



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 738 Newsy Stuff

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

August 4 2011



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USA, ARK, BAXTER CO, MOUNTAIN HOME, JULY 29 2011. VEHICLE KNOCKS OVER GAS PUMP



Jim Tharp, a gasoline pump maintenance specialist, looks over an area where gas spilled after a vehicle hit a gas pump and knocked it over Thursday morning at On the Run on U.S. Highway 62 west. About five gallons of gas spilled before store personnel shut off the pump.

About five gallons of gas spilled this morning (July 28, 2011) when a vehicle struck a gas pump and knocked it over at On the Run store on U.S. Highway 62 west. Quick action by On the Run manager Gina Gatewood prevented more gas being spilled. Gatewood turned the pump off within seconds of the mishap. Mountain Home firefighters responded and placed absorbent material on the spill and yellow caution tape around the gasoline pumps at the store. Mountain Home police also responded and made a report on the incident. The name of the driver was not immediately available.

<http://www.baxterbulletin.com/article/20110728/NEWS01/110728001/Vehicle-knocks-over-gas-pump?odyssey=nav|head>

KENYA, MARIKANI TOWN, MWAVUMBO VILLAGE, JULY 29 2011. KPC LOSES SH28M FROM PIPELINE BURST



kenya pipeline company engineers watch fuel spill from a burst pipeline at mwavumbo village in mariakani town on july 28, 2011.

Kenya Pipeline Company (KPC) has lost Sh28 million from spilled fuel after a road construction grader accidentally destroyed a pipeline in Mariakani. The pipeline, which transport fuel to Nairobi has spilled 300,000 litres of super petrol. Mariakani residents have been fetching spilled fuel at the scene despite the dangers involved. However, the KPC engineers are repairing the damage. "The pipe will be fixed before the end of the day and we do not expect the damage to interrupt supplies in the country because we had already pumped fuel for the

day," said KPC area manager, Evans Nyangaya. "We had already switched off the pump in Mombasa when the damage occurred because we had exhausted our storage capacity in Nairobi." Although the pipeline is supposed to be about 6 feet underneath, soil erosion over the

<http://www.nation.co.ke/News/KPC+loses+Sh28m+from+pipeline+burst/-/1056/1209398/-/107j3kcz/-/>

AUSTRALIA, WESTERN AUSTRALIA, EXMOUTH, JULY 29 2011. FUEL TANK SPILL CUTS EXMOUTH ROAD

Map: [Exmouth](#)

A traffic accident has closed a road leading into the town of Exmouth until further notice.

Police say a prime mover towing three tanks of aviation fuel rolled on the Minilya-Exmouth Road last night, 20 kilometres north of the Minilya Roadhouse. The driver was not seriously injured but one tank split open. Firefighters are on the scene and attempts will be made to decant the remaining fuel to another tanker.

<http://www.abc.net.au/news/2011-07-29/fuel-tank-spill-cuts-exmouth-road/2816088/?site=northwestwa§ion=news>

TAIWAN, TAINAN, JULY 29 2011. TAIWAN PESTICIDE PLANT BLAZE FORCES THOUSANDS TO EVACUATE



Shin Hua plant in Tainan, a chemical company producing pesticides, caught fire yesterday morning, injuring eight people and forcing thousands of residents to evacuate, including staff and patients hospitalized in the nearby Tainan Hospital Shin Hua branch. To protect people from the toxic substances that might leak out or be released from the fire, the Tainan government has already temporarily shut off the hospital and neighboring agricultural refinement factories, evacuated the patients in the hospital and also approximately 1500 residents living in Yang Lin, Na Ba and Chiao Keng villages. Eight workers were injured in the blaze, including Jiang Zhi-rong who suffered a second-degree burn above the neck, Zhuang Bing-nan who burnt his limbs, and Wu Zheng-xian and Li Yuan-fu. All eight were hospitalized for non life-threatening wounds. The director of the

Environmental Protection Bureau Chang Huang-chen said that the fire might have caused a xylene leakage, a solvent not considered highly toxic to humans. Chang also said that the firefighters were trying their best to extinguish the fire before it

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spreads to the toxic substance section. Dean of the Tainan Hospital Shin Hua branch Liu?Ming-dao expressed his concerns about the danger of a possible toxic substance leakage as the factory was located close to a hospital and several residential areas, and hoped that the government officials can closely investigate and reflect on this accident.

<http://news.asiaone.com/News/Latest%2BNews/Asia/Story/A1Story20110729-291659.html>

UKRAINE, LUGANSK, JULY 29 2011. UKRAINE MINE BLAST LEAVES SEVERAL DEAD

At least 16 miners have been killed and nine others are missing after an explosion at a mine in eastern Ukraine, the country's emergencies ministry said. Two more mine workers received burn injuries and were hospitalised following Friday's blast in the Lugansk region, the ministry said in a statement. Investigators are working to establish the cause of the explosion, which occurred at 1:57am local time. Interfax news agency quoted a regional mining official as saying the explosion was caused by a concentration of methane gas inside the mine, where 252 people were working at the time. The explosion is the deadliest since 2007, when a methane blast at a nearby mine killed more than 100 people. In 1992, 58 people were killed in a methane explosion at the same mine. Last month, a fire occurred at the mine but no one was hurt. Yury Boiko, the country's energy minister, went to the scene of the accident to personally take charge of the rescue operation. The mine is owned by Krasnodon Coal, Ukraine's second largest mining company and has been in operation since 1980. Ukraine produced more than 75 million tonnes of energy and coking coal last year, but has been plagued by accidents caused by poor infrastructure and lax safety regulations.

<http://english.aljazeera.net/news/europe/2011/07/201172943042583772.html>

USA, AKA, ANCHORAGE, JULY 29 2011. DON'T ALLOW SHELL OIL TO DESTROY AMERICA'S ARCTIC

An Open Letter to Michael Bromwich, Director of the Bureau of Ocean Energy Management, Regulation and Enforcement Re: Shell's push to drill in the Arctic

Dear Director Bromwich: You recently said that you were studying how to treat "[\[offshore drilling\] operators who may have behaved badly in the past and whether they should be allowed to continue operating in the future.](#)" I'm writing to tell you about one company that has not only been "behaving badly" in the past but plans to continue doing so into the future. Shell Oil is pushing to drill in America's Arctic Ocean – an area pristine and untouched, home to some of our nation's most beloved species of wildlife and relied upon for thousands of years by local indigenous peoples –with no effective way to clean up an oil spill in the Arctic's ice-covered, remote and extreme conditions. In the wake of the largest environmental disaster in our nation's history – one [year later, 491 miles of Gulf coastline remain contaminated by oil](#) - Shell should not be allowed to destroy America's one and only Arctic. Shell is pushing an aggressive plan to drill 10 wells in the Arctic's Chukchi and Beaufort Seas that more often than not, are covered in thick, vast sheets of ice. As part of its expensive and slick public relations campaign, Shell claims that it has "perfected" Arctic oil spill response. The oil giant's [oil spill response plan](#) for the Arctic states that it would be able to clean up [90 percent of the oil in the event of a spill](#) in the Arctic. On the contrary, taking into account the Arctic's extreme weather conditions and broken ice, the amount of oil that could be cleaned up is actually somewhere between 1 and 20 percent, according to a [comprehensive study by the federal government's scientific arm](#). Part of Shell's slick propaganda campaign includes a [video](#) promoting Shell's shiny boats that are "ice-strengthened" and "purpose built for their work in the Arctic," all "ready to respond before a drill bit hits the floor." In the hours and days following the BP spill, tens of thousands of boats appeared the Gulf's calm, temperate waters. In the Arctic, Shell says that it can handle a spill in the most extreme weather conditions in the world with just a few boats. Shell fails to mention that there are no deepwater ports anywhere near the Arctic and that [the nearest Coast Guard station \(a critical component to any oil spill response\) is 1,000 miles away](#). Currently, both of the Coast Guard's heavy ice breakers – which would provide crucial support in the event of a spill – [are out of commission](#). Shell does acknowledge in their [oil spill response plan](#) that they cannot safely or effectively respond to any spill that occurs more than 21 days into the Arctic drilling season (July to October). If a spill happens outside of that window, their shiny, expensive plan is to leave the spilled oil where it is until spring comes and the ice thaws. They call it a "leave in place" plan. Shell also recently admitted that [containment booms won't work in the Arctic](#) – as was made clearly evident during a [February spill in Norway's Arctic](#). Shell's answer to this problem? Chemical dispersants dropped from airplanes. Never mind the fact that these airplanes will need to be able to fly in weather that often makes it impossible for people to even step outside. And these dispersants have yet to be tested in waters that are typically covered by sea ice that can reach as tall as some apartment buildings. And the damage to ocean life from dispersants? No studies there. Couple all this with the fact that Shell was recently found to be responsible for [more than 50 spills in 2009-2010 in the North Sea alone](#), almost one-third of which would have had lethal consequences had they ignited. If this is Shell's track record in the North Sea after promising to clean up its act five years ago when a [major accident killed two oil workers](#), I shudder to think what its track

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record in the Arctic would be. But that's not all. In May, Shell was [called out by Norway's petroleum regulatory authority](#) for "bad planning" during production at an offshore drill site in Norway's Arctic waters. The Norwegian authority cited inadequacies in multiple areas including "management, risk assessment, well barriers, well barrier sketches, well control, and daily reporting of drilling and well activities." According to Ole-Johan Faret, a [Norwegian Petroleum Safety Authority](#) spokesman, Shell seemed to be following a "quick-fix philosophy," instead of adhering to regulations that require two barrier systems to be in place to deal with a potential spill. "The barrier situation was not taken seriously," Faret said. "This is not an acceptable approach." Shell says that it takes seriously its ["tremendous responsibility to the workers who brave the harsh conditions, the stakeholders who rely on the bounty of the sea and the environment itself."](#) The facts show otherwise. And these are just Shell's misdeeds in Arctic waters. These examples don't come close to Shell's human rights abuses and gross environmental degradation in the Niger Delta. As Williams Mkpa, a community leader in Ibeno, told the [Guardian](#): "Oil companies do not value our life; they want us to all die. In the past two years, we have experienced 10 oil spills and fishermen can no longer sustain their families. It is not tolerable." In the past 30 years, [more than 1,000 spill cases](#) in Nigeria have been filed against Shell alone. The [Inupiat people of Alaska's North Slope](#) stand to lose everything if Shell is allowed to drill in Arctic waters. For thousands of years, they have survived off the bounty of "their garden," which is home to polar bears, bowhead whales, ice seals, walrus and so much more. Director Bromwich, you must not stand by and let Shell do what has done throughout the world to a place that, if destroyed, can never be replaced. Together with the Inupiat people, I ask you to protect the Arctic garden.

Sincerely, Cindy Shogan Executive Director Alaska Wilderness League

http://www.huffingtonpost.com/cindy-shogan/shell-oil-and-americas-ar_b_910984.html

USA, KY, LOUISVILLE, JULY 29 2011. OSHA CONTINUES INVESTIGATION INTO TOLUENE LEAK



The investigation continues into that chemical spill one week ago at American Synthetic Rubber Company in Rubbertown. On July 21, emergency officials declared a Level Two HazMat situation after a Toluene release. Investigators say the chemical never left the facility. One person was treated and released from the hospital. Thursday, an OSHA representative said they are still waiting to talk to one person before they can finish the investigation into the cause of the leak. OSHA said investigator need to speak with is currently not available.

<http://www.wave3.com/story/15170638/osha-continues-investigation-into-toluene-leak>

USA, CA, MARTINEZ, JULY 29 2011. TESORO REACHES EMISSIONS SETTLEMENT FOR CALIF. REFINERY

mike taugher

Tesoro will pay nearly \$500,000 to settle dozens of air pollution violations over a 41-month period at its Golden Eagle refinery near Martinez. The 46 citations included violations for excessive air pollution, failure to fix leaking equipment and others. They were issued from 2006 to 2009 and come just a year after Tesoro agreed to pay \$366,375 to settle violations from 2006 to 2008. "It's not unusual, but we take any violation of air quality standards very seriously," said Kristine Roselius, spokeswoman for the Bay Area Air Quality Management District. In addition to citations for excessive emissions of carbon monoxide, soot and other pollutants, the refinery was fined for failing to fix leaky equipment, failure to label or properly inspect equipment and failure to properly sample and monitor pollution from the refinery, according to the air district. One violation was for the collapse of a floating roof in a storage tank that contained naphtha, which exposed the gasoline component to the air. "While we regret the notices of violation in the first place, the majority of them are self-reported," Tesoro spokesman Mike Marcy said. He said that 40 percent of the violations were for paperwork infractions of various kinds. The air district announced the \$495,375 settlement agreement Monday.

http://www.downstreamtoday.com/news/article.aspx?a_id=27383&AspxAutoDetectCookieSupport=1

USA, N.Y, NEW YORK, JULY 30 2011. EPA PROTECTS RIVERS, LAKES AND STREAMS BY PLUGGING ABANDONED OIL WELLS IN WESTERN NEW YORK

john senn

Over the past six years, the U.S. Environmental Protection Agency has plugged close to 300 abandoned – and in some cases leaking – oil wells in Western New York in an effort to prevent any remaining oil that may be in the wells from reaching nearby lakes, rivers and streams. The abandoned wells, many of which no longer have owners, have not been maintained for

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decades, and are gradually deteriorating to the point at which crude oil could leak from broken well casings, pipes and storage tanks. To prevent future leaks, EPA has had the wells filled with concrete and a fine clay substance called bentonite to immobilize any remaining oil. The New York State Department of Environmental Conservation referred the abandoned oil wells to EPA for cleanup. "Oil is one of the worst water pollutants, and the abandoned oil wells like the ones that EPA has cleaned up represent a threat to our most vital natural resource – clean water," said EPA Regional Administrator Judith Enck. "By plugging hundreds of abandoned oil wells, we're protecting public health and the environment, and fixing a problem that had been decades in the making." Since 2005, EPA has overseen the plugging of 294 wells at six locations. They are:

- The Curtis Farm Oil Wells Site in Bolivar, N.Y., where 136 have been plugged. The site is near the Little Genesee Creek, a tributary of the Allegheny River.
- The West Union Oil Wells Site in West Union, N.Y. Ninety-one wells were plugged at this site near the New York/Pennsylvania border in Steuben County. Areas from which contaminated soil was removed were filled with clean soil. Students from SUNY-Brockport helped replace native plants that were damaged or destroyed during the removal.
- The Weston Lot 7 Oil Wells Site in Olean, N.Y., where 34 wells have been plugged. The oil rights for the company extracting oil from this site, which borders Mix Creek, a tributary of the Allegheny River, were not transferred when the company's owner died in 1994.
- The Ballard Oil Lease Site in Bolivar, N.Y. Thirty-one wells have been plugged at this site, which is also near the Little Genesee Creek.
- The Dodge Creek Oil Well Site in Clarksville, N.Y. One well was plugged at this site, which borders Dodge Creek, a tributary of the Allegheny River. Dodge Creek is a trout habitat and home to the Eastern Hellbender salamander, a species of listed special concern in New York State.
- The McGraw One Oil Well Site in West Union, N.Y. One well was plugged at this site after no owner or operator could be identified following a citizen complaint. The site is near Marsh Creek, a tributary of the Genesee River.

Later this summer, EPA will oversee the plugging of abandoned wells on the Burrows Oil Lease Site in Olean, N.Y. The site comprises 13 crude oil production wells, some of which are leaking or show evidence of past leakage. The site borders Mix Creek, a tributary of the Allegheny River. For a Google Earth aerial view of the oil plugging site, visit:

http://www.epa.gov/region2/kml/western_ny_abandoned_oil_wells.kml.

USA, N.H, NORTH HAMPTON, JULY 30 2011. I-95 TANKER CRASH IN NORTH HAMPTON KILLS 1, INJURES 6 MORE >> HIGHWAY CLOSED FOR MORE THAN 2 HOURS; ACCIDENT CALLED 'HORRIBLE'

joey cresta

State police have identified the woman killed in a multi-car crash that left six others injured on Interstate 95 Wednesday night as 69-year-old Doris Gardner of Goffstown. Trooper Tom Conlon confirmed her identity, but released no additional details about the investigation, which he said could take days. He said an extensive investigation involving accident reconstruction is taking place, but is made more difficult due to the large area of the crash scene. At 9:06 p.m., a 2005 Freightliner tractor-trailer driven by Robert Goodman, 51, of Lewiston, Maine, collided with a maroon Honda Accord driven by Sylvia Hull, 61, of Sabattus, Maine. Those vehicles were headed north, both crossed the median and struck a silver 2009 Honda Accord driven by Alden Milton, 80, of Goffstown, according to a State Police news release. Conlon said what led to the crash is still under investigation and he could not comment on who may have been at fault. North Hampton Fire Chief Dennis Cote called the accident one of the worst wrecks of his career. The maroon Honda became lodged under the tanker truck carrying what authorities believe was water near the Greenland town line. Gardner, a passenger in the silver Honda, died when it was struck by the other vehicles crossing the median, according to the release. "The whole thing's horrible," Cote said. The silver Honda ended up facing north in the southbound breakdown lane with heavy front-end damage. White sheets were placed around the vehicle late Wednesday night, when highway traffic started moving after being halted for hours. The tanker and maroon Honda both came to rest in the woods lining the southbound lanes. It took emergency responders an hour and 40 minutes to extricate the driver of the car, Cote said. A National Wrecker Service truck assisted with lifting the tanker, crews rapidly cut the roof off the car and emergency medical technicians were on scene to provide first aid, Cote said. In addition to the fatality, Cote said, there were two patients who were stable but seriously hurt and four more with less severe injuries. A Dartmouth-Hitchcock medical helicopter landed on the highway. Cote said the female driver of the car lodged under the tanker was receiving treatment in the helicopter as others were transported by ambulance. Police said Hull had serious injuries and was taken by helicopter to Maine Medical Center in Portland. Two passengers in her vehicle had minor injuries and were treated and

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released from Portsmouth Regional Hospital, police said. A young girl who was a passenger in the car trapped under the truck was seen limping away. Cote credited the vehicle's design for saving lives in the crash. Milton, the driver of the third vehicle, had serious injuries and was also taken to Portsmouth Regional Hospital, police said. One of his passengers was taken to the hospital with serious injuries, while Gardner had fatal injuries and was pronounced dead at the scene by Assistant Medical Examiner Laura Foley. Screams could be heard at times from the crash scene. Drivers who were stopped when the interstate was closed stepped out of their cars for a closer look. "Oh, those poor people," said a man who identified himself only as Scott, and held his children tightly as he watched emergency responders working to save the patients. The highway was closed for much of the night in both directions as traffic stretched for miles. The northbound lanes were opened by around 11 p.m., and the southbound side opened shortly after 11:30. State Police and North Hampton Fire Department crew led the investigation and rescue effort, respectively, while members of the North Hampton Police, Hampton Fire Department, Portsmouth Fire Department, Newington Fire Department, Greenland police and fire departments and the N.H. Department of Transportation assisted. The accident remains under investigation by Troopers Conlon and Christopher Storm of Troop A. Anyone with information regarding the crash should call them at 223-8490.

<http://www.seacoastonline.com/articles/20110729-NEWS-107290344>

MALAYSIA, PETALING JAYA, JULY 30 2011. CALTEX REFRESHES LOOK OF ITS SERVICE STATIONS IN MALAYSIA

anthony lim



Chevron Malaysia has given its Caltex service stations in the country an image refresh, and the first station to bear the new look, in Bandar Utama, was launched today. The revamp is part of the company's new brand strategy called Enjoy The Journey, aimed at enhancing the Caltex experience for its customers. The image refresh features a new design has been standardised to a simplified but more colorful and sleek look to enhance the appearance and function of the service stations. Features include forecourts that are brighter and more attractive, with canopy lights providing a safer welcome at night. The company is set to refurbish over 60 of its existing retail stations nationwide to reflect the refreshing image by year end, with 25 service stations already completed.

Currently, there are more than 420 Caltex stations in Peninsular Malaysia, which means the revamping of the rest will be completed in phases, spanning the next two to three years. Caltex plans to build 15 to 20 new service stations each year, and it has added six new ones to its network, the latest being in Sungai Petani, with nine more to be built within the year. In 2010 it opened 18 new service stations in the country.

<http://www.bernama.com/bernama/v5/newsbusiness.php?id=604794>

BULGARIA, SOFIA, JULY 30 2011. BULGARIA SETS UP CRISIS HQS OVER LUKOIL REVOKED LICENCE



Valentin Zlatev, General Director of Lukoil Bulgaria, has vehemently denied allegations of being "the country's back seat ruler".

Crisis headquarters will monitor the situation on Bulgaria's fuel market after the local refinery of Russian oil giant Lukoil was forced to halt operations for at least a month and a half, the prime minister announced. Bulgaria's Economy and Energy Minister Traicho Traikov will head the headquarters, Boyko Borisov told journalists. It will also include Transport Minister Ivaylo Moskovski, head of customs offices Vanyo Tanov, a deputy interior minister, a deputy finance minister and head of the State Reserve. The officials will supervise the fluctuations on the fuel market following the revocation of the refinery licence to sell fuels. "I hope that the refinery, being the largest Bulgarian company, will not dare mess around with the state. I would strongly advise them against doing so. I am advising them as

their friend," said Boyko Borisov. Borisov said he would agree to have a meeting with the trade unions operating in Lukoil Neftochim if they first stage a rally against the company's management, who have failed to fulfil their obligations for more than a year and a half. "This is the law and we are sticking to it," stressed Borisov. Bulgaria's Neftochim, the only oil refinery in the country, controlled by Russia's giant Lukoil, started on Wednesday to reduce crude processing to effectively stop production after the customs office revoked its licences. Currently, the Customs Agency is conducting a full inventory of the company, which is the largest fuel importer in Bulgaria, by checking the available fuel in the storage in order to assess the amount of the

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excise owed by Lukoil. Authorities have informed that upon full payment, the company would again be allowed to sell fuels, but until then it could trade only the quantities that are outside the refinery. Vanyo Tanov, head of the customs office, has explained that the refinery cannot operate without the required electronic measuring devices Lukoil failed to install in its storage facilities, and can deal only with the fuels already outside the plant. He said the only other possibility for the company is to appeal his decision in Court, which would be a lengthy process. Valentin Zlatev, General Director of Lukoil Bulgaria, has often been described as "the country's back seat ruler" and "the oil oligarch, who pulls the strings of the government". He is suspected of being the man behind Bulgaria's Prime Minister Boyko Borisov. Zlatev has strongly denied the allegations.

http://www.novinite.com/view_news.php?id=130700

NIGERIA, ENUGU, JULY 30 2011. SIX FEARED DEAD IN ENUGU INFERNO

tony ita etim



At least six persons were feared dead in Enugu following an early morning fire caused by a petrol tanker that fell and spilled its content. Also more than 20 houses, household property and goods worth millions of naira were razed in the inferno that caught residents of the area unaware. Eyewitnesses said the tanker with registration number Lagos KT 968 JJJ belonging to Shorelink Oil and Gas Services Limited, Port-Harcourt, Rivers State fell was coming from the New Market axis when the accident occurred while the driver was negotiating the Central Police Station, CPS roundabout in front of the Nigeria Prisons, Enugu at about 7. 20 am. In the process of trying to negotiate the roundabout the vehicle fell and the entire the 33,000 litres of petrol pour into a nearby a gutter that ran from the Nigeria Prisons through the police barracks and part of Ogbete Main Market consuming setting houses household items, vehicles, wares and

livestock ablaze in its trial. Mostly affected were six block of houses in the Prisons barrack, five houses in CPS barrack, seven vehicles including the fuel tanker, two motorcycles, five goats, about 20 shops containing different types of goods along the Railway Line in Ogbete market, furniture and other household appliances belonging to warders and policemen living in the affected barracks. According to Mr. Ndubisi Ottah, an eyewitness who hails from Abia State, when he saw the way the tanker driver was negotiating the roundabout, he (Ottah) raised and alarm that saved many of the residents. Ottah that tanker driver who was coming from new market road on high speed lost control of the vehicle with the tanker falling broadside and later exploding. Reacting to the accident, Enugu State Governor Sullivan Chime, ordered that all illegal structures in the state capital be pulled down and removed within two weeks just as he commiserated with the victims. Chime gave the order following reports that personnel of the state Fire Service who had arrived the scene promptly encountered difficulties in their efforts to prevent the spread of the fire owing to illegal structures that blocked the access routes. Addressing newsmen after inspecting the scene of the disaster, the State Deputy, Mr. Sunday Onyebuchi said the government would do everything possible to minimise the damage from such tragedies in future and said destruction of illegal structures that hindered the movement of fire trucks was a major step in that direction. Onyebuchi, on behalf of the state government, commiserated with the victims of the explosion and assured them that government would look into the matter and come to their aid. He assured that the state government would find ways to alleviate the suffering of the people and praised the fire service and other paramilitary agencies in the state for their quick response to the incident. The Deputy Governor warned drivers of heavy duty vehicles in the state to apply more caution more especially when they are conveying highly inflammable goods. The chairman Enugu North Local Government Area, Mr. Herbert Orji in his reaction described the occurrence as tragic and noted that properties worth millions were destroyed.

<http://allafrica.com/stories/201107291166.html>

USA, PA, FOGELSVILLE, JULY 30 2011. OVERTURNED FUEL TANKER CLOSES I-78 EAST >> A TRUCK REPORTEDLY CARRYING 9,000 GALLONS OF USED MOTOR OIL CRASHED AROUND 5:30 A.M. IN THE AREA OF ROUTE 100.

Watch the Video http://www.mcall.com/news/breaking/mc-interstate-78-route-100-truck-acci20110729_0.7784843.story

An overturned tanker truck and large motor oil spill shut down Interstate 78 east between Routes 863 and 100 in the Fogelsville area Friday morning. The truck overturned around 5:30 a.m. in Upper Macungie Township as it entered Interstate 78 east from Route 100. State police said the tanker truck operated by Forrest E. Seaton, 46, of York, flipped onto its driver's

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side as it entered the highway and slid across the eastbound lanes into the center median. The oil spilled onto all three eastbound lanes and onto the left shoulder of the westbound lane. Interstate 78 west was temporarily closed and then reduced to one lane for the cleanup. All westbound lanes were re-opened just after 10 a.m., but the eastbound lanes remained closed as of 10:20 a.m. As of 12:30 p.m., interstate was still closed in the area of Route 100, and there was still no estimate on when it would reopen. The truck driver was treated at the scene for injuries and taken to [Lehigh Valley Hospital-Cedar Crest](#). The tanker was loaded with approximately 9,000 gallons of used motor oil and its contents spilled onto the highway. Vehicles passing the crash site spread the oil eastward on Interstate 78 for at least a half mile. The tanker truck was towed from the scene around 8:30 a.m. as emergency crews continued to clean up the spilled oil. Emergency responders spread sand on the highway to absorb the spill and the oil-soaked sand was being collected so it could be hauled away for proper disposal. State police closed the entrance to Interstate 78 east at Exit 45 to Route 863 for New Smithville and [Lynnport](#) and at Exit 49 for Route 100 to Fogelsville and [Trexlerstown](#) immediately after the crash. The detours created traffic backlogs on Route 100, Schantz Road, Tilghman Street, Hamilton Boulevard and other secondary arteries around the closed interchanges. Motorists are advised to avoid the area if possible.

<http://www.mcall.com/news/breaking/mc-interstate-78-route-100-truck-acc20110729.0.7784843.story>

UKRAINE, LUGANSK, JULY30 2011. 20 DEAD, 17 MISSING IN UKRAINE TWIN MINE TRAGEDIES



Twenty miners died and another 17 were missing Friday in two separate accidents at coal mines in the east of Ukraine, an industrial region notorious for its mining safety record.

Twenty miners died and another 17 were missing Friday in two separate accidents at coal mines in the east of Ukraine, an industrial region notorious for its mining safety record. The twin disasters were the country's worst mining accidents since more than 100 miners were killed in a mine explosion in 2007. President Viktor Yanukovich interrupted his vacation and was expected at the Lugansk mine, which is run by a private holding controlled by Rinat Akhmetov, Ukraine's richest man who bankrolled his 2010 presidential campaign.

Yanukovich also cancelled plans to attend the Formula 1 Power Boat Grand Prix near Kiev, his administration said. At least 16 miners were killed instantly as a result of an explosion at the Sukhodolskaya-Vostochnaya coal mine in the eastern Lugansk region early Friday, the emergencies ministry said. Another three workers received burns and other injuries and were hospitalized, it said. One of the injured died later of his wounds. The two injured were in a grave condition, said Pavel Malysh, top health official for the Lugansk region, noting they suffered from a combination of burns and head injuries. "We're doing our best to save them," he said. "The fate of nine miners remains unknown," said the Kiev-based emergencies ministry in a statement, adding that a total of 28 people were working at the pit when the explosion occurred at 1:57 am Friday. The Lugansk regional administration, citing preliminary information, said the accident was caused by a methane explosion, which has caused most of the country's past mining disasters. A separate accident at the state-controlled Bazhanova mine in the town of Makiyivka in the neighbouring Donetsk region left three people dead, the emergencies ministry said in a statement. The emergencies ministry said the tragedy was caused when the 70-meter-high (230-foot) mine headframe, which is used to lower miners down into the mine and bring them up again, collapsed earlier Friday. Eight workers were missing, according to the emergencies ministry, and officials said it appeared they were still alive but trapped under the rubble. "The voices of two people can be heard from under the ruins," said Donetsk region governor Andriy Shishatsky. "They're saying that more people are under them. The main task is to get the people out as soon as possible." Another four were injured, the emergencies ministry said, adding that more than 530 workers were able to bring themselves to the surface using emergency shafts. An official with Metinvest Group, a private holding that includes the company operating the Lugansk region mine, said it had modern equipment but was one of the most dangerous coal mines in the country as it had high levels of methane and had experienced accidents in the past. System Capital Management Group, controlled by Akhmetov, has a 70 percent stake in Metinvest. "The company spent huge money to upgrade it," the official told AFP on condition of anonymity. "But the mine is incredibly dangerous." Albina Kosheleva, the Lugansk regional administration spokeswoman, also said the mine boasted modern equipment and the safety procedures there were at a "decent level". The Metinvest official said families of the miners killed in the blast would each receive one million hryvnias (\$125,000). Dmitry Kalitventsev, leader of a local miners' trade union, expressed fears the rescue teams would find more dead at the Lugansk mine. "It is most likely that all of them died," he told AFP, referring to the missing workers. Deadly accidents are frequent in Ukrainian mines, most of which are located in the country's industrial eastern region. Many of the mines are underfunded and

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poorly equipped, while safety violations are rife. In the worst accident of its kind in the country's post-Soviet history, more than 100 miners were killed in an explosion in 2007 at the Zasyadko mine, one of the three biggest in Ukraine.

<http://newsinfo.inquirer.net/33065/20-dead-17-missing-in-ukraine-twin-mine-tragedies>

USA, ORE, MCMINNVILLE, JULY 30 2011. MCMINNVILLE FIRE CAUSES \$20M IN DAMAGE

justin burton & michael rollins

• **Watch the Video** http://videos.oregonlive.com/oregonian/2011/07/fire_investigators_try_to_dete.html

• **Watch the Video** <http://www.kgw.com/home/Evergreen-Aviation-storage-barn-destroyed-by-fire-126385888.html>

• **Watch the Video** <http://www.kptv.com/story/15173482/fire-destroys-barn-used-by-evergreen-intl-aviation>

• **Photo Gallery** <http://www.kptv.com/story/15173482/fire-destroys-barn-used-by-evergreen-intl-aviation>

• **Photo Gallery** <http://www.kgw.com/home/Evergreen-Aviation-storage-barn-destroyed-by-fire-126385888.html>



A storage building used by Evergreen International Aviation was destroyed by a two-alarm fire late Thursday night, with ruptured barrels of drums creating spectacular fireballs that could be seen for miles. McMinnville Fire Department Investigator Debbie McDermott said crews were dispatched to [Oregon 18 & Cruickshank Road](#) around 7:40 p.m. Fire officials said the structure will be a total loss, with costs exceeding \$20 million. Evergreen used the building as storage for inoperable helicopter parts, and possibly some future displays for the company's well-known [Aviation & Space Museum](#), according to McMinnville Fire Chief Rich Leipfert. The building was the only one of four side-by-side structures damaged by the blaze. They are retrofitted farm buildings, Leipfert said. No one was injured in the fire, but crews were battling exploding drums full of flammable liquid inside the building. McDermott said two 55-gallon drums exploded, though she didn't know what was inside those drums. Crews will continue to monitor the smoldering building, and Yamhill Co. Sheriff's volunteer deputies have cordoned off the area as a precaution. McDermott said the building is still too hot to enter, but investigators anticipate returning in the morning. McDermott added that the public is not at risk by anything that burned inside the building.

<http://www.kgw.com/home/Evergreen-Aviation-storage-barn-destroyed-by-fire-126385888.html>

USA, S.D, MITCHELL, JULY 30 2011. RAIL CARS PARKED IN MITCHELL FILLED WITH TONS OF HIGHLY FLAMMABLE GAS, LIQUID



Southern Railway is storing 34 tankers, such as the black tanker in the foreground, filled with hundreds of tons of butane and ethanol at a rail yard at the south end of Main Street in Mitchell. The railroad was cited earlier this year by a federal agency for not having a hazardous materials transportation permit.

Railroad tank cars parked at a rail yard at the south end of Mitchell's Main Street are filled with tons of highly flammable gas and liquid. They are not scheduled to leave town until sometime in the fall. Railroad tank cars parked at a rail yard at the south end of Mitchell's Main Street are filled with tons of highly flammable gas and liquid.

The firm that is storing the cars, Dakota Southern Railway, was investigated and cited by the Federal Railroad Administration this spring for not having a permit for transporting hazardous materials, such as the chemicals it stores in the tankers in Mitchell. Some of the 34 tankers are holding butane, a pressurized gas, while others hold ethanol, according to Dakota Southern President Stan Patterson. Patterson said while he feels the cars are perfectly safe, if they do explode, Mitchell would be severely impacted. "I think if those cars went off, there'd be a rough existence for everyone in town," he said. "I feel we're safe. On the other angle, I see the public's concern with this." The cars are about 14 feet high and 50 to 60 feet in length. Each car holds up to 80 tons of butane and a similar amount of ethanol. Robert Kulat, a spokesman for the Federal Railroad Administration, said FRA inspectors were in Mitchell in May to examine the tankers. While they found them properly maintained and positioned, the tankers had not been registered as hazardous material carriers. Dakota Southern was cited for that, Kulat said. The civil penalty — a fine — has not yet been determined. Patterson said the citation was caused by an oversight, not a genuine safety infraction. "They issued the infraction for not having the permit," he said. "We're not going to get issued a fine. A 28-year-old railroad with no haz-mat

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infractions, they're not going to fine us." Kulat said he could not confirm that and said lawyers on both sides negotiate before any fine is set. A decision on a civil penalty won't be made until later this year, he said. Centennial Energy, which is based in Denver, is paying for the storage, Patterson said, but he's unsure if they own the chemicals. Calls to Centennial Energy were not returned Thursday. A leasing company owns the tankers, while Dakota Southern leases the rail yard from Burlington Northern Santa Fe Railway. Patterson said the cars arrived this spring and will depart in the fall, although he didn't have firm dates. "We don't ask too many questions of our customers," he said. "We store cars for four or five different companies. We do inventory for them." He said rail companies have such a "stellar safety record," companies prefer storing chemicals with them as opposed to placing them elsewhere. Patterson said the tankers are not guarded, but Dakota Southern employees keep an eye on them. "Someone would have to do something quite prolific to make them explode," he said. "Anything could happen, but realistically if it did explode ... a double-hull tank car is safe. They can be derailed and not go up." Patterson said he doubts someone could set the tankers off by accident or with an act of vandalism. "You could shoot that with any gun legal in the United States and they're not going to do anything," he said. "They're safe and they're made to go down the tracks." Patterson said people should not feel at risk if they live or work near the rail yard. "I would say that as someone who is staying in Mitchell right now," he said, pointing out that he is staying not far from the rail yard. "If I thought they were going to do anything detrimental, I wouldn't be within blast radius of them." Mitchell Assistant Fire Chief Paul Morris said if an incident involving the cars arose, numerous blocks would have to be evacuated in all directions from the rail yard. Patterson, 34, said he has handled "trainloads and trainloads" of such cars and has not had a problem. He said Dakota Southern Railway has worked hard to ensure safety while teaming with the state to invest in an upgrade of tracks west of Mitchell. The state is conducting a \$28 million upgrade of track west of Mitchell, with much of the money coming from a federal grant. Patterson co-owns four railroads and said he has dealt with the FRA numerous times. "That was the only thing they found of any size," he said. "They always find a million things ... but only one thing of any size." Dakota Southern Railway General Manager Scott Moore said he does not feel the FRA "audit," as it is referred to, was a major incident. "We were audited by the FRA, we are in compliance and there was a mistake last year and it has been corrected," Moore said. Kulat said it's legal to store the butane and ethanol in cities and towns. "They are allowed to be stored near populated areas if it's in a privately owned area," he said. Mitchell Police Maj. Leon Baier said a person noticed the tankers hadn't been moved for several weeks, and police and fire officials were notified. They asked the FRA to look into it. Detective Lt. Don Everson met with FRA staffers in early May and the tankers were inspected, according to a Mitchell Police Division report. No local citations were issued and the case was handed over to the federal officials, Baier said. He said they are still monitoring the tankers and are aware of the potential danger. "As long as everybody is following the rules ... it is what it is," Baier said. Patterson said other rail companies bring cars loaded with ethanol to Mitchell. "We're not the only one that filled the town with it," he said. "Twice a week, BN (Burlington Northern) does it." Patterson said he would rather store the cars in a rail yard out of the city limits or on the edge of town, and he'd like to build one. "I'd put anything in if I could afford it," he said. "The last few years, car storage ... has been 20 times the business it used to be. Heck yeah, I'd love to have a gigantic yard on the edge of town." Dakota Southern Railway has depots in Chamberlain, White Lake and Murdo. It owns the Chamberlain depot; the other two are owned by the state. The railroad, then under different ownership, was fined three times in 2009, with all three penalties settled on April 1, 2009, for a total of \$5,000. The fines were:

- \$2,400 for failing to meet locomotive safety standards.
- \$2,100 for accident report violations.
- \$500 for track safety violations.

Such fines are not unusual. The FRA website has a long list of civil penalties and some larger railroads, such as Burlington Northern Santa Fe, pay hundreds of thousands in civil penalties each year. Another South Dakota railroad, Dakota, Minnesota & Eastern, was fined 20 times in 2009 and paid several thousand dollars in penalties. Dakota Southern Railway was not cited or fined in 2010. Dakota Southern Railway is owned by Mike Williams and Patterson, who bought the small rail line from brothers Alex and Dick Huff on Oct. 1, 2009. The railroad was founded in 1985 and has hauled grain, rock and items from private companies, including Graphic Packaging, a Mitchell firm that has been a major client of Dakota Southern for years. Patterson said it leases 60 miles of state-owned track between Ravinia and Napa Junction, located near Yankton, and 186 miles of track from Kadoka to Mitchell. When he and Williams bought the railroad, it came with 14 locomotives, four of which were functional, Patterson said, and three that could be made operational. Patterson, 33, is a Spokane, Wash., resident. He spends time in Mitchell overseeing work before returning home. Patterson said he and his partner spent \$1 million to buy the railroad and have invested another \$4 million in track improvements. "That's just the tip of the iceberg, and we're going to make it something," he said. "We're really proud of what we've done there."

<http://www.mitchellrepublic.com/event/article/id/55215/>

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USA, WASHINGTON DC, JULY 30 2011. STUDY: UPCOMING EPA GASOLINE REGULATIONS COULD RAISE COSTS BY 25 CENTS PER GALLON

[PDF Document http://www.api.org/Newsroom/upload/110715_LowerSulfur_LowerRVP_Final.pdf](http://www.api.org/Newsroom/upload/110715_LowerSulfur_LowerRVP_Final.pdf)

A new study says that upcoming EPA requirements could raise the cost of manufacturing gasoline, lead to the closing of domestic refineries, and force the U.S. to double its gasoline imports – while causing increased carbon dioxide emissions. "The new EPA requirements could be devastating to consumers and communities across the nation," said Bob Greco, API's group director of downstream operations. "Consumers would be hurt by the increased cost of fuel projected by the study, and the closing of refineries could put local economies at risk, meaning there would be fewer jobs. In addition, we would be forced to rely even more on foreign fuel supplies, and that can only weaken our nation's economy and national security." The new study, which was conducted by energy consulting firm Baker & O'Brien for API, examines the potential costs of EPA's "Tier 3" fuel standard for gasoline blends which could be proposed at the end of the year. The study determined that the new requirements could boost the cost of making gasoline by up to 25 cents per gallon and could shutter up to seven U.S. refineries but predicted that it could drive up carbon dioxide emissions by up to 7.4 million tons a year because of the increased energy needed to manufacture the new fuel blend. "These regulations don't make sense environmentally or economically," said National Petrochemical & Refiners Association President Charles T. Drevna. "The proposal would increase greenhouse gas emissions, hurt American consumers by adding billions of dollars to the cost of manufacturing gasoline, hurt communities and workers by threatening to put some fuel manufacturing plants out of business, and weaken America's economic and national security." EPA cites new ozone NAAQS requirements as one of the reasons for the new gasoline requirements, but Greco pointed out that new, out-of-cycle ozone requirements "would clearly harm job creation and economic growth, all at a time when air quality continues to improve under the existing standards." API represents more than 470 oil and natural gas companies, leaders of a technology-driven industry that supplies most of America's energy, supports more than 9.2 million U.S. jobs and 7.7 percent of the U.S. economy, delivers \$86 million in revenue to our government every day, and, since 2000, has invested nearly \$2 trillion in U.S. capital projects to advance all forms of energy, including alternatives.

<http://www.prnewswire.com/news-releases/study-upcoming-epa-gasoline-regulations-could-raise-costs-by-25-cents-per-gallon-126403483.html>

USA, TX, SLATON, JULY 30 311. HAZMAT TEAM RESPONDS TO ACID SPILL IN SLATON

michael slother



The Lubbock Fire Department HAZMAT team is assisting the Slaton Fire Department with a reported hydrochloric acid spill near the railroad in Slaton. Lubbock County Emergency Management Coordinator Clinton Thetford says crews on scene reported a railroad car containing approximately 30 gallons of the chemical split. We're told some of the solution is on the ground. Crews are assessing and stabilizing the scene as they await response from railroad response team. Thetford says that could take several hours. The location of the spill is on Railroad Avenue in Slaton. Right now it is of 'minimal threat' to the public. KCBD has a crew on scene and will bring you updates as we get them. 11:45 p.m. Update: The city manager of Slaton has told KCBD that the tanker leak has now been

repaired.

<http://www.kcbd.com/story/15173908/hazmat-team-responds-to-acid-spill-in-slaton>

USA, LA, EUNICE CITY, JULY 30 2011. REVIVING EUNICE CITY LAKE ELEVEN YEARS AFTER TRAIN DERAILMENT

The Louisiana Wildlife and Fisheries Foundation (LWFF) in cooperation with the Louisiana Department of Wildlife and Fisheries (LDWF) and the City of Eunice plan to launch a project to rehabilitate Eunice City Lake after a Union Pacific Railroad explosion in May 2000 potentially released hazardous materials and chemicals into the surrounding area. Thirty-three of the 113 cars making up an eastbound Union Pacific Railroad train derailed northwest of Eunice, Louisiana. The derailment occurred on a bridge crossing an unnamed tributary to Bayou Des Cannes. Fifteen of the derailed cars contained a variety of hazardous materials and chemicals, and two rail cars exploded, potentially sending their contents into the surrounding area, including Eunice City Lake. The total amount for environmental rehabilitation projects that will be executed by the LWFF and LDWF exceeds \$1 million. After all claimants had been paid following the incident, residual funds were left in the account. The Honorable Richard T. Haik of the United States District Court for the Western District of Louisiana, the presiding Judge overseeing the train derailment litigation, awarded the monies to the LWFF to fund the improvement projects on the lake.

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Although it was determined that there were no health risks involved in eating fish from the lake, concerns about fish contamination discouraged recreational use of the lake. Improvement projects will include draining the lake, removing the existing fish population and restocking the lake with bass, bluegill, redear sunfish and sac-a-lait. Existing facilities will also be revitalized to accommodate those seeking an outdoor recreational refuge within the community. A large pavilion will be constructed as a revenue generating space available to the community for private outdoor events. Other site improvements include the construction of a deck and pier, restroom facility, picnic pavilions, nature walk, welcome center and asphalt road and parking. Repairs will be made to the existing fishing and boat dock, boat slip and the existing lake control structure will be replaced. The Louisiana Wildlife and Fisheries Foundation was formed to provide a means for individuals and corporations to become partners with the Department and Commission in the challenge of conserving Louisiana's wildlife and fish resources.
<http://www.katc.com/news/reviving-eunice-city-lake-eleven-years-after-train-derailment/>

SOUTH AFRICA, DURBAN, JULY 30 2011. SHIP FUEL SALVAGE STARTS

barbara cole & kamcilla pillay



Operators move equipment along a line to the stricken tanker, MT Phoenix, from the rocks at Christmas Bay at Sheffield Beach, north of Durban.

The critical ship-to-shore operation to transfer fuel from the shipwrecked MT Phoenix to road tankers to avert an environmental disaster on the North Coast got under way in earnest on Friday. "If the gods smile on us, we should have the fuel off by Saturday night," Captain Nigel Campbell, the manager of the South African Maritime Safety Authority (Samsa) southern region, said. The operational area has been declared out of bounds to the public for safety reasons, with access restricted to salvage and environmental experts. But sightseers have been flocking to Christmas Bay at Sheffield Beach to catch a glimpse of the wreck on the rocks and the ongoing salvage operation. "We've had major problems with sightseers, but now the municipality and the police have come to the party (to manage the influx of vehicles and people)," Campbell said. All the costs for the salvage of the Phoenix would be borne by the South

African government, Campbell said in a letter to local residents to keep them up to date with the operation. But he was unable to confirm media reports that the bill could cost taxpayers up to R333 million. He said: "It is going to be very expensive, but how long is a piece of string?" The risk to the environment would remain high until the 400 tons of diesel had been removed from the ship, Campbell said in his letter. He apologised in advance to residents for the noise from a Puma helicopter used to transport personnel and equipment, and from the generators that had been taken on board because the ship had no power. Members of the salvage team, who live in Cape Town, are renting two houses just minutes from the scene, and a local homeowner has allowed the Puma, from Starlite Helicopters, to land in his garden. The 40-year-old tanker, which carried no cargo and ran aground in wild seas on Tuesday, was on her final journey from West Africa to India and was destined for the scrapyard. The crew is to be repatriated home, but the captain and the ship's engineer will stay here and were on Thursday using their knowledge of the ship to help the salvage teams. Reports that the 15-man crew from India had not been paid could not be confirmed, but Campbell said it was normal to pay a delivery crew at the end of a successful voyage. Saying the teams had on Thursday reported a "pretty good day", Campbell said that all the rubbish – bits and pieces and oil drums – had been cleared from the deck and the operation to pump out the fuel was expected to start at first light on Friday. Jan de Bruin, the operations manager for Drizit Environmental, brought in to ensure there was no spillage, said everything was under control. "There is no sign of pollution and no danger of the ship breaking up. The Phoenix is behaving very well in the rough water," he said. There was some small damage, but that was being repaired, Campbell said. Watched by fascinated onlookers, the scene was a hive of activity on Thursday as preparations were laid to pump the fuel from the stricken ship. The Puma lifted 15 men and heavy equipment to the ship; the Phoenix was inspected, pipes and pumps set up and electricity installed. One airlift was made to pick up the Indian crewmen's passports and other important documents. At one stage, six 20-litre drums containing ropes and welding gear that was being airlifted in three cargo nets ended up in the sea when a rope broke. After a team cleared 40 empty oil drums from the front of the ship, Captain Saroor Ali, Samsa head of operations on the shore and Samsa's East Coast regional manager, said this was to make space for the helicopter to hover without being damaged. The team was also trying to make space for a chain that was attached to the anchor. "It will then be pulled through to the other side and attached to the tug boat to secure it. We know that the ship hasn't moved since becoming stuck on the rocks, but we want to take all necessary precautions," he said. Ali emphasised that, while the operation was dangerous, Samsa was optimistic about

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the outcome. He was unable to say how long the entire process should take. "We can't jump to the third step (getting the ship back on its course) without finishing the second (draining the ship of fuel)," he said. Even after the 400 tons of fuel had been removed, the salvage teams still had to get rid of other pollutants, like dirty oil and paint, that was on the ship, Campbell said. Ali explained that the lines taking the fuel from the ship to the tankers on the road would span about a kilometre. "We have to examine the temperatures because that would affect the viscosity (thickness) of the oil and in turn affect how long it would take to pump it out via the pipes we place," he said. The fuel was not "heavy" so the process would "be quick". Meanwhile, Samsa has still been unable to trace the owners of the ship. "They have disappeared into a hole in the ground," Campbell said. Samsa had a piece of paper stating the tanker had belonged to A&K Shipping in Panama, he said. "We still think the principals are Nigerian, but cannot confirm that." The matter will come before the High Court next Thursday for the final order to be made. Val van Dyk, who lives near the wreck site, said she was very concerned about the "permanent damage" that would be done to the beach should the fuel leak. "This is very serious and I hope the ship is removed soon," she said. Chris Braund, of Umhlanga, who saw the ship when he was travelling back from Empangeni, said he was concerned about the environmental impact a spill could have. Meanwhile Sue Dewar, whose hobby is photography, said she had journeyed from Vryheid to see the ship. "People asked me why I came all the way here for this when I could have seen snow right on my doorstep. I've seen snow before – you don't see this everyday," she said gesturing to the ship.

<http://www.iol.co.za/news/south-africa/kwazulu-natal/ship-fuel-salvage-starts-1.1108533>

USA, FLA, MANGO, JULY 30 2011. COUNTY PLANS TO TEST MORE WELLS NEAR JET FUEL SPILL >> THE THREE WELLS NEAREST TO THE SPILL HAVE PASSED CONTAMINATION TESTS. MEANWHILE, A PUBLIC FORUM ON THE ISSUE IS PLANNED.

kevin brady



The county health department plans to test more water wells near a pipeline that leaked jet fuel along Broadway near Williams Road in Mango. The pipeline, which carries jet and diesel fuel to Orlando, [ruptured July 22](#). It was repaired three days later but not before leaking 31,500 gallons of jet fuel into a small creek just behind the Sabal Business Park. Residents and environmental experts were concerned the fuel might leak into the Tampa Bypass Canal, a source of drinking water for the county. Three water wells within ¼ mile of the leak all got a clean bill of health after tests earlier this week carried out by Kinder Morgan, the pipeline's owner. The Hillsborough County Department of Health is awaiting results of its own tests on those wells but doesn't expect find any contamination. Those wells will be tested weekly for the next month, said Steve Huard, a spokesman for the department of health. "We will also be working with the

county's Environmental Protection Commission and the Department of the Environment to determine what kind of future testing might be required," Huard said. An information line — 877-936-2253 — has also been set up for residents with questions about the release. The line will be open 8 a.m.-5 p.m. The department of health also plans to test wells serving homes along Valley Tree Drive and Julian Road as a precaution, Huard said. Those wells are between ¼ and ½ mile of the leak. "They are well outside where we would expect anything to happen," Huard said, "but just to be safe and give those residents a good level of confidence nothing is happening to their wells, we have offered to test those wells free of charge. We are doing it out of an abundance of caution. I don't think they have anything to worry about." Working at the site for a week now, Kinder Morgan cleanup crews are removing some vegetation and contaminated soil and flushing water through the area to capture more fuel, which is then siphoned into larger container trucks. The cleanup should be complete by early August, said Joe Hollier, a Kinder Morgan spokesman. "But that is a tentative date based on the progress they make and the weather," Hollier said. County, state and federal agencies are overseeing the cleanup. Kinder Morgan will also conduct long-term cleanup activities. "Just to make sure everything meets the environmental standards," Hollier said. The county has also answered the call for a public forum on the topic. Terry Flott, chairman of the 600-member United Citizens' Action Network, had been [calling for a public hearing](#) in the wake of the leak. "(A public meeting) is something that I think is really needed," said Flott, a Seffner resident. "We need to make sure everyone who was involved in this is there to answer questions for everyone who was impacted by this, and we need to know what the emergency action plan is for future spills or leaks." The date and location of the public meeting should be announced next week.

<http://brandon.patch.com/articles/county-plans-to-test-more-wells-near-jet-fuel-spill>

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TAIWAN TAIPEI, JULY 31 1011. FORMOSA PETROCHEMICAL HEADS RESIGN AFTER FIRE



Both the chairman and president of the Formosa Plastics Group's (FPG's) petrochemical subsidiary tendered their resignations Saturday after fire broke out yet again at their company's complex in southern Taiwan. FPG Chairman William Wang accepted the resignations of Formosa Petrochemical Corp. (FPC) Chairman Wilfred Wang and FPC President Su Chi-yi, and instructed that a meeting of the board of directors be convened as early as possible to decide their successors, an FPG spokesman said. Wilfred Wang and Su are the first top-ranking FPG officials to resign over the past year, during which seven separate fires broke out at factories in its petrochemical complex in Mailiao, Yunlin County, triggering a public outcry over industrial safety. The latest fire struck the third refinery of the FPC at around midnight Friday and was extinguished some two hours later. Citing an initial investigation report, Lin Chin-chi, a division chief of the Cabinet-level Council of Labor Affairs (CLA) said the

fire started in a propylene drying and desulfurization plant, probably ignited by leaking propane from the old propylene recycling unit of the refinery. Lin added that the CLA has ordered FPC to shut down the propylene-recycling facility and related pipelines out of fear of toxic leakage. Earlier, an air quality monitoring station operated by the Environmental Protection Administration in nearby Taisi Township reported 15 ppb of sulfur dioxide in the air at around 2 a.m. Although it had not reached the degree of causing pollution, people residing close to the FPG petrochemical complex were still advised to refrain from outdoor activities over the next few days. Lin suggested that the private conglomerate should accelerate moves to replace old facilities in the vast 2,700-hectare complex. "It is the enterprise's duty to ensure the safety of its facilities," he said.

http://focustaiwan.tw/ShowNews/WebNews_Detail.aspx?Type=aSOC&ID=201107300015

AUSTRALIA, NORTH QUEENSLAND, DINGO, JULY 31 2011. EXPLOSIVES TRUCK ROLLS NEAR DINGO

Update 2.30pm: The Fitzroy Developmental Road is expected to remain closed for at least another half an hour, following a truck rollover this morning. The truck rolled 42km north of Dingo about 5.50am and spilled about 40 tonnes of ammonium nitrate onto the road. Police expect to re-open the road about 3pm. The cause is still unknown.

Update 10.30am: The Fitzroy Developmental Road remains closed after a truck rolled spilling 40 tonnes of ammonium nitrate onto the road. The B-Double truck rolled about 5.50am 42km north of Dingo. The truck's cabin was on its wheels but the two trailers it was towing had rolled. Police and ambulance officers said the driver of the truck was unharmed. The cause of the roll over has not yet been established. Police say the road will remain closed with a 1km exclusion zone until at least 12pm today.

Breaking 9am: Police have set up a 1km exclusion zone around a truck rollover on the Fitzroy Developmental Road about 40km north of Dingo. Police say initial information suggests the B-Double truck spilled its load of ammonium nitrate, an oxidizing agent used in the production of explosives, onto the road. The exclusion zone and resulting road closure is expected to remain in place until at least 12pm today. While ammonium nitrate is not explosive on its own, it can react violently with other incompatible materials including flammable and combustible liquids such as diesel.

<http://www.themorningbulletin.com.au/story/2011/07/31/explosives-truck-rolls/>

MEXICO, MEXICO CITY, JULY 31 2011. EXPLOSION AT MEXICAN OIL REFINERY KILLS TWO



An explosion ripped through Mexico's second-largest oil refinery on Saturday, causing a massive fire and killing two workers, though production was not affected, state oil monopoly Pemex said. The explosion occurred at the 315,000 barrel-per-day Tula refinery in central Mexico while the company was running a trial of its visbreaker, a processing unit used in the distillation of crude oil, a Pemex spokesman said. One worker was taken to hospital with serious injuries caused by the blaze, which was brought under control within an hour, Pemex said in a statement. "The accident occurred in a small, very localized area, and so the refining production process was not affected," the statement said. "Operations are continuing normally." Pemex said it is investigating the cause of the accident. The number of injured could be higher and a helicopter was being used to airlift workers needing medical attention, said Miguel Garcia, emergency

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services director for Hidalgo state. Pemex employees were evacuated from the refinery but the fire posed no risk to the surrounding area, Garcia said. Clouds of black smoke were seen billowing out of the refinery in pictures taken by residents near the blast and posted on the social networking site Twitter. Mexico imports about 40 percent of its gasoline because of a lack of refining infrastructure in the oil producing nation. The country imported 674,500 barrels per day of fuel in June, according to Pemex data. There are only six refineries in Mexico and serious accidents in the past have led to a spike in imports or gasoline and diesel prices. In September of last year an explosion killed one worker at Pemex's Cadereyta refinery in northern Mexico, Mexico's third largest oil processing facility. That incident forced Pemex to shut two units and reduce output at the refinery, which can process 275,000 barrels per day, causing U.S. oil product futures to briefly jump.

Related Links

- [Explosion at Mexican Oil Refinery Kills 2](#)
- [2 Workers Die in Mexico Refinery Fire](#)

<http://updatednews.ca/2011/07/30/explosion-at-mexican-oil-refinery-kills-two/>

MEXICO, MEXICO CITY, AUGUST 1 2011. PEMEX SAYS DEATH TOLL CLIMBS TO THREE IN TULA FIRE; INVESTIGATION UNDERWAY

[Petroleos Mexicanos](#) said the death toll from yesterday's fire at the Tula refinery rose to three today after Patricio Rodriguez, 53, died in a Mexico City hospital. The victim arrived at the hospital in shock yesterday, his body covered in burns, said an official who declined to be identified, citing company policy.

<http://www.bloomberg.com/news/2011-08-01/pemex-says-death-toll-climbs-to-three-in-tula-fire-investigation-underway.html>

RUSSIA, MOSCOW, AUGUST 1 2011. REFINERIES ACCUSED OF SAFETY BREACHES

Russia's industrial safety watchdog discovered "thousands" of violations in a national inspection of oil refineries. The agency has ordered companies to close units at refineries visited by inspectors since last year because of outdated production facilities, Nikolai Kutin, the agency's head, told reporters late last week. The Ryazan refinery, owned by [TNK-BP](#), the oil producer half-owned by BP, is "in particularly bad shape," he said. "It will require major investment to bring it into normal condition." TNK-BP has received the results of the inspection and plans to submit a detailed plan to the watchdog, said company spokesman Dmitry Sergeyev. "TNK-BP is working in close cooperation with the inspection and oversight agencies and is pleased with the objective nature of the inspection," he said. Russia is seeking to modernize its refineries and will penalize oil companies for failing to upgrade their plants, Prime Minister [Vladimir Putin](#) said earlier last month. The country may see an improvement at refineries in two to three years, Kutin said.

<http://www.themoscowtimes.com/business/article/refineries-accused-of-safety-breaches/441365.html>

GHANA, MANKESSIM, AUGUST 1 2011. A PATROL TANKER DRIVER, SON BURNT TO DEATH IN AN ACCIDENT

A petrol tanker driver and his son were burnt to death when their vehicle ran into the rear of an articulated truck at Ekumfi Edukuma near Mankessim on the Accra/Cape Coast highway in the early hours of Thursday. The driver, Francis Akuffo aged 46 and his son Nathaniel Akuffo aged 17, were conveying fuel from Tema when the tanker ran into the rear of an articulated truck that had had developed a fault. Superintendent of Police Emmanuel O.N. Odonkor, the Saltpond District Police Commander, said the tanker caught fire and burnt the two. He said the truck was loaded with tin tomato and oil.

http://www.businessghana.com/portal/news/index.php?op=getNews&news_cat_id=1&id=149610

SOUTH AFRICA, DURBAN, AUGUST 1 2011. STOWAWAY, INSURANCE SCAM ISSUES SURROUND OIL TANKER WHICH RAN AGROUND

Police have been asked to investigate whether a stowaway is on board the oil tanker MT Phoenix, which ran aground north of Durban, the SA Maritime Safety Authority (Samsa) said on Sunday. There were also concerns the vessel was deliberately run aground off Sheffield Beach last Monday so its owners could claim from the insurers, Samsa's southern region manager, Captain Nigel Campbell, said in a statement. On Saturday the salvage crew found medication was missing from a kit which they left on board before leaving the vessel on Friday. "[T]he South African Police Services will be requested to search the vessel. It is not unusual for vessels coming from West Africa to have stowaways on board." Samsa had been contacted by Lloyds Casualty Intelligence of London, who said they could find no records of the Phoenix. A vessel of the same type, size and name was however scrapped in India in November 2010. Commenting on whether the vessel's running aground could be an "insurance job", Campbell said: "It would not be the first time that an unscrupulous ship owner was prepared to sacrifice a vessel in attempt to realise the insured value." The vessel ran aground despite the salvage tug Smit Amandla being nearby.

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"The Master of the Smit Amandla had to instruct the Master of the Phoenix to pay out more anchor cable when the vessel started dragging. A very junior officer knows that this is the first action that is taken when a vessel starts dragging anchor," Campbell said. Two attempts to get "messenger lines" to the Phoenix also failed. The lines would have been used to pull towing equipment onto the vessel. Meanwhile it was expected that all fuel should be pumped off the vessel on Sunday. It was being transferred to bladders on the beach, and from there to road tankers. All drums containing oil, grease and other rubbish had been flown ashore. According to Samsa the owners of the vessel were either A&L Shipping Inc of Panama, or A&L Shipping of Belize. Business Day reported on Thursday that the cost of salvaging the vessel could be up to US\$50 million (about R334 million). The ship was being taken to India to be scrapped when it ran into trouble. It was carrying 420,000 litres of fuel.

http://www.newstime.co.za/SouthAfrica/Stowaway_Insurance_Scam_Issues_Surround_Oil_Tanker_Which_Ran_Aground/29772/

INDIA, MUMBAI, AUGUST 1 2011. ANOTHER SHIP STUCK AT MUMBAI'S JUHU BEACH

• **Watch the Video** <http://www.youtube.com/watch?v=kFB9vuy0qJE>

• **Watch the Video** <http://www.ndtv.com/article/cities/another-ship-stuck-at-mumbai-s-juhu-beach-123323>



Curious visitors watch the Panama-flagged MT Pavit, an oil tanker, which ran aground at Juhu beach yesterday.

In the second such incident in six weeks, a huge ship on Sunday drifted to and ran aground at Juhu beach here, officials said. The ship is oil tanker, laden with 10 tonnes of fuel oil and another 10 tonnes of gas oil, an defence official said. The 21-year old ship, MT Pavit, flying a Panama flag, drifted here from Ras Al Madrakah in Oman following engine failure and flooding of its engine room, the officials said. However, officials declined to comment whether the oil aboard the double-bottomed ship posed any environmental hazards to the Mumbai port and the coast. Incidentally, two days ago, the approximately 70 metres long

ship had sent out a distress call to Britain's Maritime Rescue Coordination Committee (MRCC), following which Indian Coast Guard authorities had organised a rescue operation. An Indian ship, MT Jag Pushpa, was diverted to rescue the 13 crew on board the Pavit and they were taken to Sikka port in Gujarat. After the Coast Guard received intimation of the ship being grounded near Juhu beach, it sent out its vessel ICG Amrit Kaur and a helicopter to carry out preliminary assessment of the situation. "The preliminary assessment has revealed that the vessel is grounded without any apparent damage," the official said. The ship's owners, who believed that the ship had sunk two days ago, have been informed that measures are in the process to mount salvage operations. Last month, June 17, a condemned cargo ship, MV Wisdom, was similarly stuck at Juhu beach but was finally towed away July 2. Meanwhile, thousands of Mumbaikars turned up at Juhu beach on Sunday evening to view the ship nestling in the waters off the popular and famous beach. The Coast Guard and the Mumbai police have deployed personnel in the vicinity to prevent people from venturing too close to the grounded ship.

<http://www.ndtv.com/article/cities/another-ship-stuck-at-mumbai-s-juhu-beach-123323>

USA, WA, Bellevue, AUGUST 1 2011. BACKYARD BIODIESEL KIT SUSPECTED IN SUNDAY MORNING HOUSE FIRE >> THREE-DOZEN FIREFIGHTERS RESPONDED TO THE SINGLE-ALARM RESIDENTIAL FIRE IN THE LAKEMONT NEIGHBORHOOD.

kendall watson

Several fifty-gallon fuel drums are suspected as the main culprit in a Sunday morning single-alarm residential fire in Bellevue's Lakemont neighborhood. Neighbors reported seeing flames 20-feet high shooting up from the back of the house, located at 17811 SE 60th Street on a wooded foothill below Cougar Mountain. Firefighters responded to the single-story house fire at 6:32 a.m. and the first engine reached the home about ten minutes later, containing the damage to the rear of the home and the attic. Bellevue Fire Department spokesperson Lt. Troy Donlin said the cause of the fire is undetermined, but investigators discovered a number of 50-gallon fuel drums and equipment necessary to manufacture biofuel in the backyard near the suspected source of the fire. (The fire) was related to some part of the biodiesel process," Donlin said. He said the homeowners were away at the time of the fire and no one was injured. Over three-dozen firefighters and three fire engines from Bellevue, Eastside Fire and Mercer Island responded to the blaze.

<http://bellevue.patch.com/articles/backyard-biodiesel-kit-suspected-in-sunday-morning-house-fire>

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