

# Dangerous Goods - Hazardous Materials Group & Network

## Release 2010 – 627 Newsy Stuff

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

**August 5 2010**

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### USA, MA, DUKES CO, EDGARTOWN, JULY 29 2010. GASOLINE SPILL ON VINEYARD DRAWS INDICTMENT

A Dukes County grand jury indicted a Falmouth-based fuel company and its manager yesterday for allegedly failing to report a June 2009 gasoline spill in Oak Bluffs, according to Attorney General Martha Coakley. Loud Fuel Co. and its manager, Kabraul Tasha, 40, of Pocasset were indicted for failure to report a spill and environmental endangerment after allegedly spilling about 50 gallons of gasoline at Jim's Package Store on Lake Street on June 19, 2009. Authorities allege Tasha failed to properly connect a gas line from his truck to a fill-in port at the Oak Bluffs gas station. While filling that port, about 50 gallons of gasoline spilled into an alley that runs between the package store and a nearby restaurant, according to a press release from Coakley's office. Authorities allege Tasha attempted to clean the spill with absorbent pads but failed to notify the state Department of Environmental Protection as required under state law. According to the attorney general's office, authorities were alerted to the spill after a neighboring business reported a strong odor of gasoline in the days following the incident. The DEP inspected the property before requesting that Loud Fuel hire a licensed site professional to clean the site, the attorney general's press release states. Tasha faces arraignment July 28 in Dukes County Superior Court.

<http://www.capecodonline.com/apps/pbcs.dll/article?AID=/20100728/NEWS/7280331/-1/NEWSMAP>

### VENEZUELA, CARACAS, JUL 29 2010. CHRONIC OIL LEAKS SULLY LAKE MARACAIBO, LIVELIHOODS

*umberto márquez*

Dark oil slicks are spreading from the middle of Venezuela's Lake Maracaibo towards the shores -- the wetlands, mangroves, beaches and docks. Oil is permeating fishing nets, coating the garbage dumped into the water, killing off wildlife and driving away residents and tourists. "My sons would set out the nets and at dawn would bring in mullet and corvina fish to sell to small restaurants in Puerto Caballo. They stopped several months ago because what they caught were blackened and damaged," Adelso Silva, an elderly fisherman from Santa Cruz de Mara, near the city of Maracaibo, capital of Zulia state. Located in northwest Venezuela and connected by a natural channel to the Caribbean Sea, Lake Maracaibo is the largest in South America, with a surface area of 12,800 square kilometres and a volume of 245 billion cubic metres of water. The shoreline and lakebed have been the sites of intense petroleum production since the second decade of the 20th century. According to Ricardo Coronado and Ramiro Ramírez, board members of the government-run oil company Petróleos de Venezuela (PDVSA), there are 6,000 active wells in the lake, producing 700,000 barrels (159 litres each) of crude per day. They are connected by about 45,000 km of pipeline, in a gigantic underwater metallic web. There are another 4,000 inactive wells. There have always been leaks of petroleum or natural gas from that huge network of pipes, according to sources from the industry, environmentalists and residents of the region. But since May the patches of oil have increased, as has their effect on people who make their livelihood from the lake. "It's increasingly difficult to catch a fish that isn't blemished. Fifteen years ago I would catch up to 90 kilograms of fish in a day. Today, if I'm lucky, it's 10," said Javier Araujo, a fisherman from Cabimas, the principal city on the east shore of the lake. He has been spending his evenings using gasoline to clean his crude-soaked nets. "Some 13,000 fishers are the ones most harmed by this disaster, which is present over eight percent of the lake's surface. It affects our entire relationship with this body of water, including the decline in oil production," Eliseo Fermín, president of the Zulia state legislature, and member of the political opposition. Rafael Ramírez, minister of Energy and Petroleum as well as president of PDVSA, denied that it is a disaster: "It's a chronic problem. It's not a spill -- they are leaks, and the leaks we have in the lake are no more than eight barrels daily. What is exceptional is that this situation, which has been ongoing, has now been brought to the fore." In the last three months, "we have repaired an average of 117 leaks per week" under the water and PDVSA hired some 3,000 fishers to help in collecting the oil and further clean-up, acknowledged the official. Fisherman Silva said, "They collect scrap metal and garbage, but also quite a bit of crude. Some days I've watched them bring in enough to fill some trucks and they take it to PDVSA warehouses." "It's a hard job, it pays 100 bolívares (23 dollars according to the official exchange rate) a day, but without any other benefits, and PDVSA prefers fishers or residents who are with the PSUV," the governing United Socialist Party of Venezuela, he said. Fermín commented that the fishers "don't have the expertise, the experience or the equipment needed to collect spilled petroleum and clean up the mangroves and wetlands, which are breeding sites for fish, crabs and prawns." "The damage and its causes persist whether the leak is one barrel or 100. And the problem has a key word: maintenance," engineer Diego González told IPS. He has worked in the industry 38 years and is a professor of graduate courses in hydrocarbons in several Venezuelan universities. "There have always been leaks and spills in the lake, as a problem associated with oil production, but the operating companies used to take immediate action to repair the faults. That no longer happens," said González. "In the past, PDVSA and other operators admitted the leaks and paid compensation to the fishers. Now they stopped paying," he said. "To recognise 117 repairs a week gives an idea of the number of leaks admitted by Ramírez just 22 days after our complaints. What they have is improvisation and neglect in attending to pipelines that are 50 years old or more," Gustavo Carrasquel, of the Zulia environmental organisation Azul

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Ambientalistas, told IPS. In Fermín's opinion, "the problem is intimately related to the expropriation -- really the confiscation -- of dozens of contracting companies (ordered by President Hugo Chávez a year and a half ago) that were the ones doing the maintenance and repairs of the wells in the lake, and which, under PDVSA orders, have stopped operating." "A few years ago, 135 boats were going out every day to monitor the installations. Now there are just 15 or so. Since 2003, when the petroleum employees failed in their strike to get Chávez to resign, overflights of the lake have been banned -- the helicopters can't monitor what is happening," said Fermín. González agreed that PDVSA "doesn't carry out the maintenance that the contract companies used to, and an ordinary problem in the industry turns into an extraordinary situation of pollution, a decline in production and loss of income for thousands of people." "In addition to the petroleum leaks, there are gas leaks, and that translates into a loss of pressure in the wells, which then run their course more quickly, ultimately reducing production and lowering the country's current and potential revenues," said lawmaker Fermín. According to activist Carrasquel, "the petroleum pollution is just one of the plagues on the lake." "Other problems include the dredging of the shipping canal that connects Lake Maracaibo to the Gulf of Venezuela and the Caribbean Sea, with the resulting salinisation; the phosphates that come from fertilisers and insecticides used in farming in the south; and the wastewater from the cities on the eastern shore," he said. "The first thing the government should do is let the non-governmental organisations take action. Then it should recognise the problem and, with broad participation, elaborate a management plan -- and decide if we want to sacrifice the lake for the production of fossil fuels or vice versa," stated Carrasquel.

<http://www.ipsnews.net/news.asp?idnews=52291>

### OMAN, STRAIT OF HORMUZ, JULY 29 2010. JAPANESE TANKER BLASTS IN STRAIT OF HORMUZ, INJURING 1



*A dent is visible in the side of the M. Star after it docked at Fujairah Port yesterday. A Japanese oil tanker M. Star blasted near the Strait of Hormuz on Wednesday, leaving one person slightly injured.*

The crude oil tanker M. Star was damaged but the engine was not affected, Kenji Yoshimura, a publicity official of the Mitsui O.S. K. Lines Ltd., owner of the ship, told Xinhua. The explosion did not lead to an oil leakage, he said. A total of 31 Indian and Filipino crew members were aboard the ship, the official said, adding 15 are Indians and 16 are of Philippine nationality. The injured one is Indian. The explosion occurred at about 00:30 a.m. Wednesday local time when the ship was sailing in Oman waters in the western part of the strait. The tanker was heading toward Japan after loading crude oil in the port of Das Island in Abu Dhabi of the United Arab

Emirates when the blast took place, Yoshimura said. The tanker is now on its way toward the port of Fujairah in the United Arab Emirates for a checkup and the investigation of the causes. Local media reported the blast might have been caused by an outside force because crew members saw flash of light on the horizon just before the explosion occurred. The Japanese government had not announced the causes of the blast. Because of the difficulty in communication caused by language differences, the details of the explosion were still unknown, an official of the Ministry of Land, Infrastructure, Transport and Tourism of Japan surnamed Shimoda said, adding only some of the doors and windows of the ship's bridge were known to have been damaged. According to the official, there had been no pirate attack on the Japanese ships in seas of the Strait of Hormuz. The tanker was built in 2008 and displaces about 160,000 tonnes.

[http://news.xinhuanet.com/english2010/world/2010-07/28/c\\_13419300.htm](http://news.xinhuanet.com/english2010/world/2010-07/28/c_13419300.htm)

### USA, N.M, BOSQUE DEL APACHE NATIONAL WILDLIFE REFUGE, JULY 29 2010. TRAIN DERAILS ON REFUGE, SPILLS FUEL OIL

*t.s. last*

While the eyes of the nation have been focused on the Gulf oil spill, Bosque del Apache National Wildlife Refuge now has to contend with its own oil spill and environmental disaster. A Burlington Northern-Santa Fe Railroad train derailed about an hour after sunrise Tuesday morning (July 27) at the southern end of the refuge, when a trestle collapsed. Although no injuries were reported, some environmental damage inevitably occurred. New Mexico State Police Sgt. Jason Green said 19 cars went off track, including two carrying petroleum product that spilled into an arroyo and flowed east toward the refuge's wetlands. "We haven't confirmed the number of cars, but there were a couple of 10,000-gallon petroleum oil tankers," he said. Green said one tanker was carrying some type of thick petroleum oil and another contained what was believed to be diesel fuel. The product flowed down the arroyo and crossed Highway 1, approximately 200 yards away. Green said some of the tankers may not have been full, but "a substantial amount of oil crossed the road" and more was absorbed by the soil. "We'll have to work

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with federal authorities to remove contaminants from the soil," he said. While workers from the railroad, its contractors and the U.S. Fish and Wildlife Service worked to stop the flow from reaching the wetlands and a nearby well, about a half-mile section of Highway 1 at Mile Marker 41 was closed to traffic. Green said the railroad was responsible for maintaining the trestles, which are made of wood. Tom Melanson, the refuge manager, said that it's hard to determine the extent of the environmental damage at this early stage. "It's going to have some type of impact," he said about 10:30 a.m. on Tuesday. "We're going to have to analyze the situation. Right now, it's too early to tell." Melanson said some the petroleum flow got within 50 yards of a well. A loader and bulldozer provided by the refuge was used to dam and dike the arroyo to contain the spill, he said. Inevitably, some of the product seeped into the ground. "Some of the soil will have to be removed," he said. Melanson said he was worried about the potential for the oil and gas getting into the groundwater. "My biggest concern is that a plume (of petroleum) gets under the wetlands and eventually gets into it — that would be the worst-case scenario," he said. "If we can excavate it out before it migrates, that would be good for us." The refuge manager said the accident occurred about 6:15 a.m., and the train was apparently traveling northbound. Although he didn't know the number of cars the train contained, he said it's not unusual for trains 100 cars in length to pass through the refuge. In the meantime, the southern tour loop on the refuge was closed to the public and a portion of a foot trail that passed by the scene of the accident was closed. Joe Faust, a spokesman for BNSF, said in a July 27 phone interview that the cause of the derailment had not been determined and was under investigation. Faust said two people — an engineer and a conductor — were on the train and both were in the lead locomotive. While they made it safely over the trestle, two locomotives behind them didn't. The tanker cars carried fuel oil, he said. "Two tank cars were compromised," he said. "The spill has been contained and posed no threat to any nearby body of water or any fish and wildlife in the reserve." Faust said the train contained 95 cars and was traveling about 48 or 49 mph at the time of the accident. The speed limit over that stretch of track is 55 mph, he said. Faust couldn't immediately say how old the trestle was. He said the mainline track has been closed until the wreckage is removed and the track is deemed safe. "We will handle the clean up so that we can begin operating," he said.

<http://www.dchieftain.com/dc/index.php/news/1818-train-derails-on-refuge-spills-fuel-oil.html>

### USA, WYO, CHEYENNE, JULY 29 2010. EXPLOSION, FIRE ROCK REFINERY >> NO INJURIES REPORTED IN EARLY A.M. BLAZE

Michelle Dynes & lindsey Erin Kroskob



Fire crews spray water on flames over a hundred feet tall at Frontier Refinery early Wednesday morning. A fire broke out in the refinery's main crude oil distillation unit around 5:40 a.m. and was contained about an hour later.

Heavy black smoke and flames stretched high above Frontier Refining early Wednesday morning. A fire broke out in the refinery's main crude oil distillation unit around 5:40 a.m. The refinery's fire brigade contained the blaze an hour later with help from Cheyenne Fire and Rescue. "There were no safety incidents," said vice president and refinery manager Kevin Burke. "Nobody was hurt." The crude unit was shut down and neighbors saw a series of fiery flare-ups as it began to cool. Burke said as the heat subsides, crews can get closer to determine the cause of the fire and the extent of the damage. He added that he is unsure which piece of

equipment failed and released the hot crude oil that caught fire. "At this point, we are still in the assessment stage," Burke said Wednesday morning. Members of the refinery's environmental department monitored the surrounding neighborhood and didn't find any contaminants that had drifted offsite, he added. By Wednesday afternoon, the origins of the fire remained a mystery. It will probably take several days to complete the investigation, said Mel Wilkenfeld, manager of government relations and special projects at the refinery. He added that the last time fire broke out in the crude unit was 1994. Problems with an oil/water separator and a coking unit caused fires in 2007 and 2004, respectively. One person was injured in each of those incidents. Wilkenfeld told The Associated Press that the unit where the fire occurred has been shut down, but it won't stop refinery operations because the major equipment escaped damage. The refinery can process up to 52,000 barrels of crude a day. Gerard C. Jean, who lives at the corner of Sixth Street and Maxwell Avenue, said he knew it was an oil fire as soon as he saw the black cloud of smoke. The early riser added that he started his day with a look out his window and a call to 911. "I broke my favorite coffee cup," he said, from the shock of what he saw. Jean added that he was impressed with the emergency response, which quickly secured the area and contained the flames. Mel Carpenter was asleep in his Eighth Street home until he heard "a big, huge boom" as though someone was upstairs making noise. Then he looked out the window. "I thought, 'It's going to be a rainy day,'" he added. "But then I realized the sky was too black." A few minutes later, Carpenter stepped outside

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and saw the flames. "People in this neighborhood don't have any idea how dangerous that place is," Carpenter said, gesturing toward the refinery. Mark Bartels with the Wyoming Department of Revenue's Liquor Division, which operates a liquor distribution warehouse across from the refinery, arrived at work at 5:40 a.m. and stopped to process paperwork for a delivery. But he noticed heat as he walked back toward his car in the parking lot at East Fifth Street. He then saw the flames and called 911. Bartels went to the front of the building to lock the doors when he heard a second explosion about 10 minutes after his arrival. "My back was turned," he said. "It just happened quick. It scared me a little bit." His co-worker, Dave Hartman, was driving away from the building as emergency personnel rushed toward the scene. "It was really hot in the parking lot," he said. Dan Murphree, who lives 200 yards from the refinery's largest tanks on East Sixth Street, said he was disappointed with the refinery's community outreach during the commotion. He watched as several of his neighbors got into their cars and fled in a panic. Flames rose 50 to 100 feet behind the refinery's storage tanks, making residents wonder whether the tanks were going to explode. "Nobody knew what was going on," he added. "You could tell something was on fire at the refinery." Murphree said he also couldn't find anyone to answer his questions when he went to the refinery's main office to ask about safety protocols and the lack of warning sirens. Police closed the Norris Viaduct off Nationway to shut down traffic headed toward the refinery. But nothing was done to reach the people who live near the refinery, he added.

[http://www.wyomingnews.com/articles/2010/07/29/news/01top\\_07-29-10.txt](http://www.wyomingnews.com/articles/2010/07/29/news/01top_07-29-10.txt)

### NIGERIA, APAPA, OS, JULY 29 2010. FUEL TANKER EXPLODES, KILLS 2 IN LAGOS

albert akpor



*A Trailer tanker loaded with fuel had a flat tyre on motion, lost control, fell and exploded along Liverpool Bridge in Apapa Lagos.*

Commercial and social activities in and around Apapa, Lagos were abruptly brought to a halt Wednesday after a petrol tanker exploded into flames burning its driver and motor boy to death. The incident, which happened on top of the decrepit Liverpool bridge at about 2 p.m., caused a traffic jam as pedestrians and motorists were seen trekking long distances to their destinations. Eyewitnesses said the tanker, which registration number had been burnt beyond recognition before Vanguard arrived, was said to have climbed the bridge at a high speed, skidded, turned over, exploded and burst into flames. Motorists and pedestrians who were at the spot when the incident occurred reportedly scampered for safety while those behind made a quick U-turn. The identity of the driver and his motor boy could be ascertained as at press

time, but sources said they were Northerners. When Vanguard visited, a combined team of Policemen led by a Divisional Police Officer, DPO, Mohammed Ali and fire brigade officials, were making frantic efforts to put off the inferno.

#### Eyewitness Account

An onlooker, who would not want his names in print described the accident as avoidable, adding that the driver was the architect of his misfortune. "I was at the foot of the bridge when the tanker sped passed us and we all wondered if something was chasing him. "Minutes later we heard a loud bang followed by flames. When we raced up to the spot, we discovered that it was the same tanker that we had earlier talked about. "The way these tankers move here in Apapa, especially when climbing this bridge, is totally against driving ethics. This is a bridge that is already falling apart and calling for repairs."

<http://www.vanguardngr.com/2010/07/29/fuel-tanker-explodes-kills-2-in-lagos/>

### CHINA, JILIN PROVINCE, JULY 29 2010. OVER 1,000 CHEMICAL BUCKETS WASHED INTO MAJOR RIVER IN NE CHINA



*Photo taken on July 28, 2010 shows barrels containing explosive chemicals in the water of the Songhua River in Jilin City of northeast China's Jilin Province. More than 1,000 barrels containing explosive chemicals were washed into the Songhua River Wednesday due to the rain-triggered floodwaters in Jilin Province. Emergency workers have been trying to recover the containers and local environmental protection authorities were closely monitoring the water quality of the river.*

More than 1,000 containers containing explosive chemicals were washed into a major river in northeast China's Jilin Province Wednesday, and 350 of them have been recovered, local authorities said late Wednesday night. The accident occurred

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around 10 a.m. in Yongji County, in Jilin City, after rain-triggered flood water swept the containers into the Songhuajiang River, according to the publicity department of Jilin City Committee of the Communist Party of China. Some of the containers, from a local chemical plant, each contained 160 kg of trimethyl chloro silicane, a colorless flammable liquid with a pungent odor, said the department. The chemical would give off hydrochloric acid after reacting with water, said experts. Emergency workers have set up blocking belts and recovered more than 350 containers, said a spokesman with the emergency response office of the municipal government. Torrential rains began pounding Yongji County Tuesday evening and brought about a flood crest which swept the chemical plant. A Xinhua reporter in downtown Jilin City saw dozens of containers floating on the river and a "strange" odor could be smelled. With a population of 4.5 million, Jilin City is the second largest city of Jilin Province, after the capital Changchun. "I saw a large number of iron containers, blue or black in color, floating on the river along with much rubbish," a policeman who patrolled along a section of the river in Jilin City told Xinhua in a phone interview. He asked not to be identified. A resident surnamed Xu in Changyi District, Jilin City, said the water supply of his community had been turned off and bottled drinking water in nearby supermarkets had been nearly sold out. The 1,900-km Songhuajiang River is the largest tributary of the Heilongjiang River, a border river between China and Russia. The Songhuajiang River was contaminated by a chemical spill after an strong explosion at a petrochemical plant in November 2005, which resulted in a five-day cut of water supplies to the 3.8 million residents of Harbin, capital of Heilongjiang Province. By midnight emergency workers were still trying to recover the containers and local environmental protection authorities have established seven monitoring locations to inspect the water quality in the river. The monitoring results have shown the pH reading in the river water remains within the normal range, said a spokesman with the provincial environmental protection department. But "a very small quantity" of two pollutants, both chemicals produced in the plant, were found in the water, said the spokesman, without clarifying the strength of these chemicals. "We will respond immediately if any contamination is discovered. We haven't received such reports from the upper stream," said Chi Xiaode, director with the environmental supervision bureau in neighboring Heilongjiang Province, located further downstream. The news had aroused panic purchase of packaged drinking water in some cities along the river. At an outlet of Darunfa Supermarket in Harbin, bottled drinking water were sold out within half an hour on Wednesday evening, a Xinhua reporter said.

### Related News

- [7,000 chemical buckets washed into major northeast China river](#)
- [Over 1,000 chemical buckets washed into major river in NE China](#)
- [Chemical buckets washed into major river in northeast China](#)
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[http://news.xinhuanet.com/english2010/china/2010-07/29/c\\_13419830.htm](http://news.xinhuanet.com/english2010/china/2010-07/29/c_13419830.htm)

### USA, UT, SALT LAKE CITY, JULY 30 2010. SEMI TANKER TRAILER OVERTURNS, STALLS COMMUTERS ON I-15

*bob mims*

The second of a semi rig's two gasoline-filled trailers toppled onto an entry ramp to Interstate 15 Thursday morning, slowing downtown Salt Lake City commuters to a crawl. Utah Highway Patrol spokesman Cameron Roden said the accident occurred about 7:30 a.m. on the 600 North on ramp to southbound Interstate 15. A "minimal amount" — estimated at less than 50 gallons — of the tanker trailer's fuel spilled, and hazardous materials crews were dispatched to the scene for cleanup. Roden said the remainder of the almost 3,000 gallons of gasoline was off-loaded into another tanker rig. The cause of the accident, which completely closed the on ramp and forced drivers to divert to the 500 South entrance to I-15, was under investigation. However, Roden confirmed that initial information indicated the rig may have been traveling too fast for the ramp's curve, and that the tanker trailer that overturned became disconnected, possibly pointing to faulty equipment. The truck's driver was not hurt, and no other vehicles were involved in the accident, Roden said. Cleanup was done by noon and normal traffic flow had resumed about 12:30 p.m.

<http://www.sltrib.com/sltrib/home/50015575-76/roden-tanker-accident-commuters.html.csp>

### UK, WALES, LLANDYSU, JULY 30 2010. TWO WELSH RIVERS POLLUTED BY OIL SPILL

*rachael missteat*

Hundreds of litres of diesel have leaked into two West Wales rivers. Environment Agency officers are investigating the suspected red diesel spill following reports of oil swimming on the surface of rivers Clettwr and Teifi, near Llandysul. Officers have already identified the source of the spill as a nearby red diesel storage tank. It is believed that approximately 200-300 litres of oil have leaked from the store. The pollution has been stopped at source and specialist equipment used to absorb as much of the diesel as possible. Specialist contractors have been deployed on both rivers to clean up the affected areas.

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Ceredigion council has been notified in case of any public health concerns. An Environment Agency Wales officer said the main priority was to identify and stop the pollution at source and to stop any more of the pollutant getting into local rivers. "We have now done this so the next step is to clear up as much as possible," he said. "The biggest problem with this kind of pollutant is that it looks and smells unpleasant for people. It has a limited effect on local wildlife but we are monitoring the area very closely." <http://www.walesonline.co.uk/news/wales-news/2010/07/29/two-welsh-rivers-polluted-by-oil-spill-91466-26953254/>

<http://www.walesonline.co.uk/news/wales-news/2010/07/29/two-welsh-rivers-polluted-by-oil-spill-91466-26953254/>

### SPAIN, ALICANTE PROVINCE, ALBUFERETA BEACH, july 30 2010. DIESEL SPILL FORCES CLOSURE OF ALICANTE BEACH

*kevin reardon*



Albufereta Beach was closed On Sunday afternoon after the Red Cross found a large quantity of diesel fuel about 100 metres long and 80 meters out from the coast, forcing the swimmers out of water. The spill was confirmed by the Department of Beaches and Red Cross lifeguards hoisted the red flag at 17.45. A dozen swimmers, including a civil defence volunteer, had to be treated by medical staff for a variety of ailments including itching and sore throats. Only one was transferred to the Clinic Vistahermosa for further treatment. Councillor for Beaches, Mari Carmen Román, said that the spill quite clearly came from a passing vessel

but at the time of speaking to the press the offender had not been identified. "The smell of diesel fuel was overpowering" said one bather. "To close down the beach was the only sensible course of action that the lifeguards could take". The situation was also attended by agents from the Guardia Civil who took statements from a number of bathers. The area was illuminated with beacons during the hours of darkness while agents from Seprona carried out duties cleaning up the spill. The beach was finally reopened to the public on Monday afternoon.

<http://www.theleader.info/article/24091/spain/costa-blanca/diesel-spill-forces-closure-of-alicante-beach/>

### MALAYSIA, SELANGOR, JALAN TANJUNG, KELANG, JULY 30 2010. VEHICLE OWNERS IRKED BY PETROL MIXED WITH WATER

*stuart michael*



*Fuel poser: An employee from H.S Auto Care showing the fuel that is mixed with water at his workshop.*

Filling up the fuel tank of your vehicle may seem a mundane affair to most people. However, that was not the case for Thandra Mohan, 50, and several others on Monday when their vehicles came to a halt after filling up petrol at the BHP petrol station at Jalan Tanjung, Klang. After filling up RM50 worth of petrol at the station, Mohan said his vehicle jerked for a while before completely coming to a halt 500 metres away from the petrol kiosk. Mohan said he also noticed that several other vehicles had stalled not far from the petrol station. "I noticed that a few of the drivers were complaining to the cashier at the kiosk office," he said. Mohan who lives at Taman Sri Andalas, said despite the commotion, the petrol attendant did not see it fit to inform the other drivers not to pour fuel from the pumps. Had he

taken that measure, the other vehicles would not have encountered the same problem. "To be fair to BHP, the manager at the petrol kiosk took responsibility for the incident and agreed to pay for the repair bills for my car which was later towed to a workshop in Taman Klang Jaya," said Mohan. Mohan's mechanic How Sai Chiu from H.S Auto Care said that when he opened up the fuel tank, he found that the fuel was mixed with water. "When Mohan called me on Monday, I suspected that it was water in the fuel tank and my hunch was right. I had to drain the water out from the fuel tank. "I also kept evidence of the water in the fuel tank and placed it inside a container," he said. When StarMetro visited the BHP petrol kiosk in Jalan Langat, Klang, workers were seen draining out some fluid from the underground fuel storage area. The station manager said the contractors were just carrying out a routine check. She declined to comment on the allegation that the fuel was mixed with water, stating she had no authority to speak to the media. Several calls made to Boustead Petroleum Marketing Sdn Bhd corporate communications manager were futile.

<http://thestar.com.my/metro/story.asp?file=/2010/7/29/central/6751301&sec=central>

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### USA, MI, BATTLE CREEK, JULY 30 2010. PAST PROBLEMS FOR COMPANY AT HEART OF OIL SPILL

tim martin & david runk

 **Photo Gallery:**

<http://www.google.com/hostednews/ap/article/ALeqM5hbazNv8HPBELUpCXxcRQmCxaO3DgD9H93NGO2>



A worker watches water come out of a pipe in Talmadge Creek where booms have been set up to contain an oil spill in Marshall Township, Mich., near the Kalamazoo River Thursday, July 29, 2010. Enbridge, a Canadian company whose pipeline leaked hundreds of thousands of gallons of oil into a major Michigan river was warned by government regulators in January that its monitoring of corrosion in the pipeline was insufficient.

A Canadian company whose pipeline leaked hundreds of thousands of gallons of oil into a Michigan river has experienced leaks, an explosion and dozens of regulatory violations in the past decade throughout the Great Lakes region and elsewhere in the U.S. Enbridge Inc. or its affiliates have been cited for 30 enforcement actions since 2002 by the Pipeline and Hazardous Materials Safety Administration — the U.S. Department of Transportation's regulatory arm. They include a warning letter sent Jan. 21 in which the agency told the company it may have violated safety codes by improperly monitoring corrosion in the pipeline responsible for the massive spill Monday in Talmadge Creek, a waterway in Calhoun County's Marshall Township that flows into the Kalamazoo River. The Environmental Protection Agency estimated the spill at more than 1 million gallons of oil, saying it had traveled 25 miles downstream. The state estimates it has traveled 35 miles. Gov. Jennifer Granholm warned of a "tragedy of historic proportions" should it travel an additional 80 miles and reach Lake Michigan and the vacation communities that

depend on it. Steve Wuori, an Enbridge executive vice president, said the company was doing maintenance all along the pipeline, but the section at the leak site was not scheduled for replacement. After being criticized for dragging their feet in their initial response to the Monday spill, company officials have pushed the message that they're doing all they can to clean and contain it. Enbridge CEO Patrick D. Daniel again apologized Thursday to the residents of Calhoun County "for the mess that we have made" to the river and nearby properties. "We take full responsibility and we will be here until you are happy in this community," Daniel said. "We still have a huge job in front of us, there's no doubt about that." On Thursday, hundreds of workers and contractors went to work on the oil with more than 12,000 feet of containment and absorption boom, 14 skimmers, 43 vacuum trucks and a number of tanker trucks, excavators and other trucks, Enbridge said. The EPA said cleanup efforts will take several weeks. Health officials went door-to-door to advise residents in about 30 to 50 homes near the spill to evacuate because of air quality concerns, Calhoun County health official Jim Rutherford said. He said health officials were advising residents of about 100 homes near the river that use well water to use bottled water for drinking and cooking. The slick, which emits a noxious, unpleasant odor, has killed fish and coated other wildlife in oil. About 20 injured animals, mostly birds, were being treated Thursday at a wildlife rehabilitation center in Calhoun County's Marshall Township, where the leak occurred, the U.S. Fish & Wildlife Service said. The center refused to admit an Associated Press reporter. An agency spokeswoman said officials didn't want to further traumatize the animals by allowing in more people and the center wasn't prepared for a media tour. One was planned for Friday. According to the Jan. 21 warning, Enbridge was implementing an alternate way of monitoring corrosion in the pipeline, and had detailed to regulators the steps it was taking to track corrosion in the interim. But the agency warned the company in the letter that it was violating code by not using a sufficient amount of certain chemicals used to protect pipe interiors, not using proper monitoring equipment to determine if those chemicals were working, and not examining its monitoring equipment at least twice a year. "The transition from one technology to another must be implemented in a manner that ensures continued compliance with the regulations," the agency wrote. Two years ago, Enbridge was cited for committing eight probable violations that may have contributed to an explosion that killed two people working Nov. 28, 2007, on a 34-inch pipeline near Clearbrook, Minn. Among its findings, the regulatory agency found Enbridge failed to follow written procedures for couplings on the pipeline, didn't make the repairs in a safe manner and didn't make sure workers had adequate training for that job. Jeff Share, editor of the Pipeline & Gas Journal, said violations like those Enbridge was cited for aren't uncommon for pipeline companies. "It is purely a pipeline company. If they're not operated safely, they don't make any money," Share said. "It pays for them from a business and social perspective that their pipelines operate as efficiently and safely as possible." An Enbridge affiliate, Houston-based Enbridge Energy Co., spilled almost 19,000 gallons of crude oil onto Wisconsin's Nemadji River in 2003. An additional 189,000 gallons of oil spilled at the company's terminal two

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miles from Lake Superior, though most was contained. In 2007, two spills released about 200,000 gallons of crude in northern Wisconsin as Enbridge was expanding a 320-mile pipeline. The company also was accused of violating Wisconsin permits designed to protect water quality during work in and around wetlands, rivers and streams, the Wisconsin Department of Natural Resources said. The violations came during construction of a 321-mile, \$2 billion oil pipeline across that state. Enbridge agreed to pay \$1.1 million in 2009. The Michigan leak came from a 30-inch pipeline, which was built in 1969 and carries about 8 million gallons of oil daily from Griffith, Ind., to Sarnia, Ontario. Bruce Bullock, director of Maguire Energy Institute at Southern Methodist University's Cox School of Business, said Enbridge is similar to many other pipeline companies. Noting the age of Michigan's pipeline, Bullock said that like the rest of the industry, Calgary, Alberta-based Enbridge is dealing with aging infrastructure. "They don't have a reputation of being particularly a star player in terms of their profile or anything like that, but they certainly have a good reputation in terms of delivering for their shareholders," Bullock said. "They certainly don't have a bad reputation." But Andy Buchsbaum, director of the National Wildlife Federation's Great Lakes office, said Enbridge has a history of spills — including two major leaks in the past year. He said those leaks, coupled with the fatal blast in Minnesota, are problematic. "This is a company whose safety record is very definitely suspect and cause for concern," Buchsbaum said.

<http://www.google.com/hostednews/ap/article/ALeqM5hbazNv8HPBELUpCXxcRQmCxaO3DgD9H93NGO2>

### CHINA, DALIAN, JULY 30 2010. BARE HANDS CLEAN-UP OF A HORRIBLE OIL SPILL

*david sassoon*

 **Photo Essay** <http://bit.ly/DalianOilSpillPhotos>



It is hard to look at the pictures in the following photo essay. They ask hard questions and provide no answers. Factually, they document how some people responded to a 400,000 gallon oil spill that's grown into a slick covering more than 150 square miles. These pictures are not from the oil spill in the Kalamazoo River in Michigan. The Kalamazoo spill just happened two days ago and at [1,000,000 gallons](#) is more than twice the size of the one pictured here. As far as we know, no one there is cleaning up the mess with their bare hands, or their bodies. These pictures come from a port city in China called Dalian, where two pipelines exploded on July 16, sending black crude into the Yellow Sea. The people who were there, or who were sent to clean up the terrible accident, were unaware of the dangers they faced as they contended with the petrochemical mess. Crude oil contains

significant quantities of polycyclic aromatic hydrocarbons (PAHs) and other dangerous chemicals that do not readily dissolve in water. Hydrocarbons can be absorbed by the human body via inhalation, ingestion or through direct contact with skin. These photos were taken by Greenpeace photographer Jiang He. They tell their own shocking story, and hold a distant mirror up to the Gulf oil disaster, which released as much as 500 times more oil into the ocean than the explosion in Dalian -- maybe as much as 200 million gallons more. Where did all that oil in the Gulf go? Why do they have to clean up the oil spill in Dalian with their bare hands?

<http://solveclimate.com/blog/20100729/photos-bare-hands-clean-horrible-oil-spill>

### SCOTLAND, INVERNESS, JULY 30 2010. BOMB-DISPOSAL TEAM CALLED INPROBE AFTER OLD DETONATORS EXPLODE >> TWO INJURED AT MERKINCH AS BLASTS SHAKE BUILDER'S YARD

*mike farrell*

Two men were injured and gardens were showered with debris when a box full of detonators exploded at a builder's yard in the Merkinch area of Inverness yesterday. Locals described hearing two blasts – one that sounded like a firework and a second several minutes later that sounded like a bomb. Streets were cordoned off and an Army bomb-disposal team was called in after the incident at T.M. Fraser's premises in Thornbush Road. Two staff from neighbouring store Blackbridge Furnishings are understood to have run into the street to investigate the first explosion, only to be hit by flying debris from the second. Both men were treated for cuts and bruises. Firefighters said a box holding up to 100 "old-style" detonators – once used in the quarrying industry – had caught fire in a container in the yard and then exploded. Inverness-based fire crews hosed down the box containing the detonators after the explosions. As a precaution, police cordoned off a large stretch of Thornbush Road, as well as Anderson Street, which runs behind the builder's yard. An ambulance crew was also on standby. Police advised residents to stay inside with their doors and windows closed as gardens were searched for detonators. Some locals also gathered at the Merkinch Community Centre, where Highland Council staff provided them with food and drinks.

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Mother-of-three Gillian Hinsley, 25, who lives in Manchester but is staying with relatives at a house across the road from the yard, heard the explosions. She said: "I was in the house and my kids were in the back garden when I heard the first explosion. "It wasn't too loud and sounded like a firework going off, but the second one was a few minutes later and it was far louder. "It sounded like a bomb going off. At first I thought the kids had done something, but when I looked out the front at the yard, I saw some smoke. "Parts of the detonators had landed in my neighbour's garden, while other bits were on the street." Another resident, who asked not to be named, said: "I had seen that there was some form of fire in the yard earlier in the day. I don't know if they were burning materials or what. "I heard the explosions. They made quite a big bang and gave me a fright." The blasts happened shortly before 12.30pm. No one was in the yard at the time. A bomb-disposal team from the Edinburgh-based Royal Logistic Corps arrived at 3.45pm. About 5.30pm, they removed the remaining detonators and put them in a special storage unit, which was then taken to the Longman landfill site and destroyed in a controlled explosion about 6.45pm. Last night, police and the fire brigade were carrying out a joint investigation into the incident, which is not being treated as suspicious. Staff from T.M. Fraser have been interviewed and one of the firm's owners said last night he had been advised by police not to discuss the matter. Inspector Ian Graham said: "The incident is not being treated as suspicious. We have traced the owners of the site, who were not there at the time of the explosions. "We cordoned off the street as a precaution and we are now carrying out a joint investigation into the incident. Two men received minor injuries during the incident, both of whom were treated by ambulances at the site and did not require hospital treatment. "Bomb-disposal experts have confirmed that the explosives were old-style detonators, which used to be used for explosions in quarries." Inverness fire station group manager Robert Scott said: "A box containing between 50 and 100 detonators had caught fire in a unit in the yard." Inverness Central councillor Donnie Kerr, who was at the scene yesterday, said: "I think there was a bit of upheaval but most people would agree that it's better to be safe than sorry. "It is worrying that detonators are being stored in containers so near to houses. That is something that I think the police and other agencies should be looking into."

<http://www.pressandjournal.co.uk/Article.aspx/1849489?UserKey=>

### BELGIUM, BRUSSELS, COUNCIL OF EUROPEAN UNION, JULY 30 2010. TRANSPORT OF DANGEROUS GOODS

The Council of the EU decided on 26 July not to oppose adoption by the Commission of a directive adapting to scientific and technical progress an existing directive on inland transport of dangerous goods (doc. 12040/10). The draft directive amends the directive's annexes in the light of a bi-annual update of international agreements on transport of dangerous goods by road, rail and inland waterways. The new provisions will apply as from 1 January 2011, with a transitional period up to 30 June 2011. The Commission directive is subject to the regulatory procedure with scrutiny. Under that procedure, the Council can oppose an act that exceeds the implementing powers of the Commission, is not compatible with the aim or content of the basic instrument or does not respect the EU's principles of subsidiarity or proportionality. The Council having given its consent, the Commission may now adopt the directive, unless the European Parliament objects.

<http://www.europolitics.info/sectorial-policies/transport-of-dangerous-goods-art278884-46.html>

### USA, MI, BATTLE CREEK, JULY 30 2010. EVACUATIONS BEGIN AFTER HIGH BENZENE LEVELS DETECTED NEAR SPILL SITE

[Watch the Video http://www.wvmt.com/articles/michigan-1379611-benzene-newschannel.html](http://www.wvmt.com/articles/michigan-1379611-benzene-newschannel.html)



New information continues to emerge about the oil spill in West Michigan. There are now mandatory evacuation orders and water advisories being issued by the health department. Days after the spill, people are being ordered from their homes. The area surrounding the spill site where the digging and investigation into the cause of the spill is taking place is showing a high level of benzene in the air, so about 30 to 50 homes in that area are being evacuated. The Calhoun County Health Department is also issuing a water advisory to anyone living within 200 feet of the waters that have been touched by the oil. That stretches all the way from Tallmadge Creek into the Kalamazoo River all the way up to the Calhoun County / Kalamazoo County line. People there are being advised discontinue the use of their residential wells for drinking and cooking. All other household uses are still acceptable at this time. The Health Department says this is a precautionary

measure and no testing has indicated contamination of groundwater. Air and water quality issues are creating big problems for people living along the river and near the spill site. The site where the spill began is a very hot and humid environment, the place where the pipe broke is a very swampy, marshy area. During an afternoon briefing, officials said the oil and benzene are

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reacting with the environment and fouling the air, creating a very unpleasant smell, and now people will have to leave their homes after facing exposure for days. "We just got to leave because we can't take the smell," said Terry Reninger. Reninger has lived with four days of heavy construction traffic, and four days of the foul odor near the Enbridge spill site. Now, Reninger is going to have to leave his home, the Calhoun County Health Department says he and dozens of others are no longer safe thanks to the high levels of benzene in the air. Air quality measurements brought the news that officials feared. For now the evacuation is confined to 30 to 50 homes, but there are areas just outside of the evacuation zone that are still a concern. Officials say hotels will be paid for, which is good news for Reninger, since he says he has not had enough money to leave. Officials say bottled water is being handed out at three sites, the Ceresco Baptist Church, the Red Cross in Battle Creek, and the Calhoun County Fairgrounds. The evacuations due to air quality have already begun. An emergency shelter has been set up in Marshall for anyone who needs to get away from the smell, something that's even more important with evacuations starting. Volunteers at the site are offering free meals and a place to stay for anyone displaced by the disaster. That shelter is at the Marshall Activity Center off West Michigan Avenue.

<http://www.wvmt.com/articles/michigan-1379611-benzene-newschannel.html>

### AUSTRALIA, NEW SOUTH WALES, LISMORE, JULY 31 2010. FEARS OVER FUEL ODOUR



*Firefighters monitor petrol vapour levels on Byron Street at Lennox Head yesterday.*

Concerns have been raised about a possible petrol vapour leak which could enter the sewerage system at Lennox Head and become potentially explosive. Yesterday a HAZMAT unit and three fire trucks – one from Ballina, one from Goonellabah and the Lennox Head Rural Fire Service – attended the scene in Byron Street. They were called because Ballina Shire Council staff, who have been monitoring the fuel odour for months, took an unusual gas level reading. The council's civil services group manager, John Truman, said the smell was a concern because it was near the council's sewage pump station. Because sewer gas contains methane gas, there is a risk of an explosion if it mixes with the petrol vapour. Mr Truman said they were still trying to identify the source of the petrol

smell. But he said the presence of HAZMAT and firefighters at the scene yesterday was only a precautionary measure. "The council is trying to make sure, because the mixing of the gases is potentially explosive, that nothing happens," he said. "We are still investigating the source – it's been going on for some time. "It's proving difficult to find out where it's coming from. "But the staff who have been monitoring the smell had an unusual gas reading and that triggered the decision to seek further advice from HAZMAT officers." The fuel odour was first identified by council staff conducting routine maintenance of the sewage pump station. Up until now, the situation has been monitored by council staff, but yesterday specialist HAZMAT teams and firefighters were called in. Ballina fire captain Dennis Henry said his teams had been measuring the gas levels. "We took some readings out there," he said. "There has been a slight smellof fuel or something like that – we haven't been able to ascertain exactly what it might be. The council will now have to investigate further, but there is no risk to residents. Mr Truman said the council would continue to monitor the situation in Byron Street. "The samples that have been taken will now be taken away to be tested," he said. Despite some speculation the smell is being caused by a leak in one of the fuel pumps at a nearby service station, Mr Truman said this could not be confirmed. Staff at the Caltex service station said they had 'no idea' what was going on and that they had received no information from the council or the fire brigade about the issue. The service station continued to operate as normal during yesterday's tests by HAZMAT and fire brigade teams and the council.

<http://www.northernstar.com.au/story/2010/07/31/fears-over-fuel-odour/>

### CHINA, NANJING, JULY 31 2010. FOUR HELD OVER CHINA PIPELINE BLAST, TOLL HITS 13



*Firefighters inspect an explosion at a plastics factory in Nanjing.*

Police have arrested four people in connection with a chemical pipeline explosion that rocked a city in eastern China, state media said Thursday, as the death toll rose to 13. More than 300 others were injured in the blast on Wednesday, which occurred on the grounds of an abandoned plastics factory in Nanjing, capital of Jiangsu province, as workers were demolishing the facility. The explosion reportedly occurred when a pipeline carrying ethylene gas was damaged while workers using diggers were dismantling buildings and retrieving parts that could be resold, Xinhua news agency reported. The

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leaking gas was ignited when a nearby motorist started their car engine, according to the local work safety administration. Police have arrested three construction contractors and a factory official responsible for work safety at the site, Xinhua said. The powerful blast levelled or heavily damaged buildings within 100 metres (yards) and blew out windows or caused other damage to businesses and residences up to 300 metres away. People more than two kilometres (1.2 miles) away evacuated their buildings, thinking an earthquake had struck, reports said. Injury counts have varied widely in the state media reports, with the China News Service saying as many as 300 people were rushed to local hospitals for treatment, including 52 with serious injuries. Xinhua said 120 people remained in hospital, 14 of them in critical condition. Many hospitals had almost exhausted their blood stocks and local residents were rushing to mobile collection vehicles to donate blood, Xinhua said Wednesday. Power, water and gas supplies have been restored to thousands of homes in the area following the blast, Xinhua said. Deadly industrial accidents are routine in China, where basic safety provisions are often ignored. Two weeks ago, an oil pipeline exploded in the northeastern port city of Dalian, triggering a spectacular blaze that burned for an entire weekend and spilled about 1,500 tonnes of oil into the Yellow Sea off Liaoning province. The incident was one of China's worst-ever oil spills.

<http://www.google.com/hostednews/afp/article/ALeqM5hD9ZButKdGa2mflAWMD125ZjvuKA>

### USA, MA, BOSTON, JULY 31 2010. MILFORD, N.H. GAS STATION TO PAY NEARLY \$50K FOR OIL SPILL VIOLATIONS

The owner and the operator of a gas station in Milford, N.H., have agreed to pay \$49,000 to settle EPA claims that they violated federal Clean Water laws regulating preparedness for oil spills, under the terms of a settlement with EPA. Draper Energy, which owned the Snack Corner Mobil Station, and Energy North Inc., which operated the service station, failed to put in place a spill prevention plan and illegally discharged diesel fuel, according to a Complaint that had been filed by EPA's New England office in September 2009. As a result of a leak at the Mobil Station on March 5, 2009, approximately 1,500 gallons of diesel fuel discharged into the Souhegan River. The discharge was the result of a break in a pipe connecting an above-ground storage tank containing the diesel to a pump. The automatic discharge alarm failed to alert anyone of the discharge and the oil flowed into the soil beneath the pump, into a granite culvert that runs beneath the facility and then discharged into the nearby Souhegan River. The Souhegan River subsequently connects to the Merrimack River and eventually to the Atlantic Ocean. Because of the alarm failure, the oil was released for almost three days before neighboring businesses noticed a strong smell and oil sheen on the water up to ten miles downstream in the Souhegan River. Once the spill had been noticed, there was a prompt emergency response from the local fire department, the N.H. Dept. of Environmental Services (NHDES) and EPA. Both Draper and Energy North cooperated with NHDES and EPA in cleaning up the spill. The Mobil site has since been cleaned and the facility's two above ground storage tanks - one with gasoline and the other with diesel - have been removed. EPA's oil spill prevention regulations require that specific preventative measures be taken at facilities that store greater than 1,320 gallons of oil, and could reasonably be anticipated to release oil products into a waterway of the United States or adjoining shoreline areas. These regulations help ensure that tank failures or accidental spills do not lead to oil contamination of surface waters, such as rivers or streams, which could harm human and ecological health. SPCC plans specify spill prevention and response measures at facilities that store oil above certain threshold amounts to help ensure that tank failure or oil spill does not lead to oil reaching bodies of water. "This situation was an unfortunate illustration of the damage that oil spills can do to our environment. It's much smarter and less expensive to prevent oil spills before they occur," said Curt Spalding, regional administrator of EPA's New England office. "It's an EPA priority to ensure that facilities handling oils take the right steps to minimize the risk of an oil spill. Companies that store significant quantities of oil must follow procedures to prevent and minimize the impacts of oil spills."

<http://yosemite.epa.gov/opa/admpress.nsf/0/bbcaff1dcc2827c8525776f0068503c?OpenDocument>

### USA, TN, CARYVILLE, JULY 31 2010. KY. TRUCKER KILLED WHEN RIG PLUNGES 1,000 FEET

 **Watch the Video** <http://www.fox41.com/Global/story.asp?S=12899752>

A Kentucky trucker has been killed when his tanker rig ran off Interstate 75 near Caryville and plunged about 1,000 feet down a mountainous slope. The Tennessee Highway Patrol said the Thursday afternoon crash was so intense that it ejected 60-year-old driver Gary Gabehart of Louisville, Ky., even though he was wearing a seat belt. The Knoxville News Sentinel quoted Trooper Matthew Chitwood's report, which stated Gabehart lost control as he tried to stop his rig because traffic was slowed by a previous accident. The big truck jackknifed, clipped and overturned a pickup, veered to the right and broke through a guard rail, then plunged down the embankment. The pickup driver wasn't hurt. The tanker was carrying liquid nitrogen.

<http://www.wrcbtv.com/Global/story.asp?S=12898108>

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#### CANADA, NL, CORNER BROOK, JULY 31 2010. MAN CHARGED WITH IMPAIRED DRIVING AFTER CRASHING INTO GAS PUMP

*gary kean*



*This is what the RCMP found when they responded to a complaint of a possibly impaired driver in Pasadena Wednesday evening.*

A Pasadena man is facing multiple charges after he drove a vehicle into gas pumps at a service station in town Wednesday evening. John Albert Dawe, 39, is charged with impaired operation of a motor vehicle, driving while his blood-alcohol level exceeded the legal limit, possession of stolen property, two counts of theft under \$5,000 and two counts of breaching a court-ordered undertaking. The RCMP fielded three calls from the public before Dawe was arrested. The first call was received around 7:50 p.m. and was from a citizen reporting that a man who appeared to be intoxicated had just driven a vehicle away from the Pasadena Convenience Plus store on Main Street. The second call came from a different individual and was regarding a motorist travelling westbound in the eastbound lane

along Main Street in Pasadena. The third call was that a motorist had struck a gas pump at the Irving service station in Pasadena. "The subject was subsequently located and was given a breathalyzer demand," Sgt. Jacques Morneau of the RCMP's Deer Lake detachment told The Western Star Thursday morning. "He failed that and was charged." Morneau was not sure about the extent of any damage done to the gas pump. "I think it was minimal, though," he said. "Still, it probably caused the pump to be closed for the night or for the few hours the gas station remained open (Wednesday evening)." The subsequent investigation, said Morneau, revealed there was merchandise in the vehicle, namely snacks, which appeared to have possibly been stolen from the Pasadena convenience store. The vehicle also had a stolen licence plate affixed to it, according to Morneau. Meanwhile, Dawe was also subject to conditions of a court order at the time of his arrest. Dawe was held in custody until a brief appearance at provincial court in Corner Brook Thursday. He was remanded into custody until this afternoon and, if the Crown does not consent to his release at that time, a bail hearing has been scheduled for Monday morning.

<http://www.thewesternstar.com/News/Local/2010-07-30/article-1633393/Man-charged-with-impaired-driving-after-crashing-into-gas-pump/1>

#### MEXICO, FRANCISCO I. MADERO, JULY 31 2010. PEMEX'S MADERO REFINERY STORAGE TANK EXPLODES, AUTHORITIES EVACUATE 2,000

*carlos manuel rodriguez*

About 2,000 people were evacuated by Mexican authorities after an explosion and fire at a coker unit gasoline storage tank at Petroleos Mexicanos's Francisco I. Madero refinery on the Gulf of Mexico. The blaze was under control at 6:30 p.m. local time yesterday, said a Pemex spokesman, who asked not to be identified in accordance with company policy. No other facilities at the refinery were damaged, he said. The people were moved by authorities in the Tampico area after the blast and are likely to start returning to their homes within hours, the spokesman for the state-owned oil company said. The refinery has a capacity to process 195,000 barrels of crude a day, according data compiled by Bloomberg.

<http://www.bloomberg.com/news/2010-07-30/pemex-s-madero-refinery-storage-tank-explodes-authorities-evacuate-2-000.html>

#### NIGERIA, MAIDUGURI, JULY 31 2010. PETROL TANKER DRIVER RAMS INTO PASSENGERS IN BORNO

*ndahi marama,*

Tragedy occurred yesterday when an unidentified tanker driver suspected to be a smuggler of petroleum products lost control of his vehicle around the popular Bama- Banki Junction and ram into passengers and trapped them when he was about to negotiate his way, living the driver and the passengers dead. The incident which occurred 9 oclock in the morning, vanguard gathered, the Tanker is fully loaded with Premium Motor Spirit also known as Petrol, and when the driver who was coming from Maiduguri with a high speed trying to negotiate its way, somersaulted on the waiting\_ passengers and after five seconds caught fire. Bama Banki Road is just 40 kilometers away to the Boarder town of Borno and Cameroon Republic . According to an eye witness, Mallam Babagana Bukar Maina, a hawkers along the junction said that the young looking driver believed not to be conversant with the road was coming with a speed from Maiduguri enroute Bama to Banki town, and on reaching the round about, he eventually missed control and ram into some stranded passengers including a woman with her one child. Maina said immediately when some of the hawkers noticed the hell coming their way, they managed to run away for their dear lives, but

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unfortunately that the tanker exploded within a twinkle of an eye, and that the fire consumed those trapped without any rescue. Our Reporter who was also plying the same road ten minutes after the explosion revealed that , as at the time of filing this report, the truck and the victims were still trapped in the inferno, as no any fire service men or rescue team were seen at the scene, only some few mobile policemen who were also plying the same road were giving directives for motorists not to pass along the Maiduguri\_ Gwoza – Yola federal highway.

<http://www.vanguardngr.com/2010/07/30/petrol-tanker-driver-rams-into-passengers-in-borno/>

### USA, NEV, SPARKS, JULY 31 2010. 3 HURT IN FIRE AT SPARKS BIODIESEL FUEL PLANT

Three people were injured in a fire and explosion at a biodiesel fuel plant in an industrial section of Sparks near the Truckee River. Sparks fire officials say one man suffered burns and was hospitalized in the blast around 11:30 a.m. Friday at Advanced Refining Concepts on Coney Island Drive. Fuel leaked from two of the 125-gallon tanks but officials said they didn't know how much or whether it made it as far as the sewer system. Fire Marshall Robert King says the man who was hospitalized was burned on his face and other parts of his body. There was no immediate word on his condition. The cause of the fire was under investigation.

<http://www.lasvegassun.com/news/2010/jul/30/3-hurt-in-fire-at-sparks-biodiesel-fuel-plant/>

### USA, MN, ST PAUL, JULY 30 2010. MINNESOTA SAW 57 OIL PIPELINE SPILLS SINCE 2000

*paul schmelzer*

Enbridge Energy, the firm behind a [pipeline leak in Michigan](#) that dumped more than [800,000 gallons of oil](#) in a rural creek over the weekend, has had leaks in Minnesota 11 times since 2002, according to data from the U.S. Department of Transportation [Pipeline and Hazardous Materials Safety Administration](#) (pdf). The data — which doesn't count spills from trucks, generators, fires and explosions at refineries or gas stations — was provided to the media by Minnesota environmental groups who this morning are releasing the National Wildlife Federation's new study, "Assault on America: A Decade of Petroleum Company Disaster, Pollution, and Profit." It underscores that oil spills aren't just limited to the Gulf of Mexico or Michigan, which is a point environmental advocates will make at a 10:30 a.m. press conference in Edina. The DOT data shows that around 8,000 gross barrels of oil were spilled by Enbridge. Overall, Minnesota saw 57 pipeline spills between 2000 and 2009, "or one every other month for ten years on average," according to a statement by organizers of the press conference. Property damage for all spills statewide surpasses \$36 million. Gary Botzek, Executive Director of the Minnesota Conservation Federation, a NWF affiliate, will be joined at this morning's event by Edina resident and homeowner Justin Barrow, who lives near the site of a [diesel spill on Saturday](#) Saturday, in which diesel oil spilled from a generator directly into Minnehaha Creek. Also speaking is Chris Cox of the Pew Environment Group. The Enbridge pipeline leak, as our sister site the Michigan Messenger [reports](#), has dumped well over 19,000 barrels of oil, making it that state's and likely the midwest's [worst spill ever](#). In Minnesota, that company's spills which are attributed to factors including equipment failure, damage from natural disasters or operator error caused more than \$12 million in property damage, according to the report.

**Download Report:** <http://minnesotaindependent.com/61992/minnesota-saw-57-oil-pipeline-spills-since-2000>

<http://minnesotaindependent.com/61992/minnesota-saw-57-oil-pipeline-spills-since-2000>

### USA, HI. HONOLULU, JULY 31 2010. ARMY: CHEMICAL WEAPONS OFF HAWAII SHOULD STAY PUT

*audrey mcavoy*

Chemical weapons dumped in deep water five miles south of [Pearl Harbor](#) after [World War II](#) should remain at the site because moving them could pose more of a threat to people and the environment, the Army said Friday. Records show the Army dumped 16,000 bombs at the site after the war; each of the bombs contained 73 pounds of the chemical agent mustard. J.C. King, assistant for munitions and chemical matters at the Army, said in a statement that the Army is reviewing a University of Hawaii study released earlier this week on the dumped weapons. Margo Edwards, a senior research scientist at the university, said the study showed the munitions aren't a hazard, but that they're deteriorating and should continue to be monitored. Edwards' team made 16 dives in submersible vehicles to depths of 2,000 feet over three years as part of the study, and she saw more than 2,000 munitions on the ocean floor. The spots where the military has dumped chemical weapons off Hawaii are too deep to normally be reached by the public. They're also marked on nautical charts and ships do not trawl in these areas. King said the military's [Explosives Safety Board](#) believes the safest approach to underwater munitions is to leave them in place and to educate the public about what they should do when they find a shell. However, the board believes weapons that pose an imminent and substantial danger should be removed. King said studies like those conducted by the university help the Army better understand the effect munitions may have on the environment and what effect the ocean may

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have on the weapons. The Army intends to expand the area studied off Hawaii, if funding is available. The Army also plans to determine, in coordination with the rest of the military, how it should monitor underwater weapons dumping sites over time, King said. The military used the ocean as a dumping ground for munitions between 1919 and 1970.

<http://www.sacbee.com/2010/07/30/2926843/army-chemical-weapons-off-hawaii.html>

### USA, IN, POSEY CO, JULY 31 2010. TUGBOAT LEAKS 400-500 GALLONS OF DIESEL FUEL IN THE OHIO RIVER

 **Watch the Video** <http://www.14wfie.com/Global/story.asp?S=12900961>

 **Watch the Video** [http://tristatehomepage.com/fulltext?nxd\\_id=182015](http://tristatehomepage.com/fulltext?nxd_id=182015)

The IN Department of Natural Resources said they have a fuel spill contained after a tugboat leaked hundreds of gallons of diesel fuel into the Ohio River on Friday afternoon. Posey County Dispatch confirmed the diesel spill [near the Canal St. boat ramp](#), and said the a boat leaked 400 to 500 gallons. Maintenance workers getting ready to do some work on the tug boat, Marty B, got more then they bargained for on Friday afternoon. Shortly after 2:00 in the afternoon, officers with the Department of Natural Resources say maintenance crews began pumping out a bilge tank on the Marty B and placed the drainage hoses on the ground and not in a collection tank. "They were pumping what they thought was just water and soap," DNR Conservation Officer Paul Axton said. "They were power washing the bilge out but it also contained some of the diesel fuel that was in there too." The DNR along with Mt. Vernon and Black Township Fire Departments and the Regional Spill Containment Team headed up by Countrymark were called to the private boat dock on Canal St. almost immediately. "We put our eyes on it, decided what was going on and then called in some other people," Countrymark spokesperson Brent Moyer said. The spill was not only an environmental problem, but also a major health concern. "Right down stream we have the Mt. Vernon Utilities who pump their water for all the water users here in Mt. Vernon," Axton said. The water utility sucks river water off the bottom, clear of surface contaminants like oil. Just in case, they immediately started treating the water with a chemical slurry to remove any oil. The spill response team also quickly put into action fresh off an eerily similar regional exercise earlier this month. "We had done the same deployment two weeks ago," Moyer said. "The 1,000 feet of containment boom, the skimmers the whole works and now we're at the same location doing the same cleanup." Crews deployed 500 feet of containment boom and used water canons, leaf blowers and shovels to help wrangle the spill. "We're trying to move that product across the top of the water so it can be collected in the skimmer or collected with absorbent pads and then those pads are disposed of properly," Moyer said.

<http://www.14wfie.com/Global/story.asp?S=12900961>

### AUSTRALIA, NEW SOUTH WALES, LISMORE, JULY 31 2010. STANDARD UNLEADED ON THE WAY OUT

*dominic feain*

*Petrol station attendant Maria Bulter fills up a car with ethanol-based E10 fuel at the Liberty service station in North Lismore.*

While some petrol stations on the Northern Rivers have already stopped selling standar dunleaded fuel, motorists are reminded the full phase-out will not occur until July 1 next year. Maria Butler, who works at the independent Liberty petrol station in Terania Street, North Lismore, said they would keep their standard unleaded as long as they could. "We only have three tanks here so we currently only sell standard unleaded, E10 and diesel fuels," she said. "After the phase-out of standard unleaded fuel we'll probably replace it with the high octane." Many of the larger fuel companies could not provide a date for the transition to E10 at individual petrol stations on the Northern Rivers as most were making the change on a rolling basis across NSW. This could mean some outlets make the switch much earlier than July 2011. The NSW Government has mandated that any unleaded petrol supplied after January 1 next year will have to contain a minimum of six per cent ethanol ahead of the July deadline. An NRMA spokesman said that by and large most vehicles would run fine with E10, but if in doubt he recommended motorists check with their vehicle's manufacturer. "Generally it is okay for vehicles made after 1986, unless the manufacturer tells you to use high octane," he said. Vehicles made before 1986 will require high octane petrol, as will those made after 1986 that are not suitable for E10 fuel. The State Government has said the changeover is to promote renewable biofuels in New South Wales, despite E10 being less efficient than regular unleaded fuel. E10 is up to three per cent less efficient than standard unleaded because it holds less energy than petrol, despite having a higher octane. Ethanol is an alcohol produced by fermenting sugar, grain or other plant matter using yeasts. All solids and water are removed, leaving pure ethanol. The solid matter left after fermenting grains can be used as stock food and the water can be recycled. Most of the ethanol produced in NSW is made from the waste starch left over after processing flour to produce gluten and industrial starch. The Government has defended the move, citing declining international oil supplies. "Acting now to develop our local biofuels industry will help to make sure that we have affordable fuel supplies available in the future for all motorists," a spokesman said. From January 1, 2011, regular grade unleaded petrol (ULP) must contain at least 6pc ethanol. From July 1, 2011, regular grade unleaded petrol

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(ULP) will be fully replaced by E10. Most cars manufactured for regular unleaded petrol (ULP) after 1986 should handle E10. Vehicles made before 1986, and those after 1986 not suitable for E10, should use high octane fuel. If in doubt check with your vehicle manufacturer. Most vehicles running on E10 will experience an increase in fuel consumption of between 1pc to 3pc.

<http://www.northernstar.com.au/story/2010/07/31/standard-unleaded-fuel-on-the-way-out/>

### CHINA, SHANXI PROVINCE, YICHENG CO, LINFEN, JULY 31 2010. NUMBER OF DEAD IN CHINA COALMINE BLAST REACHES 17



At least 17 people were killed and some 20 injured in an early Saturday morning blast at a coalmine in northern China's Shanxi Province, Xinhua news agency reported. Earlier on Saturday there were reports of 15 dead. A senior official with Yangquan Coal Industry (Group) Co. Ltd., that owns the coal mine, said the number of casualties at the Liugou Coal Mine could rise further. Relief operation at the scene of the incident is still ongoing and investigators are establishing the cause of the blast, which occurred near the dormitory area. According to preliminary investigations, the cause of the blast was unauthorized storing of explosive materials near the mine. The coal industry in energy-hungry China is one of the most dangerous in the world due to poor work safety standards and intensive work schedules. Some 7,000 lives are lost annually in accidents at coal mines in the

country.

<http://en.rian.ru/world/20100731/160021073.html>

### PAKISTAN, KARACHI, AUGUST 1 2010. 2ND OIL TANKER SPILL IN CLIFTON IN A MONTH



*Around 50,000 litres of oil spilled in Clifton Block-2, policemen accused of stealing spilled oil.*

Around 50,000 litres of oil spilled in Clifton Block 2 when a parked truck overturned on Friday. The model L-6 truck, bearing registration number K-3308 from Quetta, flipped over because the shaft pin that connected the tanker with the front of the vehicle was displaced. "Someone must have pulled the pin out of the shaft," said the driver of the truck, Habib Rehman. "The moment the truck moved, the tanker lost its balance and overturned." The tanker also damaged the left door and the frame of another oil tanker parked parallel to it on the service road, said the driver, adding that this one was manufactured by Hino with registration number TKK-279. The spill occurred at 2:35 pm, right after Friday prayers, so a large crowd gathered to collect as much oil as possible. "Many people, including policemen, started filling the oil in

drums and jars after the spill," claimed Bakhtullah Afridi, a representative of MS Venus, a company that holds the contract for the tanker. A police official defended the miscreants and said it was not a sin to collect the oil as it helped clear the area. "Who will use this form of oil mixed with dirt? And even if we got some then it is not a big deal," he said. The oil tanker lost 25,000 litres of oil, according to an estimate by the contractor. He said that the tanker was parked for two days and was about to head to its destination when the accident took place. Officials of the City District Government Karachi (CDGK) also arrived and took measures to stop the tanker from spilling more oil and spreading to the surrounding areas. The CDGK staff covered the spill with sand to make the road less slippery. A lifter was also called to move the oil tanker. Boat Basin police blocked one side of the road leading towards Bilawal House. Later, Rangers were also called in to patrol the area surrounding the site of the spill. The oil tanker was insured by Adamjee insurance so several officers of the company also reached the site to assess the level of damage. "The amount of insurance will be given to MS Venus but the exact amount of the losses cannot be ascertained at the moment," said Afridi, adding that it would be evaluated based on the export rate. A similar incident took place in June when a speeding oil tanker, carrying at least 40,000 litres overturned near Bilawal Chowrangi in Clifton. Residents have often complained about the illegal parking of such tankers in the area but the tanker associations claim they are still awaiting an alternate terminal. "This [situation] is dangerous for people living here," said a resident of Sea Cliff apartments. "First the smell of the sea shells was disturbing us, now the oil. I will not be able to open my window for God knows how many days," she exclaimed. These tankers should be moved immediately from the area, said a resident, appealing to the governor, the chief minister and the chief justice of Pakistan to help them out.

<http://tribune.com.pk/story/32951/2nd-oil-tanker-spill-in-clifton-in-a-month/>

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