



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 745 Newsy Stuff

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

August 25 2010



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CANADA, VANCOUVER, AUGUST 17 2011. VAPOR MAKES CASE AGAINST AIRPORT FUEL PROPOSAL

Barging toxic and flammable jet fuel up the Fraser River estuary to serve Vancouver International Airport is unprecedented, unreasonable and far too dangerous. That's according to Vancouver Airport Pipeline Opposition for Richmond (VAPOR), a coalition of residents that made a presentation to Delta council Monday. "It's the wrong project, wrong place, wrong proposal. We're proposing a better alternative," Delta resident Jim Ronback told council. Owned by a consortium of airlines that use YVR, the Vancouver Airport Fuel Facilities Corporation wants jet fuel barged up the Fraser River to a proposed tank farm on the Richmond side of the south arm of the river. An underground pipeline would then send the fuel to the airport. Made up mostly of Richmond residents but also some from Delta, VAPOR says it's not opposed to the airport having a stable supply of fuel, however, environmental and public safety have to be taken into account. "In this case, it is especially important because the fragile Fraser River, its estuary and surrounding marine waters in the Gulf of Georgia (Salish Sea) is needlessly being exposed to a new and totally unacceptable environmental and public safety risk," stated spokesperson Otto Langer, a former senior biologist with Fisheries and Oceans Canada, in a letter to council. Ronback said a similar proposal in the late 1980s to barge jet fuel up the north arm of the Fraser River was rejected by a federal environmental assessment process. The group is worried about a myriad of issues, including potential spills, contamination, fires and explosions. Richmond council has come out in opposition to the fuel consortium proposal, while Delta has taken a more guarded approach. Currently, jet fuel is pumped to YVR from Burnaby through a 40-year-old pipeline, in addition to about 1,000 tanker truck trips a month between Washington state and the airport. Those trucks travel through Delta using highways 99 and 91. Delta staff earlier this year noted the number of trucks is expected to increase to 2,200 round trips a month by 2020. The fuel consortium's project, however, has the potential to remove thousands of tanker trucks from local highways and roads each year, council was told. VAPOR asked council to pass a resolution opposing the jet fuel plan and urge "a more environmentally responsible option of sending fuel to YVR directly over land from their refinery sources." Those options include the existing pipeline from Burrard Inlet refineries and a new pipeline along Highway 99 and Interstate 5 from the BP-ARCO refinery in Washington state directly to the airport. It's not clear, though, whether Delta would support that alternative. Coun. Robert Campbell asked Ronback if there's any data showing that a pipeline, which would run through Delta, is any less risky. Ronback responded a pipeline would be less dangerous than what the fuel consortium is proposing. Delta politicians agreed Monday to wait for more information. The Environmental Assessment Office this year granted a temporary suspension of the environmental review to consider alternatives.

<http://www.delta-optimist.com/Vapor+makes+case+against+airport+fuel+proposal/5265590/story.html>

SCOTLAND, EDINBURGH, AUGUST 17 2011. CAIRN ENERGY OIL SPILL PLANS PUBLISHED

Cairn Energy's Arctic oil spill contingency plans have been published by the Greenland government.

 **Document Download [214 page, 13,142Kb]** [Oil Spill Prevention & Contingency Plan](#)



Cairn is drilling up to four wells in Greenland this year.

The move follows a series of protests by Greenpeace activists, who disrupted the exploration firm's drilling activities off Greenland in a bid to force publication of the plans. Officials said they released the plans after their "options for countering sabotage actions" had improved. Edinburgh-based Cairn said it welcomed the move. News of the publication came as Shell estimated more than 200 tonnes of oil could have entered the North Sea after a leak in a flow line leading to the Gannet Alpha oil platform 113 miles (180 km) off Aberdeen. In a statement, the Greenland government said it had been necessary to keep Cairn's contingency plans confidential until now because of the "large number of

unlawful actions aimed at the safety measures at oil exploration". It said: "The opinion has been that it would be possible to launch even more attacks against safety if the plans were presented openly."

Arctic Protests

Greenpeace has staged a number of protests at Arctic drilling operations over the past year. They included one incident in April, when 11 Greenpeace activists forced entry onto the drilling rig Leiv Eiriksson in Turkish waters while it was on its way to Greenland. In another incident in June, 18 activists broke through the rig's safety zone and locked themselves into its crane cabins. Responding to the publication the response plan Greenpeace oil campaigner Ben Ayliffe said there was a "lot of spin" and "very little to allay the concerns of experts". He added: "Cairn never wanted to release this document, they were forced to

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by international outrage from tens of thousands of people who bombarded them with emails. In a classic PR move they've now published the plan late in the day European time. "Our experts will now analyse it and fully expect it to confirm what the UK government said in private documents, that an Arctic spill would be 'near impossible' to clean up." Greenland officials said following evaluation of the Greenpeace incidents by the ministry of foreign affairs in Denmark, it was now possible for authorities to take measures against "unlawful actions" within a radius of 5 km from the safety zone around drilling operations. Ove Karl Berthelsen, Greenland's Minister for Industry and Mineral Resources, said: "The government and the Bureau of Minerals and Petroleum (BMP) have always wanted to make the plans available to the people of Greenland. "We had reasonable concerns, however, that the balance between transparency of information and the possible impact on safe operations was outweighed by the regular violation of safety procedures. "We are now confident that the security of operations is better protected to the extent that we now feel able to provide people in Greenland with access to as much information as possible about our country's search for hydrocarbons."

'Safety Focus'

Cairn Energy chief executive Simon Thomson said his company was pleased to share its plans with the people of Greenland. He continued: "Throughout our operations globally and including offshore Greenland, we are focused on safety both in terms of people and the environment. "Safety is our priority and the focus of our operations remains on prevention. "We have state-of-the-art equipment and a team of experts with more than 1,000 man years experience in similar environments for the 2011 offshore Greenland exploration programme." He added: "In the unlikely event of a serious incident, such as an oil spill, we believe we have put in place a thorough and robust contingency plan." Cairn, through its subsidiary Capricorn, operates 11 blocks off Greenland which cover an area of approximately 102,000 square kilometres. It plans to drill up to four wells off Greenland this year.

Related Stories

- [Oil Spill 'More Than 200 Tonnes'](#) 15 August 2011, Ne Scotland, Orkney & Shetland
- [Cairn Energy Setback In Greenland](#) 03 August 2011, Scotland Business
- [Oil firm sets out Greenland plan](#) 4 May 2011, Scotland Business
- [Cairn Energy sells Indian stake](#) 27 June 2011, Scotland Business
- [Greenland blow for energy company](#) 26 October 2010, Edinburgh, Fife & East Scotland

<http://www.bbc.co.uk/news/uk-scotland-scotland-business-14536361>

USA, MA, AUGUST 18 2011. UNDERGROUND PROPANE TANKS WORRY NEIGHBORS >> ABOUT 20 RESIDENTS NEAR JARVIS CIRCLE AND GRASMERE ROAD ATTENDED TUESDAY'S PUBLIC HEARINGS.

becca manning



At a public hearing before Needham selectmen on Tuesday, Aug. 16, builder Mark Heavner of Heavner Construction Inc. noted that many homes already have small propane tanks located above ground to supply kitchen stoves or grills and that, while larger, an underground 1,000-gallon tank for heating was much more protected than these more commonplace storage units.

Several residents worried about the safety of allowing 1,000-gallon propane tanks to be installed underground near their homes showed up to Tuesday night's selectmen's meeting to voice their concerns. Developers for two separate properties—126 Jarvis Circle and 31 Grasmere Rd.—appeared before selectmen to request a fuel storage license to keep up to 1,000 gallons of propane stored in underground tanks on each property. Town bylaws require a special license for storage of more than 500 gallons of fuel on a property. In both locations, existing natural gas lines are not close enough to tie into for gas to heat the homes, which was part of the reason developers said they chose the propane option. Both property owners will contract with EnergyUSA Propane for the installation, refill and maintenance of the tanks. [Needham Fire](#) Chief Paul Buckley said Needham has more than 100 licenses for underground fuel storage in town, though just a few of those are residential. Town Clerk Tedi Eaton said on Wednesday that there were only about nine or 10 residential underground fuel storage licenses on record. Buckley said in his time on the department, the town has not had trouble with any of these tanks—in fact, in some ways, he felt it was safer to have the tanks below ground where they were less likely to be "violated" than above ground. Needham's bylaws are stricter than state regulations, which allow up to 2,000 gallons of underground storage on a property, Buckley said. Also in Needham, the tanks must be secured to a concrete slab to prevent them from shifting as a result of flooding or frost. The tanks also must be a certain distance from dwellings, property

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lines, electrical sources and other utilities, Buckley said. Mark Heavner of Heavner Construction Inc., representing the Jarvis Circle property, said that the tank would only hold about up to 800 or 900 gallons of propane at a time and that deliveries would be about half as frequent, maybe five or six times per year, as with a smaller tank—so the propane delivery truck would not be in the neighborhood as often. The storage licenses have to be renewed every year, with review and inspections required for that renewal, town officials said. Heavner said one of the reasons he had turned to propane was because it was so energy efficient—the heating system being installed at the Jarvis Circle home is 95 percent efficient. “This wasn’t a choice made easily. This actually costs more to install than an oil system,” Heavner said. Along with burning efficiently, propane produces better, cleaner heat inside a home than fuel oil and has a longer life on its equipment, Heavner said. He also pointed out that many homes already have a 100-gallon propane tank above ground on their properties to supply stoves or have miniature propane tanks “rattling around” near backyard grills. “This is a completely protected system, and I think you would find it safer than that small propane tank on your grill,” he said. But several neighbors seemed unconvinced that the underground tanks would be safe. John Halfrey, a Hunnewell Street resident, questioned how an underground tank could be fully inspected unless it was excavated periodically. Officials said the tanks had to meet federal and state regulations and would be inspected before they were buried to be sure they were secure and stable, although they said there was no procedure for unearthing a tank to give it a complete check in the future. “I’m concerned about safety—that’s why I was interested in who’s going to inspect it and at what frequency and who’s responsible for that inspection,” Halfrey said after the hearing. “A lot of things are done and two or three years go by and people forget and it’s not inspected. And if the tank erodes and the tank lets go, it could be a very serious explosion.” Halfrey’s wife Nancy also was concerned about the safety of having such a large propane tank near her home. “My concern is for all of the people in the surrounding area that might be affected if there should be an explosion,” she said. “I’ve always been worried about gas anyway. I’ve been very happy that there is no gas in the neighborhood.” The Halfreys heat their home with fuel oil. “I feel much safer using the fuel oil rather than having any gas at all in use in my home,” Nancy Halfrey said. “I listened carefully to everything that the people said tonight and I still don’t feel good about it at all.” Grasmere Road resident Carolyn Finn said during the hearing that even if the risk of an accident was low, she still worried about the tank’s safety. She questioned why alternatives were not explored more, such as a combination of fuel oil and alternative energy sources like solar, and suggested a “more thorough risk assessment” be done on underground propane tank installation. “This is on a property in a densely populated neighborhood where there are a lot of people outside all the time, and I for one am concerned about an explosion and the risk that that explosion would create a lot of collateral damage,” Finn said. Buckley said his department did not perform individual risk assessments and that as long as the tank meets federal, state and local guidelines, officials could not justify denying a license. Selectmen supported both licenses unanimously, saying while they were glad residents voiced their concerns, they had to judge the issue on whether the applicant met all regulations and requirements. “We’re not here to discuss the relative merits of what’s more efficient or what’s safe. The issue is: Is this safe? Not whether its safe versus one method or another,” Selectman Jim Healy said. Selectman Dan Matthews said it had been about a decade since he had seen such a large response to this type of storage license. About 20 people attended the hearings on Tuesday. He also said he believed everyone involved with the installation, inspection and maintenance of these tanks had an obligation to reduce risk as much as possible. “I feel as long as they’re operating within the safety standards, the homeowner has the right to choose what [type of fuel] to use,” he said. Though he supported the licenses, Selectman Jerry Wasserman said he did think local and state officials should address concerns about long-term inspection of underground tanks. Selectmen Moe Handel and John Bulian both said they did not take the issue lightly and were glad that residents showed up to talk about it. “It’s important that we hear from you, that we hear concerns that are addressed by the experts who are here and that we have those questions asked and answered so that we can make the best decision,” Bulian said. “I’m satisfied with the safety mechanisms that are in place.” Olde Landmark Builders Inc. is developing the Grasmere Road property.

<http://needham.patch.com/articles/underground-propane-tanks-worry-neighbors>

USA, N.M., ROSWELL, AUGUST 18 2011. THOUSANDS OF GALLONS OF FUEL STOLEN >> LATEST HEIST STRIKES ROSWELL GAS STATION

gabrielle burkhart

 **Watch the Video** <http://www.krqe.com/dpp/news/local/southeast/thousands-of-gallons-of-fuel-stolen>

Bell Gas company has been hit with gas thefts three times in Southeastern New Mexico since May, costing the company thousands of dollars. The latest heist was just days ago. Surveillance video caught two semi trucks pulling into to either side of

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a diesel fuel pump at a Roswell Conoco station just before 3 a.m. Friday. The drivers rigged the pump and stuck around for almost 30 minutes while they pumped 694 gallons of diesel. Bell Gas officials said they believe the thieves have giant tanks called reefer tanks inside the trailers of the trucks. This theft cost the gas station nearly \$3,000. "They have a new method now that they can open up our pumps," Bell Gas Safety Director Jerry Wood said. "And when they open up the pumps, they activate a credit card just for a second." Surveillance video from a theft in Alamogordo three months ago shows the same thing: two semis using one another to block the view of the pump while they load up nearly 700 gallons of stolen diesel. "The only way law enforcement would be able to tell if they were actually stealing it, (at the time) they would have to come up and walk up to the truckers and look at the pump and if it's not showing gallons go around, then you know that they've got it jimmied," said Wood. Wood said the thefts always happen after hours at the company's 24-hour service pumps. "That's where you make your money is people traveling at night," Wood said. "Truckers traveling at night. It's just the non-legitimate ones that's getting to us." Wood said the company is investing in preventative measures. "We've got new mechanisms coming in today that go on these pumps, and it's a special-built thing," said Wood. "It's going to take about several hours to put them on each pump, and they're \$400 a piece, but we'll eliminate these two pumps for sure. That's a start." The current price for diesel is nearly \$4 per gallon. "If the price would go down, that makes a difference," said Wood. "This only happens when the price spikes like it is now." Investigators believe the thieves may be independent truckers, trying to increase their profits. The majority of independent truckers pay for their own fuel, but at times can be compensated by the company who's load their hauling. Anyone with information on the theft is asked to call Roswell police.

<http://www.krqe.com/dpp/news/local/southeast/thousands-of-gallons-of-fuel-stolen>

MALAYSIA, KUALA LUMPUR, AUGUST 18 2011. SMC BUYS EXXON MOBIL'S DOWNSTREAM OIL BUSINESS IN MALAYSIA

San Miguel Corporation announced today that following approval by the company's Board of Directors, management has signed sale and purchase agreements to acquire three subsidiaries comprising Exxon Mobil's downstream oil business in Malaysia. The companies are: Esso Malaysia, a publicly traded company of which Exxon Mobil owns a 65% stake; and wholly-owned ExxonMobil Malaysia, and Exxon Mobil Borneo. The three subsidiaries form an integrated business engaged in the refining, distribution and marketing of petroleum products. Physical assets include the Port Dickson refinery with a rated capacity of 88,000 barrels per day; seven fuel distribution terminals; and a network of roughly 560 branded service stations, 420 of which are company-owned. The transaction is valued at US\$610 million. US-based Exxon Mobil Corp. has an over century-old business history in Malaysia. It has said it will now focus on operations in Malaysia not impacted by the deal, including Upstream, chemicals, lubricants, and global business support. Through subsidiary Petron Corporation, San Miguel is the largest integrated oil refining and marketing company in the Philippines with a crude distillation capacity of 180,000 barrels per day. Petron operates a network of over 1,700 service stations in the Philippines and is presently undertaking a major upgrade of its refinery that will allow full conversion of the fuel oil production to higher-value products such as gasoline, diesel, and petrochemicals. "Exxon Mobil's Malaysian downstream business is attractive to San Miguel given that there is plenty of room to move up the value chain by upgrading refinery capabilities," said SMC President and Chief Operating Officer Ramon S. Ang. "Our plan would be to upgrade the Port Dickson refinery so that it can make use of a wider variety of crudes, and produce higher-value products." Ang added. Ang further said SMC will continue to uphold world-class product quality, safety and environmental standards. "This acquisition provides us with a unique opportunity to expand our participation in the regional oil and gas sector, and we will focus our efforts not just on upgrading refinery capabilities, but expanding reach into underserved areas in the fuels market." "We are committed to investing in the business, and providing the best products and services to Malaysian consumers."

<http://www.4-traders.com/SAN-MIGUEL-CORPORATION-6491964/news/SAN-MIGUEL-CORPORATION-SMC-buys-EXXON-Mobil-s-downstream-oil-business-in-Malaysia-13758422/>

INDIA, PUNE, AUGUST 18 2011. FOUR-YEAR-OLD GIRL CRUSHED UNDER THE WHEELS OF TANKER

A four-year-old girl, who was returning home after school with her mother, was crushed under the wheels of a loaded petroleum tanker at Fatimanagar on Tuesday afternoon. The Wanowrie police have identified the deceased as Rama Santosh Jagtap of Thombare Vasti, Ramwadi Hadapsar. Rama's mother Aruna sustained severe injuries in the accident. Aruna is undergoing treatment at the Sassoon general hospital. The driver of the tanker fled the spot. Rama was a junior KG student at the Pune Municipal Corporation-run Krantiveer Vasudev Balwant Phadke English medium school. Sub-inspector Madhukar

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Phunde said "Rama and Aruna were crossing the road, when they came under the wheels of the tanker. Rama died on the spot and Aruna sustained injuries on her legs." The local people rushed them to Sassoon, where doctor declared Rama dead on arrival. Phunde said that Rama's father Santosh works in a private company in the city. She is survived by her one-and-a-half-year old sister. Phunde added that the police have sent a team to Loni Kalbhor to trace the suspect driver.

Youth Killed in Accident

A 32-year-old HR professional was crushed under the wheels of a petroleum tanker on Alandi Road in Pune, around 9 am on Tuesday. The Vishrantwadi police have identified the deceased as Vijaysingh Amarsingh Rajput of Khadki. The police have arrested the tanker driver, Ramchandra Shankar Gadekar (51) of Junnar Taluka, for negligent driving. The incident took place when Rajput was on his way to work. The tanker hit his motorcycle and Rajput fell on the road and was crushed under the wheels of the tanker. Sub-inspector SH Sali of the Vishrantwadi police station is investigating the case.

<http://timesofindia.indiatimes.com/city/pune/Four-year-old-girl-crushed-under-the-wheels-of-tanker/articleshow/9627407.cms>

KENYA, KISUMU, BUOYE VILLAGE, AUGUST 18 2011. FUEL AND BULLETS >> TWO SHOT AS POLICE DISPERSE FUEL THIEVES

valentine obara

 **Watch the Video**

<http://www.nation.co.ke/News/Two+shot+as+police+disperse+fuel+thieves/-/1056/1220814/-/14vylqv/-/>, or,

http://www.youtube.com/watch?v=yVuMSt_5T00



A woman is intoxicated by petrol fumes after scooping the fuel from an overturned tanker at Buoye village in Kisumu on August 17.

Two people sustained gunshot injuries on Wednesday when police moved in to disperse a crowd scooping fuel at an accident scene involving a fuel tanker. Police had a tough time trying to disperse the crowd which at one time pelted them with stones at Buoye in Kisumu. Police were forced to fire several shots, which are believed to have caused the injuries.

Saved Lives

According to an eyewitness, one of those shot was a woman who had gone to collect her son. "The woman was not even scooping the fuel but had come for her son who was collecting fuel," he said. The residents accused police of using excessive force but the officers said they had saved lives that could have been lost had there been an explosion. Sources from the Kenya Red Cross emergency team who rushed to the scene to help the injured people, confirmed that two women had been taken to the Nyanza provincial hospital with bullet wounds. Kisumu East deputy police boss Muthuri Mwongera declined to comment on the matter, saying he would make a statement after the scene was safe. Attempts to reach him thereafter were futile and his phone was off. Another eyewitness said the driver lost control of the tanker as he tried to avoid an oncoming vehicle. The tanker then rolled as it swerved and fell on the road. The driver sustained injuries on the neck. Traffic along the Kisumu-Nairobi highway stalled for over three hours with vehicles forming a line for about 20 metres from the scene as firefighters and police battled to clear the road. The truck is reported to have been transporting 31,000 litres of super petrol to Kampala.

<http://www.nation.co.ke/News/Two+shot+as+police+disperse+fuel+thieves/-/1056/1220814/-/14vylqv/-/>

SCOTLAND, ABERDEEN, AUGUST 18 2011. SHELL ADMITS OIL LEAK FIX COULD TAKE WEEKS

Energy giant Shell has made a full apology for its response to the North Sea oil spill and admitted it could take weeks to fix the leak. After days of criticism for keeping details of the spill from its Gannet Alpha platform secret, the oil company conceded it had made mistakes. In an interview with The Scotsman, Steve Harris, head of external affairs and communications at Shell Upstream International Europe, confirmed a remaining leak was in a spot so difficult to access, 800ft below the waves, that it could take weeks to stop. He also revealed:

- A first seabird had been seen covered in oil. The breed is not known, but it was spotted flying from the spill area with oil on its wings.
- The pipe that sprung a leak is more than 30 years old and was not spotted by surveys testing the integrity of equipment.

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- The size of the spill had grown again to cover 16sq miles. This compares to half a square mile on Monday, and 19 miles by three miles on Sunday. He said this could be because the spill had spread into smaller sections in windy conditions at the weekend, but with yesterday's calmer weather had joined back together again.
- Shell failed initially to involve RSPB Scotland in its response to the leak, for which Mr Harris apologised.

Shell has faced fierce criticism from environmentalists and politicians that it was secretive and slow to admit details about the spill from the platform 112 miles east of Aberdeen, which started last Wednesday. Mr Harris said: "Could we have done better? Obviously. But we have tried really hard to make sure the data we have put out is accurate. The motivation from us was absolutely not one of trying to cover it up. We knew that we had made a bad mistake and we would have to explain what had happened.

<http://news.scotsman.com/news/Shell-admits-oil-leak-fix.6820058.jp>

AUSTRALIA, NEW SOUTH WALES, BROKEN HILL, AUGUST 18 2011. 18 AUGUST 2011. PETROL CLEAN UP BEING MONITORED

[Map Broken Hill 2880](#)



Petrol accidentally leaked into the ground at Broken Hill's Caltex service station. The New South Wales Office of Environment and Heritage says it is monitoring the clean up process of a petrol leak in Broken Hill. Caltex will not say how much petrol has leaked from an underground tank at the Oxide Street service station, but it has confirmed there has been contamination of surrounding land and groundwater. The tank was shut down in June when the problem was first noticed. A spokesman for the Office of Environment says it has been notified about the petrol leak and is expecting a full report from Caltex shortly. The Office has instructed Caltex to work with Council and surrounding neighbours to ensure everyone is aware of the clean up works. A Caltex spokesman says

remediation is underway and early indications suggest the contamination is restricted to the site and part of Oxide Street.

<http://www.abc.net.au/local/stories/2011/08/18/3296384.htm>

CHINA, HUBEI PROVINCE, WUHAN, AUGUST 18 2011. FIREWORKS WORKSHOP BLAST KILLS 1, INJURES 3 IN C CHINA

One person died and three others were injured after a blast that ripped through a fireworks workshop in Central China's Hubei province Wednesday, local authorities said. The two-story workshop collapsed after the blast rocked the building at about 4 pm near a small village in the city of Songzi, and, so far, rescuers have pulled four workers from the debris, a spokesman with the Songzi municipal government said. One worker died en route to hospital and three others are being treated at a local hospital, he said. Local villagers and witnesses said an unknown number of fellow villagers were buried under the debris. Search for survivors is continuing, the spokesman said. An initial investigation found that the fireworks workshop, a house rented from local villagers, had been operating illegally, he said. Local police and work safety authorities are further investigating the accident, he added.

http://www.chinadaily.com.cn/usa/china/2011-08/17/content_13139842.htm

USA, TX, DALLAS, AUGUS 18 2011. 7-ELEVEN TO ACQUIRE 51 NORTH TEXAS LOCATIONS



"In terms of store growth, 2011 promises to be 7-Eleven's biggest year since 1986," says 7-Eleven spokesperson. 7-Eleven Inc. has agreed to acquire ExxonMobil's retail interests in 51 North Texas sites. The transaction is anticipated to close in late 2011, subject to standard closing conditions and regulatory approvals. Terms of the deal were not disclosed. The 51 sites, all of which are in the greater Dallas/Fort Worth area, include two unused parcels of land. The majority of locations will be rebranded as 7-Eleven stores. The stations will retain the Exxon gasoline brand, allowing consumers to continue to purchase the same high-quality Exxon fuels and use their ExxonMobil credit cards and Speedpass devices. "This acquisition fits well with our aggressive growth strategy," said Sean Duffy, 7-Eleven vice president of mergers and acquisitions. "In terms of store growth, 2011 promises to be 7-Eleven's biggest year since 1986." After the

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transaction closes late this year, 7-Eleven will start remodeling and rebranding the locations, with the bulk of the work anticipated to be completed by the end of 2012. Each location will carry 7-Eleven signature products, such as Slurpee and Big Gulp beverages, fresh food and grill offerings, along with standard convenience-store items. The stores also will be available for franchise. Duffy added, "These high-volume locations complement our existing real estate portfolio in the Dallas/Fort Worth area. The combination of the 7-Eleven and Exxon brands will make a compelling retail option for convenience-oriented consumers." 7-Eleven will extend job offers to ExxonMobil employees who are affected by this acquisition upon successful completion of their pre-employment screening process and continued satisfactory performance. Currently, 7-Eleven, Inc. operates and franchises 339 stores in the greater DFW and Austin areas of Texas (239 are in DFW). The company has added seven 7-Eleven stores in these areas since the start of 2011.

<http://www.csdecisions.com/2011/08/17/7-eleven-to-acquire-51-north-texas-locations/>

USA, ILL, CHICAGO, AUGUST 18 2011. EXXON OFF THE HOOK FOR CHICAGO CANAL OIL SPILL

A cargo services provider will face a trial for its role in the explosion of 14,000 barrels of Exxon oil into the Chicago Sanitary Ship Canal, but Exxon is off the hook, a federal judge ruled. Exxon Mobil began selling clarified slurry oil to Clark Oil Trading in 1996, with Egan Marine Corp. delivering the oil from Exxon's refinery in Joliet, Ill. Nine years later, Exxon loaded about 14,000 barrels of oil onto an Egan Marine tanker barge heading toward Clark Oil. Cold weather caused the valve on the oil's storage tank to malfunction, so Exxon transferred the oil to a different tank before loading it onto the tanker barge. Along the way to Clark Oil, the barge exploded, causing thousands of gallons of oil to spill into the Chicago Sanitary Ship Canal near the city's Cicero Avenue Bridge. Alexander Oliva, a crew member working on the tanker barge, died in the explosion. In June 2008, the U.S. government filed suit against Egan Marine. Oliva's misuse of a propane torch, along with an improperly opened valve on the barge's standpipe, allegedly caused the oil vapors to ignite and explode. The government sought more than \$1.5 million for cleanup costs, disbursements for claims of third parties and up to \$25,000 for each day of cleanup. It also filed criminal charges against Egan Marine in September 2008. In a motion to dismiss, Egan Marine said Uncle Sam deliberately violated discovery rules. It also moved to strike three of the government's expert witnesses, arguing that they used improper data to prepare their reports on the explosion. Finally, Egan Marine filed a third-party complaint against Exxon for contribution, indemnity and maritime damages. The cargo company argued that Exxon contaminated the oil with more than 10,000 gallons of gasoline during the move to the second storage tank, thereby causing the explosion. U.S. District Judge Harry Leinenweber dismissed that complaint against Exxon last week. In the same decision, Leinenweber refused to dismiss the government's complaint against Egan Marine last week but partially granted the motion to strike government witnesses. "While EMC argues that the government engaged in deliberate obstruction, its failure to raise this issue during discovery dooms its motion," Leinenweber, referring to Egan Marine. He added that, "while EMC alleges a litany of discovery violations by the government, not one of these allegations stem from the government's failure to obey a court order." Government experts cannot reference the U.S. Coast Guard's Marine Casualty Incident Report because that report is neither admissible as evidence nor subject to discovery, according to the 33-page ruling. Leinenweber also denied Egan Marine's claim that Exxon breached the implied warranty of safe cargo and caused the spill, holding that "no evidence exists that the allegedly contaminated CSO [clarified slurry oil] caused the explosion and subsequent oil spill." The court rejected the challenge to Exxon's safety data sheet, disagreeing that it was too generic. Since the data sheet warned Egan Marine of the product's potential dangers, this "gave EMC sufficient warnings about the dangers of the cargo. From the facts before the court, Exxon's failure to warn EMC about the alleged contamination was not a contributing cause of the accident." Since Egan failed to establish liability, Leinenweber said that Exxon merits summary judgment.

<http://www.courthousenews.com/2011/08/17/39070.htm>

CHINA, HEBEI PROVINCE, SHIJIAZHUANG, AUGUST 18 2011. CHINESE LAWYER SUES STATE COMPANY OVER OIL SPILL

Watch the Video http://english.ntdtv.com/ntdtv_en/news_china/2011-08-17/chinese-lawyer-sues-state-company-over-oil-spill.html

A Chinese lawyer is suing a state-owned company and its U.S. partner over an oil spill that has polluted China's northeast coast. More than 2,100 barrels of oil have been leaking from two platforms in Bohai Bay in northeast China. The platform is jointly owned by China's CNOOC and ConocoPhillips China, a subsidiary of Houston-based ConocoPhillips. Jia Fangyi, a lawyer from the Great Wall Law Firm, announced on Tuesday that he has filed a private suit in three courts in China suing both

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companies. Jia demanded that the companies "immediately stop polluting the environment and clean up the pollution," according to an AFP report, quoting the state-owned Beijing Times. The AFP report said Jia also asked for a \$1.6-billion compensation fund to pay for damages and restore the area's ecological system. Jia is also planning to sue the State Oceanic Administration for its lack of response to the oil spill, and for failing to notify the public. Meanwhile, the State Oceanic Administration said Tuesday that it would sue ConocoPhillips for polluting beaches and damaging marine life. It made no mention of state-owned CNOOC.

http://english.ntdtv.com/ntdtv_en/news_china/2011-08-17/chinese-lawyer-sues-state-company-over-oil-spill.html

CHINA, HEBEI PROVINCE, SHIJIAZHUANG, AUGUST 18 2011. CHINA PUSHES CONOCOPHILLIPS TO CONTAIN OIL SPILL BY END OF AUGUST

judy hua & david stanway

China's marine authorities expressed growing frustration at the failure of a unit of ConocoPhillips to contain a two-month oil spill that has spread across the northeast coast and again urged it to halt the leak by the end of August. Officials of the State Oceanic Administration (SOA) met ConocoPhillips officials again on Tuesday and urged the company to seal off oil leaks in northern China's Bohai Bay and clean up polluted areas before an August 31 deadline, the agency said on its website (www.soa.gov.cn). "To date, ConocoPhillips has not yet sealed off sources of the oil spill at Penglai 19-3 oilfield," the administration said. "The company has come to no clear conclusion about why a new oil spill source has been found at platform B, why more oily mud has been found near platform C, or even whether similar situations could occur in the future," the administration said. The measures taken by ConocoPhillips have so far been limited to lowering pressure on the seabed and installing an oil containment device, which are temporary and remedial. They have not eliminated oil spill risks effectively, it added. The administration said it would "strengthen oversight" if ConocoPhillips fails to contain the oil spill in time, but it did not provide any further details about what action it would take. The spill has already spread to the Bohai Bay coast, posing a direct threat to the region's environment, and SOA also urged ConocoPhillips to keep the public informed about potential risks as soon as possible. The oil leak at the Penglai 19-3 oilfield, China's biggest offshore oil field, which started in June, have polluted 840 square kilometers of water, the SOA has said. ConocoPhillips has a 49 percent stake in the oilfield and acts as the operator, while China's offshore oil specialist CNOOC Ltd has the remainder. SOA said on Tuesday it had not decided how much compensation it would seek for the ecological damage caused by the oil spill, but it plans to sue the parties responsible.

Related Stories

- [China says it has not yet set damages for oil spill](#)
- [China may seek over \\$15 mln from ConocoPhillips, CNOOC after spill](#)
- [China says will shut plant as thousands protest](#)
- [Conocophillips ups estimate of China oil spill](#)

<http://www.reuters.com/article/2011/08/17/us-china-spill-conocophillips-idUSTRE77G0IX20110817>

USA, WA, WESTERN WASHINGTON, AUGUST 18 2011. REGIONAL STATION OWNER, BP SQUARE OFF IN GAS WAR >> THERE'S A GAS WAR BEING FOUGHT IN WESTERN WASHINGTON, AND IT SEEMS CERTAIN TO TAKE CASUALTIES.



One of the 17 former Arco stations owned by Hatem Shalabi.

There's a gas war being fought in Western Washington, and it seems certain to take casualties. Already the ARCO branding has disappeared from 15 Western Washington ARCO stations, hidden behind black plastic sheets and duct tape. And the combatants have taken their disagreements to federal court, where a showdown is set possibly for next week over who gets to operate those stations and what kind of gasoline they can sell – if any. The fight is not a conventional price competition that the term "gas war" suggests, but rather a high-stakes court and public-relations battle between oil giant BP (ARCO's parent company) and a longtime Tacoma franchise owner. If BP wins its arguments in court, that franchise owner, Hatem Shalabi, could be forced to shut down some of the highest-volume and lowest-price service stations in the Puget Sound area. If

Shalabi wins what could be a long court fight, he could be freed from what he contends are onerous restrictions on what he

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can sell and what he can do with the stations he's bought from BP over the past seven years. "I consider what BP is doing is nothing short of slavery," said Shalabi, an Egyptian-born Tacoman who has invested \$37 million of his own and borrowed money in the chain of high-volume stations. No BP executives or attorneys were available to comment Wednesday. BP in court filings contends that the dispute is a matter of Shalabi living up to the agreements he voluntarily signed when he bought the stations. The company says the gas station owner owes BP more than \$1.3 million in overdue gas bills and is harming the company's reputation by selling unbranded gas at the stations it contends are still recognizable as ARCO stations to most of their patrons despite Shalabi's attempts to cover the company's logos and signs. BP is alleging Shalabi violated its trademarks, is disregarding deed restrictions by selling non-ARCO gas and is failing to live up to promises he made to upgrade several ARCO stations. The oil company has asked a federal judge to order Shalabi's stations shut down unless he pays his past due bill and agrees to pay cash on delivery for ARCO gas. A federal judge has turned down BP's initial request for a restraining order against Shalabi, but has asked the oil company and Shalabi to submit more written arguments by early next week. A hearing could be set then to decide the company's request for a restraining order. Shalabi's attorney, David Schiller of Plano, Texas, said the franchise owner will argue BP doesn't have any standing to seek the injunction because it no longer owns the stations or any property adjacent to them. Shalabi also will contend that BP helped create the financial predicament that brought on the crisis by pricing its gasoline to Shalabi at a level where making a profit was difficult and by imposing deed restrictions that were unreasonable. Those restrictions prohibit Shalabi from selling any other brand of gas at the stations that he bought for 20 years after their purchase. They ban him from using the sites for any other purpose than a gas station and an associated ARCO AM/PM minimart. Shalabi and Schiller contend they've taken their issues to the top echelons at ARCO and BP, meeting with top ARCO executives in California and emailing a lengthy entreaty to BP's CEO in England. "The answer we got was the lawsuit," said Shalabi. That suit was filed last Friday in U.S. District Court. Shalabi acknowledges that he owes BP more than \$1.3 million, but in the high volume business that his stations do, that represents only about two-days' supply of fuel at wholesale prices. "That's about one-third of one percent of the annual amount Mr. Shalabi pays to BP every year," said Schiller. Shalabi says his financial struggles originated with his purchase of 18 stations from BP in 2009. Ordinarily, he said, a dealer can make five to seven cents a gallon on fuel, but BP priced the fuel from its Cherry Point refinery so that his margin was two cents or less. He claims in another suit that BP was not forthcoming about the environmental conditions at the stations he bought. That deception, he alleges, cost him a sale of his flagship station at Puyallup and Portland avenues. The Puyallup Tribe of Indians in 2008 approached him about buying 1.3 million-gallon-per-month station. He and the tribe had signed a tentative deal for \$18 million. An investigation before the pending sale found the site was contaminated with a gasoline additive that had been used only through 2003, before he bought it from BP. The tribe wanted the oil company to protect it from further cleanup costs on the site if it purchased the station. BP declined to agree to that indemnification, claimed Shalabi, even after Shalabi agreed to pay \$3 million from the sale proceeds to do the cleanup. That refusal, he said, scotched the sale. Shalabi had bought the site for \$6 million. Tim Hamilton, executive director of the Automotive Trades United Organization (AUTO), a Washington dealer group, said Shalabi's story is not an unusual one. "This guy's between the devil and the deep blue sea," he said. Many franchisees in similar spots end up financially wrecked, he said. BP argues in court documents that Shalabi was a sophisticated buyer with experience in the industry when he signed the 2009 deal. By then he had operated and then owned the high-volume ARCO station at Puyallup and Portland avenues in Tacoma for a decade. Anyone who buys the stations will likely be bound by the same agreement as Shalabi unless the court invalidates the deed restrictions. Shalabi says in any case he intends to carry the battle onward, even if the early rulings goes against him. "I will never sell another drop of ARCO gasoline," he said.

<http://www.thenewstribune.com/2011/08/18/1786720/puget-sound-station-owner-bp-square.html>

USA, TX, HOUSTON, AUGUST 19 2011. ABBOTT ALLEGES DILUTED GASOLINE

bryan cohen

 **Watch the Video** http://www.youtube.com/watch?v=Jngi2_0c74

Texas Attorney General Greg Abbott filed a lawsuit Thursday against a petroleum company for allegedly defrauding customers by diluting medium and premium grade gasoline with regular unleaded fuel. Petroleum Wholesale L.P., Sun Development L.P. and related defendants allegedly sold improperly diluted premium gasolines at 143 of their Texas-based locations. These allegedly fraudulent acts are violation of the Texas Deceptive Trade Practices Act. Abbott alleges that the fuel dilution scheme, known as cross-dumping, was discovered during a prior enforcement action that alleged that the defendants calibrated their gasoline pumps to deliver less fuel than was actually disclosed to customers. Abbott alleges more than 1,000 instances in

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which the defendants illegally cross-dumped fuel at 143 locations across Texas. Many of the alleged cross-dumping incidents occurred at service stations in and around Harris County, Texas. The incidents allegedly occurred from 2005-2008. As of the filing date of the state's enforcement action, the defendants had refused to provide the state with documents evidencing their conduct after 2008. In addition to operating Sunmart Travel Centers & Convenience Stores, the defendants also operate approximately 80 service stations that are licensed by the state to sell fuel under branding agreements with three major fuel companies. Because branded stations feature brand-name products with performance-enhancing additives such as valve cleaning and fuel injection products, those gasolines are marketed for their superiority over other fuels. As a result, if customers pay for a brand-name gasoline but actually receive generic or additive-free gasoline, they are being deceived about the nature of the product they are purchasing. According to the enforcement action by the state, the defendants allegedly also sold unbranded fuel at branded stations and hid the conduct from their branded fuel providers. Abbott also alleges that the defendants improperly sold conventional fuel in locations that required reformulated fuel. Reformulated fuel includes detergents and oxygen and has a chemical composition that is intended to reduce carbon-monoxide emissions. The federal Clean Air Act requires densely populated areas that exceed certain levels of air quality, like Houston, to sell reformulated fuel. The state's enforcement action seeks a temporary and permanent injunction against the defendants in addition to civil penalties up to \$20,000 for each violation of the Texas Deceptive Trade Practices Act. The cross-dumping case is the state's third enforcement action against Petroleum Wholesale. In November, a Harris County jury rendered a verdict of at least \$30 million against Petroleum Wholesale L.P. and PWI GP LLC for illegally and deliberately calibrating their gasoline pumps to deliver less than a full gallon of fuel. A Harris County district court is currently reviewing the state's motion to reinstate the jury verdict in that case. The first enforcement action was resolved in December 2009, when the company was ordered to pay \$100,000 for failing to properly protect its customers' personally identifying information, which is in violation of state identity theft prevention laws.

Related Links

[Texas AG accuses Woodlands-based company of diluting gasoline](#)

<http://www.legalnewsline.com/news/233595-abbott-alleges-diluted-gasoline>

USA, CA, RIVERSIDE CO, MECCA, AUGUST 19 2011. REGULATORS ALLOWED ILLEGAL HAZMAT SHIPMENTS FOR YEARS

david dannelski



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In April, the state found that thousands of shipments of lead-contaminated, gasoline-soaked, pesticide-laced soil and other hazardous waste had been illegally shipped to Western Environmental Inc., a recycling plant on Indian land in Mecca.

An executive with an [Anaheim](#) environmental cleanup company emailed California officials in 2007 and asked why large volumes of hazardous waste were being shipped to a plant in [Riverside](#) County that had no state permit to accept such materials. "(State officials are) aware of this, but continue to allow the operation," wrote George Caamano of Remedy Environmental Services, adding that the plant in Mecca had been accepting hazardous waste for more than two years. "We need to know if this is legal," Caamano wrote in his Dec. 10,

2007, email to Leonard Robinson, who stepped down earlier this year as acting director of the state Department of Toxic Substances Control. The agency left that question unanswered until April this year, when it found that thousands of shipments of lead-contaminated, gasoline-soaked, pesticide-laced soil and other hazardous waste had been illegally shipped to Western Environmental Inc., a recycling plant on Indian reservation land in the desert community of Mecca. The state ordered the shipments stopped. Currently, the plant can take shipments of contaminated soil that is not considered hazardous and meets federal requirements imposed last week. The years of inaction by the agency are detailed in more than 1,500 pages of records recently released under public records law. The records show, and an agency spokesman acknowledged, that state regulators failed to do their job. Again and again, agency staff heard concerns that Western Environmental was operating without proper state authorizations. Again and again, no action was taken. "Yes, there were red flags everywhere," agency spokesman Jim Marxen said. "It shouldn't have happened." Industry officials, county firefighters and even the agency's own employees raised

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questions about the Mecca facility with Department of Toxic Substances Control staff, who, in turn, found that the plant was not permitted to accept waste classified as hazardous under state law, the records show. For example, Vivian Murai, a senior staff attorney for the agency, said in a July 21, 2010, email: "We have no record of authorizing them to accept hazardous waste in California." But diesel trucks loaded with the hazardous cargo continued to roll into Mecca.

Dumping Ground

The plant, which leases land owned by the Cabazon Band of Missions Indians, received 163,941 tons of hazardous of waste in 2009 and 2010. It was the go-to place for school districts, Caltrans, other public agencies and private companies that needed to unload polluted soil from environmental cleanup sites in Southern California. Piles of contaminated soil at the 10-acre plant grew as high as 40 feet, within view and upwind of Mecca residents. About three years ago, Mecca residents began complaining of strong, chemical odors that some said smelled like propane mixed with sewage. The odor was so strong that in December 2010, ambulances were dispatched to an elementary school because some students were vomiting and teachers were overcome with nausea. School recesses had to be held indoors, school absences increased, and many Mecca residents said they could no longer spend time outdoors. They complained in crowded public meetings. The [South Coast Air Quality Management District](#) logged hundreds of complaints and, by January, traced the odors to Western Environmental.

Trucks continued to deliver hazardous waste there for another two months.

Under the Radar

Marxen, the Department of Toxic Substances Control spokesman, said concerns about the plant were known by some agency staff but remained under the radar of the executive team, top managers who meet weekly to determine policy and set priorities. There appeared to be confusion within the agency about the plant's status, he said. "It should have been elevated to the highest management team ..." he said. "We need to have better communication within the department." What finally got the management team's attention, Marxen said, were documents dug up by The Press-Enterprise and provided to him in early April. Those records showed that agency staff oversaw school construction site cleanups in the [Los Angeles](#) area and approved hazardous waste shipments from those sites to Mecca. Agency officials ordered hazardous waste generators and transporters to stop shipping to the Mecca plant on April 7, the same day the newspaper interviewed them about the documents. In order to accept hazardous waste, the Cabazon Band of Mission Indians needs a "cooperative agreement" with the state giving the Department of Toxic Substances Control influence over how the Western Environmental plant is operated, state officials have said. Caamano, of Remedy Environmental Services, said he is familiar with such agreements. In 2004 and 2005, Caamano tried to work a deal with the Cabazon tribe to operate a plant that would have recycled oil-contaminated water. Department of Toxic Substances Control officials, however, insisted upon a cooperative agreement between the tribe and state. He said the tribe refused, saying an agreement was unnecessary because the tribe is a sovereign nation. Caamano said he backed out of the deal because state law requires those who generate or transport hazardous waste in California to dispose of the material at state-approved facilities. He said he made inquiries with the Department of Toxic Substances Control in 2007 after seeing Western Environmental get a substantial amount of business -- even though the Cabazons had no agreement with the state. Western Environmental officials have maintained that the state has no jurisdiction and that the plant is properly permitted by the tribe. David [Roosevelt](#), the chairman of the Cabazon Mission Indians, did not return telephone messages left at tribal offices Tuesday.

More Inquiries

Other companies also asked the state about Western Environmental. In May 2009, Chuck White, a Sacramento-based official with Waste Management, sent an email saying that [Los Angeles](#) Unified School District had "pre-approved" Western Environmental to take hazardous waste from school sites at "extremely competitive" prices. "We don't believe they have any federal or state permits," White wrote. That same month, Ann Carberry, a scientist for the state agency, did an analysis that found nearly 35,000 tons of hazardous soils and other waste went to the Mecca facility over a five-month period. In an email to other agency officials, she asked for information on the plant's status because it didn't appear on a list of permitted facilities. Marxen said agency Director Debbie Raphael, who took the job in May, will be in Mecca today for a news briefing on an audit that examined records concerning the agency's dealings with the Mecca facility. Raphael also is expected to field questions about ongoing efforts by the state to work out an agreement with the tribe.

http://www.pe.com/localnews/stories/PE_News_Local_D_mecca18.399041b.html

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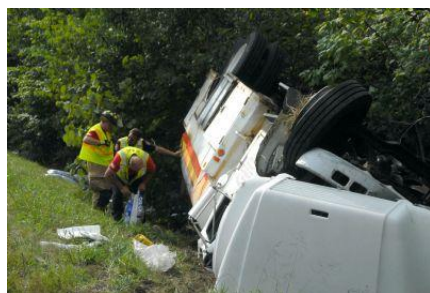
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USA, TN, JOHNSON CITY, AUGUST 19 2011. OIL TANKER OVERTURNED ON I-26 NEAR GRAY EXIT; HAZMAT TEAM DEPLOYED

rex barber

[Watch the Video http://www.johnsoncitypress.com/News/article.php?id=93504](http://www.johnsoncitypress.com/News/article.php?id=93504)



An oil truck overturned on I-26 near the Gray exit.

According to Johnson City Fire Department Sgt. Ian Keys, the driver of the Greeneville Oil and Petroleum, Inc. tanker was passing the Gray exit as a car was coming off the exit. The driver of that car cut the tanker off, forcing the driver to pull onto the shoulder of the road, Keys said. The tanker apparently spun around and flipped, coming to rest against a rocky hill. No one was reportedly hurt in the crash, which only involved the tanker. The driver refused to be taken to the hospital by paramedics. Keys said the oil company was sending a crew to pump out the nearly 700 gallons of motor oil in the tanker before it could be removed.

<http://www.johnsoncitypress.com/News/article.php?id=93504>

USA, KY, HOPKINS CO, AUGUST 19 2011. CAR CATCHES FIRE AT GAS STATION

luke short

[Watch the Video http://isurfhopkins.com/local/12420-car-catches-fire-at-gas-station-.html](http://isurfhopkins.com/local/12420-car-catches-fire-at-gas-station-.html)



At approximately 3:41pm yesterday, August 17th, a vehicle parked near the gas pumps at Ideal Service Station on North Main in Madisonville caught fire. After Hopkins County central dispatch received an alarm regarding the situation, 3 units from the Madisonville Fire Department (MFD) were deployed to the scene and found that the engine compartment in the 1994 Saturn was "fully involved with fire." Fortunately, members of the MFD report that the flaming car had been pushed away from the gas pumps. Though the MFD was able to safely extinguish the fire, the passenger vehicle, which is owned by Robyn Sharp, suffered substantial damage both structurally and content-wise. At this time, members of the MFD are unsure what caused the fire.

<http://isurfhopkins.com/local/12420-car-catches-fire-at-gas-station-.html>

NAMIBIA, WINDHOEK; AUGUST 19 2011. GENDER EQUALITY AT ENGEN FILLING STATION!

donna collins

Petrol jockeys since time immemorial have been men. The long hours standing on the forecourt waving vehicles to the petrol pumps, with shifts extending late into night has previously been considered a job "not for the fairer sex". But all that is changing fast, as more women are entering into the job market, and are proving to be reliable employees who value their pay check and their work. Singing their praises this week was Bernd Roder (GM Engen Presidents Crossing Service Station) which was awarded 2010 Engen Dealer of the Year for Africa. Ranked as one of the premier service station in the capital, the Engen Presidents Crossing believes in gender equality and currently employs 50/50 men to women ratio on the driveway. "I started employing females when I started the petrol station four years ago," explained Roder. "When I started looking for people to do the job, I had quite a few women applicants, and decided then to give them a chance. "I can honestly say that the women petrol attendants have proved themselves as an asset to the business, and are quick on the driveway working well with my customers." Added to this he claims they are honest, efficient and conscientious often outperforming their male counterparts. He said that their manner towards the customers is always friendly, and that the women in the workplace are successfully filling the shoes of men. "You don't need muscles for this job, because it is not physically demanding, it just requires a friendly smile and knowing what you are doing," he added, explaining that all his petrol attendants receive adequate training. "And once they have learnt the important steps of providing the necessary service to the public, they stick to the task at hand and do

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it well." The job description he says includes putting in the correct fuel, pumping tyres, checking oil and water and cleaning the car's windscreen. Talking to some of the ladies on duty this week, the New Era was informed that because work has become so scare in Namibia, they took the opportunity to try their hand at becoming petrol attendants, and gave it the thumbs up. With some of them being wives and mothers, they juggle the shift work with home life but say that in general they enjoy their job. "Women need to work to support their children, which is why we take our jobs seriously," said the one. "Sometimes it does get tiring standing on your feet all day, or otherwise working late shifts, but we are proud to be doing something that the men usually do. "I believe the customers really enjoy the service we give, because we are always friendly and helpful towards the motorist."

<http://www.newera.com.na/article.php?articleid=40188&title=Gender%20equality%20At%20Engen%20Filling%20Station!>

USA, LA, BATON ROUGE, AUGUST 19 2011. U.S. PROBES POSSIBLE OIL SHEEN OFF LOUISIANA COAST

bruce nichols & erwin seba

The government said it was investigating reports of an oil sheen in the Gulf of Mexico off Louisiana, and BP Plc said its offshore wells were not the culprit. The U.S. Bureau of Ocean Energy Management, the federal offshore drilling regulator, was looking into reports of an oil sheen in the Green Canyon area of the Gulf of Mexico 100 miles south of the Louisiana coast, a bureau spokeswoman said. "(The agency) is working with area operators to determine if the sheen is associated with any permanently abandoned wells in the area," bureau spokeswoman Caryl Fagot said. BP said the oil sheen did not appear to originate from any of its offshore wells in the area, and dismissed reports that the oil had come from its capped Macondo well, the source of the worst offshore oil spill in U.S. history. The Macondo well, 50 miles south of the Louisiana coast, released more than 4 million barrels of oil before being capped on July 15, 2010. The well was cemented and permanently sealed on September 19, 2010. "There are online reports claiming that the Macondo well is leaking and BP has responded with boats and boom," the company said in a statement. "None of this is true." BP said the well continues to be monitored for leaks. BP said the Green Canyon sheen was unrelated to a small oil sheen at its Thunder Horse platform which it reported to the National Response Center on August 16. That sheen -- a fraction of a gallon -- came from a produced water stream which had been subsequently adjusted and the platform is operating normally, BP said.

<http://planetark.org/wen/62987>

USA, N,C, JAMES CITY, AUGUST 19 2011. GAS WORKER DIES IN PARKING LOT

sue book

 **Watch the Video:**

http://www.witn.com/home/headlines/Unresponsive_Man_Found_Lying_Over_Man_Hole_128010913.html



Workers from Jenkins Gas Company remove a ruptured 500-gallon propane tank from the grounds of a Bojangles' Restaurant Thursday. Earlier, a truck driver for the company died while making a delivery to the site. After the scene was cleared, the tank ruptured, causing a plume of gas to escape from the damaged tank.

A Jenkins Gas Company truck driver died at the scene of a propane gas call to Bojangles' off U.S. 70 in James City mid-morning today. The incident that took the life of Frank Birdsong cleared an area of the parking lot and shut down the restaurant drive-thru. Then, an eruption at about 1 p.m. sent propane into the air like a geyser as tall as nearby trees and prompted evacuation of the restaurant and parking lot and the lot at adjacent Food Lion. It remains unclear whether or not Birdsong had a medical problem and fell onto the open liquid propane valve of the tank or was initially overcome by the propane. "Something went terribly

and unusually wrong while he was filling that tank," said Stanley Kite, Craven County Emergency Services director. "The tank was over-pressured and it took intervention by bystanders to close the emergency shut off," he said. "A maintenance company employee was patronizing the restaurant and hit emergency shut off and shut down gas flow which minimized the hazard. "We're going to have to wait until law enforcement completes their death investigation to say what really happened," said Kite. Township 7 Fire Chief Chad Smith said his department responded to a 911 call from a restaurant employee who found the man unconscious on the pavement near his truck. "On arrival we did find that there was a gentleman on the ground

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unconscious and there was a small propane leak that was secured," Smith said. His department, along with Rescue 21 from Township 7, West New Bern Fire Department and Craven County Sheriff Department responded to the call and secured the area. There was no evacuation of the restaurant, the parking lot or buildings in the vicinity and there was no fire in the initial emergency call. Gerald Forest, director of expansion and development for Bojangles', who was called to the scene, said the employee who found Birdsong was taking the trash to the dumpster when he saw the man. "It is definitely an unfortunate incident," he said. "There was initially some concern for everybody's safety." There was a faint smell of propane because of the opened tank cover, but firefighters rolled up their hoses without having to use them. Kite said officials are still unsure exactly what happened to prompt the second 911 call. "A Jenkins employee was doing something to valve. It was over-pressured. Liquid propane has to have room to expand. Generally speaking, I don't think they fill them over 80 percent. The pressure gauge on that tank was indicating 90 percent. "It was explained to me the employees were doing something to alleviate the pressure when the valve unexpectedly blew off," Kite said. "For them it was a close call. I am sorry for the victim of this very bizarre incident." The employees brought in another 500 gallon tank and captured some of the emitting propane and the scene was secured by 2 p.m. Jenkins Gas officials did not return calls requesting information to clarify reports, including whether Birdsong was there in response to a report of a gas leak.

<http://www.newbernsi.com/news/james-99824-lot-parking.html>

INDIA, MUMBAI, AUGUST 19 2011. NO AGENCY TO HANDLE OIL SPILLS

presley thomas

The oil spill from MV Rak has once again brought to the fore the state's inadequacy in dealing with such situations. According to Coast Guard sources, such was the state of local agencies that they had to be supplied with plastic gloves in order to conduct the clean-up operation. The situation was not very different last year when in August 2010, more than 800 metric tonnes of oil spilled from MV Chitra had sparked environmental concerns around the state's coast. An assessment of the agencies drawn out to combat this oil spill found that the local state government was not prepared to prevent the spill from reaching the shoreline or to undertake a shoreline clean up, said Coast Guard officials. It was also found that there was no private provider available to undertake an oil spill response on behalf of the polluting ship or on behalf of the port. "The contingency plan prepared by the ports and oil-handling agencies do not cater to a complete response for a vessel weighing more than 100 tonnes," said a senior Coast Guard official, on condition of anonymity as he is not authorised to speak to the media. In fact, there is not a single state agency dedicated to tackle an oil spill with the state pollution control board stating that it is not a response agency. The constitution of Maharashtra Pollution Control Board (MPCB) makes it just a regulatory body with few men or equipment trained to respond to an oil spill. Of the 677 employees, 352 have been recruited as stenographers, drivers, peons and others. An MPCB official, on condition of anonymity said, "We have skimmers to tackle an oil spill. But it does not fall under our purview." "The state environment department should appoint or constitute an agency which would respond to an oil spill." Valsa Nair Singh, state environment secretary who is also the chairman of MPCB said, "No single agency exists to handle an oil spill. The MPCB facilitates the shore clean up, co-ordinates with all other departments for a clean up and gets compensation from the ship's insurance." The agencies with which MPCB co-ordinates include DG Shipping, Coast Guard, Indian Navy, district administrations and municipal corporations, said Singh.

<http://www.hindustantimes.com/No-agency-to-handle-oil-spills/Article1-734494.aspx>

CANADA, ONT, NORTHUMBERLAND CO, AUGUST 19 2011. INCIDENT LEADS TO LOOK AT CO-ORDINATION OF SERVICES >> BIG CONCERNS OF LEAKAGE: AVIATION FUEL, BUTANE AND BUTANE RESIDUE, SULFURIC ACID AND SULFURIC ACID RESIDUE, ETHANOL RESIDUE, AND POTASSIUM HYDROXIDE RESIDUE.

cecilia nasmith

This week's Northumberland County council meeting had a full house, with municipal councillors, administrators and members of emergency services -- all waiting for a detailed presentation of the March 27 derailment of a train in Hamilton Township. As well as a review of the incident, municipal representatives discussed ways to improve co-ordination of services in case of another such emergency. Cobourg Fire Chief Al Mann said that the incident happened in an area where maintenance work was scheduled for the next day. Taking a lunch break from preparing the grounds, some CN personnel were sitting there in their vehicle when it happened at 12:15 p.m. "There was a serious incident on their hands. Tank cars were evident. Fire was evident. It was definitely something they don't face every day," Mann said, complimenting Baltimore Deputy Fire Chief Bill Cane for his work as incident commander. Hamilton Township human-resources manager Beth Thompson said the big

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concern was the hazardous materials. Among them were aviation fuel, butane and butane residue, sulfuric acid and sulfuric acid residue, ethanol residue, and potassium hydroxide residue. "The BlackBerrys started to go off and, fairly early on, you realized there would be a great deal of activity for several days," Thompson said. "The (Northumberland County) emergency control group was activated at 1:05 p.m." County emergency management co-ordinator Ken Stubbings said a state of emergency was declared, and 33 members of eight families (and one dog) were evacuated. One family went to stay with other family members, and one went to a hotel of their choice. For the others, an agreement is in place with Port Hope's Comfort Inn, which even allowed the dog to stay. Meanwhile, the site was secured and a no-fly zone established. "We did have regular briefings on-site, probably about every eight hours or so, to try to keep each other informed of what was going on," Mann said. The immediate work included containing the aviation fuel and deploying a boom in the lake to prevent its escape. Once they realized how much fuel they were dealing with, lights were installed and clean-up went around the clock. CN system director for dangerous goods Jean Ouellette said they worked closely with the fire department, "pumping the product from rail cars to tank trucks, cleaning the tank cars, cutting the cars and making them go away and cleaning the site." "It was quite a significant dangerous-goods incident for us, but I think overall it went very well." By 9:23 Monday, the rail line was opened (with speed restrictions set by Transport Canada), and the no-fly zone was lifted at noon. By Tuesday, CN advised the emergency control group that clean-up would take a week -- though, Thompson said, it is still ongoing. All trains were up and running, and the state of emergency was declared over at 2:48 p.m. Looking back, a number of things worked in favour of containing the emergency: the isolated location, the timing, the easy access to the site, the fact that winds were blowing toward the lake (and away from the people), the speed and efficiency of the emergency responders and the rigorous training they had consistently undergone. Looking at how things could have improved, one big need is better communications. Stubbings told of a mistaken report in the local news media that said that evacuees could return to their homes long before that became a fact. He is also concerned about the evacuees themselves. "They left right away, some without extra clothes, some without money, one person without his shoes, one person with an oxygen tank," he said. Stubbings has long championed the recommendation of Public Safety Canada that everyone maintain a grab-and-go kit with everything needed to sustain him or her for 72 hours. Environmental issues are still being monitored at the site by CN, with its ultimate remediation in mind, Ouellette added.

<http://www.northumberlandtoday.com/ArticleDisplay.aspx?e=3262881>

USA, ILL, JACKSONVILLE, AUGUST 19 2011. ANOTHER LAWSUIT FILED IN 1998 FUEL SPILL

maria nagle

A rural Jacksonville commercial asphalt company that filed a lawsuit over a 1998 fuel spill is being sued by neighboring property owners. Western Asphalt and its president, Phyllis Jean Howard, filed suit in 2000 against two businesses accused of causing the release of more than 3,000 gallons of red diesel fuel. Western Asphalt and Howard are now defending themselves in a lawsuit filed by Vickie and Robert Kindred, who own 50 acres of pastureland downhill from property Howard leases to the asphalt company at 2665 Prairie College Road. The Kindreds contend that because of the fuel spill and the release of other contaminants their property is contaminated and no longer pristine. The accident happened when a fuel line leading from a furnace to an above-ground storage tank was severed while an underground telephone line was being installed at the asphalt business. A settlement was reached in June 2010, but the Kindreds were not part of the earlier lawsuit. Western Environmental Services, a division of Western Asphalt, was used to clean up the fuel spill. However, contaminated soil has been stockpiled and left uncovered on the site since the spill, according to the Kindreds' lawsuit. Releases of contaminants by Western Asphalt from its various operations, including washing vehicles with untreated discharges, have migrated into stormwater runoff and contaminated the Kindreds' land, according to the suit. No other sources of water are available in the area other than the groundwater, the couple said. Western Asphalt and Howard have not undertaken any remedial actions and have done nothing to clean the contamination to the Kindreds' property, according to the lawsuit. The Kindreds are seeking a court order compelling Western Asphalt to remove all stockpiled contaminated soil and properly dispose of it. They want the contamination to their property be properly remediated and are seeking more than \$50,000 in compensatory damages and an unspecified amount in punitive damages from each defendant. They are also seeking \$50,000 from each defendant because the lawsuit maintains their conduct constitutes trespass.

<http://www.myjournalcourier.com/news/fuel-34693-asphalt-spill.html>

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