

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 606 Newsy Stuff

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May 31 2010

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USA, DE, MAY 23 2010. GREENPEACE BLIMP PUTS SPOTLIGHT ON CHEMICAL DANGERS IN DELAWARE >> MILLIONS LIVE DOWNWIND FROM TOXIC GASES USED AT DUPONT PLANTS

jeff montgomery & robin brown

Watch the Video <http://www.delawareonline.com/article/20100522/NEWS02/5220323>

Members of environmental activist group Greenpeace fly their airship Friday above DuPont's Edge Moor plant to highlight the potential risk of the toxins used there.

[Greenpeace](#) launched a giant, green airship from Fox Point State Park Friday morning to draw attention to DuPont's chemical plants along the Delaware River and the potential risk they pose. The hot-air powered craft, accompanied by a helicopter and two boats on the Delaware River, passed over the Edge Moor Plant, where [DuPont Co.](#) uses chlorine gas to make titanium dioxide whitening pigment, and circled the Chambers Works facility across the river at Deepwater, N.J., where the gas is used to make phosgene for polymer production. Rick Hind, legislative director for the group, said the airship showed the possible path a deadly gas plume would take if the contents of just one of the many 90-ton tank cars routinely parked at the Edge Moor plant were released by accident or terrorist attack. He said, according to federal risk-management reports, 660,000 people live in potential "downwind" areas at risk in the event of a sudden, complete release from one 90-ton chlorine tank car at Edge Moor and 2 million are in the vulnerability zone of such an accident at Chambers Works. "This is the kickoff of a series of citizen inspections to answer the fundamental question, 'Are preventable measures taken by high-risk plants to use safer processes?'" Hind said. He said that in recent weeks, Greenpeace members repeatedly drove around and entered the parking lots of both DuPont plants without being questioned. The airship passing 500 feet above them proved "conventional security won't protect us," Hind said. "Even if you had a no-fly zone over every plant, that would only keep out the law-abiding pilots." Northern Delaware lies within overlapping hazard zones considered to be at risk from plumes of airborne chemicals that could be released in worst-case accidents. As the airship headed Friday to pass over the Chambers Works and turn down-river to a landing site at the Pigeon Point landfill, Hind and field organizer Myriam Fallon went to Edge Moor's security office while other group members posted a large traffic-style sign saying the plant failed its inspection. Security Supervisor Tim Higgins and DuPont Public Affairs Manager Rick Straitman met with Hind, Fallon and two other Greenpeace members. They discussed the long-running federal debate over chemical plant safety and proposals that could require use of safer chemicals or processes. Hind noted that Clorox Co. announced in November it will phase out all chlorine use, eliminating accidental release hazards to 13.6 million people. He urged Straitman that DuPont could act similarly. DuPont, he said, at least could avoid storing large quantities of chlorine gas, keeping just small amounts to use as needed. "We're looking at everything," Straitman said. "Your messages are clear -- and we hear you." Straitman told Hind that Greenpeace's visit was well-timed, a day after DuPont announced a manufacturing joint venture with Honeywell to produce a new refrigerant the two developed for use in vehicle air conditioners to meet stricter environmental standards.

Congress May Address Risk

The U.S. House passed a bill that would require factories to switch to safer materials in some cases, under [Department of Homeland Security](#) oversight. Sen. Frank Lautenberg, D-N.J., said he plans to introduce a Senate version shortly. F. Eddie Johnston, sustainability manager for DuPont Titanium Technologies, said a major overhaul of chemical plant safety laws could be premature. "One of the concerns that we have is, even while we're implementing the existing legislation and regulations that there would be additional requirements on top of that, before we've had an opportunity to evaluate their effectiveness," Johnston said. DuPont and the chemical industry have worked to improve transportation, storage and rail car design, he said. Current hazard classification and risk estimates, meanwhile, may overstate hazards because they are based on "worst-case" scenarios. Kuehne Chemical, a chlorine manufacturing plant near Delaware City, and Honeywell's Claymont plant also are considered high-risk by the group. [American Chemistry Council](#) spokesman Scott Jensen said industry groups oppose attempts to make substitution mandatory or expand outside control over business decisions. "You could eliminate risk entirely by not making the material," he said. "Unfortunately, there are no simple answers like that. These are materials that do have a purpose in commerce, and basically in the way we live our everyday lives." Congress approved a three-year, interim Chemical Facility Anti-Terrorism Standards program in 2007 that stops short of giving [Homeland Security](#) authority to order changes. It also exempts water treatment and port facilities and limits public disclosures. The chemical plant safety debate has run parallel in some cases to calls for safer transportation of hazardous chemicals, including chlorine. Some rail carriers have fought attempts to force rerouting of hazardous tankers around populated areas, while calling on industry to find alternatives to make railways safer. Despite the concerns, industry officials say [Congress](#) may not have time for comprehensive changes to the law this year. "I think the conventional wisdom is, right now, we would like to see something happen," Jensen said. "What they'll probably have to do is what they did last year: put an extension on."

<http://www.delawareonline.com/article/20100522/NEWS02/5220323>

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MEXICO, CANCUN, MAY 23 2010. WHAT INSIDERS DON'T WANT YOU TO KNOW ABOUT "PEAK OIL"

At the world's largest energy forum in Cancun, [Mexico](#) on March 30-31, the power brokers of the oil industry saw the future. And it isn't pretty. The biennial International Energy Forum (IEF) drew ministers from 64 countries, members of the International Energy Agency (IEA), OPEC, and other dignitaries. In short, all the heavy hitters on the planet were there.. Yet, very little news leaked out of these meetings. In fact, the reporters were confined to a press room where the presentations were shown on monitors with no sound. When the reporters asked for sound, the monitors were quickly turned off and the conference was declared to be "private." The media was simply shut out. Why all the secrecy? What they were hiding? Read on to discover what the oil barons don't want you to know...and two ways you can use that knowledge to pocket solid profits for your portfolio.

The Mystery of "Peak Oil"

There's a lot of talk these days about "Peak Oil"-the point in time when more than half of the world's oil reserves are tapped. Basically, once we hit "Peak Oil" global oil extraction enters a terminal decline.

But Here's the Thing.

The heavyweights who met in [Mexico](#) know that "peak oil" is totally misunderstood--that investors who focus on how much [crude oil](#) is left are missing the point. You see, serious observers know that "peak oil" has never meant the depletion of reserves. Instead, it means the peak of production-the industry's ability to get it out of the ground and to market. Fact is, the oil insiders at the Cancun meetings quietly came to one unavoidable conclusion that could turn the global economy upside down. A report commissioned by the IEF and delivered at the meeting by [PFC](#) Energy, a prestigious global consulting firm, has finally bubbled to the surface and sums it up best:

"This is not a world of "peak oil" where global hydrocarbon potential is exhausted, but rather of peak production, where the petroleum industry's ability to continue to increase or even maintain production of conventional oil (and eventually gas) is constrained. Exploitation of unconventional oil will provide additional liquids, but in all probability only at increasingly higher costs." In other words, the days of cheap oil are over.

Artificially Depressed Demand Ready to Explode

"For the past two years, we've been operating under the shadow of an economic meltdown that has artificially depressed oil demand," Dr. Kent Moors, a noted expert in the field who writes [a weekly newsletter for Money Map Press](#) said in a recent interview. When the economy tanked in 2008, people furiously pulled back, buying fewer cars, cutting back on energy use where they could. What's more, spiking unemployment meant fewer commuters clogging the highways, dramatically reducing the demand for gas. The situation spawned a knee jerk reaction in the markets. Oil prices fell all the way from \$147 a barrel in July 2008 to a low of \$32.60 last year. It took oil ministers over a year to cut enough production to swing prices back to OPEC's preferred levels of \$60-\$80 a barrel. But that's all about to change. The global economy is bouncing back, trade is picking up, manufacturing is at full throttle and companies are hiring again. Crude prices recently cracked the \$87 barrier and are headed higher...much higher. Here's why... Even though the energy experts at the [IEA](#) recently raised their forecast for world oil demand by 1.67 million barrels to 86.6 million barrels per day in 2010, they're not telling you the whole story. The big boys already know a major production bottleneck is developing that could leave much of the world high and dry-setting off a brutal struggle for survival among nations battling for oil to keep their economies afloat. In fact, the [IEA](#) knows that demand is going to go a whole lot higher very soon. And they also know that oil production, instead of increasing to meet new demand, is headed for a fall. But don't take my word for it. A 2009 [IEA](#) presentation at a Department of Energy round-table tells the story:

As you can see by the chart, the [IEA](#) is relying on so-called "unidentified projects," to make up the difference between oil demand and production beginning as soon as 2012. In other words, they have no idea where a whopping 43,000,000 barrels per day (bpd) are actually going to come from. What's more, beginning in 2012, they expect global oil production to decline by about 2% per year- from 87,000,000 bpd in 2011 to 80,000,000 bpd by 2015- all while demand rockets to 90,000,000 bpd. Within five short years then, there will be an astronomical 10,000,000 bpd gap between supply and demand--doubtless sending prices through the roof. And it's not just the [IEA](#) that's making these pronouncements. A report from our own U.S. Department of Defense paints exactly the same scenario. The Department of Defense is the single largest consumer of petroleum in the U.S and the U.S. military is the biggest purchaser of oil in the world. In 2006 the U.S. Military consumed 117 million barrels or 320,000 barrels per day. They need petroleum - the wonder fuel that can't be replaced--and lots of it. A Joint Operating Environment report from the US Joint Forces Command states:

"By 2012, surplus oil production capacity could entirely disappear, and as early as 2015, the shortfall in output could reach nearly 10 million barrels per day," says the report, which has a foreword by a senior commander. "

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Curtailed Refinery Production Spells P-r-o-f-i-t-s for Oil Companies

Oil is the lifeblood of [America's](#) economy. Currently, it supplies more than 40% of our total energy demands and more than 99% of the fuel we use in our cars and trucks. But in order to get those fuels you need refineries. After all, the average American doesn't go out and buy a barrel of [crude oil](#) when he needs to fill up his gas tank, or when he needs heating oil for his house. And that's where the real problem for U.S. oil consumers begins. Turns out, refining is where the big integrated oil companies like Exxon and Chevron make their money. Moors notes that refineries in the U.S. are running at only 80% of capacity, a level which allows the big oil companies to maximize profits by controlling how and in what quantities distillates flow to end users. Want proof? During the last oil price bubble from late 2007 to mid-2008, prices of [crude oil](#) rose only 67% from bottom to top, while prices of gasoline soared by 85% to over \$4 a gallon. There hasn't been a refinery built in the U.S. in 30 years. And don't expect that to change anytime soon. That's because it takes 10 years to bring a refinery online. With that kind of lead time, there are no guarantees the huge investment it takes to build one will ever pay off. In fact, because of the higher sulphur content in oil obtained from "exotic" sources like oil sands and deep-water drilling, it's now cheaper to import refined gasoline than to import crude and refine it here. Consequently, imports of refined gasoline are increasing at a faster rate than imports of [crude oil](#), according to figures from the U.S. Energy Information Administration. And even when we find reliable sources of new oil it won't even put a dent in the supply shortage. Here are the facts:

The U. S. consumes 19.5 million barrels a day or 7.12 billion barrels of oil per year. Despite the disastrous oil spill in the Gulf, there's still a lot of optimism surrounding Obama's plan to expand drilling off the U.S. coastline and in the Arctic National Wildlife Refuge (ANWR). But let's take a look at the maximum estimates of the amount of reserves in those areas everyone's so hyped up about: ANWR has 17 billion barrels and offshore reserves contain 21 billion barrels. That's a total of 37 billion barrels--at most. At a yearly consumption rate of 7.12 billion barrels, that gives us enough oil for just over five years...the world would soak that up in one year. That's not a drop in a bucket, it's a drop in the ocean.

Where to Look Now for Profits from the Coming Oil Spike

Read More At:

http://www.emerginvest.com/Source/Money_Morning/2010/5/22/what-insiders-dont-want-you-to-know-about-peak-oil.html

USA, VT, MONTPELIER, MAY 23 2010. STRONTIUM DISCOVERED IN SOIL SURROUNDING VERMONT YANKEE LEAK

Vermont Yankee reported Friday afternoon that the radioactive isotope strontium has been located in the soil near where tritium had been discovered leaking at the Vernon nuclear [power plant](#) in January. Strontium-90 was discovered in soil that had been excavated from the area of the leak, Vermont Yankee spokesman Larry Smith said. It was noted in an analysis the company received Monday from a soil sample taken March 17, he said. The state Health Department and Nuclear Regulatory Commission were notified Thursday, he said. Former nuclear engineer Arnie Gundersen of Burlington characterized strontium-90 as the most harmful of the radioactive materials that have been found around the leak. If it comes into contact with humans, strontium-90 concentrates in the bone and causes leukemia, he said. "This is the worst," Gundersen said. "This is the most harmful, the hardest-to-detect and the most soluble." The existence of strontium-90 will increase the cost of eventual decommissioning of the plant, Gundersen said. Along with tritium, Vermont Yankee has acknowledged the discovery of cobalt-60, cesium-137, manganese-54 and zinc-65. The state Health Department noted the strontium discovery in its updates on the tritium leak Friday. The department emphasized that the strontium has been found in the soil but not in groundwater or in drinking water. Smith said Vermont Yankee will continue to test for various radionuclides in the soil and monitoring wells and can't say yet whether the strontium has all been discovered. "They're going to have a lot more digging to do to capture it," Gundersen predicted. Vermont Yankee revealed heightened levels of tritium in monitoring wells on the plant grounds in January based on samples taken in November. The company found sources of the leak in underground pipes in February and March and stopped the leaks. The company has since been excavating and removing contaminated soil.

<http://www.burlingtonfreepress.com/article/20100522/NEWS02/100521022/Strontium-discovered-in-soil-surrounding-Vermont-Yankee-leak>

AUSTRALIA, VICTORIA, MARIBYRNONG, MAY 24 2010. HOUSING SITE IS TOXIC >> PRIME REAL ESTATE: THE FORMER EXPLOSIVES SITE IN MARIBYRNONG.

ben packham

More than 120 chemicals, many of them known carcinogens, were used at a former Defence site to be developed for housing. About 3000 homes will be built on the former Maribyrnong munitions factory site that produced bombs and high explosives for almost 100 years. The full list of toxins has been disclosed for the first time in Federal Parliament. They include

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trichloroethylene, a carcinogen that can cause birth defects; tetrachloromethane, which causes liver damage; benzene, a cancer-causing toxin that interferes with the central nervous system; and aniline, which is believed to cause genetic mutation and can be absorbed through the skin. The 128ha site less than 10km from the city will be developed by State Government land agency VicUrban after a clean-up by the Department of Defence. But Defence is yet to say how it will be decontaminated or what it will do with the toxic soil. Defence still owns the land and a price is yet to be set for the handover to the State Government. The inventory of chemicals used at the site was provided to Parliament by Defence Minister John Faulkner. "The project is in the process of determining the nature and extent of the contamination of the site and is developing remediation strategies," Senator Faulkner said. A spokeswoman for State Planning Minister Justin Madden said the transfer of the land would not proceed unless it was fit for habitation. "The Victorian Government has a clear agreement with the Federal Government that the site will be fully cleaned up prior to its handover," she said. "VicUrban will only develop the site once it has been cleaned to the satisfaction of the EPA." Toxic waste campaigner Harry Van Moorst said a lot of work had to be done before the site could be considered for human habitation. "A lot of the chemicals in there are quite dangerous," he said. "It's a question of the quantities. There's quite a few that are serious carcinogens, some are mutagens - which can cause birth defects - and there's some serious heavy metals." The federal Member for Maribyrnong, Bill Shorten, said the site offered great opportunities for the area. "We will get this right, but we'll be watching it very carefully. I'm not interested in anything being rushed and corners cut. Let's just make sure this is done properly," he said.

Related Coverage

- [Chemical alley: Maribyrnong's poisoned soil](#)
- [Maribyrnong's poisoned soil](#) Herald Sun, 8 hours ago
- [Group fear cancer hub](#) Herald Sun, 12 May 2010
- [Deadly toxins soon may be our new life savers](#) Adelaide Now, 22 Mar 2010
- [Authorities want proof of toxic claims](#) Herald Sun, 22 Feb 2010
- [Toxic water linked to trees](#) The Australian, 21 Feb 2010

<http://www.heraldsun.com.au/news/victoria/housing-site-is-toxic/story-e6frf7kx-1225870282936>

AUSTRALIA, VICTORIA, MARIBYRNONG, MAY 24 2010. MARIBYRNONG'S POISONED SOIL

More than 100 chemicals have been found at a former Defence site in Maribyrnong. Some of the nasty chemicals in the soil at the Maribyrnong site:

Tetrachloromethane	Very toxic. May cause serious liver damage. Experimental carcinogen. Harmful if swallowed, inhaled or absorbed through the skin.
Carbon tetrachloride	A probable carcinogen. Inhalation and ingestion are harmful and may be fatal. Irritant. Skin contact may lead to dermatitis. Long-term exposure may lead to kidney or liver damage, central nervous system (CNS) disturbance, cancer and damage to eyes, skin and lungs.
Acetaldehydes	Harmful by inhalation, ingestion and through skin absorption. Some experiments with animals suggest that this substance may be anticipated to be a carcinogen. Contact with skin or eyes may cause severe irritation or burns.
Benzene	Known carcinogen. Short-term exposure may cause a variety of effects, including nausea, vomiting, dizziness, narcosis, reduction in blood pressure, CNS depression. Skin contact may lead to dermatitis. Long-term exposure may lead to irreversible effects.
Toluene diisocyanate	Very toxic. May be fatal if inhaled. Possible human carcinogen. Lachrymator. Skin, eye and respiratory irritant. May cause allergic respiratory and skin reactions.
Lead acetate	Anticipated to be a human carcinogen. Experimental carcinogen in laboratory animals. May be fatal if swallowed. Harmful by inhalation or skin absorption. Long-term exposure may cause damage to CNS, blood, GI tract.
Mercury	Very toxic. Can impair the health of fetuses, infants, and children. Causes skin rashes and dermatitis, mood swings, memory loss, mental disturbances, muscle weakness.
Trichloroethylene	Carcinogen. Mutagen. Toxic. Possible teratogen. Human mutagenic data. May cause systemic effects if swallowed or inhaled. May be addictive. Harmful if swallowed, inhaled or absorbed through skin. Narcotic. Severe irritant. May cause dermatitis.
Aniline	Toxic. Possible carcinogen. Possible mutagen. Possible sensitizer. Cyanotic reagent. Readily absorbed through the skin.

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List of Chemicals Used in the Making of Defence Armaments at the Maribyrnong Site:

Soda ash, phenols, sulphate, sulphite, hydrochloric acid, ferrocyanides, calcium chloride, sodium fluoride, methyl orange (acid-base indicator), hydrogen peroxide, sodium hydroxide, nitric acid (weak), iodine, nitric acid (strong), tetrachloromethane, mercury, sodium carbonate, sulphuric acid (weak), pyridine, sulphuric acid (strong), carbon tetrachloride, thiocyanates, glycerine/glycerol, ethyl alcohol, ammonium carbonate, sodium chlorate, calcium carbonate, calcium nitrate, caustic soda, hydroxylamine, gun cotton mixed acid, acetic acid, mixed acid, ethanol, acetaldehydes, cotton, paper, additives, nitroglycerine, nitrocellulose, acetone, candelilla wax, potassium cryolite, lead salicylate, potassium nitrate, carbamate, benzene, mononitrotoluene, toluene, mononitrobiuret, sodium sulphite, methylated spirit, magnesium carbonate, sulphur, iron filings, trinitrotoluene (TNT), aluminium powder, amatol, baratol, research department explosive (RDX), minol, tetryl, beeswax, ammonium nitrate, paint, toluene diisocyanate, trioctylphosphinic oxide, lubricants and corrosion preventatives, plastics and rubbers, varnishes and lacquers, insulants, cellulose acetate, lead salts, polyurethane, solventless cordite, cast composite propellant, cast double base propellant, extruded double base propellant, plastic propellant, explosives and explosive compositions, polybutadiene, inhibitors, ammonium styphnate, ammonium perchlorate, alcohol, wet fulminate, mercury nitrate, fulminate, lead nitrate, styphnic acid, sodium azide, lead acetate, dextrin, 4:6 dinitroresorcinol, industrial methylated spirit, sodium nitrate, azide acid, sodium carboxyl-methyl cellulose, mercury fulminate, lead azide, lead 2:4 dinitroresorcinol, silver azide, barium styphnate, tetrazene, shellac, magnesium styphnate, lead styphnate, diethylene glycol, potassium chlorate, strontium carbonate, linseed oil, accroid resin, charcoal, calomel, solvent naphtha, epoxy resins, trichloroethylene, magnesium powder, methyl ethyl ketone, strontium carbonate, paraffin wax, nitrate of soda, methyl alcohol, aniline, aniline hydrochloride, ethyl aniline, phosgene, dimethyl aniline.

<http://www.heraldsun.com.au/news/victoria/maribyrnongs-poisoned-soil/story-e6frf7kx-1225870276814>

USA, TX, NILE, MAY 24 2010. CAR EXPLODES AT NILE GAS STATION

Watch the Video <http://www.kiiitv.com/news/local/94672434.html>

Some panic at a local gas station when a car explodes and bursts into flames. It happened around 2:30 p.m. at the Stripes at Nile and Spid. Police say a driver, pumping gas, did not take the nozzle out of the car when he started the engine. That's when the fire ignited. But we spoke with the young man and he disagrees with that story saying he took the nozzle out but when he started the car he saw flames coming from a puddle of gas on the ground. Drivers were fleeing from the scene trying to get away from fire, creating an even more dangerous situation. As for the young driver of the truck he says this is a sad ending for his very first car.

<http://www.kiiitv.com/news/local/94672434.html>

PHILIPPINES, ILOILO, ILOILO CITY, MAY 24 2010. 3 DEAD, 7 HURT IN FIRECRACKER EXPLOSION

nestor p. burgos jr.

Three persons died and at least seven others were injured when a house believed to be used in manufacturing firecrackers exploded and burned down late Sunday afternoon. FO1 Rollin Hormina, an investigator from the Bureau of Fire Protection in Iloilo City, identified the fatalities as siblings Rodeza Gallena, 19; Ruther Gallena, 16; and their grandmother Josefina Gallena, 84. The three were burned inside their house in Barangay Mohon in Arevalo District in this city after a strong explosion at around 5:10 p.m., said Hormina. At least seven others were brought to various hospitals in the city to be treated for burn injuries. Hormina said the fire, which started at the house of Rodrigo Gallena, also burned down the adjoining house of his brother Robin. Rodrigo and his wife Hermeza were among the injured. Firecracker manufacturing is a major industry in Arevalo District and fires previously occurred in the area especially in small and unregulated firecracker businesses. The explosion was heard a kilometer away from the house. It damaged glass windows and walls of neighboring houses. Property losses in the fire were initially estimated at P300, 000, according to Hormina. The cause of the explosion and the fire was still being investigated but Hormina said it was likely caused by firecracker materials inside the house.

<http://newsinfo.inquirer.net/breakingnews/regions/view/20100523-271651/3-dead-7-hurt-in-firecracker-explosion>

AUSTRALIA, NORTHERN TERRITORY, NHULUNBUY, MAY 24 2010. RIO TINTO-OWNED ALCAN MINE SAYS, 'NO WORRIES', THAT'S JUST CAUSTIC SODA

nigel adlam

The hydrate contains caustic soda, which can cause severe burns. But [Rio Tinto-owned Alcan](#) says there's nothing to worry about - allowing tonnes of hydrate to spill while being loaded on to ships for export is harmless. It admitted that 30 tonnes of hydrate was dropped straight into Melville Bay near Nhulunbuy last month. But in a statement issued from its Brisbane office,

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the company said there was "no environmental harm or risk to employees or community members". Workers at the multibillion-dollar bauxite mine disagree. They said the photograph showed the extent of the problem. "Tonnes of hydrate is lost during every shipment," one worker said. "It goes into the air and into the harbour." [NT Resources Minister Kon Vatskalis](#) was angered by Alcan's insistence that all is well despite the [Northern Territory News](#) producing overwhelming evidence to the contrary. He said the [Northern Territory Government](#) would carry out its own investigation into the pollution. Alcan said it was reviewing ship loading procedures at the port. Meanwhile, the woman who runs the wharfies' smoko room at [Darwin's East Arm Wharf](#) was given three hour's notice to get out. The canteen was closed after [WorkSafe](#) began investigating reports the demountable was regularly coated with copper concentrate. "It was inconvenient to be told to get out at such short notice," the woman said. "But I didn't really care - I didn't make much money out of it anyway." The [Northern Territory Government's Environment Department](#) is carrying out a series of investigations after the NT News revealed that tonnes of concentrate had been washed into Darwin Harbour. The [Port Corporation](#) broke the law by not reporting the pollution.

Related Coverage

- [Highway open after chemical leak](#) Courier Mail, 5 Jan 2010
- [More Alcan woe](#) The Australian, 20 Aug 2009

<http://www.heraldsun.com.au/news/breaking-news/rio-tinto-owned-alcan-mine-says-no-worries-thats-just-caustic-soda/story-e6frf7jx-1225870424742>

USA, GA, EDGEFIELD, MAY 24 2010. ETHANOL SPILL MIGHT SLOW TRAFFIC IN EDGEFIELD COUNTY

susan mccord

One man is being treated at MCG after the 18-wheeler he was driving, full of ethanol, turned over. It happened around 11:30 am Sunday on Sweetwater Road in Edgefield. Crews on the scene tell us it is a very dangerous situation since ethanol fumes are highly explosive and it has spilled onto the street. Thankfully the tanker didn't explode, but turning the tanker right side up, is the dangerous part, because the fumes are so explosive. We're told officials from Columbia with the Department of Health and Environmental Control are on the scene. Everyone taking extra precaution while they try and clean up this very dangerous mess.

An effort to clear a wrecked ethanol tanker and fuel spill in Edgefield County was going "very, very slowly" Sunday night and might interrupt school bus and other traffic on Sweetwater Road this morning, an Edgefield County official said. At least 60 personnel will work through the evening at the site, where a Lincoln Energy Solutions tanker truck carrying 5,000 to 7,000 gallons of flammable ethanol overturned on Sweetwater Road about nine miles south of Edgefield, said Sandy Backensto, the assistant director of Edgefield County Emergency Management. The driver suffered minor injuries. Authorities estimated 3,000 gallons of the highly flammable liquid spilled, she said. A second tanker had to be called to the scene to continue off-loading fuel from the overturned tanker. The road was blocked, and people were being kept 1,500 feet from the fuel, Backensto said. Sand dams were built around the leaking truck to contain the fuel, Backensto said. Fire department personnel from several jurisdictions were working at the site. Ethanol is a flammable and explosive alcohol used as a gasoline additive. Personnel were taking great care to avoid igniting volatile fumes from the leaking fuel, Backensto said. Authorities did not expect the site to be cleared for traffic until this morning or later, she said.

<http://chronicle.augusta.com/news/metro/2010-05-23/ethonal-spill-might-slow-traffic-edgefield-county?v=1274665204>

NORWAY, MAY 24 2010. STATOIL EVACUATES NORTH SEA PLATFORM DUE "UNSTABLE" WELL

wojciech moskwa & gwladys fouche

Norwegian oil and gas producer Statoil said on Friday it had evacuated the Gullfaks C platform in the North Sea after changes in well pressure led to a fault on one of two valves designed to prevent a blowout. Environmental group Bellona said the situation was "very critical" and highlighted continued risks of offshore oil and gas exploration in the wake of BP's well blowout and environmental disaster in the Gulf of Mexico. "There are no leaks and no injuries," Statoil spokesman Gisle Johanson said. "The situation on the platform is stable and we are planning for further operations to normalize the situation." Johanson said the evacuation of about 90 people was caused by an "unstable pressure situation" in a Gullfaks well, which he said meant "too much or too little" pressure. "They have a situation in which there is uncontrolled pressure from the well, one of the barriers is gone and one barrier is left," said Frederic Hauge, head of Bellona, one of the leading environmentalist groups in Norway. "Uncontrolled pressure is very serious and has the capability of being a large accident," he said, adding that in the first quarter of 2010, eight incidents took place in the Norwegian oil industry that had "large scale potential." "That is very serious," Hauge said. "Regulatory work in Norway may look nice from outside, but we have a lot of security issues in the Norwegian industry," he said. Gullfaks is an oil and gas-producing field in the Tampen area of the Norwegian section of the

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North Sea. It produces 78,000 barrels of oil per day and 420 million standard cubic meters of gas per year. Gullfaks C is one of three platforms at the site, which handle oil and gas from the Gimle, Tordis, Vigdis, Visund, Gullfaks and Gullfaks Soer fields. The sea depth at the site is 130 to 220 meters, with the reservoirs 1,700 to 2,000 meters below the sea level. Statoil is the majority owner in the field with 70 percent, with Norwegian-state owned firm Petoro the minor partner with 30 percent.

<http://planetark.org/wen/58125>

USA, N.J, MILLBURN, MAY 26 2010. MILLBURN CONSIDERS \$600,000 BOND TO PAY FOR OIL TANK CLEAN UP

harry trumbore

Three weeks after discovering an underground fuel tank was leaking an oily substance into the pond in Taylor Park, contractors continue to remove contaminated soil and ship it away. As of last week, as much as 2,500 tons of contaminated soil has been removed. The clean-up is taking longer than expected, Millburn municipal official say. It could be costly, too. The Township Committee at its May 18 meeting passed a special resolution to ratify an emergency appropriation for remediation of the site. The Committee also introduced a bond ordinance to raise as much as \$600,000 to pay the costs of remediation. "We don't know the full amount," said Timothy Gordon, the township's business administrator, at the meeting. "We hope to get grants." Peter Humphreys, who is running for a seat on the Committee as a New Democrat, noted at the meeting that the spill came at a time when the township has been attempting to implement "green" initiatives and had just held a Green Challenge for residents at the arboretum. "It's a shame that we've discovered the town has polluted the river and a large chunk of the park," Humphreys said. He questioned Committee members about the need for testing the park grounds around the site. Gordon said there is no testing going on at the present time, but he will ask the Department of Environmental Protection, which is monitoring the clean up efforts, whether testing will be required. A meeting with DEP officials should take place within the next week, Gordon told The Item of Millburn and Short Hills today. The fuel spill was first noticed April 30 as the pond was being stocked with trout for the annual fishing derby. Members of the Millburn Fire Department, Department of Public Works and the Nutley HazMat team quickly corralled the oily sheen with booms and traced the source to a portion of the shoreline in front of the Bauer Community Center. It was determined that an underground fuel tank had been abandoned after fire gutted the community center in 1971. When the building was rebuilt, it was converted to gas heat. In the days following its discovery, the tank was cut open, and fuel and water were pumped out. It was cleaned, then removed. According to a DEP official on the scene the day the tank was hoisted out of the ground, the tank appeared to be large enough to hold 3,000 gallons of fuel. Officials have maintained no one knew the tank was still there. A survey done in the 1990s to identify and remove any oil tanks in a hazardous condition did not include the Bauer Center tank, according to township officials. Gordon said the municipal government at the time was organized by Township Committee members overseeing various departments, a "commission-type" arrangement, he said. "That meant the recreation department didn't necessarily coordinate with the department of public works," he explained, adding that at the time of the fire, no registration of abandoned tanks was required. Gordon said this week that no one is currently employed by the municipal government who has detailed knowledge about the community center fire. He said that authorities assumed the building, which doesn't have a basement, was rebuilt on a slab and initially were concerned the oil had leaked under the building. When the tank was dug up, however, it was discovered that there was a basement wall that appeared to stop the spread of leaking oil. Gordon explained a sublevel room that contained the original oil heating system may have been filled in prior to the building's reconstruction. Gordon said he did not know if the town will drill into the former basement area to test for contamination. "We're taking care of one problem at a time," he said.

http://www.northjersey.com/news/94753944_Millburn_considers_600_000_bond_to_pay_for_oil_tank_clean_up.html

USA, VT, MONTPELIER, MAY 25 2010. VT. GAS STATION TO PAY \$35K TO STATE

A South Burlington, Vt., gas station will pay the state \$35,000 in civil penalties as part of a settlement for an alleged gasoline leak from an underground storage tank that contaminated the soil and groundwater at the station. Vermont Attorney General William Sorrell announced Monday that Slimain Handy's Convenience Stores, the owners of the Gracey's Store gas station and convenience store in South Burlington, had agreed to the settlement, brought on from the alleged release of gasoline from the store's underground storage tanks in October 2006 that contaminated the soil and groundwater nearby. "We take the enforcement of our environmental laws seriously, particularly when it involves a release of a hazardous substance like gasoline," Sorrell said. "Because even a small amount of gasoline can cause serious environmental harm, owners of underground storage tanks must be vigilant in monitoring their tanks." After the allegedly contaminated soil and groundwater was cleaned up, the Attorney General's Office and the Agency of Natural Resources Underground Storage Tank Program sought the cleanup costs.

<http://www.legalnewsline.com/news/227306-vt.-gas-station-to-pay-35k-to-state>

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PAKISTAN, KARACHI, MAY 25 2010. OIL TANKER HORROR IN SHIRIN JINNAH COLONY : 3 SIBLINGS, NIECE DIE IN ROAD MISHAP

faraz khan

Four members of a family, three siblings and their minor niece, died in a road accident when their motorcycle collided with an oil tanker in Shirin Jinnah Colony within the Boat Basin police precincts on Sunday. It is pertinent to mention that despite the Supreme Courts' orders about the removal of the oil tankers parking in Shirin Jinnah Colony, the oil tankers mafia still exists in the locality. The accident took place at around 1:10pm between Kharkar Chowrangi and Ziauddin Hospital when the motorcycle bearing registration number KEE 1374 crashed into the oil tanker. However, the true nature of the incident was uncertain. The victims - Shafiq Mohammad Ali, 22, his sister Uzma, 13, brother Mohammad Rafiq, 5, and infant niece Fatima Shehzad - were immediately rushed to the Jinnah Postgraduate Medical Centre where doctors pronounced them dead. The unfortunate family hailed from Punjab and resided at Gulshan-e-Sikandarabad Tapu, Shirin Jinnah Colony and went out of their home to buy ice. "My wife had asked Shafiq to bring ice for the guests," Mohammad Ali, father of Shafiq told Daily Times tearfully. "Shafiq took them with him, when my daughter and son as well as granddaughter insisted to go with him." The father who lost three children and a granddaughter further said, "We do not know how the accident took place but we do know that if the oil tankers had been removed, my children would have been alive. Innocent lives are at risk therefore, the parking should be removed from the area as soon as possible. I want to ask the government as well as law enforcing agencies why have they failed to remove the parking of oil tankers from the area." So far the eyewitnesses have given varying accounts. Some said the motorcycle was speeding and the rider lost control, while some claimed that the motorcycle was speeding head-on towards the victims; whereas some said the motorcycle ran into the rear of the oil tanker as the tanker was reversing. "I just heard a loud noise, as if there was a collision," said Wakil Sheikh, who was in the locality at the time of the incident. "All the victims were breathing their last when I saw them." However, some eyewitnesses claimed that they saw the fleeing driver of the tanker. "We tried to catch him, but we could not do so, as saving the victims was our priority." Following the accident, police reached the spot and shifted the victims to the hospital. "The victims looked dead by the time we reached the spot, but we immediately shifted them to the hospital," Boat Basin Deputy Superintendent of Police (DSP) Sahib Ali Shah told Daily Times. "We have found a key in an oil tanker which suggested the driver was present in the tanker and it also points to the fact that the tanker was moving," said DSP Shah. The police was trying to trace the whereabouts of the driver and the owner of the tanker to probe the case. "The family is aggrieved and they did not tell us to register the case, but we are investigating the case on our own and if the accident occurred due to the driver's negligence the police would register the case on behalf of the state," the DSP explained. However, the tanker bearing registration number LSB-8518 was impounded by the police and further investigation initiated. Following the incident, law enforcement agencies and scores of the area residents gathered on the spot and started the rescue services. The people blamed the transport mafia for parking their vehicles illegally on the roadside, despite the Supreme Court ordered to shift them to the allotted land by the Karachi Port Trust administration. On the other hand, the victims' bodies were taken to their ancestral home in Arifwala, Punjab for the funeral. The deceased Shafiq used to work in a local shop in the area and his sister was the student of class two while his brother was the student of class one. Two speeding passenger coaches crushed to death a traffic police warden while over taking each other on Jam Sadiq Bridge in the Korangi Industrial Area police precincts. The deceased Abdul Latif, 32, was passing through the Jam Sadiq Bridge on a motorcycle when Bilal coach and Marwat coach crushed him to death while the responsible drivers managed to escape from the scene.

http://www.dailytimes.com.pk/default.asp?page=2010%5C05%5C24%5Cstory_24-5-2010_pg12_1

SOUTH AFRICA, JOHANNESBURG, MAY 25 2010. FUEL TANKER OVERTURNS ON THE N3

A fuel tanker overturned on the N3 near the Modderfontein off-ramp spilling fuel on the highway, Johannesburg metro police said. Spokesman Chief Superintendent Wayne Minnaar said the accident happened at 1.45am on Monday. By 6am, mopping up operations were still underway and the road was closed to traffic. "Traffic travelling north has been diverted to the Modderfontein road and traffic travelling south into the Marlboro road," said Minnaar. He said the cause of the accident was not yet known and the driver was not hurt.

<http://www.timeslive.co.za/local/article465880.ece/Fuel-tanker-overturms-on-the-N3>

ECUADOR, LAGO AGRIO, MAY 25 2010. CHEVRON ASKS ECUADOR COURT TO DISMISS KEY EXPERT

Chevron Corp, which is in the throes of a multibillion-dollar pollution lawsuit in Ecuador, has asked courts there to disregard an environmental expert who has said the company should pay \$27 billion in damages for polluting the Amazon rain forest. Gulf Oil Spill. In a filing to the Lago Agrio court on Friday, Chevron said it was seeking the dismissal of geologist Richard Cabrera

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as an appointee and the rejection of his work in its entirety. Cabrera has said Chevron should pay \$27 billion in compensation for environmental damage stemming from oil pollution in the Amazon rain forest. The lawsuit contends that Texaco, which Chevron bought in 2001, polluted the jungle and damaged the health of local residents by dumping 18 billion gallons (68 billion liters) of contaminated water from 1972 to 1992. Chevron, which has been snarled in a legal fight for 17 years, has said the claim against it is without merit. In a copy of the court filing given to Reuters by Chevron, the company says Cabrera had had ongoing contact with plaintiffs' representatives and that he based a large part of his report on material provided by them. Chevron claims Cabrera violated his legal duties by working directly with the plaintiffs' lawyers and consultants. Plaintiffs said Cabrera was acting appropriately when he sought information from people on both sides of the lawsuit, and that Chevron chose not to participate in the process. "This direct evidence of fraud and ex parte contacts further demonstrates the illegitimacy of the fictitious \$27 billion number the plaintiffs' lawyers have created for the purpose of extracting money from Chevron and its shareholders," said Chevron vice president and general counsel Hewitt Pate. The argument about Cabrera not being independent is one Chevron has made before, most notably when he revised his damage estimate to \$27 billion in 2008. "Since evidence at trial has indisputably shown Chevron is responsible for extensive contamination, the company has done everything within its power to attack the judicial process at its last hope of evading liability," said Karen Hinton, a spokeswoman for the Amazon Defense Coalition, the group suing the company in Ecuador. She added Chevron's filing is meant to distract shareholders ahead of their annual meeting later this week.

<http://planetark.org/wen/58151>

USA, W VA, ROCKET CENTER, MAY 25 2010. BLAST AT W.VA. BALLISTICS LAB SHAKES HOMES

Residents say an explosion at a Mineral County defense contractor that operates a ballistics laboratory blew out windows in their neighboring homes. Gary Geiger, a spokesman for Alliant Techsystem's missile products group, says Monday's explosion occurred in a remotely operated production mix facility at the Navy-owned Alleghany Ballistics Laboratory. The cause remains under investigation. Geiger says no one was in the building at the time of the explosion and two workers in a nearby building were treated for minor injuries. Janet Barton says she heard two loud blasts about five seconds apart that shook her home a few miles to the north in Cresaptown, Md. Alliant Techsystems produces explosives and rocket propellants for the Defense Department. The plant employs about 1,400.

<http://wiz.com/wireapnewsmd/Explosion.at.W.2.1712697.html>

USA, TX, FORT WORTH, MAY 25 2010. 2 TAKEN TO HOSPITAL AFTER CHEMICAL SPILL AT FW YOGURT PLANT KELLY HEFFERNAN-TABOR

casey norton

Watch the Video http://www.digtriad.com/news/national_world/article.aspx?storyid=142682&catid=175

Watch the Video:

<http://www.wfaa.com/news/business/Dangerous-spill-at-Fort-Worth-yogurt-plant-two-injured-94740699.html>

Streets around the Dannon Yogurt plant in Fort Worth were closed off Monday as Hazmat crews worked to contain a chemical spill that sent one employee and an officer to a nearby hospital. The Fort Worth Fire Department said the spill was a level two Hazmat situation at the plant located in the 1200 block of West Peter Smith Street. While the department said there was no serious threat to those in the surrounding area, the closures of the streets were done as an added precaution. The incident began when a cleaning chemical, a low-grade acid, was spilled and then released a vapor Monday morning. Two employees were decontaminated at the scene by Hazmat crews, and one of them was taken to a nearby hospital. A Fort Worth police officer who responded to the call was also decontaminated and taken to a hospital after complaining of some breathing difficulty. The fire department said the spill was contained to one area of the plant and employees were temporarily evacuated. The company is now using a private contractor for the clean up. "At this time, the incident is deescalating; the product has been diluted so that it won't cause any further release of vapors," said Tim Harden, a spokesman with the Fort Worth Fire Department. Since some vapors did escape the plant, agencies will be monitoring the air quality in the surrounding area.

<http://www.wfaa.com/news/business/Dangerous-spill-at-Fort-Worth-yogurt-plant-two-injured-94740699.html>

USA, TX, FORT WORTH, MAY 25 2010. Federal, state agencies look into release of acid fumes at Dannon plant

nathaniel jones

The federal Occupational Safety and Health Administration and the Texas Commission on Environmental Quality are investigating the release Monday morning of acid fumes at the Dannon Co. yogurt plant in Fort Worth, officials confirmed Tuesday. Four people, including two Fort Worth police officers, were injured in the incident that closed streets around the

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building at 1296 W. Peter Smith St., near the city's hospital district. A Fort Worth firefighter also was treated for heat exhaustion, authorities said. A diluted form of peracetic acid, which is used to clean machinery inside the plant, was being stored inside a tank in a section of the building that is not commonly accessed by employees, said Michael Neuwirth, a spokesperson for Dannon Co. Somehow, the acid came in contact with an unknown organic agent and vapors began escaping through a lid on the tank, Neuwirth said. Company officials are trying to determine what caused the reaction, Neuwirth said. OSHA officials were at the plant Monday afternoon, said Michael Wald, an OSHA spokesman in Atlanta. No details will be released on the incident, Wald said. Neuwirth said in its diluted form, peracetic acid can be an irritant to the skin and to the respiratory system. It is a combination of diluted acetic acid and hydrogen peroxide. Firefighters received a report of an acid spill shortly before 7 a.m. at the plant. Henderson, Pennsylvania and Summit streets were closed near the business located at 1296 W. Peter Smith St. Two construction workers who were adjacent to the plant and two officers were injured after breathing the vapors. One worker, one of the officers and the firefighter were taken to local hospitals for precautionary reason, according to fire officials.

<http://www.star-telegram.com/2010/05/25/2215367/osha-looking-into-release-of-acid.html>

UK, LONDON, MAY 25 2010. HUMAN FACTORS IN THE MAJOR HAZARD INDUSTRIES

The Health and Safety Executive (HSE) has recently published two significant reports assisting both it and other organisations sharing the aim of using human factors to better manage and prevent the risk of major accident hazards. In the first report, (RR758) the authors, Greenstreet Berman Ltd consider the extent to which those with influence within high hazard industries take account of Human factors and Ergonomics (HF/E) when making decisions about 'process safety'. The authors report a desire from both HSE and industry, to seek to integrate HF/E into wider safety management decision making and the report provides possible future options for improving the uptake and application of HF/E and recommendations for how these might be achieved by:

- Developing training
- Providing practical guidance
- Partnership working
- Developing a communications strategy
- More effective targeting of HSE influence
- Facilitating formal peer review

The second report, from Oxford University (RR772) details the offshore working time arrangements in operation in the UK North Sea sector and reviews evidence of their effects on the performance and health and safety of offshore personnel. The report also includes information obtained in interviews with occupational health and safety specialists in the oil and gas industry when asked about offshore work/leave schedules, shift rotation, issues of cumulative fatigue and rest offshore and other aspects of working time arrangements. The final chapter presents an overview and conclusions; it identifies optimum work patterns where possible, noting the gaps that exist in the research literature and includes recommendations for the following topics:

- Work/leave schedules
- Shift rotation and overtime
- Day/night shift rotation
- Data collection and analysis

<http://www.sro.hse.gov.uk/PublicPages/ShowArticle.aspx?id=154>

USA, LA, GRAMERCY, MAY 25 2010. IMPERIAL: DEAL REACHED ON FINES >> FEDS SEEKING \$5.1 MILLION IN CONNECTION WITH DEADLY PORT WENTWORTH INFERNO

Larry Peterson

A newly released document says Imperial Sugar Co. has agreed to fines stemming from a deadly 2008 disaster at its local plant. But a federal government spokesman said Monday that, although talks have been held, no settlement has been reached. At issue is responsibility for the Feb. 7, 2008, inferno that killed 14 people and injured many others at Imperial's Port Wentworth refinery. The U.S. Occupational Safety and Health Administration is seeking \$5.1 million for alleged safety violations at Port Wentworth. OSHA also wants \$3.7 million for alleged violations at Imperial's Gramercy, La., refinery. The company appealed the proposed fines to the independent Occupational Safety and Health Review Commission. A Nov. 25, 2009, Imperial document, which the review commission made public last week, applies only to Port Wentworth. "(T)he parties,"

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it said, "have agreed upon all material terms of a settlement of this matter, including ... an agreed-upon penalty." It did not state an amount, but Imperial long has been braced for stiff sanctions. It said in a February 2009 report to the Securities and Exchange Commission it probably will have to pay at least \$3.5 million in fines. Moreover, Imperial might have to pay \$8.8 million, the report said. "The only items that have not been agreed to ... are non-admissions language and abatement dates," the Nov. 25 filing said. OSHA spokesman Mike Wald said he hadn't seen the document, but added no settlement has been reached. He said "non-admissions language" likely refers to the company's desire that a settlement say it does not admit wrongdoing. Such language could let it avoid increasing its exposure in pending lawsuits by victims of the calamity and their families. It also could preclude admissions that might be used against Imperial or its officials if OSHA seeks criminal prosecution. Wald said that possibility hasn't been ruled out. Abatement dates are deadlines for the company to fix dangerous conditions, Wald said. Some deadlines may be moot because the conflagration destroyed many areas where hazards allegedly existed, he said.

Sticking Point in Talks

In any case, the filing said, OSHA and Imperial were "far from resolution" at the time on non-admissions language. Imperial spokesman Steve Behm did not respond to an e-mail and a phone call seeking comment Monday. Review commission spokesman Melik Ahmir-abdul also did not return a phone call. Because of settlement talks, a hearing on the fines that was to have been held last week in Savannah was delayed. Wald said no new date has been set for the hearing. The company filing cites behind-the-scenes talk about a possible deal. "One of Imperial's main purposes," it said, "... is to avoid the continuing expense of defending this matter, and to better focus its resources on abatement of the citations ... and improving its overall safety program." It estimated Imperial's legal fees and other costs related to sworn statements scheduled for last December at \$100,000 to \$200,000. It also said the review commission hearing might last three to four weeks. Local lawyers for victims of the incident have speculated Imperial is skittish about its alleged misconduct being aired again. "I think the company really doesn't want the families of victims and the public to hear more about this from the perspective of the government," Brent Savage said earlier this month. Whether alleged violations were "willful" has been considered likely to be a key issue at the hearing. Alleged willful negligence is grounds for the largest proposed fines and could be critical to any criminal prosecution. OSHA alleged there were 69 allegedly willful violations at Port Wentworth and 49 at Gramercy. In 2008, Imperial CEO John Sheptor left open the possibility that Imperial might not contest all the alleged violations. But, he said, there were no willful ones. Last year, a separate federal probe concluded company officials knew for years about dangerous conditions at the refinery, but didn't correct them. In its report, the U.S. Chemical Safety Board blamed the disaster on faulty maintenance, housekeeping and equipment design. Imperial has not disputed the board's findings.

More: <http://savannahnow.com/news/explosion>

<http://savannahnow.com/news/2010-05-25/imperial-deal-reached-fines>

SINGAPORE, MAY 25 2010. SHIP COLLISION OFF SINGAPORE CAUSES SPILL

Watch the Video <http://edition.cnn.com/2010/WORLD/asiapcf/05/25/singapore.collision/index.html>

Watch the Video:

http://online.wsj.com/article/SB10001424052748704113504575265452013484476.html?mod=WSJ_hpp_MIDDLTopStories

An estimated 2,000 metric tons of crude oil may have spilled into the Singapore Strait when two ships collided off the city-state's southeastern coast on Tuesday, the Port Authority said. The incident occurred about 6:10 a.m. Tuesday (6:10 p.m. Monday ET) when a Malaysian-registered tanker collided with a bulk carrier registered from Saint Vincent and the Grenadines, authorities said. Both vessels were anchored after the incident and there were no reports of injuries. Ships were sent to the area to clean up the oil spill, the Port Authority of Singapore said. "We are very sorry for the incident," said Paul Lovell, a spokesman for AET Tanker Holdings, the company that owns the Malaysian registered vessel. "It was an incident caused not by us hitting something, but by something hitting us. Not that that excuses it." Lovell said officials at the scene were trying to determine how much oil had spilled, but they had already had success in using dispersants to contain it.

<http://edition.cnn.com/2010/WORLD/asiapcf/05/25/singapore.collision/index.html>

USA, FLA, MIAMI, MAY 25 2010. PLAINTIFF'S LAWYERS SET OIL SPILL SEMINAR >> A TUESDAY SEMINAR OF LAWYERS, OTHER EXPERTS WILL TELL SOUTH FLORIDIANS HOW TO PREPARE FOR POTENTIAL SPILL LOSSES.

martha brannigan

Oil from BP's monumental spill in the Gulf of Mexico has yet to touch Florida shores, but a gaggle of plaintiffs' lawyers are already coming to Miami Beach to brief property owners and businesses on how to prepare for potential losses from the Deepwater Horizon rig disaster. A joint venture of 10 law firms -- dubbed Gulf Oil Disaster Recovery Group -- is hosting a

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seminar at 5:30 p.m. Tuesday at the Ritz-Carlton South Beach. The seminar "is informational, and of course, if people want to consult with us afterward, we'll be available," said Stuart H. Smith, an attorney with the New Orleans law firm of Smith Stag, who has handled major environmental cases against oil companies. Smith, who lives in Miami Beach and New Orleans, helped organize the cooperating law firms, which includes Krupnick Campbell Malone in Fort Lauderdale and firms from various states, including Texas, Pennsylvania, Mississippi and Alabama. Kent Harrison Robbins in Miami Beach also is associated with the effort. The alliance of lawyers has held similar seminars in Destin and Panama City, and plans one this week in New Orleans. The outreach to potential victims comes as plaintiffs' lawyers around the country are pressing hard to grab a piece of the litigation action against BP, which runs the leaking well. "Every law firm in the country is buying up" websites related to oil spill litigation, said Smith, whose website is www.gulfoildisasterrecovery.com/. Under Florida Bar rules, attorneys can hold seminars, but they cannot directly solicit clients to sign up for cases, said Joy Bruner, an ethics attorney with the Florida Bar. "Our goal is for people to get competent information that can protect their interests, especially with a megacorporation that has the best representation in the world to defend it," said Fort Lauderdale attorney Robert J. McKee, of Krupnick Campbell Malone. "This is information about the necessity to prepare yourself -- whether you're a fisherman, a business or a hotelier -- for if and when the oil washes up onto the beaches." McKee said business and property owners should act now to document what their properties look like, so they can demonstrate any damage from the spill later on. People should keep records of any economic impact, such as lost business or reduced reservations, said Smith. "If someone calls and cancels a reservation, fax them a letter saying, 'We're very sorry you're not coming,' and put a copy in your file," Smith said. "That way, when you sit down at the table with Mr. BP, we have the evidence. In these cases, the plaintiff always has the burden of proof." The session at the Ritz-Carlton, at One Lincoln Road, will include presentations by a toxicologist, an oceanographer and a sociologist. The sociologist, who studied the Exxon Valdez disaster, will describe how a community deals with the effects of a major environmental disaster. A certified public accountant will give tips on how to document the spill's impact on businesses. "A lot of sports fishermen may not realize that a lot of sports species spawn in the Louisiana area that's affected," Smith said. "We expect fisheries from the Gulf all the way to Iceland to be affected." McKee said the attorney consortium has extensive skills in environmental tort law and already represents the United Commercial Fishermen's Association in Louisiana, hotel owners in Destin, and the local government of Gulf County in the Panhandle.

<http://www.miamiherald.com/2010/05/25/1646208/plaintiffs-lawyers-set-oil-spill.html>

USA, FLA, FORT MYERS, MAY 26 2010. TANKER TRUCK VS. PASSENGER CAR CRASH REPORTED AT BAYSHORE AND HART ROAD

Watch the Video:

<http://www.winknews.com/Local-Florida/2010-05-25/Tanker-truck-vs-passenger-car-crash-reported-at-Bayshore-and-Hart-Road>

Authorities were dispatched to the site of an accident involving a tanker truck and a smaller vehicle, which was initially trapped under the semi-truck. The crash was reported at 12:35 p.m. in the area of Bayshore Road and Hart Road; deputies arrived on scene at 12:56 p.m. A witness told authorities that the 18-year-old driver of a Honda was texting as she was attempting to turn into a gas station; that's when the crash occurred. By 1:12 p.m., the vehicle had been pulled out from under the tanker truck. No injuries were reported. Authorities say there was no indication of a leak of the tanker truck's contents.

<http://www.winknews.com/Local-Florida/2010-05-25/Tanker-truck-vs-passenger-car-crash-reported-at-Bayshore-and-Hart-Road>

USA, WYO, GILLETTE, MAY 26 2010. GASOLINE SPILL: HIGHWAY 16, MAY 25

The Wyoming Regional Hazardous Response Unit, based in Gillette, helped clean up a large gasoline spill between Upton and Moorcroft on Monday. A Maverik tanker rolled into a ditch, spilling about 4,000 gallons of gasoline. Highway 16 was closed for about three hours while crews contained the spill, according to a Campbell County Fire Department press release.

<http://www.gilletteNewsRecord.com/articles/2010/05/25/news/blotter/news44.txt>

NIGERIA, LAGOS, BOLA TINUBU, MAY 26 2010. FUEL FIRE KILLS PREGNANT WOMAN, 20 VEHICLES IN LAGOS

christopher oji, seye ojo & gilbert ekezie

A pregnant woman and one other person on Tuesday lost their lives to a fuel tanker fire incident that claimed about 20 vehicles at the Bola Ahmed Tinubu International Tanker Terminal, Orile-Iganmu, Lagos. Eyewitnesses said the inferno began at about 1:45 p.m and burnt uncontrollably till the fire fighters stormed the place at about 2:30 p.m. They attributed the cause of the fire to what they described as 'illegal transfer of petroleum products' from one tanker to another at the park. The park,

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they stated, was built to accommodate empty tankers but lamented that some of the operators converted the place to a 'black market arena.' Daily Sun investigation revealed that the fire actually started from a generator used to pump the fuel from one tanker to the other. In the process, the generator sparked and resulted in flames that consumed multi-million naira property. When Daily Sun visited the scene, a combined team of men of the Federal Fire Service, Lagos State Fire and Safety Service, Nigerian Ports Authority and Julius Berger Plc were seen trying to extinguish the fire that burnt with fury. Men of the Lagos State Police Command were on ground to maintain security. Some officials of the Lagos State Environmental Management Authority (LASEMA) were also at the scene. A crowd of sympathizers also trooped to the park. The incident, however, led to an intractable traffic snarl at Orile-Iganmu and its environs. The traffic snarl, which started at Orile-Iganmu, extended to Suru-Alaba along Lagos Badagry Expressway. The development, also, paralysed economic activities in the area. Operatives of the Federal Road Safety Commission (FRSC) and the Lagos State Transport Metropolitan Agency (LASTMA) also manned the roads leading to the scene. Among the early callers to the scene of the incident were the Chairman of Apapa-Iganmu Local Council Development Area, Dr. Segun Adedayo and Seriki Hausa of Ijora, Alhaji Mustapha Mohammed. Adedayo said he received the news of the incident with shock and quickly contacted the fire fighters in the state to come to their rescue. He was happy that the combined team of the fire fighters responded to the distressed call quickly. He, however, expressed his sadness over the non-application of safety measures by the tanker operators. Mohammed who said the total estimate of the burnt tankers was N80 million excluding the contents, explained that a truck is sold at the rate of N4 million. ne Alhaji Lawan Umara, who introduced himself as a petroleum marketer urged the national body of NUPENG to institute a panel of enquiry in order to fish out the saboteurs and punish them accordingly. The Director, of Fire and safety Service in Lagos State, Mr. Adedayo Ajose, told Daily Sun at about 4:30.p.m. that 90 per cent of the fire had been put under control. He blamed the operators for their carelessness in keeping to the rule of fire safety in their business. As at 6:00.p.m. the fire was still raging while the combined team of the fire fighters were still battling to put out the fire completely.

<http://www.sunnewsonline.com/webpages/features/newsonehour/2010/may/26/newsbreak-26-05-2010-001.htm>

NIGERIA, DELTA STATE, UGHELLI. MAY 26 2010. TANKER DRIVER, TWO OTHERS BURNT IN AUTO CRASH

festus ahon

A tanker driver and two of his conductors, yesterday died in a fatal accident at Uvwiamuge-Agbarho Junction on the East-West Road, Ughelli North Local Government Area, Delta State. The accident, according to Vanguard's investigations, occurred at about 5:30pm, as the tanker driver tried to avoid an on coming bus and ran into the pavement on the road. It was gathered that the driver and two conductors of the tanker, which was carrying fuel to Ughelli, caught fire and burnt its occupants to death. As at press time, the tanker was still on fire with its occupants still burning without any form of rescue coming their way. Effort to reach the Agbarho Police Divisional Officer for comment proved abortive. Speaking to our correspondent at the accident scene, a motorist who gave his name as Mr John Egajivbie, blamed the accident on the slow pace of work on the East West Road. He called on the Federal Government to prevail on the contractor handling the road project to expedite action. He also warned drivers against excessive speeding on the highway.

<http://allafrica.com/stories/201005250709.html>

USA, AK, ANCHORAGE, MAY 26 2010. OIL SPILL SHUTS DOWN ALASKA PIPELINE

joshua saul & jill burke

A power failure at a pump station along the trans-Alaska pipeline caused up to several thousand barrels of crude to spill into a containment area Tuesday morning. The station, which has failed before during maintenance operations, is located near Delta Junction, about a hundred miles south of Fairbanks. The trans-Alaska pipeline is operated by Alyeska Pipeline Service Co., a consortium of five oil companies. BP, which is currently dealing with a huge oil spill in the Gulf of Mexico, owns a majority interest of 47 percent. Alyeska was planning a shutdown of the pipeline Tuesday to perform routine maintenance when the spill happened, said Tom DeRuyter, an on-scene coordinator for the Alaska Department of Environmental Conservation. At Pump Station 9, oil began flowing from the pipeline back into tanks after a backup battery failed. With the power out, no one could tell how much oil was in the tank, he said. When the tank overflowed, oil spilled into a containment area surrounding the pump station. Alyeska, which has mobilized responders from Delta Junction and Fairbanks, said in a statement that the valve is closed and the source of the spill oil is controlled. A DEC report said future plans include removing the spilled oil from a secondary containment, figuring out exactly what caused the spill, and getting oil flowing through the pipeline again. Alyeska is "accepting full responsibility and is moving forward with the response effort," DeRuyter said. As of 6:20 p.m. Tuesday, the 800-mile trans-Alaska pipeline, which carries 15 percent of U.S. domestic oil production, remained shut down. Officials were unsure when oil would start flowing again. This is not the first failure to occur at Pump Station 9 during maintenance

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operations. In January 2007, a fire occurred at the station during a test of the pipeline's pressure control safety system. Flammable oil vapors, released into the pump station near the same tank that overflowed Tuesday, were ignited by a portable heater. In response, the U.S. Department of Transportation's Pipeline Safety and Hazardous Materials Administration sought to impose more than \$800,000 in fines against Alyeska, citing a string of violations that included the 2007 fire.

<http://www.alaskadispatch.com/dispatches/energy/5452-oil-spill-shuts-down-alaska-pipeline>

USA, MN, BLAINE, MAY 26 2010. TEEN DIES IN MYSTERIOUS FUEL TRAGEDY AT BLAINE AIRPORT

paul walsh & maria elena baca

Teen found dead atop a fuel truck at Blaine airport "got blasted" by jet fuel, but foul play isn't suspected. John Marzitelli, a licensed pilot, just wanted his eldest son to be safe in his first job. So he helped Patrick get a position with Cirrus Flight Operations, away from traffic, under surveillance, in a gated area, "not like a convenience store." But on Friday night, 18 months after he began working at the Anoka County Airport in Blaine, Patrick Marzitelli died on the job, atop a fuel truck. He was 17. Patrick's primary job was to refuel planes, either in the main hangar or using a truck. John Marzitelli said his son's cell phone showed he had been texting his girlfriend Friday evening and told her, "I just got blasted with some jet fuel." She responded, "Are you OK?" He replied that he was coughing and wheezing, "but I think I'll be OK." A co-worker later found him, unconscious, on the truck's walkway, with his face in an open hatch, his father said. The worker called 911 before 10:30 p.m. Paramedics declared Patrick, of White Bear Lake, dead at the scene. Anoka County Sheriff's Lt. Paul Sommers said Tuesday: "We know the cause of the death was fume-related, inhalation." The Anoka County medical examiner's office and the federal Occupational Safety and Health Association (OSHA) weren't commenting until the investigation is completed. Cirrus General Manager Randy Cross said Tuesday that "nobody really knows what happened [that night]. There was a manager on duty with him, but he was at another fuel pump." Metropolitan Airports Commission spokesman Patrick Hogan said there were no MAC employees there after hours. John Marzitelli said investigators told him they have ruled out either suicide or huffing -- inhaling fumes to get high -- as factors in his death. But Sommer said, "We haven't ruled out accident or suicide at this point. We don't suspect that foul play is involved." Like his father, Patrick Marzitelli was interested in aviation. He expected to get his pilot's license this summer.

http://www.startribune.com/local/94824399.html?elr=KArksD:aDyaEP:kD:aU2EkP7K_t:aDyaEP:kD:aUiD3aPc:_Yyc:aUU

USA, FLA, MIAMI, MAY 26 2010. OIL SPILL CLEANUP TRAINING BEGINS IN SOUTH FLORIDA

You Tube -**Watch the Video** <http://www.youtube.com/watch?v=u9TotAzcrz8>

The first training classes for oil spill cleanup started Monday in Fort Lauderdale for Wildlife Care Center employees, volunteers, and for people interested in working for the cleanup operation. A trainer from PEC Premier, which has been contracted by BP to train cleanup workers, gave the four-hour certification course. Other courses are scheduled in Fort Lauderdale and throughout the Gulf Coast.

<http://www.youtube.com/watch?v=u9TotAzcrz8>

USA, TN, MEMPHIS, MAY 26 2010. SAFETY PLANNING AVERTS SULFUR GAS DISASTER IN LUCITE PLANT SCARE

Watch the Video:

<http://www.myfoxmemphis.com/dpp/news/local/052510-safety-planning-averts-disaster-in-lucite-plant-scare>

Things are now back to normal in Millington after an incident at the Lucite plant forced the evacuations of homes and businesses Tuesday morning. We've seen it before in disaster movies, people running and screaming as acid filled clouds rain down on them as streets and sidewalks explode beneath them. But, in real life such potential scenarios are met with the kind of planned emergency and safety measures which coolly dealt with a situation that could have turned disastrous outside Millington. White smoke is often seen as the swirling plume symbolic of American industry on the move. But, Tuesday morning what was coming out of a smokestack at the Lucite Plant on Fite Road put people on the go as the result of a precautionary evacuation of the area in North Shelby County. "As a precaution Sheriff's deputies went out door to door, up and down the area within 1.3 miles in all directions of the plant. And they visited residences. They also visited businesses," said Steve Shular with the Shelby County Sheriff's Department. "We had about 200 people or so that left their homes or businesses." Tom Eubank, Lucite's Safety Health and Environmental manager, confirmed a vaporous leak of sulfur trioxide was discovered about 9:00am, just after a start-up operation was being conducted at the company's sulfuric acid generation plant which had been shut down for maintenance for nearly a month. "During that process of starting it up we had a fuming condition that was abnormal for the start-up," explained Eubank. As for sulfur trioxide, the clear, colorless, oily liquid can make for a toxic cocktail capable of producing deadly white clouds of sulfuric acid mist. Within minutes plant officials sounded the alert which put an

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emergency plan into action working with the Shelby County Sheriff's office, Shelby County Fire Department, Tennessee Highway Patrol and Emergency Management units. In addition to the evacuation, road blocks were quickly set up along Fite Road, Highway 51 and Raleigh-Millington Road. Also as a precaution, planes flying toward nearby Charles Baker Airport were told to avoid the airspace until the scene was cleared. Shular noted, "There was a level of danger. Anytime you have an escape from a chemical plant and there is vapor that does get into the air, [it] certainly causes some alarm." In just over an hour the potential danger had subsided. Eubank said the deadly fumes were stopped and the acid generation plant was shut down to investigate what happened to create the leak and correct it. The all-clear was given and residents returned to their homes and businesses with no reported injuries. A potential crisis was avoided, and a firm assurance was made that Shelby County officials and a company that strives to be a "good neighbor" that's dedicated to safety, can work in tandem. Eubank concluded, "I have to give it to our EMA folks to the fire departments and police departments and also our Emergency Response team on-site. It just shows how training is beneficial and we had to act quickly and I think everything really worked out well."

<http://www.myfoxmemphis.com/dpp/news/local/052510-safety-planning-averts-disaster-in-lucite-plant-scare>

USA, ND, BISMARCK, MAY 26 2010. FUEL TANK RULES

Watch the Video http://www.kfyrtv.com/News_Stories.asp?news=40370

The chances of a major oil spill like the one in the Gulf of Mexico happening here in North Dakota may be pretty low. But nonetheless, the EPA is in town to make sure we're all up to date on fuel tank safety. Anyone with an above-ground fuel tank that holds 1300 gallons or more needs to be prepared in case of a spill according to EPA regulation. Some larger farms are affected by the regulation that dates back to the 1970s. The rule requires anyone with a 1320 gallon tank to develop a spill prevention, containment, and countermeasures plan. "And inside that plan they're going to discuss containment, they're going to talk about inspection procedures, they're going to be talking about personnel training if there's an oil spill," says Melissa Payan of the EPA. "What do they need to do? Who do they contact? And then they need to implement their plan. They need to make sure everything their plan states is being done at their facility." The cost to implement a safety plan varies depending upon individual circumstances, but according to officials, putting the plan into place will always cost less than cleaning up a spill

http://www.kfyrtv.com/News_Stories.asp?news=40370

AUSTRALIA, MELBOURNE, MAY 26 2010. 7-ELEVEN AUSTRALIA MAY BUY EXXON FUEL OUTLETS AN AUSTRALIAN NEWSPAPER SAYS

7-Eleven Australia is close to acquiring most of Exxon Mobil Corp's local filling stations, an Australian newspaper wrote, without saying where it got the information. Caltex Australia Ltd., the nation's biggest oil refiner, last month scrapped plans to buy 302 filling stations from Exxon Mobil for A\$300 million (\$257 million) after the Australian Competition and Consumer Commission opposed the transaction on concerns the deal would lead to higher prices. Exxon Mobil is looking at the options for its retail fuel business, Alan Bailey, a spokesman in Melbourne for the Texas-based company, said by telephone. He declined to comment on potential buyers of the filling stations. 7-Eleven is interested in acquisitions and has looked at a "multitude of opportunities," Melbourne-based spokeswoman Tracy Hammon said by telephone. No agreements have been reached, she said. Exxon Mobil Australia wants to focus on natural-gas projects, with plans to spend "many billions of dollars" in Australia and Papua New Guinea in three to five years, the company's Australian Chairman John Dashwood said in an interview in Brisbane. Filling stations are "not our business model," Dashwood said "I guess the distinction I make is, are you an oil and gas company or are you a groceries company? The industry has changed to the point where the two meld, and some have used the shop to move fuel. We're not in the business of being a shop." Dashwood declined to reveal potential buyers. 7-Eleven Stores Pty. had 182 filling stations at the end of 2007 and was the second-largest of "independent" retailers that represent 7 percent of the market, according to the nation's antitrust regulator. Mobil had 11 percent compared with the 16 percent outright share of Caltex and 22 percent it holds through a venture with Woolworths Ltd. The Australian 7-Eleven is closely held by the Withers and Barlow families which brought the brand to Australia in 1976 through a license agreement with the U.S. company, then known as Southland Corp., the company said on its website.

<http://www.petrolplaza.com/news/industry/MiZlbiY5NzkwJiYx>

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