolio manager who oversees water investing for London-based Impax Asset Management, which has \$3.5 billion under management. Some companies already forecast big revenue gains from fracking. Layne Christensen Co, a provider of water management services, said it expects its new fracking-focused business to generate \$200 million in revenue by 2017, with "meaningful" revenue generation beginning in 2015. It is completing development of its water recycling offering this year. Meanwhile, utility [Aqua America Inc](#) has said a water pipeline to supply frack sites in the Marcellus shale in Pennsylvania will eventually add 10 cents per share to its annual [earnings](#). For energy companies, the use of flowback water for fracking eliminates the need to truck wastewater to disposal wells. Water can be treated onsite and reused for the next frack. Some say the water that comes from underground is better suited for fracking and requires less chemical treatment because it is compatible with a well's native geology. "When you use water that's native to that formation, your chemical is either nil or not required at all," said Tom Whalen, Baker Hughes' vice president of water management. Today recycling is only prevalent in the Marcellus shale, where about 90 percent of flowback water from wells is recycled, because there are few disposal wells in the region and water to be discarded must be trucked to Ohio to be injected underground. A disposal well is a pipe into which waste water is injected for permanent storage. Pennsylvania's geology is less suitable for deep injection wells than other regions, and new wells are both costly to permit and often face opposition from communities concerned about groundwater contamination. In addition, a study found powerful earthquakes thousands of miles away can trigger swarms of minor quakes near injection wells.

Industry Comes Around to Recycling

Baker Hughes debuted its water management offering, called H2Pro, about 18 months ago. At that time, the company's customers were interested, but not committed to using it every day, according to Whalen. "In the last 12 months, that's totally changed," he said. Baker Hughes now has about 300 employees working on water management in all the major North American shale plays. Its customers are saving 30 to 50 percent compared with trucking the used water to underground wells, according to Whalen. Drought conditions in Texas have helped prompt the industry to recycle more in all geographies. Though fracking makes up less than 1 percent of overall water use in the state, it makes up more than 50 percent of water use in certain counties, according to a 2011 report by the University of Texas. Savings vary by region depending on the availability of water and the proximity and number of disposal wells. A recent report by Jefferies estimated that oil and gas companies can save \$370,000 per well in the Marcellus shale play in Pennsylvania and \$70,000 in North Dakota's Bakken region. In Texas' Eagle Ford shale play, the cost of recycling would be about the same as using freshwater because disposal wells are abundant there. The author of the Jefferies report, Brad Handler, said Halliburton and Baker Hughes will be the main beneficiaries of an increase in water recycling because of their expertise in the chemical makeup of water used in fracking. "You need the confidence that Halliburton's chemists can bring," Handler said. EcoSphere has also had success with its process, which it has used in 750 wells since 2008. It has worked with Newfield Exploration Co and Southwestern Energy Co. But, like many startups, it has had its share of difficulties breaking into the oil and gas industry. EcoSphere has accused Halliburton of stealing its trade secrets in an ongoing arbitration case, and earlier this year the company that was the exclusive licensee of its technology, Hydrozonix, lost its exclusivity for failing to pay for water treatment units.

<http://www.reuters.com/article/2013/07/15/us-fracking-water-analysis-idUSBRE96E0ML20130715>



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NAMIBIA, WALVIS BAY, JULY 18 2013. FUEL TRUCK AND TRAIN COLLIDE

floris steenkamp

People told Informanté this week of the horrific noise of metal against metal and their subsequent fears of a fiery explosion, when a cargo train and fuel tanker truck of Northern Fuel Distributors (NFD), carrying tens of thousands of litres of diesel, collided on the Hannah Mupetami railway crossing in Walvis Bay on Monday at around 9h30. The driver of the truck failed to stop at the crossing for the oncoming train, but can be thankful that he walked away uninjured and also the fact that no explosion or fire followed the collision. Substantial damage was incurred by TransNamib to its locomotive's front end. The locomotive hit the truck on its left-hand rear wheels, flipped the tanker on its side and reduced the mechanical horse to twisted metal. Walvis Bay had no railway link with the outside world on Monday for almost the whole day, as recovery crews first contained a diesel spill and then pumped the remaining diesel from the tanker before two heavy lift cranes of Walvis Bay Plant and Tool Hire were used to clear the truck's wreckage from the scene. It is the second truck of Northern Fuel Distributors involved in a serious accident in Walvis Bay in months that had an impact on infrastructure. Last year, one of the company's trucks overturned at the traffic roundabout at the entrance of Walvis Bay, leading to road closures and a scramble by local environmental clean squads to contain a diesel spill. Speed is believed to have caused the accident. The general manager of Northern Fuel Distributors, Johan Botes, refrained to answer questions on Monday.

http://www.informante.web.na/index.php?option=com_content&view=article&id=12356:fuel-truck-and-train-collide&catid=1:coastal&Itemid=103

USA, FLA, SANTA ROSA, JULY 18 2013. QUICK THINKING COUNTY EMPLOYEE PREVENTS EXPLOSION

jason jandura



A quick-thinking Santa Rosa County employee man prevented a major disaster Monday afternoon in Milton. David Thomas, senior road foreman, is being credited with putting out a fire at a pumping station with 40,000 gallons of gasoline as fuel. Fire officials say the hose and surrounding area of a fueling truck caught fire right after dropping off a load of gasoline at the Santa Rosa County Public Works Department, according to emergency services personnel. The truck was parked in the middle of three 10,000 gallon above-ground fuel tanks. The driver was detaching the fueling hose when a fire started, according to Fire Chief Sid Wiggins of the Avalon Fire and Rescue Department. The fire was fed by fuel residue in the hose, which quickly spread to spilled fuel on the ground by the tanks. Sabrina Brown in Developmental Services, a building in close proximity to the fueling station, said she was on the phone with an inspector when someone stormed in saying there was a fire. Brown hung up and

immediately called 911. Several county employees darted across to the county fueling station to assist with what is being called a potentially devastating situation. David Thomas rushed in armed with a handheld fire extinguisher. The employee stepped in, pulled the trigger and drenched the flames. When firefighters arrived, the fire had already been extinguished by Thomas. "I don't need to tell you how bad it could have been," Wiggins said, pointing at the large fuel tanks. "There's 10,000 there. There's another 10,000 there. There's 20,000 on the truck." Wiggins said the fire started by a spark originating from a wire in the fuel hose itself. When the truck driver began to detach the hose from his rig, a spark jumped from the metal of the hose to the fuel tank of the truck. The damage left behind is nil. "Everything's back to normal," said Tom Collins, Fleet and Facility Manager. "The truck's gone and everything's cleaned up."

<http://www.srpressgazette.com/news/close-call-quick-thinking-county-employee-prevents-explosion-1.173393>

USA, LA, NEW ORLEANS, JULY 18 2013. TANKER OFFICERS PLEAD GUILTY TO DUMPING OILY WATER OVERBOARD, AND LYING ABOUT IT

mark schleifstein

Two officers aboard the oil tanker M/T Stolt Facto have pleaded guilty to improperly disposing of oily bilge wastes overboard, then falsifying records to hide the disposal. Former Stolt Facto second engineer Anselmo Capillanes, 46, a citizen of the Philippines, was sentenced on July 9 to two years of probation and was ordered to pay a \$15,000 fine, by U.S. District Judge Jay Zainey in New Orleans. Former Stolt Facto chief engineer Inigo Albina, 57, also of the Philippines, will be sentenced on



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Aug. 7 for his role in the pollution incident. The two men pleaded guilty to violating the federal Act to Prevent Pollution from Ships. The 26,328-gross-ton oil tanker Stolt Facto is owned by Stolt-Nielsen LLC and operated by Gulf Stolt Ship Management, based in Dubai. A statement from the company said it is cooperating with the U.S. Justice Department in the investigation. "Two crew members from the ship confessed to violating maritime pollution regulations on their own accord," said the statement. "The ship's captain and company officials were unaware of the actions taken by the two crew members. "Gulf Stolt Ship Management strongly condemns the actions of these two crew members. The company has a very robust environmental policy in place that all employees are aware of," said the statement. According to explanations filed with the court when the two officers pleaded guilty, beginning in October 2012, Capillanes directed members of the ship's engine room crew to connect hoses from bilge wells and a bilge holding tank on the lower deck of the engine room, and to pump their contents into a sewage holding tank, which caused the oily water to bypass an oil-water separator and be discharged into the ocean. The transfers and discharges were not recorded in the ship's Oil Record Book, as required by the federal law, which makes it a crime to knowingly violate the MARPOL Protocol, an international treaty regulating pollution from ships. Albina was responsible for the operation of the engine room, including the maintaining of the Oil Record Book, and he made and signed all the entries in the book, which said the oily water passed through the separator before being discharged overboard. The violations were discovered on Jan. 15, when the ship was boarded and inspected by the Coast Guard while anchored in the Mississippi River near New Orleans. "During the boarding, the Coast Guard inspectors found the hoses and pump used to bypass the oil-water separator," said a "factual basis" statement filed during Albina's May 1 guilty plea before U.S. District Judge Stanwood Duval Jr. "When the Coast Guard inspectors questioned the engine room crew about the purpose for the equipment and the operation of the oil-water separator, all except one engineer denied that they bypassed the oil-water separator despite some of them having been ordered to assist with the connection of the hoses and pumps. "After the Coast Guard's initial interviews of the engine crew, Albina asked each one how he had responded to the Coast Guard's questions," the statement said. "Albina then conducted an all-hands meeting with the engineers and lower-level engine crew. The illegality of the operation was discussed, but Albina told everyone in the meeting to deny knowledge of the hoses going to the sewage holding tank, bypassing the oil water separator." Albina admitted that he was trying to influence the inspection by telling the crew to lie, the statement said.

http://www.nola.com/crime/index.ssf/2013/07/tanker_officers_plead_guilty_t.html

USA, CA, LOS ANGELES, JULY 18 2013. REGULATORS PROPOSE \$2.25-BILLION FINE FOR PG&E IN SAN BRUNO EXPLOSION



The California Public Utilities Commission staff is proposing a \$2.25-billion penalty for Pacific Gas & Electric Co. related to the September 2010 San Bruno natural gas explosion. California regulators have proposed that Pacific Gas & Electric Co. pay a record \$2.25-billion penalty for its role in causing a fatal 2010 natural gas explosion in San Bruno, a San Francisco suburb. The total includes a \$300-million fine to be paid to the California treasury and \$1.95 billion for safety upgrades to the company's gas distribution system. About \$1.5 billion would be paid by shareholders and the balance would be returned as a credit to PG&E for already completed distribution system repairs and safeguards. The proposed financial penalty comes almost three years after the Sept. 9, 2010, explosion of a transmission line that killed eight people and destroyed 38 homes in a neighborhood near the San Francisco International Airport. Consumer

advocates praised the proposed penalty that is expected to go before the five-member California Public Utilities Commission in the fall. The fines are overdue, said Tom Long, legal director for the Utility Reform Network, a San Francisco group that monitors the PUC. "The public is still waiting for PG&E to be held accountable," he said. "It seems obvious that penalties should reduce PG&E's profits, rather than cushion PG&E's shareholders." PG&E said it objected to paying \$300 million to the state rather than investing it in pipeline safety. "In its zeal to punish PG&E, the staff of the California Public Utilities Commission has lost sight of our important shared goal of making PG&E's natural gas operation the safest in the country as quickly as we possibly can," said Tom Bottorff, senior vice president for regulatory affairs.

<http://www.latimes.com/business/money/la-fi-mo-regulators-propose-fine-for-pge-20130716,0,804759.story>



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