



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 743 Newsy Stuff

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

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<http://www.fpaa.com.au/events/docs/HZ12%20E&S%20Brochure.pdf>

### USA, OH, JERUSALEM TWP, AUGUST 12 2011. QUICK THINKING AVERTS EXPLOSION, DISASTER >> MOTORISTS DRIVES OFF, TEARS GAS PUMP

kevin milliken

 **Watch the Video** [http://www.youtube.com/watch?v=pKp0gUyTb\\_4](http://www.youtube.com/watch?v=pKp0gUyTb_4)

 **Watch the Video** <http://www.foxtoledo.com/dpp/news/local/Quick-thinking-averts-explosion--disaster>

A motorist accidentally yanked a gas pump off its base at a gas station in Jerusalem Township Thursday afternoon near Maumee Bay State Park. Quick thinking though, by gas station attendants saved the busy gas station on State Route 2 in eastern Lucas County from exploding. Surveillance video from the Sunoco showed a motorist who appeared to be in a hurry forget to take the gas nozzle out of his car and put it back into the pump. The motorist hits the gas pedal and yanked the whole pump right off its base sparking a fire. The driver failed to realize what he had done at first, because the nozzle came out of his car as he drove away. "It was a little nerve-wracking when it was firing and flaming and electrical was popping. We couldn't seem to get the fire under control," said Joe Kiss, gas station owner. Store employees finally did manage to put out the flames with fire extinguishers. "Absolutely thank God for no explosion," Kiss said. "That was everyone's No. 1 concern was a big, flaming wall of fire." Jerusalem Township Fire Chief Harold Stanton said he's never seen anything like it in 25 years. "Usually they'll tear the hose off or something," he said. "In this case, he caught everything just right and pulled the whole pump over." The embarrassed customer came back and apologized, leaving his insurance information for what may be an expensive fix. The incident also closed the gas pumps for much of the afternoon. "He was upset and realized it was a mistake, but mistakes happen," Kiss said. "It is just one of those things. Things happen, we all know that. I'm not going to let my blood pressure get up as a result of it." "He wasn't trying to pull anything on anybody," added Chief Stanton. "He just made a mistake. Probably thinking about something and drove away."

<http://www.foxtoledo.com/dpp/news/local/Quick-thinking-averts-explosion--disaster>

### NIGERIA, LAGOS, AUGUST 12 2011. UN SAYS Ogoniland OIL CLEANUP COULD BECOME WORLD'S LARGEST



*The Niger Delta region is under siege from oil pollution.*

Ogoniland is covered in pipelines and rusting wells. Most belong to the oil company Royal Dutch Shell. Though Shell ceased extraction in 1993, the UN says its infrastructure continues to take a devastating toll. Contaminated drinking water, rotting mangroves and dead fish are par for the course in the Niger Delta. This is because oil industry has polluted the African region for over 50 years. One of the worst affected areas is Ogoniland, which is located in southeast Nigeria and is roughly the size of the city of Berlin. Pipelines and rusting oil wells, most of which belong to the Anglo-Dutch oil company Royal Dutch Shell, cover region. Although Shell halted production in the Ogoniland region in 1993 due to protests, pollution continues to seep through the company's aging infrastructure, menacing the local population and its ecosystem. For nearly two years, the United Nations Environment Programme (UNEP) has been investigating the damage caused in

the area by the oil industry and has come out with a damning report. UNEP says its assessment is one of the most complex studies that it has undertaken to date, covering contamination of soil, surface water and ground water. According to its findings, cleanup operations could take up to 30 years and may end up amounting to the biggest oil spill remediation effort in history. "The report underlines and confirms a wide suite of health and livelihood challenges facing the people of Ogoniland,"

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said Ibrahim Thiaw of UNEP. "Even though the oil industry is no longer active in Ogoniland, oil spills continue to occur with unacceptable frequency."

#### Black Poison

For its report, which was funded by Shell, the UNEP team investigated some 122 kilometers of oil pipelines, and collected over 4,000 earth, water and air samples. The results reveal that cleanup efforts in many places have so far been superficial. The findings confirm many complaints raised by activist organizations over the years, yet they also contain some surprises, according to Audrey Gaughran from the human rights group Amnesty International. "This report has confirmed through scientific study that people of the Niger Delta and the Ogoniland region of the Niger Delta have been drinking polluted water," Gaughran said. "And it's not just pollution in the rivers and the creeks, but pollution in the ground water." Hydrocarbon contamination was found in the drinking water taken from wells in 10 communities in the Ogoniland region. In one, benzene – a known carcinogen – was found in concentrations over 900 times the guidelines set by the World Health Organization. The UNEP report blames these problems on Shell and the Nigerian government. Shell wound up its oil drilling in Ogoniland 20 years ago, but remains a stakeholder in the company that is tasked with maintaining the region's aging pipelines. The company also remains a target for activists like Nnimmo Bassey, the Nigerian chair of Friends of the Earth who was awarded the Right Livelihood Award in 2010. "The report shows that the oil company has not kept to their own minimum standards," Bassey said. "They've neither kept to minimum standards of the Nigerian state and have performed below international acceptable standards."

#### Who Will Take Responsibility?

UNEP recommends that the oil industry and the government contribute a capital injection of \$1 billion (US) to an environmental restoration fund for Ogoniland. But in a statement to Deutsche Welle, Shell denied that it was the main reason for ongoing pollution in the region and maintained that it took responsibility for its mistakes. "We clean up all spills from our facilities, whatever the cause, and restore the land to its original state," the statement said. "The majority of oil spills in Nigeria are caused by sabotage, theft and illegal refining. We urge the Nigerian authorities to do all they can to curb such activity, and we will continue working with our partners in Nigeria, including the government, to solve these problems and on the next steps to help clean up Ogoniland." When such a cleanup might commence depends largely upon the Nigerian government. Yet President Goodluck Jonathan, himself from Nigeria's Niger Delta region, has yet to present concrete plans. "The Nigerian government is going to discuss with Shell and other oil companies that have operated in the area, and other relevant agencies of government, to see how we can handle this report," President Jonathan said. "Let me assure you that we are not just going to put this report in our drawers and lock it up - we are going to action it," he added. For those communities living with the threat of daily contamination of their water supply, action is long overdue.

<http://www.dw-world.de/dw/article/0,,15310337,00.html>

#### USA, MA, BOSTON, AUGUST 12 2011. PAN AM RAILWAY LOSES ITS APPEAL, DIESEL-FUEL SPILL >> WEIGHTY FEE STAYS IN WAKE OF AYER INCIDENT

*mary e. arata*

At \$500,000, it was touted as the largest corporate criminal fine in state history. And so it came as no surprise that Pan Am Railways and its subsidiaries, Springfield Terminal Railway, Boston & Maine Corp. and Maine Central Railroad, would try to appeal a precedent-setting case that unfolded in Ayer. But that attempt was derailed following Tuesday's ruling handed down by the Appeals Court, affirming the convictions on all counts. Each rail subsidiary was fined \$125,000 for its share in the Aug. 8, 2006, diesel-fuel spill from a freight locomotive in Ayer. The companies were collectively found guilty for not reporting the spill in a timely manner as required by MassDEP regulations, but also for an active attempt to cover up the spill. As part of their sentencing on March 30, 2009, the corporations were also placed on three years probation. Middlesex Superior Court Judge Elizabeth Fahey also ordered that there would be no bonuses greater than \$100,000 awarded to executives at any company in a 12-month period until the criminal fines were paid to the state. The fines were paid into escrow jointly held by Pan Am and the attorney general's office pending the outcome of the appeals. "We are pleased the Appeals Court supported our position that corporations must be held accountable for violating Massachusetts' environmental laws," Attorney General Martha Coakley told Nashoba Publishing. "Today's decision makes it clear that a company cannot avoid responsibility by creating a corporate structure that allows it to 'plead ignorance' in the face of an environmental disaster." Catastrophe timeline At trial, it was established that two employees reported a strong diesel odor near locomotive MEC 506, owned by Maine Central Railroad, at 7 p.m. on Aug. 8, 2006. The engine was parked in a rail yard owned by Boston & Maine Corp. and operated by Springfield Terminal. An hour later, a worker noticed fuel spilling "like a waterfall" before shutting down the engine. The spill was reported to a train dispatcher and to Pan Am's power control. The reporting employee estimated hundreds of

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gallons of fuel spilled into the yard. Environmental regulations require that spills in excess of 10 gallons must be reported to the state Department of Environmental Protection within two hours. Instead, employees were deployed to swab the area with absorbent pads. The next morning, it was noticed the leak had continued overnight. The engineer estimated the spill area at 30 feet by 60 feet wide. At 6:30 a.m. on Aug. 9, 2006, a Pan Am corporate vice president talked to the train master who reported about 100 gallons spilled. The company-led cleanup continued into the day. Fuel-soaked ballast was excavated with heavy machinery and removed from the site in several 55-gallon drums. Authorities were finally notified at 2:45 p.m., when an anonymous tipster alerted the MassDEP. By that time, 17 hours had passed since employees first alerted their supervisors. On the afternoon of Aug. 9, the Ayer Fire Department, the DEP Emergency Response Team and inspectors with the Federal Railroad Administration arrived. Federal Railroad Administration officials later confirmed that the railroad companies knew of the spill and its extent but failed to report it. Based on fueling records and travel history, federal investigators concluded that 947 gallons of fuel were unaccounted for from the locomotive, which had a 3,750-gallon capacity. Officials remained at the scene to oversee excavation work into Aug. 10. Ultimately, a 60-by-25-foot area of earth was removed and disposed of, groundwater-monitoring wells were installed and soil samples taken from a wider area. The MassDEP concluded that no groundwater contamination occurred. At trial, a jury deliberated for an hour and a half before returning guilty verdicts against the companies in 2009. Affirmed on all counts Appeals Court Justice David Mills wrote the ruling released Tuesday, Aug. 9, affirming that the companies were effectively one for the sake of the criminal case since they fell under the Pan Am (formerly Guilford) Railway corporate umbrella. On appeal, Billerica-based Pan Am argued it was improperly denied a request for a specific jury, stressing that a willful or intentional mental state was required to be found guilty of the crime. Mills disagreed, stating that MGL Chapter 21E as written doesn't include the word willful, but merely that a "responsible person" must report a spill as soon as the person "acquires knowledge of a release." As such, Pan Am also failed to persuade the court that criminal probation cannot attach to a corporation. Mills said it was "entirely appropriate" for Judge Fahey to order Pan Am officers to sign the conditions of probation. "There was no error." Pan Am argued it was inappropriate to hold the companies had a collective corporate knowledge of the spill sufficient to hold them responsible for the criminal charges. The court disagreed, stating that proof of sufficient knowledge was provided that shows employees involved knew laws were being broken. Pan Am also argued that lumping the rail companies together was inappropriate in that there needed to be some evidence of "pervasive control" with "fraudulent or injurious consequences" between the companies in order to "pierce the corporate veil" between the corporate entities to hold them all criminally responsible. The court disagreed, finding that Fahey properly instructed the jury that it could reach each company if there was evidence of confused intermingling of corporate activity and a disregard for corporate separation. Pan Am argued the definition of a "day" used at trial. The company was convicted for failing to report the spill for two days. The company argued authorities were alerted within one day, which Pan Am argued means a 24-hour period. Again, the court was not persuaded. "We have no occasion to disturb the judgments," wrote Mills for the court. A spokesman for the attorney general's office said on Tuesday that since its not immediately clear if Pan Am will seek further appellate review, the \$500,000 in fines will remain in escrow.

[http://www.nashobapublishing.com/ayar\\_news/ci\\_18668011](http://www.nashobapublishing.com/ayar_news/ci_18668011)

#### **NIGERIA, CROSS RIVER STATE, BIASE, EHIOM, AUGUST 13 2011. ACCIDENT CLAIMS 10 IN C'RIVER**



A fatal accident involving a petrol tanker and an 18 seater mini bus on Wednesday claimed the lives of not less than 10 persons. The accident, which was said to have occurred at about 2pm at Ehom in Biase Local Government Area of Cross River State, caused traffic hold up along the busylkom/Calabar road as rescuers tried to save the lives of some survivors in the mini bus. An eye witness, Mr. Akpan Obajie, attributed the accident to recklessness on the part of the bus driver. The mini bus, a Nissan Urvan, with registration number Akwa Ibom, XA 338 RNN, had 19 passengers on board, while the tanker, DAF, with registration number Gombe, XA 381 YDB, had three persons on board. According to the eye witness, the bus, which was going from Obudu to Calabar, was trying to overtake another vehicle on a bend when it collided with the oncoming tanker.

Akpan said nine persons died instantly in the bus and one died later on the way to hospital while nine others including the bus driver were rushed to the general hospitals in Ugep and Akamkpa. "The accident was a clear case of over speeding and carelessness by the bus driver. We deposited nine mangled corpses at the Ugep General Hospital," Akpan added. A parent of two of the victims who died in the accident, Mr. Justin Adie, could not hold his tears when he visited the scene of the accident yesterday. Adie, who is a lecturer at the College of Health Technology, Calabar, said his daughter (Gethrude) and son (name

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not mentioned) were coming to Calabar from Obudu for their respective examinations when they met their death. Apart from recklessness of some drivers plying the road, another eye witness, Mr. JoeObida, attributed the accident to the bad state of the busy road. While calling on the federal government to dualise the road, Obida also tasked authorities to issue driving license only to qualified drivers who have been certified fit to drive. When contacted, the Sector Commander, Federal Road Safety Commission, Cross River State, Mr. Taiwo Eseyin, confirmed the accident. Eseyin said nine persons have been confirmed dead, while five survived. Eseyin also disclosed that the dead bodies had been evacuated from the scene before the arrival of his men. He advised motorists to avoid dangerous driving and excessive speeding, warning drivers to only overtake when they could see ahead, not on dangerous bends.

[http://leadership.ng/nga/articles/3673/2011/08/12/accident\\_claims\\_10\\_c%E2%80%99river.html](http://leadership.ng/nga/articles/3673/2011/08/12/accident_claims_10_c%E2%80%99river.html)

#### **CANADA, EDMONTON, SYLVAN LAKE, AUGUST 13 2011. MAN DIES IN TANKER COLLISION NEAR SYLVAN LAKE**

A tanker collision Wednesday on Range Road 30 near Sylvan Lake killed one driver. The driver of an empty oil tanker swerved across the road and hit a large truck that was towing a compressor. The northbound truck had pulled into the ditch to avoid the southbound tanker at about 4 p.m., police said. The oil truck had swerved onto the west shoulder verge and then over-corrected, driving fully across the road and entering the east ditch, where it hit the other large truck. The oil truck exploded and caught fire, killing the driver who was in his early 50s. The two men inside the parked vehicle were not hurt. The name of the man who died was not released. An autopsy was scheduled for Friday in Calgary. A mechanical inspection has been ordered to determine if mechanical failure played a role in the collision, police said.

<http://www.cbc.ca/news/canada/calgary/story/2011/08/11/calgary-crash-sylvan-fatal.html>

#### **INDIA, UTTAR PRADESH, BIJNORE, AUGUST 13 2011. EIGHT DIE IN UTTAR PRADESH ACCIDENT**

Eight people, including four women, were killed when a tanker rammed into their vehicle in Uttar Pradesh's Bijnor district, police said Friday. The accident took place on the outskirts of Bijnor in Daulatabad area Thursday when the tanker ploughed into a tempo carrying the passengers. "Five people, including the tempo driver, died on the spot. Three succumbed to injuries late Thursday at a hospital," inspector Rajendra Prasad told reporters in Bijnor, 350 km from here. Three people were critically injured. Police said the victims are residents of Bijnor. "The driver of the tanker tried to escape but was nabbed with the help of the public," he added.

<http://www.newkerala.com/news/2011/worldnews-46725.html>

#### **GUYANA, GEORGETOWN, AUGUST 13 2011. AIRLINE VS OGLE AIRPORT OVER HIGH AVIATION FUEL**

*denis scott chabrol*



*The damaged Ogle Airport main gate.*

The high cost of aviation fuel being supplied at the Ogle International Airport is pitting a major consumer against the lone supplier at the airport—a controversy that saw a senior Air Services Limited (ASL) official ramming open the main airport gate with a fuel tanker. Ogle Airport Incorporated (OAI) issued a statement, accusing ASL of violating the airport's operations manual for fuel that has been approved by the Director General of the Guyana Civil Aviation Authority (GCAA). "Only those companies approved by OAI and the DGCAA as fuel handling agents at Ogle Regional Municipal Airport may engage in the Handling, Receiving, Storing and Dispensing of fuel," states a section of the manual as quoted by OAI. An ASL official told Demerara Waves Online News ([www.demwaves.com](http://www.demwaves.com)) that Caribbean Aviation Maintenance Services (CAMS) is charging GUY\$200 more per gallon for aviation fuel at Ogle being supplied by

the same company – RUBIS. The official noted that at Timehri, the fuel is sold at about GUY\$1,200 per gallon compared to GUY\$1,536 by CAMS and GUY\$900 for fuel it has begun importing directly. The company assured that its direct imports of aviation fuel on a trial basis from the United States meets all safety requirements. "We then decided to import fully certified ISO containers of both avjet and avgas that meets ALL safety requirements from the US on a trial basis," the company said in a statement. ASL said it asked CAMS several times for concessionary rates without success, and RUBIS has also refused to fill ASL's tankers at Timehri which would have seen a saving of GUY\$450,000. OAI spokesman, Kit Nascimento noted that fuel sales account for a large chunk of the airport's operational costs. "The sale of fuel is a considerable source of revenue for operating the airport," he said. If ASL continues to import its own fuel, CAMS could lose GUY\$15 million monthly, Demerara

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Waves Online News was told by another source. Noting that government had some time ago turned down OAL's application to import fuel directly at 15 percent less, Nascimento challenged ASL to invest in establishing a fully compliant and insured aviation fuel storage facility. Nascimento rejected ASL's claims that CAMS on Friday began refusing to refuel its planes. "That is totally false! In fact they refueled this afternoon and we have photographic evidence of their aircraft being refueled. It's an absolute lie," he said. A letter from CAMS' Director of Maintenance, John Isaacs to ASL's Flight Operations Superintendent, Annette Arjoon-Martins seen by Demerara Waves Online News explained that the fuel supplier had initially refused to dispense fuel in the airline's tanker/bowser/drums, fearing that they could be mixed up with fuel imported from the United States. CAMS had opted to fuel the planes directly until it got clearance from RUBIS to dispense in other receptacles only if they were empty. "After we were made aware that ASL had sourced its own supply of aviation fuel, this raised liability concerns in the case of co-mingling of product over which we have no quality control and accordingly we needed to seek advice from our supplier RUBIS which was done later in the morning," said Isaacs. The controversy reached a head Thursday night when a senior ASL official rammed open the main gate to the airport after the security refused to allow that vehicle and another truck laden with aviation to enter the compound to ASL's location. ASL's Managing Director Mazar Ally told Demerara Waves Online News that the manual on aviation fuel was crafted by a cartel of companies that control almost every aspect of operations at the Ogle Airport but that would have to change. "For our purposes, it does not say anything exclusive. The manual is written for the Correias. The manual is not law, it's written for them but it's not written in stone," he said, adding that ASL would be taking legal action. The Correia Group of Companies is a major shareholder in OAL and includes Trans Guyana Airways, CAMS and airport security. Aviation Minister, Robeson Benn was expected to meet with officials at Ogle on the issue.

<http://www.demerarawaves.com/index.php/Latest/2011/08/12/airline-vs-ogle-airport-over-high-aviation-fuel.html>

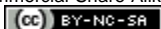
### USA, PA, ERIE CO, HARBORCREEK TWP, AUGUST 13 2011. DEP FILES COURT ACTION AGAINST FIRE-DAMAGED HARBORCREEK BIODIESEL FACILITY

*tim hahn*

The state Department of Environmental Protection wants an Erie County judge to put a stop to demolition at a fire-damaged Harbors Creek Township biodiesel facility until the chemicals on-site are removed and properly secured or removed. American Biodiesel Energy Inc. owner Lee Akerly calls the action a "moot point" because, he said, he has already taken the required action to safeguard what's on-site. The DEP filed a petition to enforce an administrative order on Thursday, seeking a judge's order that would require Akerly to remove all drums of chemicals from the building at 4680 Iroquois Ave.; to place all damaged and leaking drums in secure containers; to remove and properly dispose of visibly contaminated soil and water; and to provide written documentation of the "hazardous waste determinations" on the contents of the drums and the recovered waste material. Portions of the building were heavily damaged in a fire May 14 that investigators believe started in a front office. The blaze wiped out a powder-coatings business that Akerly operated in the building and shut down his biodiesel operation. Akerly has been working to repair the building to possibly restart biodiesel production. He said Friday that a DEP official was at the site on Friday morning and said nothing about the suit filed Thursday. He also said that the drums have already been put in "secondary confinement," as required by the agency. "They gave us until this coming Monday to take care of it, and we've done so," Akerly said. According to the suit, DEP officials inspected the facility on June 28 and observed numerous burned and damaged metal drums within the building, and stained soil and "visibly contaminated" surface water beyond the building's west wall. The observations were made as preparations were under way for the demolition of the damaged portion of the building, officials said. The burned and damaged drums, left at an active demolition site, present a danger of pollution to waterways, and constitute a public nuisance, officials wrote in the suit. The DEP said it gave Akerly a copy of a department order that required him to rectify the chemical storage and waste issues at the property. He did not file an appeal within the 30-day time limit, according to the suit. Akerly also has not fully complied with the order, officials said. The suit asks a judge to require Akerly to remove and secure the drums within three days, and to remove contaminated soil and water and file documentation on the wastes within seven days. The DEP petition does not list the chemicals suspected of being on site. Erie County emergency officials said that on the day of the fire, Akerly identified nine chemicals that were in the building: vegetable oil, glycerin, ethanol, methyl hydroxide, toluene, sulfuric acid, dry lye, powder coating and sodium methoxide. Officials also said that Akerly violated federal and state law by failing to report the materials used at the facility -- a charge that Akerly denies. The county's Local Emergency Planning Committee is expected to review the fire and consider whether to take action against Akerly for failing to report the materials at the committee's Sept. 8 meeting. Akerly could face fines of up to \$5,000 per day over the issue, officials said.

<http://www.goerie.com/apps/pbcs.dll/article?AID=/20110813/NEWS02/308129892/-1/newssitemap>

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#### INDIA, MUMBAI, AUGUST 13 2011. BEHIND MUMBAI'S OIL SLICKS, A TALE OF LAX RULES, INACTION & GRAFT

*rohit chandavarkar*

The recent sinking of the cargo ship MV Rak Carrier off Mumbai's coast, and the following oil slick, has brought to the fore, yet again, the huge price that India keeps paying for not being a signatory to many global maritime treaties, which bar polluting and "sea-unworthy" ships from operating in the ports of member-countries. According to a Coast Guard official close to the matter who didn't wish to be identified, most shipping companies based usually abroad send their "oldest and dirtiest" ships to Indian ports because that is accepted in India and unacceptable in the US or Australian ports; most of these ships suffer from technical problems and they are allowed to stay anchored in that position for months till technical support arrives. At least two marine officials said "this practice" is not allowed in any port in western countries or in places such as Singapore where the managing agencies are non-corrupt and very strict. MV Rak, which was anchored near Mumbai for many days before it sank, was very old and was not sea-worthy, officials say. It is these lax rules that allow such ships to operate on Indian seas and wreak havoc that make Damodar Tandel, a leader of Mumbai's fishermen association, anxious. He says, as expected, frequent oil slick will eventually ruin the fishing business in this region; when the collision happened between MV Chitra and MV Khalijia last year, several containers from one of the ships fell into the sea. They were at the bottom of the sea for many months. To add to it there were some containers with hazardous cargo and they too were lying for many months at the bottom of the sea, he says. Later it was discovered that MV Khalijia had 37 major technical failures and yet it was sailing and operating on Indian seas. A merchant navy officer says, asking not to be named, that most ships that sink close to the Indian coast or run aground are registered in Panama while the owners of these ships are either European or other companies. This is because in countries like Panama a ship can be registered without any checks and regulations. Many ships that get old and can't operate in American or European ports are reregistered in Panama with a new name and are sent to Mumbai or other Indian ports, he adds.

[http://articles.economictimes.indiatimes.com/2011-08-14/news/29884503\\_1\\_indian-ports-cargo-ship-indian-seas](http://articles.economictimes.indiatimes.com/2011-08-14/news/29884503_1_indian-ports-cargo-ship-indian-seas)

#### SCOTLAND, ABERDEEN, AUGUST 13 2011. SHELL BATTLES TO REPAIR LEAK AFTER OIL SPILL IN THE NORTH SEA



*A spill at the Gannett Alpha platform, top, around 112 miles east of Aberdeen, has seen around 100 tonnes of oil leak into the North Sea.*

A leak has been discovered on a North Sea oil platform owned by Royal Dutch Shell. The company said it was working to repair the leak at a site 112 miles east of Aberdeen. It has not confirmed how much oil has been spilt. The seepage was found in a flow line connecting an oil well to the Gannett Alpha platform. A clean-up vessel and spotter plane have been sent to the site. A Shell spokesman said: 'We can confirm we are managing an oil leak in a flow line that serves the Shell-operated Gannett Alpha platform. We deployed a remote-operated vehicle to check for a subsea leak after a light sheen was noticed in the area. 'We have stemmed the leak significantly and we are taking further measures to isolate it. The subsea well has been shut in, and the flow line is being de-pressurised.' A spokesman for the UK Department of Energy and Climate Change said they were responding to the incident and will investigate accordingly. 'We understand from Shell that there is a finite amount of oil that can be released,' he added.

Scotland's Green party co-leader Patrick Harvie said the spill highlights the need for oil companies to release proper response plans. 'It's too early to tell how serious this spill is, but it is imperative now that Shell act both urgently and efficiently,' he said. 'They must also keep the public and the authorities properly informed about progress, something BP failed to do during the Gulf of Mexico disaster last year. 'Whatever the outcome of this incident, it certainly underlines the need for the oil industry to publish proper response plans, as Greenpeace have been asking them to do. If they refuse to do so, ministers should act to make it a condition of their licences.' Juliet Swann, of environmental charity Friends of the Earth Scotland, said: 'Given the massive economic importance of the North Sea to Scotland's rural and business economy, the news that there has been an oil spill in our seas is deeply disturbing. 'Friends of the Earth Scotland strongly feels that the ongoing exploitation of increasingly hard to drill oil in the North Sea is potentially hugely damaging to Scotland's coastal communities, fishing industry and economy. 'Any spill, however small, should serve as a warning sign and encourage us to look to a clean, renewable energy future, rather than continuing to invest in dirty oil.' RSPB Scotland director Stuart Housden said: 'We need to know the type of oil, how much has been released, the local weather conditions and the readiness to deal with any problems. 'These data are

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vital for proper contingency planning. This area of the North Sea is full of young seabirds dispersing from breeding colonies from Shetland to the Aberdeenshire coast.' Greenpeace also demanded details on the spill, including how large it was. Greenpeace oil campaigner Ben Ayliffe said: 'Right now we don't know how serious this is. 'What we do know is that the North Sea is supposed to be ultra-safe - we're told spills can't happen there. 'Shell is looking to move into the Arctic where an oil spill would be all but impossible to clean up. Events in the North Sea should give the company pause for thought.'

<http://www.dailymail.co.uk/news/article-2025592/Shell-battles-repair-leak-oil-spill-North-Sea.html>

#### USA, VA, WORMLEY CREEK MARINA, AUGUST 13 2011. FUEL LEAK AT YORK MARINA AFFECTS CREEK

*sam thrift*



The York County Department of Fire and Life Safety and Maritime Incident Response Team helped contain an overnight diesel fuel leak Friday at the Wormley Creek Marina, located in the 1200 block of Waterview Road in the Seaford area of York County. According to Captain Paul Long, around 7:32 a.m. the department received a report of a diesel fuel release. Upon arrival and investigation, it was determined that an above ground diesel fuel storage tank with underground piping that served a nearby pier area had developed a leak overnight. The United State Coast Guard has preliminarily indicated that approximately 350 gallons of diesel fuel leaked into the soil surrounding the piping, a portion of which was released into Wormley Creek, a tributary of the York River. According to Long, it appears that the release has been contained. Wormley Creek was closed to maritime traffic during the initial response and investigation as a precaution, but has since reopened. Wormley Creek Marina remains closed at this time. Residents with concerns about their property may contact the marina directly at 757-898-5060 or the York County Department of Fire and Life Safety at 757-890-3600.

<http://wydaily.com/local-news/7049-fuel-leak-at-york-marina-affects-creek.html>

#### AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, AUGUST 13 2011. ORICA DIDN'T TELL FIRE SERVICE OF LEAK

*natalie o'brien*



Chemical giant Orica, responsible for the leak of cancer-causing fumes over Newcastle on Monday, failed to alert the Fire and Rescue Service, which should have been called immediately to assess the situation. Instead, the fire service, which has the hazardous materials response team - Hazmat - was told by a member of the public about the leak the day after the incident. "We then rang the company [Orica] ourselves and were told they did not require our assistance," a fire service spokesman said. Asked about this yesterday, Orica declined to comment. Environmental and emergency management experts said Hazmat should have been on site immediately, setting up a command post. The failure to alert the emergency response teams has raised questions about the corporate governance at Orica Australia, whether it has an on-site emergency response plan at its

Kooragang Island plant and whether that plan was followed. Orica was told in June that a variation to its licence to run the chemical plant was contingent on its having an on-site emergency response plan. The Sun-Herald understands that Orica has been asked to hand over to authorities all its internal records and logbooks of the incident, as well as its emergency response plans. The state government has ordered Orica to shut down its chemical plant until further notice after the leak of the hazardous chemicals into the beachside suburb of Stockton. A plume of hexavalent chromium, the chemical agent made famous by US environmental campaigner Erin Brockovich, escaped from the ammonia plant on Monday night. The chemical can cause skin irritation and potentially, with long exposure, cancer. But residents were not told about their exposure to emissions from the production facility until Wednesday. About 20 staff were also exposed. The Hazmat team was called to the site on Thursday. Orica notified the Office of Environment and Heritage at 10.30am on Tuesday, about 16 hours after the leak and the emergency shutdown at the plant. The government has since announced an independent review of notification requirements for pollution incidents. NSW Environment Minister Robyn Parker said yesterday test results showed that out of a total of 36 samples taken, only three showed low levels of hexavalent chromium. The only sites found to have detectable levels were along the foreshore, closest to the plant. No chromium was detected in five samples from a childcare centre on Barrie Crescent. A spokeswoman for Orica said yesterday the company would begin a full clean-up of all properties where

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contamination might have occurred. The company was fined \$10,500 in 2005 by the NSW Land and Environment Court for spilling acid waste into the Hunter River.

<http://www.smh.com.au/environment/orica-didnt-tell-fire-service-of-leak-20110813-1irxu.html>

### CHINA, BOHAI BAY, AUGUST 13 2011. ANOTHER OIL LEAK REPORTED AT CHINA'S LARGEST OFFSHORE WELL kenneth rapoza



*ConocoPhillips China reports another spill discovery in Bohai Bay.*

ConocoPhillips China, the subsidiary of the Houston based oil major (COP), said there was yet another leak at one of its oil wells in Bohai Bay, Shanghai Daily reported the company as saying Saturday. ConocoPhillips previously denied there were any new oil spills coming from its platforms in the Penglai 19-3 oilfield in Bohai, according to China's State Oceanic Administration (SOA) which initially complained of new spills from the platform. ConocoPhillips China said the new source of the leak was around 10 meters away from a previous one. The SOA branch said ConocoPhillips China had made little progress in checking for potential oil spill sources and preventing more spills. ConocoPhillips China shares the well with China oil company CNOOC (CEO), a government owned oil giant that has a history of covering up and downplaying oil spills. Peng Lei is China's largest offshore oil field. Discovered in 1999, it produced over 50,000 barrels of oil per day and is expected to produce around 60,000 barrels daily this year, according to the company. ConocoPhillips has been exploring for oil in China since 1973. Shanghai Daily reported that 2,500 barrels of oil and mud leaked from two of the company's platforms in the bay since June. ConocoPhillips China has yet to come up with a detailed, reliable clean-up plan for the spills, according to SOA. The oil spills have been seen spreading to beaches in Hebei and are being blamed for losses in the provinces' tourism and aquatic farming industries, according to the newspaper. "We believe that any spill of oil in the water is too much and we are committed to minimum discharge to the environment," the company said in a statement on July 6. "We are committed to working with the SOA, other relevant authorities and CNOOC, and to operating safely and responsibly. ConocoPhillips and CNOOC are reviewing the SOA's recommendations." No new statements have been made to update the situation in Bohai Bay.

<http://www.forbes.com/sites/kenrapoza/2011/08/12/another-oil-leak-reported-at-chinas-largest-offshore-well/>

### USA, OH, DAYTON, AUGUST 13 2011. TANKER TRUCK TIPS OVER ONTO CAR, ONE PERSON KILLED katie wedell,

 **Watch the Video** [http://www.youtube.com/watch?v=H2\\_aE15YjuE](http://www.youtube.com/watch?v=H2_aE15YjuE)

 **Watch the Video** <http://www.wdtn.com/dpp/news/tanker-truck-crash-victim-identified>

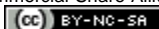


*A tanker truck tipped over onto a car on Old Troy Pike just north of the Needmore Road intersection, killing a person inside of the car.*

A tanker truck tipped over onto a car on Old Troy Pike just north of the Needmore Road intersection, killing the female driver inside of the car Friday afternoon. The identity of the female has not been released. Megan McCorry was in a car stopped for a red light southbound on Old Troy Pike along with several other cars. She said the truck made a right from westbound Needmore onto northbound Old Troy when its load started tipping. She said it was very slowly tipping toward all the cars who were waiting for the light. Drivers started scrambling to get out of the way. McCorry said she was able to pull her car into the Subway parking lot and only has minor damage to the back driver's side. The car that is crushed was stopped behind her and couldn't get out of the way in time

before the truck tipped. McCorry had her children in the back seat and said she is so grateful she was able to get them out of harms way. Riverside police and fire responded to the wreck along with Montgomery County Sheriff's deputies and the Montgomery County Coroner. Towing crews were able to life the tanker off of the crushed car with a crane and pull the car out from under the tipped truck. Emergency crews blocked the scene with tarps as the coroner removed the deceased female

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from the wreckage. Deputy Police Chief Mike Brown said the driver of the truck, which was hauling mud from an excavation site, was transported to Miami Valley Hospital. "He's conscious and cooperative," Brown said. He suffered possible back injuries. Brown said the investigation into the cause of the wreck will take some time. It is unknown how fast the truck driver was going when he made the turn onto Old Troy Pike. Old Troy Pike will remain shut down in both directions north of Needmore for several hours.

<http://www.daytondailynews.com/news/dayton-news/tanker-truck-tips-over-onto-car-one-person-killed-1228998.html>

### USA, FLA, FORT LAUDERDALE, AUGUST 13 2011. POTENTIALLY EXPLOSIVE SCHOOL CHEMICALS AT LAUDERDALE SCHOOL CLOSE FEDERAL HIGHWAY >> AMMONIUM NITRATE

*linda trischitta*

 **Watch the Video** <http://www.wsvn.com/news/articles/local/21005086228940/>



Traffic flow was being affected Friday morning along the 800 block of South Federal Highway while emergency crews worked to dispose potentially volatile chemicals that found at a private school. Traffic flow on South Federal Highway was blocked in both directions Friday morning between the 700 and 900 blocks while Fort Lauderdale's bomb squad, HazMat teams, fire rescue and police worked to dispose potentially volatile chemicals that were found at a private school. Administrators at Bethany Christian School, 615 S.E. 9th St., were preparing for the new school year that begins Monday when they discovered the substance that was called "old." "We were getting rid of something we didn't know we had, a science kit," said Principal Jean Boer. "We're disposing it correctly, and called the police," she said. Fort Lauderdale Fire Rescue spokesman Matt Little said a teacher discovered ammonium nitrate that appeared to be crystallized. "If that's confirmed, it being crystallized would make it

dangerous and means it was contaminated with another chemical that could make it explosive," Little said. "It could have a blast radius of 150-feet." With emergency crews on the scene, South Federal Highway was closed between Southeast 7th Street and Southeast 9th Street from 10 a.m. and Little said he expected the roadblock would remain in effect until 11:30 a.m. while the bomb squad removes the chemical from the building. No children were at the school Friday morning and there were no reports of any illnesses or injuries. Staffers, including about 25 teachers, were evacuated from the L-shaped school on the east side of the highway into a worship center across Southeast 9th Street.

<http://www.palmbeachpost.com/news/potentially-explosive-school-chemicals-at-lauderdale-school-close-1732168.html>

### USA, KS, BUTLER CO, AUGUST 14 2011. FIRE CHIEF: PROPANE EXPLOSION COULD HAVE BEEN 'MUCH WORSE'

 **Watch the Video:**

<http://www.ksn.com/mostpopular/story/Officials-shed-light-on-cause-of-deadly-propane/CN75Ei3g4Uu03CvR18slQw.csp>

 **Watch the Video:**

[http://www.kake.com/news/headlines/Fire\\_Chief\\_Propane\\_Explosion\\_Could\\_Have\\_Been\\_Much\\_Worse\\_127615098.html?ref=098](http://www.kake.com/news/headlines/Fire_Chief_Propane_Explosion_Could_Have_Been_Much_Worse_127615098.html?ref=098)



*A gas station north of the Global Propane where propane tanks exploded on Tuesday, Aug. 3, 2011*

Authorities say a broken propane container fitting caused last week's deadly explosion in Butler County. They're also releasing new information on how much worse the situation could have been. The fire engulfed an 18,000 gallon propane tank, which had potential to create a fireball more than 1/8 mile in diameter and send the several ton tank about 3/4 mile away. The explosion happened Tuesday, August 2nd. Police evacuated residents from a four square mile area because they knew what many residents didn't at that point -- that a catastrophe was likely about to happen. "This could have been so much worse," said Rose Hill Fire Chief James Woydziak. It could, and should, have been a BLEVE, or boiling liquid expanding vapor explosion, according to experts. If the tank would have exploded, it would

have devastated a much larger area than what was impacted. "You know they talk about the perfect storm, this one was it. The damaged piping was putting the flames right on the tank," said Woydziak. The piping leading up to the tank was damaged,

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fire officials say, after a smaller container exploded and hit it. This reportedly happened after a Global Propane employee, 40-year-old Jeffrey Burnham, was filling up a smaller tank and the fitting between the hose and the container broke. Under pressure, the hose then apparently began whipping around and somehow sparked a fire, setting off dozens of other explosions and fatally burning Burnham. "We don't know what caused that fitting to break. We just don't know. There's been a lot of speculation but the only person that could tell us more, can't tell us anymore," said Woydziak. But who did provide first hand accounts were the other two Global Propane employees on scene. They're two men we've now learned received injuries themselves in trying to save their coworker. Emergency responders on scene last Tuesday have met as the investigation wrapped up. They say proper protocol was followed, but they say a situation like this one will always teach emergency crews how to handle disasters better.

[http://www.kake.com/news/headlines/Fire\\_Chief\\_Propane\\_Explosion\\_Could\\_Have\\_Been\\_Much\\_Worse\\_127615098.html?ref=098](http://www.kake.com/news/headlines/Fire_Chief_Propane_Explosion_Could_Have_Been_Much_Worse_127615098.html?ref=098)

#### USA, CA, CHICO, AUGUST 14 2011. SUV AND FUEL TANKER COLLIDE IN CHICO, CLOSE ROAD

greg welter



*John Wright, 35, was injured Friday morning when his vehicle collided with a fully loaded fuel...*

Bruce Road between Highway 32 and Humboldt Road was closed for several hours Friday afternoon, as police investigated a head-on crash between a sport utility vehicle and a loaded fuel tanker, which left the driver of the SUV injured. The crash took place at 11:45 a.m. The SUV driver, identified as John Wright, 35, was taken by ambulance to Enloe Medical Center for treatment of a severely broken ankle, police said. He was later arrested, said Sgt. Scott Zuschin, on suspicion of driving under the influence of either alcohol or drugs. Tanker driver Dave Bristow said he was northbound on Bruce Road approaching Highway 32

when Wright, driving a black Suzuki Vitara south on Bruce, allegedly crossed over the center line and headed straight for him. Bristow locked up his brakes and tried to swerve but couldn't avoid the collision. He wasn't hurt. "He was looking right at me, but didn't turn," Bristow recalled. Zuschin said an investigation confirmed that Wright was at fault. Wright was trapped and could only be removed from the vehicle after emergency crews cut away the roof, which took about 30 minutes. Due to Wright's declining condition at the scene, Chico police Lt. Jennifer Gonzales said the department's Major Accident Investigation Team would be activated. The tanker was carrying an 8,700-gallon load of diesel and gasoline. There was no fuel leak, but about five gallons of transmission fluid leaked from the tanker and had to be cleaned up. Although the SUV was judged to be going only about 30 mph, the impact tore the left front wheel from the Suzuki. The left front wheel on the tanker was bent backward, and wound up underneath the cab of the truck. Police volunteers directed traffic to alternate routes around the crash scene. Bruce Road was opened at about 4 p.m.

[http://www.chicoer.com/news/ci\\_18674973](http://www.chicoer.com/news/ci_18674973)

#### USA, WA, BELLINGHAM, AUGUST 14 2011. RACE ON TO PREVENT SPILL FROM SUNKEN BOAT IN BELLINGHAM



The Washington Department of Ecology (Ecology), U.S. Coast Guard and Port of Bellingham are overseeing efforts to prevent a diesel fuel spill from a sunken fishing boat at Squalicum Harbor Marina on Bellingham Bay. The 50-foot vessel Norman B went to the bottom at its mooring before 7 a.m. today. The cause of the sinking remains under investigation. The Norman B's owner has hired a contractor to remove an estimated 200-300 gallons of diesel fuel aboard the boat. The incoming tide has reached the fuel tank vents, and the vessel is now mostly submerged. One of the vessel's fuel tanks has been emptied so far. The contractor will later raise the vessel. Port responders quickly surrounded the boat with oil-spill containment boom and cleanup materials from an Ecology spill-response equipment trailer kept at the marina. A small release of diesel fuel has formed sheen within the boomed area.

**Incident Website:** [Spill from sunken boat in Bellingham](http://www.ecy.wa.gov/news/2011/227.html)

<http://www.ecy.wa.gov/news/2011/227.html>

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#### **SRI LANKA, COLOMBO, AUGUST 14 2011. LAB TESTS SHOW HARMFUL CHEMICAL IN DIRTY PETROL**

Investigations, based on scientific tests, have revealed that a chemical emulsifier had been mixed in the consignment of substandard petrol sold by a UAE supplier to the Ceylon Petroleum Corporation (CPC) and later sold to consumers-- resulting in more than 2,000 cars being affected. Moreover, fuel pumps at about 500 filling stations were also damaged, according to a probe by the 3-member committee headed by Power and Energy Ministry Secretary H.M.C. Ferdinando. The investigations have revealed startling new evidence on laboratory test results and documentation of the deal but the committee is yet to come to a conclusion due to complex scientific aspects and complicated documents including misleading Cabinet papers, though the Petroleum Industries Ministry wants the report finalised by next week, the Sunday Times learns. The consignment supplied by the Singapore unit of the UAE-based Emirates National Oil Company (ENOC) involved 20,000 mt of 92 RON gasoline and 15,000 mt of 0.25% sulfur gas oil. Top level CPC officials said laboratory tests on petrol samples taken from the oil cargo indicated the presence of a chemical emulsifier, along with a few metal particles and some percentage of water. Tests on random samples taken from filling stations affected by the contaminated fuel revealed similar details confirming the presence of an emulsifier, a chemical which is used to mix water with oil. Petroleum Industries Minister Susil Premajayantha told the Sunday Times disciplinary action would be taken against officials responsible for the petrol fiasco. He said the CPC would make a claim from the foreign oil supplier based on the findings of the committee. He confirmed that ENOC officials had been in Sri Lanka to present their case before CPC Chairman Harry Jayawardane. However the Minister said that he was not in the island at that time and he could not say anything about their discussions. The committee would consider their submissions as well, he said adding that he had asked the committee to submit the full investigation report by next week. The committee will make its determination on the Ceylon Petroleum Storage Terminal Limited (CPSTL) laboratory test report of a fuel sample taken from the oil cargo on June 16 at the unloading point in Colombo. This sample did not conform to CPC standards. It will also take into consideration the Independent Inspectors' report which rejected the stock of fuel at the port of loading. According to a chemical expert, emulsifiers deposit carbon during combustion of motor vehicle engines blocking injectors and it affects the movement of pistons. If the injectors become clogged, the vehicle begins to run poorly. Contaminated fuel clogs not only injectors but fuel lines as well. A second committee chaired by the CPC Marketing Manager has entertained 1800 public complaints by motorists and filling station owners and compensation would be paid after they were studied. Petroleum industry sources said Cabinet Appointed Tender Boards (CATB) should show transparency in their actions and not be manipulated by technical committees. When asked about this issue, Minister Premajayantha said, "It is highly suspicious that we buy more than 70% of fuel from one company. When the tender board approves and selects a supplier this decision is not conveyed to the cabinet. This is not right. Now I have told them to inform the cabinet about all such decisions."

[http://www.sundaytimes.lk/110814/News/nws\\_03.html](http://www.sundaytimes.lk/110814/News/nws_03.html)

#### **ARGENTINA, PUERTO PILCOMAYO, AUGUST 14 2011. FOUR MISSING AFTER COLLISION OF ARGENTINE SHIP**

Four people are missing after three ships collided and burnt down in the Paraguay river. The accident took place late on Friday night and involved fuel tanker Polaris, which carries 2600 litres of fuel, which caused the ship to burn down. According to Naval Command of Puerto Pilcomayo, José Luis Domínguez, the fire persists in the bow and the stern of the Argentine ship, although no fuel has been leaked to the Paraguay River. The circumstances of the ship "are complex" because Naval Command officers can't reach it easily, Domínguez explained. The crewmembers of Paraguayan ship "Cavallier VII", which carries soybean and iron mineral, jumped off and swam to shore, but four people were still missing. Two crewmembers of Polaris, and Argentine and a Paraguayan citizen, and a man and a woman that were travelling in the third ship involved in the collision.

<http://www.buenosairesherald.com/article/75811/four-missing-after-collision-of-argentine-ship>

#### **BOILING LIQUID EXPANDING VAPOR EXPLOSION - VIDEO**

BLEVE (Boiling Liquid Expanding Vapor Explosion) Demonstration - How it Happens Training Video.

[http://www.youtube.com/watch?v=UM0jtD\\_OWLU](http://www.youtube.com/watch?v=UM0jtD_OWLU)

#### **USA, NEB, OMAHA, AUGUST 14 2011. MID-AMERICA PIPELINE SETTLES WITH NEB. EXCAVATING FIRM OVER 2007 FUEL LEAK; LAWSUIT DISMISSED**

A pipeline company has settled with a Nebraska excavating firm over damaged caused in a 2007 fuel leak. Mid-America Pipeline LLC filed a federal lawsuit against Wilson Excavating in 2009. The judge dismissed the case Thursday, citing a settlement in the case. Terms were not disclosed. The lawsuit claimed Wilson Excavating damaged the pipeline while trying to

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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 743 Newsy Stuff

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

**August 19 2011**



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remove beaver dams in eastern Nebraska's Saunders County. More than 70,000 gallons of fuel leaked. The pipeline carries natural gas liquids, such as propane, to the Midwest. Mid-America said in the lawsuit that Wilson Excavating failed to call the state digger's hotline before excavating to have buried lines marked and therefore should be liable for the damage. Mid-America had asked the court to award damages and declare Wilson Excavating responsible for the leak.

<http://www.therepublic.com/view/story/bd3c8969f145430c8da93aec42db300/NE--Pipeline-Penalty/>

### USA, WI, ROME, AUGUST 14 2011. FELONY CHARGES REQUESTED IN ROME FIREWORKS BLAST THAT INJURED 11

 **Watch the Video**

[http://www.wsaw.com/home/headlines/Police\\_Charges\\_Recommended\\_in\\_July\\_Fireworks\\_Explosion\\_127663423.html](http://www.wsaw.com/home/headlines/Police_Charges_Recommended_in_July_Fireworks_Explosion_127663423.html)

Authorities have requested charges against a 66-year-old Wisconsin Rapids man who oversaw a fireworks show that ended after an explosion injured 11 people. Michael H. Rose, of Wisconsin Rapids-based Sights and Sounds Fireworks -- which conducts Wisconsin Rapids' annual Fourth of July fireworks show -- was the lead display operator in charge of the July 16 show at Romano's Pizzeria, 108 Highway Z, Rome. Rome police officials have requested felony charges of second-degree reckless injury, second-degree recklessly endangering safety and injury by negligent handling of explosives from the Adams County district attorney's office, according to a news release from Rome Police Chief Adam Grosz. Rome officers investigating the incident think Rose, who had been trained in the setup and firing of exhibition fireworks for public displays, violated several National Fire Protection Association codes relating to spectator safety and display setup, according to the news release. Officers think those violations directly contributed to spectators being injured by flying debris when a fireworks tube malfunctioned and exploded. Grosz did not say in the news release which codes were violated, and he did not return a voice mail message Friday. However, during a Rome Town Board meeting Thursday, Acting Fire Chief Winn Powers said there are issues the town has to address with its permitting process for fireworks shows. A primary concern was a National Fire Protection requirement, adopted in Wisconsin statutes, that states spectators must be 70 feet away from the fireworks launch site for every inch of shell size. For the 5-inch shell involved in the July 16 malfunction, spectators should have been at least 350 feet away to meet the requirement. Officials have not said how close residents were when the fireworks were ignited. Last week, the Rome Police and Fire Commission placed Fire Chief John Frantz on paid nondisciplinary leave as it investigates the incident and the permit Frantz issued for the fireworks display at Romano's, said Mike Baker, commission chairman. On Thursday, the Town Board approved paying an acting fire chief \$18 per hour, for up to 20 hours a week, to do the administrative duties for the Fire Department, while the current chief is on leave. The Police and Fire Commission appointed Powers, an assistant fire chief, to the position of acting chief. Assistant Chief Thomas Stojak will take on the duties of acting chief for a week while Powers is unavailable. The chief's 2011 salary is about \$58,500. An initial investigation of the July 16 incident indicated that a fireworks tube malfunctioned and exploded while on the ground, causing several other fireworks to explode and send debris into the crowd of spectators, Grosz said after the incident. Eleven people, including a firefighter and one of the fireworks professionals, were injured in the explosion, Grosz said. Derek Bodette, 28, of Wisconsin Rapids, a member of the Sight and Sound Fireworks crew, and Marlene Fuller, 71, of Janesville were flown by helicopter to Theda Clark Medical Center in Neenah after the explosion. Bodette since has been released. Fuller's family did not want information released on her condition. Ambulances took a Rome firefighter and two other people to Riverview Medical Center in Wisconsin Rapids, where they were treated and released, Grosz said. Six people were treated at the scene. The Adams County Sheriff's Department and Rome Police Department investigated the incident, and both agencies submitted reports to the Adams County District Attorney's Office, according to the Police Department news release. Grosz and Adams County Sheriff Sam Wollin did not return messages Friday. The Adams County district attorney is reviewing the reports from the two departments. No charges were filed Friday.

<http://centralwisconsinhub.wausaudailyherald.com/article/20110813/WDH0101/108130620/Felony-charges-requested-in-Rome-fireworks-blast-that-injured-11?odyyssey=tab|mostpopular|text|FRONTPAGE>

### PHILIPPINES, GENERAL SANTOS CITY, AUGUST 14 2011. OIL SPILL 'MOVING AWAY' FROM SARANGANI SHORELINES

The Philippine Coast Guard (PCG) has allayed fears the oil sheen monitored Saturday to be about 4.4 nautical miles off Maasim, Sarangani would reach the shoreline. Commander Roy Echeverria, acting chief of the PCG station here, assured local officials of Sarangani in a briefing Saturday that there are no signs the oil sheen may be moving toward land. "Right now, containment is ongoing in the spill area," Echeverria said. "We have enough equipment and dispersants to really combat this

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oil spill. Fortunately for us, the current is seaward so it is going out." Echeverria briefed Vice Governor Steve Chiongbian Solon, who was leading the Provincial Government's disaster risk reduction team, Maasim Mayor Jose Zamorro, environment officers and the province's legal team. Cargo vessel M/V Bulk Carrier 1, which sank off Maasim five days ago, leaked oil and PCG personnel sprayed dispersants Thursday to contain the oil slick. M/V Bulk Carrier 1 sank after colliding with the larger Monrovia-registered M/V HS Puccini. M/V Bulk Carrier 1, which originated at the Makar Wharf here, was en route to Dumaguete City carrying 16,000 bags of corn grits from Sultan Kudarat province when the incident happened. M/V Bulk Carrier 1 is owned by Cebu City-based firm Polsa Shipping Lines. M/V HS Puccini, which is operated by shipping firm American President Lines, came from Hong Kong and was initially expected to arrive here late Tuesday night after making a stop in Davao City. Echeverria said M/V Bulk Carrier 1 used a special oil or automotive diesel oil, which is easier to clean than bunker fuel. According to the sunken vessel's second engineer, who is the one in charge of the fuel, there were two tanks of 3,000 liters each fitted with "water tank integrity device." "Unfortunately, yung left side nya (port side), doon nabangga kung saan situated yung isang tangke (the side that was hit is where the tank is situated)," Echeverria said. "So we can say that we are expecting here 3,000 liters of special oil." He said the vessel went down between 400 and 500 fathoms according to maritime chart. "Yung dini-discharge nya na oil, pagdating sa taas, talagang manipis na manipis na sya. So pagdating sa taas in fact hindi na natin kailangan ng dispersants (The discharged oil, when it reaches the surface, is already too thin that we no longer need dispersants)," Echeverria said. PCG personnel have been deployed to Maasim to conduct basic seminar on shoreline protection just in case the oil reaches land. "We have the salvors, they are well-equipped, with two tugs. We have the Coast Guard vessels, more than enough to guard that spill is contained," Echeverria explained. "We don't need to layout the spill booms because we just do that in the recovery of oil." Echeverria said the oil sheen being observed "will naturally just disperse and it will just evaporate." However, the PCG is monitoring the spill area daily. He pointed out the oil spill was not massive. "I don't think it will cause so much damage to our marine environment," Echeverria said. Solon noted the oil slick was "subsiding" and asked the PCG for documents regarding the accident and documentation of PCG investigation. Lawyer Arnel Zapatos, provincial legal officer, said the local government was concerned because the vessel sank inside Sarangani Bay Protected Seascape. Zapatos said the local government would have a "continuing monitoring of what will happen next." The Provincial Disaster Risk Reduction and Management Council (PDRPMC), Environmental Conservation and Protection Center, and Environmental Management Bureau took water samples of the spill area Saturday. The teams reported "the oil is hardly visible now." Meanwhile, the PCG will convene a Special Board of Marine Inquiry (SBMI) next week to investigate the collision off the Sarangani Bay Tuesday night. Commodore Eduardo Gongona, commander of PCG's Southeastern Mindanao District, said the SBMI will mainly look deeper into the circumstances behind the collision of the sunken domestic cargo vessel M/V Bulk Carrier 1 and the Liberian-flagged M/V HS Puccini near the coast of Maasim town in Sarangani province. Two crew members of M/V Bulk Carrier 1 were killed while 21 others were rescued following the collision, which happened around seven nautical miles off the Tampuan Point in Maasim. The official said they will specifically determine whether the collision was accidental, and the possible liability of any of the officers and crew members of the two vessels. Gongona said he already ordered the detention of M/V HS Puccini pending the conduct of the SBMI investigation at the PCG headquarters in Davao City. He earlier rejected a request for clearance from representatives of M/V HS Puccini to allow the Monrovia, Liberia-registered ship to leave the Makar Wharf here. M/V Bulk Carrier 1 skipper Captain Pedrito Serencio initially blamed the incident to the officers and crewmen of M/V HS Puccini who allegedly miscalculated its nautical path. But he admitted that the incident happened at the height of heavy rains that caused them to cruise at zero visibility.

<http://www.sunstar.com.ph/davao/local-news/2011/08/14/oil-spill-moving-away-sarangani-shorelines-172901>

#### **USA, IA, DES MOINES, AUGUST 14 2011. TANK AT BURLINGTON CONVENIENCE STORE LEAKS 5,000 GALLONS OF GAS INTO GROUND**

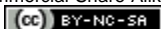
A leaky tank at a Burlington convenience store released an estimated 5,000 gallons of gasoline into the ground. The state Department of Natural Resources says the store reported the leak from one of its five underground tanks on July 20 but the leak may have started in January. Upon notification of the leak, the state ordered the store to remove any remaining gas from the tank. Contractors looked at the tank Friday to see if it can be fixed.

<http://www.kcrg.com/news/local/Tank-at-Burlington-Convenience-Store-Leaks-5000-Gallons-of-Gas-into-Ground-127675753.html>

#### **JORDAN, MAAN, AUGUST 15 2011. ONE KILLED, ANOTHER INJURED IN ROAD ACCIDENT**

A fuel tanker driver was killed on Sunday of severe burns while and another man was injured when two fuel tankers collided on the highway between Bayer and Jafer in the southern governorate of Maan, according to the Director of the Maan Civil

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Defense. Rescue teams rushed to the scene and extinguished the fire that destroyed the two tankers and evacuated the dead and the injured to the nearby Maan government Hospital. Director of Maan Government Hospital Walid Rowwad said that the injured is in a stable condition. Last few weeks saw many similar accidents often resulted from high speed and lack of control on the part of drivers.

[http://www.petra.gov.jo/Public\\_News/Nws\\_NewsDetails.aspx?Site\\_Id=1&lang=2&NewsID=40525&CatID=13&Type=Home&GType=1](http://www.petra.gov.jo/Public_News/Nws_NewsDetails.aspx?Site_Id=1&lang=2&NewsID=40525&CatID=13&Type=Home&GType=1)

### USA, IA, ONAWA, AUGUST 15 2011. PIPE CARRYING UP TO 140,000 GALLONS OF NATURAL GASOLINE LEAKS INTO MISSOURI RIVER.

tanya de jesus

 **Watch the Video**

<http://www.kcautv.com/story/15265143/pipe-carrying-natural-gasoline-leaks-into-missouri-river-near-onawa-ia>

A pipeline running under the Missouri River leaked, potentially putting more than one hundred thousand gallons of natural gasoline into the Missouri River. The leak came from a pipe in between Decatur, Nebraska and Onawa, Iowa. A pipeline that belongs to Enterprise Products Corporation has leaked somewhere in the floodplain. Crews fear that thousands of gallons of natural gasoline may have leaked into the Missouri River. Up to 140,000 gallons of natural gasoline may have leaked into the river. The amount could also be far less, but crews cannot find any of the product to determine how much leaked. "We have flown a good bit of the river, and the area around that pipe where we believe the leak is, and we have not seen any signs of product," said Rick Rainey, Spokesman for Enterprise Products. This means, the gasoline could have dispersed, or evaporated, which means it caused little environmental damage. Enterprise Products shut the pipe down when they found out about the leak, so no more gasoline is spilling out, but they are still searching for the exact location of the leak. "We are focused on an area where we are pretty certain that it is, but until we get down there, and get a set of eyes on it, we won't know for certain," said Rainey. It's also too early to determine what caused the leak. "We don't know if it was caused by the water that had somehow managed to essentially dig up part of the pipe, or it was where the pipe came out of the ground. We're just not sure until we actually have the chance to take a look," said Rainey. Divers will go in to the water on Tuesday, if the source of the leak's not found by then.

<http://www.kcautv.com/story/15265143/pipe-carrying-natural-gasoline-leaks-into-missouri-river-near-onawa-ia>

### SCOTLAND, ABERDEEN, AUGUST 15 2011. NORTH SEA OIL LEAK WORST FOR A DECADE

jenny fyall

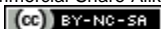


*Shell's Gannet Alpha platform: The company says an inspection showed the leak 'had reduced'*

Oil is still leaking from a Shell platform in the North Sea, in what has become the worst spill in UK waters for more than ten years. Despite assurances from the company that the leak was "under control", oil is continuing to flow from the Gannet Alpha platform about 112 miles east of Aberdeen, five days after Shell was first alerted to the problem. Stuart Housden, director of RSPB Scotland, said figures from the Department of Energy and Climate Change (DECC) showed that the spill was the worst for more than a decade. He criticised the energy giant's response, given the seriousness of the leak, and said the spill could put thousands of seabirds at risk.

Environment groups last night accused First Minister Alex Salmond of downplaying the scale of the problem, which he denied. Shell yesterday said the flow of oil from the platform had been further reduced. Figures held by the DECC show that other spills in the past ten years have involved half a tonne of oil or less. In contrast, this spill is thought to be about 100 tonnes in size, although Shell has not confirmed quantities. The company said it covered an area of about 19 miles by three miles. Mr Housden said: "The First Minister was coming out on Friday and Saturday saying it's small. "It is small compared to what we saw in the Gulf of Mexico, but it is the largest single leak that we've had for at least ten years from an offshore installation." He said Shell had not provided RSPB Scotland with information despite repeated requests, and it had been impossible to assess the threat to vulnerable seabirds. "I have asked to speak to someone on the operations side of things at Shell to get a first-hand update, and I'm still waiting," he said. "I have begun to get concerned about how difficult it is to get information out of Shell. I want to talk to them when this is all over and review the way it has been dealt with. "I would have thought it was in their interest to be open with bodies like us, who have got experience and knowledge to impart." Mr Housden stresses it was crucial

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that the RSPB was kept informed about the scale of the problems so it could advise on how to protect seabirds in the area. "Even a leak of half a tonne in the wrong place can kill hundreds, if not thousands, of birds," he said. At this time of year, young guillemots, puffins and razorbills from colonies in Orkney, Shetland and Norway are particularly vulnerable in the North Sea. The last major oil spill in UK waters was caused by the Liberian registered tanker MV Braer, which was carrying 85,000 tonnes of crude oil when it ran aground off Shetland in 1993. Richard Dixon, director of WWF Scotland, criticised Shell for not making the leak public until Friday - two days after it was first noticed. "One hundred tonnes is a serious spill. Shell clearly didn't want to tell anybody about it until they had got it under control," he said. "I think the government and most of the political parties are all desperate to be nice to the oil industry." Shell said last night that the leak on the flowline system that serves the platform "remains under control" and an inspection by a remote operated vehicle (ROV) showed the leak rate had "reduced further". "We are using ROVs and preparing divers as we continue to take action to reduce the leak as the weather allows, and where it is safe to do so," a spokeswoman said. "We continue to expect the oil sheen will be naturally dispersed through wave action and will not reach shore. A stand-by vessel remains on station with oil spill response equipment and dispersant if required. "We care about the environment and we regret that this spill has happened. We have an emergency response team on this and we are working with the relevant authorities to minimise the impact of this incident."

<http://news.scotsman.com/news/North-Sea-oil-leak-worst.6818778.jp>

### AUSTRALIA, NEW SOUTH WALES, COFFS HARBOR, AUGUST 13 2011. PETROL STILL CAUSING A STINK

*belinda scott*



*Coramba residents Steve Trewin (left) and Brian Adam check the sump on the bank of the Orara River.*

Nine years after petrol was reported to be leaking out of the river bank at Coramba, some residents say the problem is not even close to a solution. But Coffs Harbour City Council executives say the end may be in sight. "The smell the other day was noxious – it's worse than ever," said Coramba resident Steve Trewin. "The council has spent \$800,000 and the (air sparging) system was only turned on last week. "It has not been turned on for six weeks and there has not been a public meeting for 18 months." Brian Adam, who said prevailing winds usually pushed the petrol odours away from his riverside home at Coramba, said he had also noticed the strong smell. Unleaded petrol was discovered

leaking from the banks of the Orara River at Coramba in 2002, on the Attwill family's property, beside a popular swimming spot and just upstream from where the village's water was then pumped out of the river. Groundwater is believed to have been contaminated by fuel which leaked from a storage tank at the Coramba Service Station. The leaking tank has since been removed. It was estimated the leaked fuel would take two years to disperse, but that estimate was optimistic. Using funding from the NSW Environment Trust, the Coffs Harbour City Council is managing the installation of an air sparging system to remove petrol from the groundwater near the river. The city council's manager of strategy and sustainability, Jeff Green, said the system had been in a testing phase and would still be in the commissioning phase for the next few weeks. He said the smell and the bubbles visible in the river shallows were caused by a too-high air pressure in the system with some air escaping through the ground. "The system was only activated last week and we had to adjust the air pressure," Mr Green said. He said when fully commissioned, the system would operate 24-hours-a-day but would only run intermittently. Mr Green agreed the whole process had been 'protracted' but delays were caused by having to gain planning approvals, by flooding and by continuing wet weather. The council now needed access to the Attwills' land for the second stage of the sparging system, which would accelerate the process. Mr Green said an on-site meeting when the sparge was being installed had been suggested at the last meeting of the Interagency Working Group, but there had been no take-up of that offer. He said the council was sending out updates by email and there had been no request for a meeting. Mr Green said the old sump on the riverbank had been put in to capture seepage when the fuel leak was first discovered and was still being pumped out as required.

<http://www.coffscostadvocate.com.au/story/2011/08/15/petrol-still-causing-a-stink-coramba-river-leak/>

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