



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 991 Newsy Stuff

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

August 13 2013



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TURKEY, TAVSAN ISLAND, AUGUST 1 2013. OIL TANKER RUNS AGROUND IN CANAKKALE STRAIT

The Italian-flagged, 175-metres long and 25,400 gross ton heavy vessel "Meteora" yawed near Tavsan Island in the entrance of Canakkale Strait. An oil tanker which was en-route from Greece to Georgia ran aground in the entrance of the Canakkale Strait, in north-western [Turkey](#), on Tuesday. The Italian-flagged, 175-metres long and 25,400 gross ton heavy vessel "Meteora" yawed near Tavsan Island in the entrance of Canakkale Strait. Grounded on near the island, the vessel's captain informed the Canakkale Vessel Traffic Services Management (VTS) about the situation. Officials asked the captain to hold without any moves and stated that a towing boat would be sent to the area for security.

<http://www.worldbulletin.net/?aType=haber&ArticleID=114227>

USA, N.Y, NEW YORK, AUGUST 1 2013. LAWYER WHO BEAT CHEVRON IN ECUADOR FACES TRIAL OF HIS OWN



Steven Donziger won a judgment against Chevron for fouling the environment in Ecuador.

Steven R. Donziger — environmental hero or charlatan, depending on whom you talk to — is one of the toughest lawyers around, or slightly crazy. Possibly both. For the last two decades Mr. Donziger has been battling the [Chevron Corporation](#) over an environmental disaster that happened in the jungles of [Ecuador](#). Two years ago, he won an \$18 billion case against the oil giant, the kind of victory that most lawyers can only dream of. But Chevron has yet to pay a penny of the award, and has turned the tables on him. Now, he is defending himself against a Chevron lawsuit charging that he masterminded a conspiracy to extort and defraud the corporation. The trial is scheduled for October. Across a table in his two-bedroom apartment on the Upper West Side of Manhattan, Mr. Donziger for the first time in recent years spoke publicly about the personal travails that he says have engulfed him. He says shadowy men have trailed him. Watched his family. Sat in cars outside his home. He had his apartment swept for bugs, but found nothing. All of that might sound like the ravings of a Grade A conspiracy theorist. But Mr. Donziger, who played basketball with Barack Obama at Harvard Law School, has a serious following among environmentalists. He and his supporters say he is being vilified — potentially

ruined — for unmasking Chevron's questionable environmental record. Chevron, which is suing him and his associates for damages that could reach billions of dollars, says he is simply a con artist. It is a remarkable turn of events for Mr. Donziger, who has chased after Chevron with the single-mindedness of Ahab. Reports of questionable ethical conduct have cast doubt over his motives. He is accused of engineering the ghostwriting of a crucial report submitted to the Ecuadorean court that decided the case, a claim he says is exaggerated and misconstrues local legal customs. Some of his former allies have abandoned him and signed statements taking Chevron's side. Even his lawyer in the fraud case has withdrawn himself because, he said, Mr. Donziger could no longer pay his bills. And this month U.S. District Court Judge Lewis A. Kaplan denied Mr. Donziger's plea for a delay in the trial, expressing skepticism that he and his backers did not have the money to hire another lawyer. (Judge Kaplan noted in his ruling that Mr. Donziger stood to gain a fee of over \$1 billion should the Ecuadorean judgment, which Chevron is challenging, be enforced.) The particulars of the case have been litigated and relitigated. Mr. Donziger insists that Chevron's predecessor, Texaco, cut through the Amazon, spilled oil into pristine rain forests and left behind what remains to this day a toxic mess. Chevron says he is an ambulance-chaser who has fabricated facts for his own financial ends, blaming the company for pollution mostly caused by Petroecuador, the national oil company that was once a partner of Texaco and continues to produce oil in the region. But Mr. Donziger, a bear of a man with a quick laugh and a robust ego, says he is unbowed. "It is creepy and scary," Mr. Donziger, 51, said of his experiences during a six-hour interview at his home. Chevron, a company worth \$240 billion, is trying to scare him away, he says. "When I walk into a deposition and see 15 Chevron lawyers there ready to eat me for lunch, I realize I've been bestowed an honor," he said, smiling. To which Chevron says: Nonsense. "He thinks he can one-up P. T. Barnum and fool all the people all the time," said Randy Mastro, a lawyer working for Chevron. "But it's his own confidants who have now turned on him." Many environmentalists, perhaps predictably, are still behind him. "I have admiration for anyone who is willing to take on a rich, powerful oil company," said Michael Brune, executive director of the Sierra Club and a longtime supporter of Mr. Donziger's



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efforts. "And to do it for more than two decades is either crazy or impressive and probably both." These days, Mr. Donziger spends much of his time working at his dining room table below an expansive portrait of Mao walking among his people — more of a joke than an expression of his political beliefs, he says. He still finds time to take his 6-year-old son to school, take yoga classes and walk the dog. His apartment is virtually a gallery of the case. Photographs of Ecuadorean Indians, jungle pipelines and the first day of the Ecuadorean trial hang on its walls. The origins of the case go back to the 1970s, when Texaco, which was later acquired by Chevron, operated as a partner with the Ecuadorean state oil company Petroecuador in the Amazon. Read More at.....

http://www.nytimes.com/2013/07/31/business/steven-donziger-lawyer-who-beat-chevron-in-ecuador-faces-trial-of-his-own.html?_r=0&adxnnl=1&adxnnlx=1375329751-h1ZgAQM9FL/ubl45iqLAWg

CANADA, ONT, TORONTO, AUGUST 1 2013. ALBERTA OILSANDS SPILL: 6,000 BARRELS OF BITUMEN RECOVERED



Photo provided by a government scientist show the site of an oil spill in Cold Lake, Alta.

Alberta's energy regulator has acknowledged that nearly 6,000 barrels of bitumen have been recovered from a series of underground oil leaks at an oilsands facility, though the overall size of the spills remains unknown. In releasing the update, the Alberta Energy Regulator noted that all four spills are ongoing at the site of the project in Cold Lake operated by Canadian Natural Resources Ltd. and have so far killed animals including 11 birds, 21 amphibians and 4 small mammals. In addition to the recovered bitumen, more than 30,000 kg of oiled vegetation has been recovered along with nearly 27,000 barrels of bitumen mixed with water that has been processed from oilsands extraction, according to the company's cleanup data, which was [leaked by a government scientist](#). Cara

Tobin, a spokesperson for Alberta Energy Regulator, said the company has yet to bring the releases under control. She said Canadian Natural has "fenced off the external area and in doing so can actually say 'this is the extent of the impacted area.'" "This is an ongoing incident. There continues to be bitumen emulsion coming to surface," Tobin said. The oil company did not respond to requests for comment, but released an investor relations memo last week saying the leaks were "secured" and that "clean-up, recovery and reclamation activities are well under way." "The remaining bitumen emulsion does not pose a health or human safety risk and we are working diligently to clean up the affected sites," the memo said. Bill Donahue, director of policy and science at Water Matters, an organization dedicated to watershed protection in Alberta, said the recovery of 27,000 barrels of bitumen mixed with water is significant. "Process-affected water is nasty stuff. It's toxic to pretty much everything that it ends up in . . . It's laden with salts, hydrocarbons, heavy metals and all kinds of stuff," he said. Canadian Natural uses an oil extraction method called "cyclic steam stimulation" that injects natural-gas heated steam into the ground for weeks to melt bitumen. The company's memo said it believes the leaks were caused by "mechanical failures of wellbores in the vicinity of the impacted areas."

http://www.thestar.com/news/canada/2013/07/30/alberta_oilsands_spill_6000_barrels_of_bitumen_recovered.html

USA, PA, JOHNSTOWN, JOHNSTOWN, AUGUST 2 2013. TANKER OVERTURNS, CLOSES ROUTE 56

justin dennis



A JMG Enterprise tanker truck, which was carrying 5,900 gallons of dust control agent, is flipped on its side on the Widman Street on-ramp to Route 56 on Wednesday afternoon.

The Widman Street on-ramp to Route 56 East was closed for several hours after a 5,900-gallon tanker truck flipped on its side around 4 p.m. Wednesday. The driver, 36-year-old William Sarbaugh, sustained only a minor head injury. The JMG Enterprise-owned truck, which was hauling dust control agent Ultra Bond 2000, was reported as having a faulty brake line, which caused the trailer to tip when Sarbaugh was negotiating the turn from underneath the 56 overpass. "I saw the (back end) of the trailer come up and I tried to steer before it flipped



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over," Sarbaugh said at the scene. Johnstown police Sgt. Patrick Goggin said two other trucks worked to siphon the chemical from the flipped tanker before it was pulled upright by a tow truck. The small amount that spilled was contained. Authorities said both JMG Enterprise and Sarbaugh will be cited for the incident.

<http://tribune-democrat.com/local/x1981925512/Tanker-overturns-closes-Route-56>

CANADA, B.C, PRINCE RUPERT, AUGUST 2 2013. PIPE LEAKING FUEL INTO OCEAN OFF WATSON ISLAND

martina perry



Booms have been deployed to contain a fuel leak from a pipe on Watson Island. The City of Prince Rupert, the agency currently responsible for the site, the BC Ministry of Environment and supervisors of the former Skeena Pulp Mill have all confirmed a "small leak" of Bunker C oil from a pipe at Watson Island. A Ministry of Environment spokesperson said one to one-and-a-half litres of Bunker C has been leaking from the pipe into the ocean every day for six days and will be taking action "to stabilize, contain and remove the hazard". Prince Rupert Mayor Jack Mussallem on Wednesday said his understanding was the leak was diesel, but noted diesel is a derivative of Bunker C. "They noticed there was a light sheen on the water. They checked, and had a spill of three litres of distillate. They noticed it was actually on the beach," Mussallem said. "It's just a slight spill ... it was on the beach as opposed to actually all over the water."

Mussallem said the leak was brought to the city's attention over the weekend and was caused by fatigue in a pipe near the dock on Watson Island. The Ministry of Environment was informed of the leak on July 27. "They detected where the problem was and solved that, and they're doing a clean up," he said. Dan Bates, communications officer with the Canadian Coast Guard, said Wednesday the coast guard had been on site over the weekend. On Thursday, the BC Ministry of Environment told the Northern View the coast guard deployed an oil retaining boom to contain the slick. The leak is no surprise to Tanner Elton, the chief operating officer of the Watson Island Development Corporation, the group trying to purchase and redevelop Watson Island. Elton said the corporation has been saying for sometime the situation needs to be dealt with immediately. "It's a lot easier to get chemicals out of the tanks than the ocean. We're talking several millions to deal with the chemicals in the tanks, and hundreds of millions if they end up in the ocean. Which would also render the site unusable," Elton said. Officials at Watson Island refused entrance to the site to reporters on Tuesday.

The risks of Bunker C

The U.S. National Oceanic and Atmospheric Administration (NOAA) terms No. 6 fuel oil as a "dense, viscous oil produced by blending heavy residual oils with a lighter oil (often No. 2 fuel oil) to meet specifications for viscosity and pour point. When spilled on water, No. 6 fuel usually spreads into thick, dark-coloured slicks, which can contain large amounts of oil. The most viscous no. 6 oils will often break up into discrete patches and tarballs when spilled instead of forming slicks. Oil recovery by skimmers and vacuum pumps can be very effective when early in the spill. Very little of this viscous oil is likely to disperse into the water column. No. 6 fuel oil is a persistent oil; only five to 10 per cent is expected to evaporate within the first hours of a spill. Consequently, the oil can be carried hundreds of miles in the form of scattered tarballs by winds and currents. The tarballs will vary in diameter from several yards to a few inches and may be very difficult to detect visually or with remote sensing techniques. The specific gravity of a particular No. 6 fuel oil can vary from 0.95 to greater than 1.03. (The specific gravity of seawater is 1.03.) Thus, spilled oil can float, suspend in the water column, or sink. Small changes in water density may dictate whether the oil will sink or float. Floating oil in a high sediment environment (rivers, beaches) could potentially sink once it picks up sediment, resulting in subsurface tarballs or tarmats. These oils can occasionally form an emulsion, but usually only slowly and after a period of days. Because of its high viscosity, beached oil tends to remain on the surface rather than penetrate sediments. Light accumulations usually form a "bathtub ring" at the high-tide line; heavy accumulations can pool on the beach.

Effects on Wildlife & Plants

Adverse effects of floating No. 6 fuel oil are related primarily to coating of wildlife dwelling on the water surface, smothering of intertidal organisms, and long-term sediment contamination. No. 6 fuel oil is not expected to be as acutely toxic to water column organisms as lighter oils, such as No. 2 fuel oil. Direct mortality rates can be high for seabirds, waterfowl, and fur-bearing marine mammals, especially where populations are concentrated in small areas, such as during bird migrations or



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marine mammal haulouts. Direct mortality rates are generally less for shorebirds because they rarely enter the water. Shorebirds, which feed in intertidal habitats where oil strands and persists, are at higher risk of sublethal effects from either contaminated or reduced population of prey. The most important factors determining the impacts of No. 6 fuel oil contamination on marshes are the extent of oiling on the vegetation and the degree of sediment contamination from the spill or disturbance from the cleanup. Many plants can survive partial oiling; fewer survive when all or most of the above-ground vegetation is coated with heavy oil. However, unless the substrate is heavily oiled, the roots often survive and the plants can re-grow. Shoreline cleanup can be very effective before the oil weathers and becomes very sticky and viscous." The City of Prince Rupert has said in legal filings that in addition to the 30,000 gallons of Bunker C fuel oil, there is 1.5-million gallons of black liquor, a caustic by-product of the wood-chip cooking process that, in contact with natural ecosystems, absorbs oxygen and starves all fish and plant life, 500 tonnes of pulp; caustic soda in 10- and 50-per-cent concentrations; 23 tonnes of sulphur stored in a damaged and leaking warehouse; 50,000-cubic metres of hog fuel; PCBs; 38 nuclear devices, used to measure the flow of solids in pipes; and asbestos—lots of it, in the walls and laying in plain view throughout the island.

http://www.thenorthernview.com/breaking_news/217973081.html

USA, WASHINGTON D,C, AUGUST 2 2013. OBAMA ORDERS REVIEW OF SAFETY AND SECURITY PROCEDURES AT CHEMICAL PLANTS

lenny bernstein



In response to the deadly explosion at a Texas fertilizer plant, President Obama on Thursday ordered a government review of safety and security procedures at U.S. chemical plants. Led by the departments of Homeland Security and Labor, and the Environmental Protection Agency, the working group will try to improve coordination with state, local and tribal agencies, streamline information-sharing and update regulations. The April blast in West, Tex., killed 15 people, many of them first responders, and injured about 200 people. The explosion, which occurred after a fire in an area that contained explosive ammonium nitrate, is still under investigation. But a report to the Senate Environment and Public Works Committee in May showed that the building had no "fire protection systems such as automatic sprinklers" and that U.S. fire codes do not clearly

require sprinklers in such facilities. The president's executive order calls for the launch of a pilot program in the next 45 days to test ways to improve collaboration on chemical safety and security, share information and inspect plants. Within nine months, Obama wants "a unified federal approach for identifying and responding to risks in chemical facilities." Rick Hind, the spokesman for a group of more than 100 organizations that on Thursday called for new EPA Administrator Gina McCarthy to make chemical disaster prevention a priority, said the speed of the federal response is critical. A section of the order tells federal agencies to develop new regulations in the next 90 days, he said. "By late October or early November, we should know whether EPA is preparing new regulations to prevent chemical disasters once and for all," Hind said. The groups cited EPA data that they said showed there are 470 U.S. chemical facilities that put at least 100,000 people at risk in the event of a poison gas release. According to the American Chemistry Council, there are 13,796 chemical facilities in the country. The Fertilizer Institute counts about 6,000 fertilizer distributors around the country like the one that exploded April 17. In a statement, Sen. Barbara Boxer (D-Calif.), chairman of the Senate Environment and Public Works Committee, said she told Obama that the EPA has not updated its rules for such materials since 1997 and suggested other measures after holding a hearing. "I couldn't be more gratified to learn today that he is taking executive action to follow through on the very solutions that were discussed and that I promised to pursue," Boxer said.

http://www.washingtonpost.com/national/health-science/obama-orders-review-of-safety-and-security-procedures-at-chemical-plants/2013/08/01/a0d57630-fab3-11e2-9bde-7ddaa186b751_story.html

USA, TEN, MEMPHIS, AUGUST 2 2013. TANKER CATCHES FIRE

 **Watch the Video** [Tanker Catches Fire](#)

Memphis firefighters put out a tanker fire at 552 Rivergate Dr (Excel TSD). The Memphis Fire Department said people evacuated the building. Several trucks are still on the scene. Please avoid the area.

<http://wreg.com/2013/08/01/tanker-catches-fire/>



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AUSTRALIA, A.C.T, CANBERRA, AUGUST 2 2013. NEW CODE ON CHEMICALS OF SECURITY CONCERN LAUNCHED

The Federal Government has recently released [the National Code of Practice for Chemicals of Security Concern](#) to help importers, hairdressers and other businesses prevent hazardous chemicals from getting into terrorists' hands. Among the [chemicals](#) included are hydrogen peroxide, nitric acid, ammonium perchlorate, nitromethane, potassium chlorate, potassium nitrate, potassium perchlorate, sodium azide, sodium chlorate, sodium perchlorate and sodium nitrate. The code includes security risk management and several security measures. The campaign includes a new chemical security [website](#) and a range of information materials. Attorney-General Mark Dreyfus QC called on chemical wholesalers, transporters and importers as well as retailers to be aware of the security risks of the chemicals they sell or stock, and to report suspicious purchases to the National Security Hotline on 1800 123 400. "We know that for attacks overseas, terrorists have created improvised devices using commonly available chemicals, said Mr Dreyfus. "Here in Australia we are not immune to the threat of terrorism. Terrorist groups have identified Australia as a target and Australians have been attacked abroad. "This new campaign calls on all Australians to be vigilant about the misuse of chemicals and to report their suspicions to the National Security Hotline for further investigation," he said

http://content.safetyculture.com.au/news/index.php/08/new-code-on-chemicals-of-security-concern-launched/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+safetyculture+%28Safety+Culture+OHS+News%29

USA, W.VA, MORGANTOWN, AUGUST 2 2013. ANTERO SAYS BETTER SITE LAYOUT, PORTABLE GAS MONITORS COULD PREVENT MORE FATAL BLASTS IN W.VA.

vicki smith



To prevent another fatal blast in West Virginia, Antero Resources says it will more closely review the layout of equipment on drilling sites, consider taller storage tanks for flowback water and latch those tanks to ensure potentially explosive gases are contained. But the state Department of Environmental Protection deemed the company's two-page letter "incomplete" on Thursday and said the Doddridge County site will remain shut down "until Antero provides a response that satisfies the requirements outlined in the original order." Colorado-based Antero tells the state Office of Oil and Gas that it will also require workers to wear portable gas monitors on drilling sites, and it will consider installing fixed monitors at each of those locations, depending on risk assessments. The letter

released by the DEP says the company is also looking at different configurations of storage tanks and venting systems, including flares to burn off accumulated gases. Only emergency relief lines will vent into the atmosphere, Antero says. Five Antero subcontractors were burned and two later died after a July 7 explosion of methane gas in a tank that holds used fluids that flow back from a well at an Antero drilling site near New Milton in Doddridge County. Jason Mearns, 37, of Beverly, died Sunday at West Penn Hospital in Pittsburgh. Tommy Paxton, 45, of Walton, died at West Penn Hospital on July 24. Antero Vice President Al Schopp has said the crew was inserting a narrow production tube into the metal casing around the drilled hole when methane ignited. The letter says the blast was the result of an accumulation of gases in the storage tanks, weather conditions that encouraged that accumulation, a concentration of hydrocarbons heavier than methane and "an apparent ignition source" near a skid pump. Antero does not, however, identify that possible ignition source or explain precisely what happened. The DEP said the blast ruptured two tanks containing flowback water that Antero had been reusing, but the secondary containment system captured the fluid as designed and none left the site. The site has been shut down while state regulators awaited the report from Antero. Separate examinations by state, federal, company and independent investigators are continuing to determine exactly what caused methane to ignite as work was wrapping up on the Hinterer 1H well. The explosion is the latest of several high-profile incidents for Antero in West Virginia. Last August, three workers at the company's Cottrill No. 3 well in Harrison County were injured when methane from several hundred feet below ground ignited and triggered a fire on the drilling rig floor. The DEP cited Antero for failure to maintain well control at the pad near Sycamore. Two months before that, a drilling operation in the Sardis area of Harrison county hit an aquifer and inadvertently re-pressurized a handful of old water wells. That created a backyard geyser at least 10 feet high and several smaller gushers, but no one was injured. Workers had been drilling an initial well hole with just fresh water and air when the bit became stuck. Rather than turn the air



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flow off, the crew left it on as they tried to withdraw the drill. That effectively charged up the aquifer, and the trapped air sought an escape. The crew was still thousands of feet away from oil and gas deposits.

<http://www.dailyjournal.net/view/story/2a038fda9dc34626bc90728c788e6f4d/WV-Gas-Well-Explosion/#.UfsyzY0wcpk>

AUSTRALIA, QUEENSLAND, BRISBANE, AUGUST 2 2013. OIL ENQUIRY CONTINUES

The ship under investigation over an oil spill this week, Danny Rose, will be permitted to leave the Port of Brisbane tonight after a guarantee was received from its owners. Transport and Main Roads Minister Scott Emerson said an agreement was reached with the owners of the Danny Rose that funds had been set aside to cover the costs associated with the oil spill if the ship was found to be responsible. "This undertaking is similar to a bank guarantee and ensures the costs associated with the oil spill are covered," Mr Emerson said. "The ship is carrying cargo which is urgently needed by customers in the Pacific who are in no way connected with the incident and I don't believe they should be adversely affected. "Given the letter of undertaking provided by the ship's owners, the detention order will be lifted this afternoon allowing the ship to sail later tonight." Mr Emerson said the departure would not impact the investigation. "We are now concentrating on chemical matching of oil samples taken from the spill scene and from ships in the area," he said. "We still need to complete the investigation and put a brief of evidence together for the consideration of Crown Law for prosecution." Operations in the Port of Brisbane have returned to normal while the clean-up operation is expected to continue for several days.

 **Related Stories** [Oil Slick Ship allowed to leave Brisbane](http://www.mysunshinecoast.com.au/articles/article-display/oil-enquiry-continues.30872)

<http://www.mysunshinecoast.com.au/articles/article-display/oil-enquiry-continues.30872>

CHILE, SANTIAGO, AUGUST 2 2013. BLAST AT CHILEAN STATE OIL COMPANY ENAP REFINERY KILLS 1

An explosion at a refinery owned by Chile's state oil company ENAP has killed one worker. ENAP says contractor Francisco Segundo Suarez Sandoval died in Wednesday's blast while performing maintenance with other workers. The company said the explosion at Aconcagua refinery was caused by a sulfuric acid leak inside the refinery's hydrogen plant. At least three people were taken to hospitals with injuries. ENAP says the refinery has started an investigation into the accident.

<http://www.theprovince.com/news/world/Blast+refinery+owned+Chilean+state+company+ENAP+kills/8732110/story.html>

USA, WYO, RAWLINS, AUGUST 2 2013. TWO INJURED AT WYOMING REFINERY FIRE TREATED AND RELEASED

laura hancock

Two workers who were taken to the hospital after a Tuesday fire at the Sinclair Wyoming Refinery were treated and released later that day, said a vice president for the refinery's owner. The workers were contract employees, said Clint Ensign, a senior vice president for the Salt Lake City-based Sinclair Cos. Ensign said that the fire, which started at 11:10 a.m., occurred in the crude oil unit of the refinery, which is east of Rawlins. "It was a small fire that was extinguished quickly," Ensign said in an email. The workers were taken to Memorial Hospital of Carbon County in Rawlins, Ensign said. A hospital spokeswoman did not return messages from the Star-Tribune. Ensign said the fire's cause was under investigation. According to a Star-Tribune analysis of U.S. Occupational Safety and Health Administration data published in February, the Sinclair refinery received more citations and fines for safety violations than any other in the state in the past five years. The analysis also found that refineries in Wyoming faced more citations for dangerous safety conditions per barrel of production capacity than those in any other state in the past five years. But in June, the Sinclair refinery had completed a full year without a reportable work injury, Ensign said. "In the past year, Sinclair has added approximately 25 safety professionals – a majority of them located in Wyoming," he said. Sinclair Police Chief Jeff Sanders said he heard the refinery's evacuation whistle about 11:15 a.m. "There's a whistle they blow to get all the people out of the plant, non-necessary personnel to leave the plant," he said, adding it can be heard in a two- or three-mile radius. "It's the easiest way to notify everybody." Sanders said he blocked the road leading to the plant to help emergency vehicles get in and out fast. An ambulance was dispatched and arrived at 11:27 a.m., he said. One of the injured people took the ambulance to the Rawlins hospital. The other person went to the hospital in a privately owned vehicle, Sanders said. "I was told that everything was complete and under control at 12:07 and I opened the roadway back up," Sanders said. Sanders described the incident as short in duration. "Just glancing at it, it didn't appear to be a big fire," he said. Sanders said that as part of standard procedure, he asked the Carbon County Fire Department personnel to stand by in case they were needed. But before they arrived on scene, they were told they were not needed, Sanders said. "Sinclair has all of their own emergency personnel in the plant," he said. "They have their own fire brigade, the whole nine yards. They are



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specialists in refinery fires because that's what they train for." Tuesday's fire will not affect fuel supply to Sinclair's customers, Ensign said.

Past Incidents Include:

- March 29, 2009 - A fire forces the refinery to operate a half-capacity for a month.
- 2009 - 13 liquid and gaseous spills, including a massive 3 million gallon gasoline spill on May 3 results in a settlement of \$660,000 with the state.
- May 19, 2009 - 1,189 pounds of hydrogen sulfide and 20,142 pounds of sulfur dioxide are released over a two-day period. Further releases occur on May 21, 26 and 31; June 13; Sept. 17 and Nov. 5.
- Late April, 2010 - Another spill kills nearly 150 birds, results in \$850,000 state penalty and a promise to spend \$4.5 million to repair and improve the refinery.
- March, 2011 - Power failure causes refinery to flare gases into the air.
- September, 2011 - Fires in the crude processing unit.
- January 2012 - Sinclair completes expansion and improvements.
- May 8, 2012 - Four workers were injured, three critically, when a flash fire broke out in the refinery's gas recovery unit - results in \$155,000 in OSHA fines.
- May 25, 2012 - A second fire injures two more employees -results in \$60,000 in OSHA fines.
- August, 2012 - Two more fires, one employee burned.
- August 2012 - Sinclair pays the EPA \$3.8 million in fines relating to pollution controls that the company failed to install, and agrees to install \$10.5 million in pollution controls
- October 11, 2012 - EPA fines Sinclair \$378,000 and requires the company to update process equipment operating procedures, perform worker training, improve maintenance of equipment and perform integrity tests on pressure vessels and piping that will reduce the possibility of an accidental release of hazardous chemicals..
- October 18, 2012 - A fire in the hydrocracker unit - that did not result in any injuries - was found to be caused by sabotage by a former refinery employee.

http://trib.com/news/state-and-regional/two-injured-at-wyoming-refinery-fire-treated-and-released/article_e703e5ea-1e5c-52d5-9dd2-0306aa8207dd.html

USA, CA, RICHMOND, AUGUST 2 2013. CHEVRON TO PAY \$190K FOR AIR QUALITY VIOLATIONS PRIOR TO REFINERY FIRE

kevin I. jones



Smoke, flames from Chevron Refinery fire.

Chevron has agreed to pay the Bay Area Air Quality Management District \$190,000 to settle air quality violations at its Richmond refinery prior to the fire there last August, air quality officials announced Wednesday. The civil settlement covers 19 violations at the refinery reported between 2010 and August 2012 and aren't linked to the Aug. 6 fire that spewed toxic smoke into the air and sent about 15,000 area residents to local hospitals, according to air quality officials. The violations covered in the settlement included record-keeping errors, flaring and gas and oil releases into the air detected by the air district monitors positioned at the boundaries of the refinery, district spokesman

Aaron Richardson said. He said Chevron has since taken action to correct each of the issues. In some cases, the refinery had to shut down equipment in order to remedy the violations, but the facility itself did not shut down, Richardson said. "Refineries have thousands of components and they require strict oversight to ensure the facility maintains its emissions limits," said air district executive officer Jack Broadbent. "This penalty against Chevron is intended to remind them that they need to be vigilant in the maintenance and operation of the refinery." A separate investigation into air quality violations at the refinery during last August's fire is ongoing.

<http://www.ktvu.com/news/news/local-govt-politics/chevron-pay-190k-air-quality-violations-prior-refi/nY9Zc/>



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USA, UT, SALT LAKE CITY, AUGUST 2 2013. CHEVRON TO PAY \$384,000 FINE, HELP BUY NATURAL GAS SCHOOL BUSES IN FEDERAL SETTLEMENT

dennis romboy

 [Watch the Video Refinery Fined & Forced to Help Buy Natural Gas Buses](#)



Chevron has agreed to pay a six-figure fine and help a local school district buy natural gas buses as part of a federal settlement for alleged air quality violations.

Summary

Chevron has agreed to pay a \$384,000 fine and help Jordan School District buy natural gas buses as part of a federal settlement for alleged air quality violations.

Chevron has agreed to pay a six-figure fine and help a local school district buy natural gas buses as part of a federal settlement for alleged air quality violations. The U.S. Environmental Protection Agency and the Utah Division of Air Quality filed the agreement with the oil company in U.S. District Court on Wednesday. It still must be approved by a judge. Under terms of the settlement, Chevron Products Co., which operates a petroleum refinery at 2351 N. 1100 West, would pay a \$384,000 fine and overhaul and install pollution controls on three refinery engines to reduce nitrogen oxide

emissions by 50 tons a year. Chevron would pay Jordan School District \$100,000 toward the cost of four natural gas buses rather than new diesel-fueled buses as part of the settlement. The alleged violations came after a state and federal inspection found Chevron made changes to equipment that increased pollution. The EPA issued the company a notice of violation in 2008. "It is critical that companies conduct business responsibly and obtain the proper permits before making infrastructure changes that increase emissions of air pollutants," said Mike Gaydos, director of EPA's enforcement program in Denver. Nitrogen oxide contributes to ground-level ozone, acid rain and destruction of ecosystems, and can also irritate the lungs and decrease resistance to respiratory illnesses.

<http://www.deseretnews.com/article/865583936/Chevron-to-pay-fine-help-buy-natural-gas-school-buses-in-federal-settlement.html>

LEBANON, BEIRUT, AUGUST 2 2013. ONE KILLED, THREE INJURED IN BEIRUT FIREWORKS BLAST



A firefighter extinguishes a fire caused by fireworks explosion in Beirut, Thursday, Aug. 1, 2013.

One person was killed and three others injured in an accidental fireworks explosion and ensuing blaze at an Army Day celebration in Downtown Beirut, security sources told The Daily Star. An hour later, Beirut's Fire Department said it was able to contain the blaze caused by the blast. The department added in a statement that "four fire trucks extinguished the fire from the direction of the sea port and the [An-Nahar](#) building." Civil Defense and firetrucks rushed to the scene where hundreds of people had gathered for an event in commemoration of the 68th anniversary of Army Day. Military bomb experts arrived at the site of the fire and suspected that a box containing fireworks may have been accidentally set ablaze, causing the explosion, the sources added. One of the

injured was transferred to [Geitawi Hospital](#) while the others were taken to the American University of [Beirut](#) Medical Center. A Daily Star reporter who arrived to the scene minutes after the fire erupted saw flames devouring the dry brush around the ruins on the port side of Martyrs' Square. "I was running by when I saw three fireworks go up and one came down and lit everything else on fire," said one person who was at the site of the fire, preferring to remain anonymous. "Some other guys and I started moving the cars that were too close [to the fire]," he added. The explosion was heard around Beirut and its suburbs. "We heard a huge noise that shook the building and then we came down and saw all the fire," Zarour Martin, who lives in Gemmayzeh, told The Daily Star. He also said he saw Civil Defense personnel transporting at least one survivor of the incident, who was suffering from severe burns to the face.

<http://www.dailystar.com.lb/News/Lebanon-News/2013/Aug-02/226011-one-killed-three-injured-in-beirut-fireworks-blast.ashx#axzz2amn2CqI6>



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USA, WASHINGTON, DC, AUGUST 2 2013, STATEMENT FROM CHAIRPERSON RAFAEL MOURE-ERASO ON EXECUTIVE ORDER IMPROVING CHEMICAL FACILITY SAFETY AND SECURITY



I applaud the issuance of the [Executive Order entitled, "Improving Chemical Facility Safety and Security."](#) Increased coordination, communication, and data collection amongst federal, state, tribal, and local agencies should result in action and assist community members and emergency responders in helping to prevent and respond to chemical incidents. Incidents the CSB has been investigating, such as the recent tragic explosion and fire in West, Texas, have revealed serious gaps in the prevention of accidents and in response preparations for major chemical releases by companies and government authorities, leaving Americans vulnerable. The [West accident](#) showed a particularly glaring need for comprehensive regulation of reactive chemical

hazards and in particular ammonium nitrate. The destruction I personally saw there – the obliteration of homes, schools, and businesses by an ammonium nitrate explosion – was almost beyond imagination. The loss of life was horrible. It is my hope that this Executive Order will spur development of regulation and enforcement for the safe handling of ammonium nitrate and other gaps in the coverage of reactive hazards that the CSB has previously identified to help prevent future incidents. I am encouraged that the Executive Order calls for the revision and strengthening of EPA's Risk Management Program and OSHA's Process Safety Management standard. The CSB has long urged such improvements, specifically that reactive hazards - such as ammonium nitrate – be more comprehensively regulated under RMP and PSM. The CSB looks forward to a discussion of the Memoranda of Understanding with various agencies. We trust that enhanced MOU's would address site access for all, preservation of evidence for all, and sharing of information and testing results among all agencies, while protecting sensitive witness information so that all stakeholders and the public can learn what happened and work to prevent major incidents in the future.

<http://www.csb.gov/>

AUSTRALIA, QUEENSLAND, PROSPERPINE, AUGUST 3 2013. AN AIRPORT EMERGENCY

Safety First: The Whitsunday Coast Airport Big Spill emergency exercise simulated a fuel tanker leaking fuel on the runway after the plane's engine exploded.



A simulated oil leak, aircraft engine explosion, passenger safety and grounding of a Virgin Australia aircraft were the key components of the Big Spill emergency exercise at the Whitsunday Coast Airport on Saturday afternoon. The Big Spill depicted a scenario in which a refuelling aircraft's engine exploded while the fuel tanker was leaking fuel onto the airstrip. Seven volunteers, acting as casualties, were positioned inside and around the aircraft. Exercise director George Christianson said aerodrome reporting officer Bob Dwyer was the first response to incident, calling 000. "The exercise is conducted in real time with a standard response time of 15 minutes for a regional airport." In the exercise, a Virgin Australia B737 had also landed and staff had to safely stop the aircraft

and unload passengers safely. The Airport Emergency Plan (AEP) must be tested in a full emergency exercise every two years. Whitsunday Coast operations manager Tony Schulz said duty of care and safety were paramount concerns for airport management. "Comprehensive and frequently practiced airport emergency and security plans are essential to ensure that, in the event of an aircraft accident loss of life and suffering is kept to a minimum."

<http://www.whitsundaytimes.com.au/news/an-airport-emergency/1966322/>

USA, N.D, WILLISTON, AUGUST 3 2013. LIGHTNING LEADS TO SPILLS IN WESTERN ND OIL PATCH

Lightning strikes have caused half a dozen fires in the western North Dakota oil patch in the past three months, leading to spills of oil and saltwater, according to state regulators. Five of the fires occurred at saltwater disposal wells and one happened at an oil well, The Forum reported (<http://bit.ly/19BDHao>). State [Oil and Gas Division](#) reports show that the spills ranged from less than a barrel to about 400 barrels. A barrel holds 42 gallons. The spills were as close as 200 feet from a water source and half a mile from a residence, though [Department of Mineral Resources](#) spokeswoman [Alison Ritter](#) said all of the spills were confined to the well sites. "They do appear small, but no spill is good news," she said. "But it is encouraging



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that they stayed to the location — that's the best possible outcome. If a spill is going to happen, we would much rather them be from something like lightning, rather than human error."

<http://www.seattlepi.com/business/energy/article/Lightning-leads-to-spills-in-western-ND-oil-patch-4702813.php>

USA, ILL, JOLIET, AUGUST 3 2013. EPA RECORDS REVEAL OIL REFINERY SAFETY QUESTIONS

chuck goudie

 **Watch the Video** [EPA Records Reveal Oil Refinery Safety Questions](#)

A history of incidents at a major southwest suburban oil refinery has led to legal action and the I-Team has discovered additional public safety questions. After a recent release of a potentially dangerous chemical into the atmosphere, the I-Team has learned that state officials are trying to crack down on ExxonMobil's refinery near Joliet. But there's a larger cloud of doubt that has been uncovered and some local residents say they are questioning their family's safety. "Horrible. Babies, your kids, animals, and then they don't know about it?" said Allison Stipanovich. It's the unknown that has Stipanovich worried. She lives near the ExxonMobil Refinery, or in the case of what happened this past October, within raining distance. That's when an oily mist from the plant fell onto surrounding towns and neighborhoods without warning, even shutting down i-55. Now Stipanovich says she's worried about a chemical release from the plant this spring that went undetected for nine hours. "It's scary, because you don't know what that could lead to," she said. "Should you live around here? Should you move if they're not aware of those things? They need to get it under control to make sure that this doesn't happen." The most recent incident at the plant is leading to legal action. The state attorney general and will county prosecutors filed this lawsuit charging air pollution violations by ExxonMobil. According to emergency reports the company filed with the state, a "valve failure" that went undetected for nine hours in March, led to an airborne release of more than four thousand pounds of the potentially dangerous chemical hydrogen sulfide. "It can be very dangerous," said Dr. Samuel Dorevitch. "Given that there have been high level releases, if I lived in that community I would want to know what the community level exposure has been." The I-Team's inspection of United States Environmental Protection Agency records reveals additional potential threats to public health and safety. First, according to the U.S. EPA, ExxonMobil allegedly violated three different environmental laws at Channahon from 2008 through 2011, including improper handling of hazardous waste and failing to provide immediate public notice of releases to the environment. Second, the facility has filed 64 hazardous materials incident reports since 2010 for releasing potentially dangerous chemicals in excess of legal limits. Finally, in a federal filing a month ago, ExxonMobil said its Channahon plant reached daily levels of hydrogen sulfide release in 2012 that were so high that they had to notify the EPA. An ExxonMobil statement says that the emissions are consistent with industry standards. ExxonMobil wouldn't provide an on camera response for this report and their security guards tried to stop us from shooting video of the plant. In a statement, the company says it's "committed to environmental performance excellence" and their goal is to have no environmental incidents. "What's most surprising is that a leak like this can go for nine hours without being detected this is frightening," said Ellen Rendulich, Citizens Against Ruining the Environment. Southwest suburban environmental activists say this incident is just their latest concern with facilities throughout the Chicago area. "This is an all-encompassing problem," said Carol Stark, Citizens Against Ruining the Environment. "It's not just a localized problem because air doesn't have a boundary." As for that October oil storm? An ExxonMobil spokeswoman said the company responded quickly to the incident and regrets any inconvenience to their neighbors. ExxonMobil reports their facility has been recently inspected by Illinois and U.S. EPA with no violations noted and that they comply with all permits, rules and regulations. Click here to search EPA reports for facilities in your community:

<http://www2.epa.gov/toxics-release-inventory-tri-program>

<http://abclocal.go.com/wls/story?section=news/iteam&id=9193020>

USA, FLA, DAYTONA BEACH, AUGUST 3 2013. FUEL LEAK CONTAINED AT DAYTONA BEACH CONSTRUCTION SITE

 **Watch the Video** [Fuel Leak Contained At Daytona Beach](#)

Daytona Beach Fire Department and the [Volusia County](#) Hazardous Materials responded to a fuel leak in a canal Thursday night. Officials said the leak is coming from a hydraulic pump in a construction area on the Embry-Riddle Aeronautical University campus at Seneca and Museum boulevards. A hazmat team was called to help and contain the source of the leak with floatable booms. The pumps take the groundwater out of the construction site and pump it into the canal which runs into a sewage treatment facility. Firefighters said they've checked other connected canals and have found no sign of contamination.



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The water department said the oil is not affecting any water sources in or around Daytona Beach. The Environmental Protection Agency has been notified. Officials said the situation is a low hazmat level.

<http://www.wftv.com/news/news/local/fuel-leak-daytona-beach-construction-site/nZBhX/>

MEXICO, MEXICO CITY, AUGUST 3 2013. 'EXPLOSIVE MIX' CAUSED BLAST AT MEXICO OIL FIRM PEMEX



The 54-floor Pemex building is 214m (702 ft) tall.

An official inquest says the explosion that killed 37 people in January at the headquarters of state oil firm Pemex, in Mexico City, was caused by a mix of methane gas and solvent vapours. The gas build-up in the basement rose from the soil and combined with the vapour of solvents used in maintenance. The initial spark was caused by an electrical or mechanical source, experts say. They also blamed faulty building design for the basement's poor ventilation. The methane is believed to have come up from the soil underneath.

'Oil spills'

"[The gas came] either from oil spills by the Huasteca Petroleum Company, which occupied the site until the 1930s, or from the gas storage warehouse from Mexico City's administration, a building which also was located there," the report reads. The experts say the methane would not have built up in the basement if the building had had proper ventilation. Several lower floors collapsed in the blast, injuring more than 100 people. Many were trapped in rubble at the base of the 54-storey tower after the explosion, that happened as shifts were changing in the afternoon. After six months of investigation, experts found objects which could have sparked the blast: a light cable extension, a lamp and a plug. Pemex has experienced a number of fatal accidents in recent years. Mexico's President Enrique Pena Nieto is expected to propose a shake-up of Pemex in his energy bill. The reform is expected to be presented to the Mexican Congress next week.

Related Stories

- [Emergency services 'responded quickly' Watch](#)
- [Mexico gas blast death toll rises](#)
- [Mexican gas plant fire kills 26](#)
- [Mexico rules out foul play in Pemex HQ blast, cites gas buildup](#)

<http://www.bbc.co.uk/news/world-latin-america-23558278>

CANADA, B.C, SAANICH, AUGUST 3 2013. LEAKING HOME-HEATING OIL TANK LEAVES FINANCIAL NIGHTMARE FOR SAANICH NEIGHBOURS

judith lavoe



Saanich neighbours Gavin Edwards and Gina Dolinsky chat over the fence despite a lawsuit over a heating-oil leak.

The two Saanich neighbours are struggling with the crushing costs of cleaning up a heating-oil tank leak, and one is suing the other, but Gina Dolinsky and Gavin Edwards still chat over the fence that separates their yards. Edwards, who retired to Vancouver Island from Alberta last year, has spent more than \$60,000 cleaning up oil leaking from an old tank he did not know was buried in the backyard of his home on Adelaide Avenue. He expects more bills from the province and Saanich, which has warned he will be charged for cleanup costs from February last year, even though he did not move in until August. "It's insane," said Edwards had a Victoria company scan the yard for buried tanks before he bought the house. The company found nothing. "It's almost like a

reverse of the legal process: you are guilty until you can prove you're innocent," said Edwards, who is representing himself in



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Dolinsky's lawsuit against him and the house's previous owners. He is considering his own lawsuit, but cannot afford legal help. "I don't know who the heck can afford something like this. I'm not going to get my money back, but I hope, from my experience, no one else has to go through this." Despite massive remediation, there is still contamination that will put his home on the provincial contaminated sites list, Edwards said. Even if he declares bankruptcy, it would be difficult to sell the house, he said. Like most Greater Victoria homeowners, Edwards and Dolinsky are not insured for oil spills on site or for huge cleanup costs once the oil goes off the property. Saanich still has a trap outside Dolinsky's house to prevent more oil from running down ditches and into the Gorge if it resumes flowing from the drain tile when it rains. Dolinsky, a single mother, has spent more than \$30,000 on the cleanup. "It has kind of tapped me out," she said. The saga started early last year when oil started flowing from her drains. Inspections proved that her oil tank was intact and it was assumed, initially, the oil had come from a home up the street, where oil was mistakenly delivered to a disconnected tank. That house had to be demolished. In December, the oil leak started again and the province stepped in to trace the source. It found the oil came from the buried tank in Edwards' yard and B.C.'s polluter-pays rules clicked in. "We still have some level of oil around here and I can't pay anymore. I need to find out who is going to pay for this before I finish the cleanup," Dolinsky said. "I'm having to sue to get the money back. It's the only recourse." Edwards' house was converted to electric heat in 1982 and the then-owner says the tank was drained, Edwards said. That owner rented out the house for several years. It was then bought by someone who kept it for 10 years. It was sold again in early 2012 and those buyers did a quick flip and sold to Edwards.

<http://www.timescolonist.com/leaking-home-heating-oil-tank-leaves-financial-nightmare-for-saanich-neighbours-1.567924>

USA, N.C, CHAPEL HILL, AUGUST 3 2013. GAS LEAKS INTO CHAPEL HILL CREEK FROM BP

 **Watch the Video** [Gas Leaks Into Chapel Hill Creek](#)

Chapel Hill officials are investigating a gas leak from the Family Fare BP on Martin Luther King Jr. Boulevard, they said Friday afternoon. Authorities said an unknown quantity of gas leaked into a local stream. Friday evening, officials said the cleanup was continuing, and that no signs of gasoline had been found in Eastwood Lake or areas downstream. Chapel Hill Fire Department crews created multiple dams and laid absorbent booms to capture any possible gasoline in the water, officials said. The Chapel Hill Fire Department and the Chapel Hill Police Department were on the scene Friday with Orange County Emergency Services and the N.C. Department of Environmental and Natural Resources (NCDENR). Currently, testing is taking place for the presence of gasoline in local streams. The Code Red Emergency Notification system will be conducted for the Booker Creek area. Precautionary measures are being taken to capture any possible traces of gasoline.

<http://www.wncn.com/story/23031558/gas-leaks-into-chapel-hill-creek>

USA, OH, POTTERY ADDITION, AUGUST 3 2013. Oil spill contained in Pottery Addition

dave gossett



A crane from the Bowers Corp. was positioned Friday afternoon in an attempt to right a crude oil tanker after it turned over at the truck stop in Pottery Addition. The Jefferson County Hazmat Team was called to the scene to contain and clean up crude oil that escaped from the tanker

Crews are expected to remain in the Pottery Addition area today to continue cleaning up soil contaminated Friday afternoon when a tanker truck rolled over and spilled approximately 6,500 gallons of white crude oil. Jefferson County Sheriff Fred Abdalla said Kingsdale Road was closed to through traffic Friday night while special crews cleaned the road and surrounding area. "The crews will remain on the scene until everything is thoroughly cleaned. Once this job is done the trucking company will be responsible for the clean up costs," declared Abdalla. Jefferson County 911 Center Executive Director Rob Herrington said a driver from Martin Trucking of Kimball, Texas had pulled into the parking area

and parked and uncoupled the 7,500 gallon tank shortly after noon Friday. "Apparently there was a soft spot in the parking lot or maybe a void under the asphalt because after the driver pulled away the tank collapsed and flipped over. When the tank flipped it hit a barrel filled with concrete that was used to designate the parking area. The barrel penetrated the tank and left a 10-inch gas in the tank body," explained Herrington. Abdalla said it appeared the truck driver did not properly set the jack stands when he parked the truck. "The puncture was low enough that the crude oil began to spill out very quickly. It took less



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than an hour for the tank to empty out because we couldn't do anything to stop it. We called in the Bowers Crane Co. but unfortunately we couldn't do anything to turn the tank over and we couldn't get a patch on the hole," said Herrington. "The crude oil ran down a nearby alley to Kingsdale Road and stopped at the railroad track. The Hazmat Team called the local Ohio Department of Transportation who brought in sand and we were able to build a dike and dam and capture the oil in about three or four large puddles," said Herrington. "We also notified the Coast Guard and the Steubenville water department in the event the oil reached the Ohio River. But we were able to contain the spill and keep it from entering the river," stated Herrington. "No one was injured during the incident. This was more of an environmental issue than anything else. There were no hazard to anyone close by. We went into a protection mode. We did shut down the railroad tracks for approximately two hours until the oil was cleaned by vacuum trucks. Representatives from the Ohio Environmental Protection Agency were at the scene," Herrington said. "The Jefferson County Hazmat Team was in Pottery Addition for about two hours along with the Pottery Addition Fire Department. As of Friday night the Pottery Addition fire department was still at the scene," noted Herrington.

<http://www.heraldstaronline.com/page/content.detail/id/588932/Oil-spill-contained--in-Pottery-Addition.html?nav=5010>

USA, MN, ROSEMOUNT, AUGUST 3 2013. SEMI ROLLOVER, FIRE SHUTS DOWN HWY 52 NEAR KOCH REFINERY

mike durkin

A semi rollover and fire shut down Highway 52 in the southeast metro overnight. The accident happened just before 1:30 a.m. on Highway 52 at Highway 55, near the Koch Refinery in Rosemount, Minn. Northbound and southbound lanes of Highway 52 were closed until 7 a.m. Friday. It took crews about an hour to get the fire under control. No injuries were reported.

<http://www.myfoxtwincities.com/story/23027131/tanker-fire-shuts-down-hwy-52-near-koch-refinery>

USA, UT, WEST BOUNTIFUL, AUGUST 4 2013. FIRE AT WEST BOUNTIFUL REFINERY EXTINGUISHED QUICKLY

andreas rivera

South Davis Metro Firefighters responded to a fire at the Holly Refinery on Friday evening. Flames could be seen from the freeway coming from the top of a tank at about 9:50 p.m. The refinery's fire brigade extinguished the fire which was burning insulation on top of an asphalt tank, Deputy Chief Jeff Bassett of South Davis Metro said. It is unknown how the insulation caught on fire. Bassett said that whenever a call is put out to a refinery, they respond with a full assignment including ladder and Hazmat companies in case of larger threats.

<http://www.standard.net/stories/2013/08/02/fire-west-bountiful-refinery-extinguished-quickly>

INDIA, KARNATAKA, AUGUST 4 2013. THE LEAKING FUEL TANKER

rasheed kappan



Petrol bunks that dispense clean, unadulterated fuel in right measures is every motorist's dream. But chasing that dream could be tough in a city of 450 bunks, some clean, some shady, some utterly avoidable. Trapped in a gas-guzzling SUV, fast running out of fuel, Sudarshan frantically searched for the nearest petrol bunk. His GPS-enabled smartphone eventually showed him one, but one look at the user reviews, and he knew he had to avoid it like the plague. For, the consumers had unanimously declared their verdict in big bold letters: Poor mileage, adulteration, bad service. As Bangalore grapples with its rampaging mess of 50 lakh vehicles, the city's 450-odd petrol bunks are in the spotlight like never before. Beckoning the drivers with the promise of clean, fuel-efficient petrol and diesel, the bunks are in the midst of an intense struggle to keep pace. Discrete, tech-savvy, the commuters aren't easily falling for the old tricks. So, they would continue to look out for those automated, transparent, user-friendly

bunks where adulteration is apparently an aberration! Yes, adulteration is history in most new-age city bunks, contends Ravindranath BR, president, Bangalore Petroleum Dealers Association. "It is tough, not possible at all, when you have mobile laboratories operated by the oil companies randomly inspecting the bunks," he explains. The labs take their samples from the nozzles at the bunks, and tests the fuel for final boiling point right there. If the point goes beyond 210 degrees Celsius, adulteration gets exposed. Adulterated fuel typically reaches boiling point only at about 220 to 225 degrees Celsius.

Fluctuating Mileage



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But the consumers are not easily convinced. When they find mileage of their bikes and cars wildly fluctuating from bunk to bunk, they seek answers. The needle of suspicion then points to the attenders at some bunks, the boys who actually fill the petrol tanks and allegedly resort to the old tricks. In bunks with CCTVs, every movement might be remotely watched by the bunk managers. Yet, CCTVs are still exceptions, and the filling stations are the territory of the attenders. Bunk owners do admit the role of the attenders, not in adulteration but in playing with the scales. Deliberately blocking the driver's view of the meter, diverting the rider's attention momentarily, the attenders might take out any trick up their sleeves. The owners agree, although they blame the oil companies for paying the boys poorly and thus inciting such practices. As one dealer explains, the salaries range from Rs 8,000 to Rs 10,000. But there are several bunks where monthly pays do not exceed Rs 4,000. "At these rates, we are not getting enough attenders. There is an acute shortage. And when they do join and some of them resort to cheating the customers, some bunk owners are forced to look the other way," reasons the dealer. Does this mean the customer has no choice at all? "No, they can stop this if they are more alert. For instance, we keep asking the car drivers to get out of the vehicle for a few minutes while the tanks are being filled. But 90 per cent of drivers don't do that. Forget that, they don't even switch off their mobile phones when we plead with them." Consumers who are in a hurry are often the easy targets of cheats, notes the manager of a bunk on the city's outskirts. "Cheating while swiping credit and debit cards is another trend. There are a hundred ways to cheat, and even digital meters are not an obstacle," says the manager. There is an unwritten code that, to a certain extent, you should allow the boys to do that. "Otherwise, nobody comes to work!"

Pilferage Woes

Most dealers have to contend with the problem of oil pilferage, the deliberate leakage of fuel as it is ferried from the Devanagunthi terminal on the city's outskirts to the bunks. The oil tanker trucks are the usual suspects. The low transportation costs offered by the three oil companies are once again cited as an excuse to steal! The dealers hope a committee of oil company representatives, transport contractors and State transport department members, could rationalise the tanker costs and thus arrest the pilferage to an extent. The tamper-proof Abloy locks, which were once considered foolproof by the companies and dealers, are apparently unlocked using manipulated key sets. The companies have now proposed to introduce magnetic locks--the next level of Abloy devices. But it would only be a matter of time, before these locks too are breached. Using the duplicate keys, fuel is siphoned off with professional ease during transit. The volume taken out is calculated in such a way that the dealer at the receiver end does not suspect any foulplay. "For any oil product to settle down completely, it takes about 18 hours. The transporters know this, and calculate their volumes accordingly," says a company insider. Tanker truck drivers admit that the pilferage does happen in a big way. As long as the companies pay barely Rs 2.00 per litre per kilometre as transportation costs, the pilferage would remain. Intense competition for the transport contracts mean the lowest bidder, who cannot quote beyond a fixed rate, wins. Siphoning off the oil is one way of cutting the costs and keeping the profit margins constant. Tracking the tankers using GPS technology was once seen as an effective monitoring mechanism. But the drivers say, they can easily explain away short halts as toilet stops. When the pilferage can happen in a matter of minutes, remote monitoring could be tough.

Stringent Checks

Do pilferage losses push bunk owners to tamper with the meters and compensate for the leakages? That is out of question, contends an Indian Oil Corporation (IOC) official. "There are 14 different agencies, including the government, the police and independent parties, who inspect the quality and quantity of fuel at the retail outlets. Besides, there are inbuilt systems in place now which easily expose any meter tamperings," explains the official, preferring anonymity. The old bunks could still play around with the meters. Not the new ones, reasons a dealer from RT Nagar. "A memory chip inserted in the metering unit of the vending machine allows a company sales officer to check the exact date and time when it was last altered. Penalty will be hefty if it is found that the unit is removed without the approval of the company or the State Department of Legal Metrology," says the dealer. Faced with widespread public complaints about inaccurate meters two years ago, the Department had directed all petrol outlets to keep a five-litre calibrated can for anyone to check the accuracy. Random checks were made more frequent. "It has had the desired effect," says an IOC official. "Adulteration was once a low-risk, high-reward game. Today, it is the other way around. Disciplinary guidelines are today so stringent, almost draconian, that the dealership could itself be terminated," he explains. Ultimately, the bunks would have to take the call. They could either get into the cheating game, and eventually lose loyal customers, or gain their trust through transparent, verifiable mechanisms. There is no third choice, because the bunk numbers could get far beyond the current 450. Shortcuts may not ensure long life in the intense competition that lies ahead.

<http://www.deccanherald.com/content/348991/leaking-fuel-tanker.html>



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USA, AZ, TUCSON, AUGUST 4 2013. CENTER FOR BIOLOGICAL DIVERSITY MAPS EVERY U.S. OIL PIPELINE SPILL SINCE 1986

 **Watch the Video** [Maps of Every U.S. Oil Pipeline Spill Since 1986](#)



The environmental group the Center for Biological Diversity (CBD) recently released a startling animated map showing all "significant" spills from oil, gas, and chemical pipelines in the last 27 years. The group is hoping to put pressure on President Obama and several Democratic senators: Bill Nelson, Florida; Michael Bennet of Colorado; and Amy Klobuchar of Minnesota. Obama has questioned the GOP's rhetoric that the Keystone XL pipeline will be a massive jobs creator, but since reelection he has taken no hard line against the construction. The Keystone XL, owned by Koch Industries, would carry tar sands oil from Canada down to the Gulf Coast. The animated map shows about 8,000 spills labeled "significant" by the federal Pipeline and Hazardous Materials Safety Administration. Volatile substances spilled includes natural gas, oil, diesel fuel, gasoline, fuel oil and anhydrous ammonia. The CBD says the incidents since 1986 created nearly \$7 billion in damages and killed more than 500 people. The map shows 3 million gallons spilled and 2,300 people injured. "The numbers add up to 76,000 barrels per year, nearly 300 incidents

per year," said Noah Greenwald, director of CBD's endangered species program. The nonprofit group Consumer Watchdog [reported](#) in July that the Keystone XL will increase the price of gas in the U.S., especially in the Midwest. "For so many different reasons, we need to be moving away from fossil fuels. There's really no safe and clean way to deal with them," said Greenwald. CBD has gone after the Interior Department and the Environmental Protection Agency over violations of the Endangered Species Act in the past. Yellow dots on the video are injuries, red dots are deaths, black dots are spills (mostly oil) and blue dots are natural gas.

<http://www.opposingviews.com/i/society/environment/oil/center-biological-diversity-maps-every-us-oil-pipeline-spill-1986-video#>

USA, CO, LOVELAND PASS, AUGUST 5 2013. WRECKED TANKER DUMPS 4,000 GALLONS OF GAS ON PASS

A tanker truck that crashed on a hairpin turn on Loveland Pass Saturday night dumped at least 4,000 gallons of gasoline on Highway 6 above Arapahoe Basin Ski Area, closing the road and potentially causing serious environmental damage, Lake Dillon Fire-Rescue officials said Sunday. "It's bad," LDFR spokesman Steve Lipsher said. "There is a lot of fuel spilled and certainly the environmental repercussions could be long lasting." The truck, a Solar Transportation vehicle that was hauling diesel and unleaded fuel into Summit County, tipped over, rolled onto its right side at approximately 8:15 p.m. Saturday as it rounded a switchback and ruptured, sending a cascade of unleaded gasoline down Highway 6 that officials said was 3 or 4 inches deep in places. The spill did not spark a fire. The driver of the truck, 38-year-old Michael Johnson of Thornton, suffered minor injuries. Local and state hazardous materials teams joined LDFR and Red, White and Blue Fire Protection District firefighters at the scene and worked through the night. Hwy. 6 was reopened to traffic at 9 a.m. Sunday and clean-up efforts have been turned over to a private environmental clean-up company. Gasoline has the potential to disintegrate asphalt, but it does not appear there was any lasting damage to Hwy. 6 from the spill, Colorado Department of Transportation (CDOT) officials said. But it's still unclear what the ultimate impacts to the environment in the area will be. Firefighters attempted to contain the fuel first by plugging the holes in the tanker and, when that was unsuccessful, by building retention ponds at the bottom of the hill, Lipsher said. Despite their efforts, they are concerned that much of the fuel may have soaked into the soil. "Fuel that's seeped into the soil is very difficult to clean out without removing the soil," Lipsher said. "It's going to require monitoring, I'm sure, for a long time in terms of ensuring that fuel isn't reaching the Snake River." CDOT officials said crews may be continuing to work on clean up and containment on the shoulders along Hwy. 6. "The first priority always is, obviously, to secure the site and get the road open," CDOT spokesman Bob Wilson said. "Then they can do whatever clean-up operations they need." The truck was prevented from going over a steep cliff on one side of Hwy. 6 by jersey barriers installed after a prior accident in which a large diesel truck crashed in the same area. "I was told that those served their purpose perfectly," Lipsher said. Johnson, who reportedly lost control, was cited for careless driving, according to a statement from Colorado State Patrol.

<http://www.postindependent.com/news/7580481-113/fuel-clean-truck-lipsher>



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