



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 788 Newsy Stuff

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December 21 2011



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USA, NY, CAYUGA COUNTY, DECEMBER 10 2011. NO SIGN OF FUEL SPILL IN AURELIUS WELLS

 **Watch the Video** http://centralny.ynn.com/content/top_stories/566558/aurelius-wells-still-free-of-gasoline/

The Cayuga County Health Department reports that no gasoline has been found in residential or testing wells near the site of a 25,000 gallon fuel spill that occurred in Aurelius two months ago. Health officials said six private wells and five monitoring wells installed near the spill site have all tested negative for gasoline. The monitoring wells are tested once a month, and have been tested twice so far. Buckeye Partners, the owner of the 10-inch pipe that was ruptured by a farmer digging a trench for drainage tile, installed the monitoring wells. It's still unsettled as to whose at fault for the accident. The farmer said the digging area was improperly labeled while Buckeye officials previously said the farmer was digging in the wrong place. Nearly 25,000 gallons of gasoline spilled out of the pipe, saturating 1.5 square miles of crop field and leaving expansive pools of gasoline on the ground. Seventy homes were evacuated temporarily due to the risk of an explosion. The pipe has since been repaired and is back online, and the fuel and most of the contaminated soil have since been removed. Buckeye is expected to submit a plan to the state Department of Environmental Conservation outlining steps to remove remaining contaminated soil located south of the spill site, health officials said. People with questions may call 253-1405.

Related Links

- [9/26/2011 Well water test samples come back negative](#)
- [9/25/2011 Water wells in Aurelius continue to show no sign of contamination](#)
- [9/24/2011 Well water testing continues following spill](#)
- [9/23/2011 Turnpike Road in Aurelius back open](#)
- [9/23/2011 No sign of water contamination after gas leak](#)
- [9/22/2011 Officials say Aurelius wells show no sign of contamination](#)
- [9/21/2011 Cleanup continues in Aurelius](#)
- [9/21/2011 Aurelius gas leak aftermath](#)
- [9/20/2011 Well water quality concerns in Aurelius spill area](#)
- [9/20/2011 Crews cleaning up after massive gasoline spill](#)
- [9/20/2011 Major spill in Aurelius, 1.5 mile area evacuated](#)

http://auburnpub.com/news/local/article_7b1936c8-22e9-11e1-bf4b-001871e3ce6c.html

INDIA, KERALA, PALAKKAD, DECEMBER 10 2011. 3 TONNES OF AMMONIUM NITRATE SEIZED

The seizure of a Taurus lorry at the Gopalapuram checkpoint with three tonnes of Ammonium Nitrate fertiliser has given rise to speculations regarding the ownership and possible misuse of the fertiliser. The fact that no one has turned up to claim the lorry which was seized on December 3 though both the lorry and the consignment are worth several lakhs of rupees, has turned the case even murkier. Police sources said they do not rule out the possibility of the fertiliser being used for terrorist activities though in all probability it was meant to be used in quarries. "Since ammonium nitrate is widely used in explosives, we have dispatched a fax to the office of the Deputy Controller of Explosives in Kochi to collect the samples and conduct the necessary tests. The officials are yet to arrive from Kochi. We have sent a reminder," said the Sub-inspector of Kozhinjampara police station, Selvaraj. There were no claimants for the lorry or consignment for many days. But now a person has been calling from Salem, he added. The lorry with ammonium nitrate fertiliser was stopped at the Gopalapuram check post by the Commercial Tax and Excise authorities on the afternoon of December 3, but the driver ignored the officials and sped away. Subsequently, it was chased by Sales Tax officials and the preventive officer of the Excise check post on motorcycles. When the driver noticed that he was being followed, he abandoned the vehicle near the check post of the Motor Vehicles Department and escaped. The Taurus lorry had the number TN 28 Y 8199 on the front plates but it had no number plates in the rear. The lorry which was handed over to the Kozhinjampara police by the Commercial Tax authorities was produced before the First Class Magistrate, Chittur. The Kozhinjampara police said that a case has been registered under Section 102 of the CrPC. He said that there were 60 sacks of ammonium nitrate fertiliser, each weighing 50 kilograms. The police said that there were duplicate copies of the RC book and some telephone numbers inside the lorry with which they hoped to trace the ownership. The Commercial Tax authorities at the Gopalapuram check post said that a notice has been slapped on the vehicle for a sum of Rs 43,632. A sum of Rs 14,544 was slapped as tax, another Rs 14,544 for not stopping the vehicle and another Rs 14,544 on the absconding driver.

<http://ibnlive.in.com/news/3-tonnes-of-ammonium-nitrate-seized/210623-60-116.html>



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AUSTRALIA, VICTORIA, ROWVILLE, DECEMBER 10 2011. DRIVER HURT IN 'CHAOTIC' TANKER EXPLOSION

Map: [Rowville 3178](#)

A man is in hospital after his petrol tanker exploded in Rowville in Melbourne's south-east. Nearby cars were also damaged as burning fuel spread hundreds of metres from the tanker. The driver of the tanker, aged in his 30s, suffered burns to his arms and legs when his vehicle burst into flames at a petrol station about 1:00am (AEDT). He was taken to the Alfred Hospital in a serious but stable condition. A nearby hotel was evacuated as burning fuel spread 200 metres from the tanker down a driveway. The fire damaged two cars in its path, while another car hit a tree while trying to escape the blaze. The CFA's Peter Shaw says the driver had been refuelling underground storages when the vehicle caught fire. He says authorities are investigating. "At this stage there's nothing conclusive. There was an amount of lightning around at the time which may have contributed, but we haven't established that as yet," he said. "The whole driveway was on fire so the risk was extremely high and we're very lucky that nobody else was injured. "For the people that were here it would have been a very traumatic and chaotic scene."

Related Links

- [Tanker Explosion Lights Up Night Sky In Rowville](#)
- [Petrol tanker explodes in Melbourne suburb](#)
- [Victoria Police - Petrol tanker explosion - Rowville](#)

<http://www.abc.net.au/news/2011-12-11/27chaotic27-tanker-explosion-injures-driver/3724464?section=vic>

ENGLAND, FALMOUTH, DECEMBER 11 2011. SEVEN MEN RESCUED AFTER SMALL CONTAINERSHIP COLLIDES WITH CHEMICAL TANKER



The chemical tanker Afrodite.

Seven crewmembers of the small containership, Florece, were rescued from liferafts early this morning after the vessel sank following a collision with a larger chemical tanker owned by Tsakos Group, the Afrodite. The collision occurred at about 3:30 this morning 240 miles south-south-west of Lands End in the UK. Falmouth Coastguard were alerted to the incident after the Florece crew set off an EPIRB, alerting the coast guard to their position, as the vessel began to sink. After contacting the master of the Afrodite, the coast guard was informed that the men had abandoned into liferafts the crew of the Afrodite attempted to deploy the vessels fast rescue craft but were unsuccessful. The Falmouth Coastguard said that coastguards from Spain, France, the U.S., as well as the Maersk Kampala, all coordinated in the response. The seven men, who are a mixture of Russian, Polish and Ukrainian, were eventually rescued by the containership Ocean Titan with no injuries. The chemical tanker sustained little damage and was not taking water. "Satellite technology and modern communications made all the difference with this incident, meaning that we were able to pinpoint the location of the sinking ship, call the nearest vessel and coordinate a response within minutes," said Falmouth Coastguard Watch Manager Terry Collins of the rescue.

<http://gcaptain.com/rescued-small-containership-collides/?35156>

ENGLAND, FALMOUTH, DECEMBER 11 2011. WHARF IS EVACUATED AFTER FIRE CAUSES TOXIC FUMES

Residents and workers have described being evacuated from Islington Wharf in Penryn after a chemical fire caused toxic fumes to spew from a drum. The fire broke out just before 6am on Tuesday and saw one drum, containing phosphine, explode and others leak gas. Five fire crews from Falmouth, Redruth, Truro and Penzance were soon on the scene and a 100-metre exclusion zone was established. Falmouth station manager Ray Dawe said: "One of the drums caught fire and exploded and the remaining ones were also giving off gas and smoke plumes. "We had a lot of chemicals on fire giving off nasty gases so we evacuated all the people from the boats and anyone else in the vicinity." Among those brought clear was Ivan Green, who lives on a boat and described the exploding drum as "looking like a fountain of sherbet" as it ruptured. "The first I heard was walkie-talkies out on the quay and then the fire brigade were around, knocking on all the boats and evacuating us," he said. Helen Garnett, who was evacuated with her partner Luke Pollard, son Lucas Almeida and two dogs, said: "I heard banging, but thought the tide was up and that it was the boats banging against each other. Then a fireman came and took us across the



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mud. I didn't really believe it at first and did ask if we could stay and batten down the hatches." Another evacuee was Jeremy Adkins, a fishmonger working for Seabourne Fish, was eventually evacuated by the fire brigade, but said he was concerned the company's fish stock for the day was going to be condemned because of its exposure to the fumes.

Checked

All the evacuees were taken by police car to Penryn College, where they were checked over by paramedics and given hot food and drinks. PC Richard Smith said there were 19 people and four dogs seeking refuge at the school and had nothing but praise for staff. "Penryn College have been absolutely brilliant," he said. "They gave us a dedicated area with toilet facilities and tea, coffee and bacon rolls for everyone. In the meantime, all the buildings from Church Road down to Jubilee Wharf were evacuated as the potentially toxic fumes spread downriver. Church Road and Commercial Road were closed for several hours, causing traffic chaos for a while around the morning rush-hour period. The cordon was lifted at about 11am when people were allowed back to their homes and Commercial Road was reopened. Cornwall Fire and Rescue Service gave the all-clear at 5pm, following a final inspection.

<http://www.falmouthpeople.co.uk/Wharf-evacuated-causes-toxic-fumes/story-14081129-detail/story.html>

USA, KY, HENDERSON, DECEMBER 11 2011. KY COMPANY WHERE FIRE OCCURRED HAD BEEN FINED

 **Watch the Video** http://tristatehomepage.com/fulltext?nxd_id=323937

A western Kentucky plastics company that operates a plant where four people were injured in a flash fire had previously been fined \$26,650 by state labor officials for safety violations deemed serious, Kentucky officials said Thursday. The Kentucky Public Protection Cabinet released a series of citations issued to Polymer Partners LLC in Henderson between 2004 and 2008. The citations covered a range of violations, including using power-operated industrial trucks in atmospheres containing hazardous concentrations of explosive dust. Wednesday's fire at the plant injured four people. William Swope with the Kentucky Fire Marshal's Office said two of the injured people were improving. The Occupational Safety and Health Administration is conducting a probe, he added. Henderson Fire Chief Danny L. Froelich on Thursday said the cause of the fire remains under investigation. The citations, issued by the Kentucky Labor Cabinet, include an Oct. 5, 2004 report of an explosion due to the presence of carbon black dust along with equipment malfunctioning as well as power-operated trucks being used in an atmosphere containing hazardous concentrations of dust. The company was fined \$7,500 for those violations. In November 2007, the Labor Cabinet penalized Polymer Partners \$16,500 for a series of safety violations, including having unguarded electrical equipment and having an untrained employee conduct maintenance on energy controls. The Labor Cabinet in January 2008 also cited the company for not keeping the production area clean of combustible dust. Swope didn't release the names of the four injured Wednesday, but said the person taken to Vanderbilt University Medical Center in Nashville "appears to be the most seriously injured." The two people taken to a Louisville appear to be improving and the person attended to in Henderson was the least injured. In response to questions about the fire, the company referred to a statement issued Wednesday. Company President Blaise Codispoti said in that statement that Polymer Partners was reaching out to family members of the injured workers. Froelich said the accident happened in the manufacturing area of the facility, and fire crews extinguished a minor fire near a machine. Polymer Partners is a plastics compounding manufacturer.

<http://www.businessweek.com/ap/financialnews/D9RH324O0.htm>

PUERTO RICO, SAN JUAN, DECEMBER 11 2011. PUMA ENERGY TAKING OVER CHEVRON IN PUERTO RICO, VI

Puma Energy Caribe LLC says it has agreed to buy all of Chevron's gasoline stations and underground storage tank facilities in Puerto Rico and the U.S. Virgin Islands. The Swiss oil company says it will sign an undisclosed multimillion dollar agreement with Chevron Corp. after regulators approve the deal. Puma said late Thursday it would buy 185 Texaco-brand gas stations in Puerto Rico and seven stations in the U.S. Virgin Islands. Last year, the company bought the old Caribbean Petroleum Company fuel storage facility along with 147 service stations through a court-ordered bankruptcy sale.

Puma Energy Caribe LLC is a unit of Europe-based commodities trading giant Trafigura. The total Chevron Corporation assets for sale include 192 retail service stations, an aviation fuel supply business in the Virgin Islands and storage tanks in Puerto Rico and St. Thomas in the Virgin Islands.

<http://www.businessweek.com/ap/financialnews/D9RH262O0.htm>



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USA, PA, LANSDALE, DECEMBER 11 2011. MAN HURT AFTER FALLING INTO HOLDING TANK, UPDATED: VICTIM IDENTIFIED, DESCRIBED AS "RESPONSIVE."

david powell & keith heffintrayer

 **Photo's** [7] <http://lansdale.patch.com/articles/rescue-underway-in-lansdale#photo-8672436>



A man was injured Saturday afternoon after falling into a holding tank at a light industrial site on Blaine Street in Lansdale. According to county radio reports, the incident began at about 3:40pm on Saturday afternoon. Lansdale police, responding to a call that a man had fallen from the top of a tank, was the first to arrive at the scene and discover that the man had fallen inside the tank. Fire and EMS crews arrived minutes later. Crews cut a hole in the outside of the base of the tank to reach the man, identified by a source as Jason Rodenbaugh, who was then placed aboard a waiting ambulance. The ambulance remained at the scene for more than 15 minutes after Rodenbaugh was placed inside. It then left the scene without its sirens or emergency lights activated. County radio reports indicated that Rodenbaugh was transported via a Medevac helicopter to the Hospital of the University of Pennsylvania. Neither the Lansdale Police department nor any other emergency personnel at the scene would provide any information on Rodenbaugh's condition, but a source Saturday night told Patch that Rodenbaugh had suffered an unspecified head injury and was "responsive." John Ernst, Director of Code Enforcement for Lansdale Borough, arrived at the scene at about the time the ambulance departed and was seen to inspect the tank for some time. We'll update this article with any additional information we receive as we obtain it.

Initial report and live updates are below.

Update 4:27pm: The ambulance carrying the male subject has left the scene. It was driving slowly, without its emergency lights activated. It's believed that the man is

being flown to the Hospital of the University of Pennsylvania in Philadelphia via Medevac helicopter. Lansdale Police at the scene declined to provide any information on the man's condition. Fire personnel remain at the scene, examining the tank from where the man was removed.

Update 4:11pm: A male subject was placed in an ambulance, but the ambulance has remained at the scene.

Update 4:02pm: County radio reports indicate that the rescue has been completed. No word yet on the victim's condition.

Update 3:58pm: Medevac helicopter has landed and is standing by.

Update 3:57pm: Rescuers may be attempting to cut into the tank from the outside.

Update 3:50pm: Two responders have managed to get inside the tank. No reports yet on the condition of the man inside.

Initial report below.

Fire and EMS crews in Lansdale are responding to an industrial property at 101 E. Blaine St. for the rescue of a male subject who has reportedly fallen inside a holding tank on the property. County radio reports from initial police responders to the scene indicated that the male had fallen "at least 25 feet" from the top of the tank. Fire crews are currently attempting to obtain a view from the top of the tank to view its interior. A Medevac helicopter is reportedly en route to the area. We have a reporter en route to the scene and will have more information as it becomes available.

<http://lansdale.patch.com/articles/rescue-underway-in-lansdale>

USA, N.Y, INDIAN LAKE, DECEMBER 11 2011. INDIAN LAKE FIREWORKS FACTORY OWNER SUES COUNTY FOR \$11 MILLION

don lehman

An Indian Lake fireworks company owner who believes a Hamilton County official libeled him when discussing the damage an explosion at his facility could have caused has filed an \$11 million lawsuit against the county. Edward S. Meyer Jr. sued Hamilton County this week in state Supreme Court in Hamilton County, alleging a September 2010 comment by county Fire Coordinator Jay Griffin, made after Meyer's fireworks factory was raided by police and federal investigators, libeled Meyer. Griffin said an explosion at Meyer's business could have damaged the nearby Indian Lake Central School. Meyer took issue



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with that comment, saying in the lawsuit that it was "potentially criminally false." "It was disseminated by the defendant to falsely inflame innocent local residents, retirees, families, regulators, law enforcement, school employees and school children, etc., against the plaintiff's long-established business for benefit of the defendant," wrote Meyer, an attorney who is handling the case himself. He added he believed the statement was part of a campaign by county officials to drive his company out of business. The fireworks factory and storage business had been in town for almost 30 years and had no previous safety problems, he wrote. Meyer previously said an explosion at the plant decades ago was caused by improper handling of fireworks by local volunteer firefighters, and the school was not damaged in that incident. State Police and the U.S. Bureau of Alcohol, Tobacco, Firearms and Explosives seized and destroyed fireworks at the Route 28 business in late September of 2010, after an inspection turned up alleged storage violations. Meyer was charged with a felony Labor Law violation in the case, but that charge was dropped in exchange for a guilty plea to a non-criminal violation charge of disorderly conduct. He filed a notice of claim last year, seeking \$250,000 to compensate him for the value of the destroyed fireworks and said the county's insurance carrier did not offer a settlement. Hamilton County Attorney Charles Getty said the lawsuit has been forwarded to the law firm appointed by the county's insurance carrier to handle the case. He referred comment to that firm, Shantz & Belkin of Latham, and the firm referred comment to a public relations company in New Jersey. That company did not provide any comment on the case as of deadline Friday.

http://poststar.com/news/local/indian-lake-fireworks-factory-owner-sues-county-for-million/article_f83d3870-22b2-11e1-9bc4-001871e3ce6c.html

USA, TX, PASADENA, DECEMBER 11 2011. FIRE CONTAINED AFTER EXPLOSION AT PASADENA REFINERY

anita hassan

Watch the Video: <http://www.wfaa.com/news/texas-news/Explosion-rips-through-refinery-near-Houston-135389008.html>



Two explosions were reported at Pasadena Refining Saturday evening. Police officials reported that one worker was transported to a local hospital with non-life threatening injuries. The incident is under further investigation.

Firefighters are battling a blaze after an explosion at a Pasadena refinery, authorities said. It is unknown at this time if there are any injuries. The explosion occurred around 7:30 p.m. Saturday at the [Pasadena Refining System](#) near 100 Traffic Circle at Red Bluff, said authorities with the Pasadena police, who are assisting at the scene. Firefighters have been able to contain the fire, authorities said. While there is heavy smoke in the area, no chemicals are believed to have been released and a shelter-in-place for the city has not been ordered, authorities said. The cause of the explosion is still unknown. No further information was immediately available.

<http://www.chron.com/news/houston-texas/article/Police-Fire-contained-at-Pasadena-refinery-2394838.php>

USA, CA, HINKLEY, DECEMBER 11 2011. HINKLEY PLUME BOUNDARY EXPANDING

Document [Click for a closer look at the official map documents](#)

The known northern boundary of the plume of chromium 6 contamination in Hinkley grew one-mile in a year, according to the Lahontan Water Board. In the third quarter of 2010, the plume was touching Thompson Road. This year's third-quarter map shows the plume slightly north of Sonoma Street. The plume of chromium 6 contamination in this unincorporated community eight miles west of Barstow has leaped a mile in a year, according to maps released by the Lahontan Regional Water Quality Control Board. Traditionally the plume has migrated about a foot per day, said Lisa Dernbach, senior engineering geologist with the water board. "We surprised by the movement of the plume in the last last year," Dernbach said during a question and answer session following a town meeting hosted by the water board at Hinkley Elementary School late last week. This site is the only school in this town of not quite 1,700 made famous by the year 2000 hit movie "Erin Brockovich".

Why Is this Happening?

Agricultural wells in the area could be pulling the plume along more quickly, she said. Another action coming into play, is likely the narrowing of the underground valley on the plume's northern edge, which is naturally causing the plume to move more quickly, Dernbach said. Imagine a wide, slow moving river that is gradually narrowing, Lauri Kemper, assistant executive officer with the water board, said in an interview. The water travels faster and faster as the river narrows. The same thing



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happens to underground rivers, she said. In the 1950s and 1960s, utility company Pacific Gas & Electric Co. emptied water containing chromium 6 from its Hinkley natural gas pumping station, which then seeped in the town's groundwater. At that time, before the cancer risks from chromium 6 were recognized, it was used to kill microbes and provide corrosion protection for the utility's massive cooling towers in Hinkley. The resulting plume now measures four miles long by about two miles wide, Dernbach told about 60 people gathered in the school's gymnasium. The plume map for the third quarter of 2010 showed the plume's northern edge extending to Thompson Road. The most recent map shows it crossing Somona Street, with one well showing a concentration of chromium 6 exceeding 4 parts per billion. A study completed by Pacific Gas & Electric Company in 2007 establishes the naturally occurring background level of chromium 6 in Hinkley to be up to 3.1 parts per billion. But the validity of that study has come under fire. James Jacobs, a Bay Area hydrologist, one of three scientists recruited to review PG & E's background study, has called the scientific validity of groundwater sampling here "completely worthless." The area where the test wells were located is so mixed up from decades of water pumping by PG & E - for remediation and agricultural purposes - that meaningful data can not be retrieved, he said in his study. Anne Holden, a geologist with the agency, said last week that the papers by Jacobs and two other scientists are under review. PG & E, at the request of the water board, has been drilling many new monitoring wells north of what was believed to be the well's northern boundary. "We have found chromium levels higher than background in areas where we didn't expect to find it," said Jeff Smith, PG & E spokesman. "We don't know whether the areas greater than background have something to do with the past actions of PG & E," Smith said. Further investigation will be needed to determine that, Smith said. Regardless, Smith said that PG & E is "committed to cleaning up the plume to background levels." Several Hinkley residents attending the meeting said they had concerns that the PG & E test well drilling program was siphoning off too much water from their drinking wells. Virtually all Hinkley property owners draw water from private wells. There is no community water system for the area and many residents will tell you they wouldn't want it any other way. Elaine and Greg Kearney, who live near two of those new water sampling wells, said that last week their well no longer produces water. Dernbach said she would look into the question of whether sampling wells could impact residents' drinking water wells. In the 1980s and early 1990s, Hinkley residents complained of gastric illnesses and cancers say they are related to Hinkley's water. It was those concerns that led Erin Brockovich to intervene in the town's water pollution problems in the late 1990s. That resulted in PG & E paying a legal settlement of \$333 million to 600 Hinkley residents. "It's a shame that in the 20 some years since the settlement, nothing has been done and the plume has gotten much larger," said Scott Haislip, a Hinkley resident since 1977.

http://www.contracostimes.com/california/ci_19517351

USA, IN, EVANSVILLE, DECEMBER 11 2011. STATE KEEPS LANDOWNERS ON THE HOOK FOR LEAKING UNDERGROUND FUEL TANKS

thomas b. langhorne

The state is keeping landowners on the hook to clean up leakage from nearly 100 area underground petroleum storage tanks including a 21-year-old case at Evansville Regional Airport. The sites are part of a statewide registry of more than 2,100 locations where gasoline, diesel fuel or used oil leaked from storage tanks or piping, posing contamination danger to soil, groundwater and utility lines. In many cases, the storage tanks themselves were removed years earlier. Thousands of leakage sites statewide have been cleaned up to regulators' satisfaction or deemed acceptable if not under residential use. Others have been OK'd as long as they are accompanied by periodic well or soil testing. But the 2,100-plus cases are deemed "active" by the Indiana Department of Environmental Management, which assigns them low, medium or high priority. That means the state agency isn't satisfied the danger has been eliminated. It doesn't always mean danger exists, said Bruce Palin, IDEM's assistant commissioner for the office of land quality. "An active case can be in various stages, maybe being investigated or having a remedy put in place. It could be a site that they're actively treating and dealing with contamination of groundwater, but it's still not closed yet because (owners) haven't reduced the contamination to an acceptable level," Palin said. IDEM's registry includes 84 locations in Vanderburgh, Warrick, Posey and Gibson counties that have past or present storage tank leaks the state agency puts in its "active" category. With IDEM data yielding an average fix and cleanup cost of \$200,000 per case, it is an expensive problem.

Solutions can take Years, even Decades.

"It does take a lot of time to go out and do explorations, new testing, get results back and evaluate them. It's not unusual for some of these sites to extend over several years before they get to a conclusion," Palin said. Like, for example, the former car rental building site on the west side of the Evansville Regional Airport's property. Bearing a 1990 origination date, it is one of



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the oldest cases in IDEM's registry, although it is by no means the only one that dates to the 1990s. IDEM tags the case a high priority, and its registry indicates utility lines, soil and groundwater were all affected. "IDEM requested additional investigation in February 2009, but, to date, no report has been submitted," states an email from the state agency. Doug Joest, the airport's manager, said Evansville-Vanderburgh Airport Authority District officials had no idea IDEM still considered their cleanup project a high priority. Joest said the Airport Authority has been waiting for more guidance from IDEM since 2009 but has heard nothing. The Airport Authority took action on its own initiative two decades ago, Joest said, when the rental car companies left to move into the then-new terminal on the airport property's north side. The airport's website pegs Jan. 16, 1989 as the date operations began at the new terminal building. In January 1992, the Airport Authority "approved initial steps to demolish the old terminal building and other structures on the airport's west side." "The airport knew there were underground storage tanks (at the former rental car company building), and was proactive about dealing with the environmental issue that they knew they had there," Joest said. Joest said the Airport Authority spent at least \$50,000 cleaning up the area, with about half the money spent taking storage tanks out of the ground. "The airport did everything they thought they needed to do to comply with the rules. There were test wells put in. A lot of money was spent hauling away contaminated dirt because over the years, there were some leaks around those tanks that weren't discovered until they pulled the tanks out of the ground," he said. The Airport Authority engaged an environmental consultant to do soil testing in 2009, and that testing yielded recommendations to do some test wells, Joest said. "But I don't know that those were done because it wasn't clear that was going to satisfy IDEM," he said. "It wasn't clear what IDEM wanted us to do, and we didn't want to spend any more money unless we were sure it was going to satisfy them." Since then IDEM hasn't made an issue of the ongoing cleanup, Joest said, and neither has the Airport Authority. "Certainly if there's something that IDEM's concerned about, we can address it," he said.

Responsibilities

IDEM's registry of sites includes the names of property owners, but that is no guarantee that those businesses — the list includes numerous gas stations and convenience stores — are still operating at those addresses. "Those are the names of whoever registered those tanks with the state," Palin said, noting that many "active" cases stemmed from leaks that occurred more than a decade ago. Barring an extensive property-by-property records check, there is no way of knowing whether the sites on IDEM's list are abandoned or are owned and operated by parties taking responsibility for cleaning up leakage. IDEM does not track that data. Even in the cases of abandoned properties that were purchased by a brownfields program or other new owners, the current owners are responsible for tank repairs and cleanup of the surrounding environment. In fact, the owners of former and current sites of underground storage tanks bear all the responsibility for them under laws passed in the late 1980s and 90s. That includes registering the tanks with the state fire marshal and meeting regulations designed to prevent leaks. Property owners in Indiana, for example, may not install new tanks unless those tanks have double walls and double wall piping from tank to dispenser. Owners of working underground storage tanks must monitor the tanks for leakage with daily depth measurements and sales record checks, investigate suspected leakage, assess the extent of any soil or groundwater contamination and report it to IDEM. The state agency's inspectors and the property owners, who are often represented by environmental consultants, then identify and launch strategies to clean up the contamination. The greater responsibilities, and the costs associated with them, inspired some property owners to remove and replace their tanks with improved models. Some also abandoned properties. Palin said his agency receives roughly 200 new leak reports every year, or about one every work day. Specific fixes depend on the nature of the leak and contamination. They range from digging up and hauling large amounts of soil to a landfill and using suction to remove contaminants to monitoring leaked fuel that is confined to the soil. The cases can also involve removing sludge from abandoned tanks. In some cases, a restrictive covenant is necessary to guarantee that a property cannot be used for residential purposes. "Every cleanup is unique. There probably is no typical one," Palin said.

Who Pays?

Doing the math — multiplying IDEM's \$200,000 average leaking tank fix and cleanup estimate by the state's 2,100-plus sites — yields a big number: \$400 million. The actual year-to-year costs are much lower. According to state data, in fiscal year 2010-11 the state's Underground Storage Tank Excess Liability Trust Fund (ELTF) received \$58.6 million in cleanup claims and reimbursed \$35.9 million. Who pays for the cleanups? To a large extent the burden is on taxpayers. Owners and operators of regulated underground storage tanks who pay their required tank fees — about \$90 annually per tank — to the state are eligible to be reimbursed for investigation and cleanup costs from ELTF. There is a \$30,000 deductible. IDEM used ELTF claims data to arrive at its \$200,000-per-fix and cleanup estimate. The fund receives about \$300,000 annually from tank fees, but its primary source of income is the penny-per-gallon tax that distributors pay the state for gasoline, diesel fuel and



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kerosene they sell. That cost, Palin said, is almost certainly passed on to customers at the pump. IDEM states most cleanup costs — it estimates 98 percent — are borne by ELTF, gas stations' private insurance and by storage tank owner/operators themselves. In 2009 Indiana received \$4 million in federal stimulus money to fix leaking storage tanks. IDEM and local brownfields redevelopment program officials around the state quickly identified 29 sites for cleanup or repair, including two in Evansville. IDEM records indicate about \$74,000 of the money was spent at the former Greyhound depot at 100 NW Third St., and \$110,000 was spent at the former Mac's Auto Body property at 502 E. Powell Ave. But IDEM believes federal government funding is too sporadic to be a big part of the equation for cleaning up the state's leaking storage tanks. It says state government funding is not available for cleanups in amounts large enough to move the needle. "There are funds that become available from time to time through the federal government that the money is used for cleanups, but it's not consistent enough that we could say that (remaining) 2 percent is covered by the federal government," said Barry Sneed, an IDEM spokesman.

Sharp End of the Stick

Among IDEM's 84 "active" area locations is the former Busler Enterprises convenience store at 2001 W. Pennsylvania St., where cleanup of a high priority 2009 leak appears near a successful conclusion. "No additional cleanup is anticipated. Groundwater monitoring is currently being conducted to determine if the site can be closed," the agency's email message stated. Charles Wolfinger, president of Busler Enterprises, said the company found ground contamination when it removed its underground storage tanks at the property, which it still owns. Busler began working with an environmental contractor and IDEM to clean it up. IDEM's registry indicates the leakage affected utility lines, soil and groundwater. "They have recommendations and give you guidelines, and there's correspondence, and we work with them to make sure it's done according to their recommendation and requirements," Wolfinger said. "We just want to be a good neighbor to everyone in the community." According to IDEM, Busler Enterprises has received about \$65,000 in ELTF reimbursement to date beyond the \$30,000 deductible. While Busler Enterprises apparently has been cooperative with IDEM, the agency has a stick with a sharp end to deal with tank owners it believes are not properly addressing problems. Statewide, the agency has collected nearly \$228,000 in fines since Jan. 1, 2009. Depending on the seriousness of a problem, IDEM conceivably could levy fines of up to \$25,000 a day per violation or seek court orders — solutions Palin says are rarely needed. Tank owners don't have the option of deciding that paying fines is cheaper than complying with cleanup requirements. "If you didn't do something that would have detected a leak and we find out you didn't do that, you may get a penalty for that but you still also have to do that test — and then if that test discovers there's a leak, then you've still got to deal with remediating and cleaning up that leak," Palin said. "It's not like, 'Oh, we found a violation, and you paid us for it, so we don't care if you don't correct the violation. You actually have to resolve it as well.'"

http://www.courierpress.com/news/2011/dec/10/no-headline---ev_leakingtanks/

USA, LANCASTER, DECEMBER 11 2011. GOT A PERMIT FOR THAT STORAGE TANK? >> STATE CHECKING ON REGISTRATIONS.

chip smedley

Inspectors from the state Department of Environmental Resources are ramping up efforts to find unregistered fuel storage tanks, as one local farmer discovered when he was recently fined by the DEP because he had not obtained a permit for his 8,000-gallon tank.

Why the increased Scrutiny?

According to DEP spokesman Kevin Sunday, there was no one specific instance that sparked the agency's actions to seek out unregistered fuel tanks. "This is something that the department has been aware of for some time," Sunday said, "and with the winter months coming up, we wanted to get everyone on board." The DEP's effort, Sunday said, "is to make sure we register both in-ground and above-ground tanks that are not currently registered." So in October, DEP sent letters to 1,172 fuel oil providers across the state asking them to help find unregistered tanks. Fuel distributors are required to ask the tank owner to provide a DEP-issued registration certificate before any fuel (gasoline, diesel fuel or kerosene) can be placed in the tank. "If the distributors deliver product to an unregistered storage tank, they are also liable for any damages" that may occur if fuel escapes from a leaky tank, Sunday said. If DEP is not aware of unregistered tanks, it cannot conduct routine inspections on them and the tanks could pose a threat to the environment if the tank or its pipes fail. Such leaks are hazardous, Sunday said, because the fuel can move quickly into the groundwater supply. "And if it contaminates the soil, it impacts vegetation, animal and insect life," he added. Not all tanks must be registered. Various criteria — size of the tank, location, the type of liquid being stored in the tank, to name but a few — are used to determine which tanks must be registered and which tanks are exempt. In-



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and above-ground tanks that contain heating oil for use on site, for example, do not require registration, regardless of their size. The majority of the in-ground diesel fuel tanks are used to power generators that kick on during an electrical outage in operations that require uninterrupted power, such as hospitals and restaurants. The criteria for registration, as well as an explanation of how owners can register tanks, is available at Lancasteronline, And DEP's information on tanks and registration procedures can be found at its website, depweb.state.pa.us. Curious about the leaky tank issue, The Watchdog talked to Steve Soldner, of PWI Inc., an Adams County firm that designs and installs both above-ground and in-ground storage tank systems. Soldner said technology has made tanks much safer, and has minimized the potential for leakage. "Most leaks that occurred underground was the fault of the tank piping," Soldner said. "Until the last three decades, single-wall steel pipe was used and even though it was covered with tape or tar it still corroded at the seams. New tank technologies for corrosion, leak detection and containment of any leaks have improved and are now required for new underground tank installations." Soldner explained, "Underground tanks being installed in Pennsylvania today are primarily a double-walled tank, meaning there is a tank wrapped around the tank that actually holds the liquid." The steel tank that holds the fuel is contained inside a fiberglass tank. The fiberglass both protects against corrosion and contains leaks from the steel tank. If the steel tank does leak, sensors between the steel and fiberglass walls detect liquids and trigger an alarm. Developments for above-ground storage of flammable liquids, Soldner said, include double-walled steel tanks — a steel tank wrapped in another steel tank. And fire-rated tanks fill the space between the two walls with lightweight insulating concrete to meet a two-hour fire rating requirement. Soldner said the state Department of Labor and Industry has recommended guidelines regarding where and when fire-rated tanks are required.

http://lancasteronline.com/article/local/543126_Got-a-permit-for-that-storage-tank-.html

CANADA, B.C, SAANICH, DECEMBER 11 2011. OIL SPILL TURNS HOMEOWNER'S LIFE INTO A 'NIGHTMARE' >> COSTS MOUNT AS AGENCIES TRY TO CONTAIN CONTAMINATION OF RIVER

jeff bell & derek spalding

The owner of a home in the Glanford area of Saanich says his life has become a "nightmare" because of a heating-oil leak that could contaminate the Colquitz River system. An underground line connected to the oil tank is protected by concrete, but somehow it broke, said the owner, who did not want to be named. At least 1,000 litres of oil permeated the soil in the Kenneth Street area. The contamination has been a "a slow-moving disaster," but various agencies are working hard to contain it, Saanich Mayor Frank Leonard said. Crews have been working to assess the environmental damage for the past few days and residents report smelling a strong odour when walking by the stream near the corner of McKenzie and Glanford avenues. The owner said he is frustrated by a lack of support for homeowners who find themselves in such circumstances. "My life's turned into a nightmare and I don't know where we're going from here," he said. He wants other residents to know that their oil tanks are not the only source for an oil leak. "Just because they check the tank and are satisfied that there is no leak, you still don't know," he said. Cases like this see the cost of cleanup borne by the homeowner. Lindsay Olson, of the Insurance Bureau of Canada, said most homeowners have insurance policies that can deal with a situation. "Because the damage appears to be to a third party, then the comprehensive personal liability portion of the policy would respond, up to the limit of the policy. Most policies these days start around \$1 million of liability coverage. It's usually in the \$1million to \$2-million area." The cost of the spill to Saanich was estimated at \$20,000 by the middle of last week, a figure that included staff time and consulting fees. Mike Ippen, manager of public works for Saanich, said Saanich residents with concerns about their fuel tanks are usually referred to the fire department. Olson said the general state of a tank is unlikely to affect insurance coverage. "In this case, that wouldn't really come into the equation. The fact that the event happened would be enough to trigger the coverage under the liability policy." Discussions over the past few days have led officials to decide on a twopronged approach - flushing the system with unchlorinated water and removing vegetation from the banks in key areas. Graham Knox, provincial manager of environmental emergencies, said only vegetation that emits a sheen from having fuel in it will be taken out. That should help keep fuel away from animal life near the water, Knox said. "We've got small mammals like mink, there's a beaver, river otters, the occasional duck." Water samples taken last week by the Capital Regional District have been analyzed and show that levels of contaminants are below those that harm aquatic life, Knox said. That leads to optimism that 20 to 40 coho residing around lower Swan Creek are faring well. More water samples were taken Friday, along with sediment samples. Saanich public works crews took more positive steps on Friday by cleaning out a culvert under McKenzie Avenue. They found some oil pooled up in contained area and removed it with their vacuums. Saanich has also brought in biologist Ian Bruce, who this



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spring worked on the gasoline and diesel spill at the Goldstream River. Old and buried tanks have become a troublesome issue for insurance companies, Olson said. Oil tanks generally last between 20 and 30 years.

<http://www.timescolonist.com/news/spill+turns+homeowner+life+into+nightmare/5843605/story.html>

AUSTRALIA, VICTORIA, MELBOURNE, DECEMBER 11 2011. FIRE UNION CANCER PROBE CALL

The firefighters union will ask the Victorian coroner to investigate fears that firefighters who trained at a Country Fire Authority facility in the 1970's and 1980's were exposed to carcinogenic chemicals that may have contributed to 15 deaths. United Firefighters Union Victorian secretary Peter Marshall says any inquiry into chemical exposure at the Fiskville training facility, south-west of Melbourne, must be investigated in an independent and transparent manner. He says internal inquiry isn't appropriate for an issue of this seriousness. The union will present the coroner's office with a written submission, including legal advice, tomorrow. Earlier this week the The Herald Sun published an extract of a CFA letter stating that in May 1988, soil and water tests at the Fiskville site had shown the main contaminant was in resins or solvents that may have included benzene, toluene, xylene and phenol.

<http://www.skynews.com.au/health/article.aspx?id=695378&vld=>

SAUDI ARABIA, JEDDAH, AL-SAMIR, DECEMBER 12 2011. GAS STATION BLAST CAUSES ALARM

md al-sulami

An explosion at a petrol station in Jeddah's Al-Samir district at 2 a.m. on Saturday alarmed local residents. The explosion had damaged the outer cover of the station's underground petrol tank. Lt. Col. Abdullah Al-Amri, spokesman of the Civil Defense in Makkah province, said no fire had broken out at the station following the explosion. However, he said the department's firefighters had rushed to the site to confront any possible blazes. "They sprayed water on the station's surface to keep it cool," he added. He said the explosion occurred when the oil tank's mouth caught fire. "Luckily the fire did not spread," he added. The department has launched an investigation into the incident and will present a detailed report on work safety at the station.

<http://arabnews.com/saudiarabia/article546008.ece>

AUSTRALIA, VICTORIA, MELBOURNE, DECEMBER 12 2011. ONE DEAD AFTER VAN EXPLODES IN MELBOURNE

 **Watch the Video** [Hissing sound before fatal Mulgrave van blast](#)

 **Watch the Video** [Man dies in van explosion](#)

 **Photo's** [The scene of the van explosion in Stadium Circuit, Mulgrave](#)



A tradesman has died after his van exploded as he was leaving for work, damaging nearby homes in Melbourne. The 25-year-old refrigeration mechanic was about to leave for work on Monday morning when a leaking gas cylinder in the back of his van ignited. The explosion threw him about five metres from his van, with debris from the vehicle strewn for hundreds of metres, shattering windows and damaging the roofs of nearby homes. Metropolitan Fire Brigade Commander Andrew O'Connell said the force of the explosion was so powerful that it damaged about 15 or 20 homes. Mr O'Connell said the explosion was caused by a leak from one of the gas cylinders kept in the rear of the van for the man's work. 'What caused it to explode is still under investigation, but it appears a gas cylinder of some description leaked into the rear compartment of the vehicle

and it ignited when the gentleman has gone off to work,' he told ABC radio. 'When the vehicle has exploded, debris has been thrown probably about 300 metres away from the site of the explosion and ... debris appears to have gone through people's front windows or pierced their roofing. 'It's going to take us a number of hours to find out the full extent of the damage, at least 150 metres in either direction.' Residents of the street said they felt their homes shake after the explosion, which was heard by people in adjoining suburbs. The blast occurred about 6.50am (AEDT) in Stadium Circuit, in the housing development at the former Waverley Park football ground. The man's home was damaged, with windows smashed, part of the garden ripped up, shrubs blown out of the ground and debris from the vehicle scattered across the driveway. Neighbour Bill Cai said the explosion was so violent his house shook. 'We heard a big bang. The house was shaking, it sounded like an explosion. It only lasted for a second then we heard helicopters overhead.' Paramedics said the man suffered massive blast-type injuries and



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was unconscious when emergency crews arrived. 'From the waist up there were various penetrating and lacerating injuries to his torso and head from the blast and flying debris as well as flash burns,' paramedic team manager Robert Jaske said. 'The burns themselves were not too severe because of the nature of the explosion as we understand it, but the internal injuries were quite significant.' The man's heart stopped soon after ambulance crews arrived and was restarted several times before he was taken to The Alfred Hospital, where he died before 10am. Mr Jaske said it was lucky nobody else was injured. 'It happened at about 6.50am. If it was later, around school time, there certainly would have been more people on the streets and the results could have been catastrophic.' Paramedics also treated members of the man's family at the scene for emotional distress.

http://bigpondnews.com/articles/National-Regional/2011/12/12/One_dead_after_van_explodes_in_Melbourne_695928.html

AUSTRALIA, VICTORIA, ALTONA, DECEMBER 12 2011. FIREFIGHTERS CONTAIN MOBIL GAS LEAK



The Mobil refinery at Altona, where firefighters battled a gas leak after the product accidentally became over-pressurised.

Fire crews took 11 hours to contain a gas leak at Mobil's oil refinery in Melbourne's west. About 30 firefighters arrived at the Altona refinery just before 2am yesterday after a product, containing propane and butane, leaked. The leak occurred when the product became over-pressurised, causing it to backfill into a tank not designed to hold it. The cap on the tank blew off, spurring the gases into the air, the Metropolitan Fire Brigade said. Crews dispersed the vapours with water jets and set up an exclusion zone around the leak. They monitored the surrounding area to ensure it

was safe and then diverted the gases into another vessel. The brigade said the remaining gas in the tank would be flared off over several hours and it no longer posed a threat.

<http://www.theage.com.au/victoria/firefighters-contain-mobil-gas-leak-20111211-1opu8.html>

USA, IN, KOKOMO, DECEMBER 13 2011. TANKER TRUCK HITS HOUSE



On December 12, 2011 at approximately 11:05a.m., Officers of the Kokomo Police Department responded to a traffic accident at the intersection of Hoffer and Main and one of the vehicles involved had struck a residence. Accident investigators learned from witnesses that a 2007 Buick Lucerne, driven by Jack Sutton, was traveling northbound on Main Street. The Buick disregarded a stop sign and collided with a tanker truck traveling westbound on Hoffer Street. The tanker truck was owned by Kokomo North Central Co-Op. The accident caused the tanker truck to leave the roadway and strike the residence at 1731 S. Main. Ambulance Personnel arrived on scene and treated both drivers of the vehicles. Both drivers were taken to local hospitals for treatment. Their injuries are unknown at this time.

No one was injured inside the residence; however the residence sustained considerable damage. The Indiana State Police Motor Carrier Division is assisting the Kokomo Police in the investigation. The accident remains under investigation. Anyone with additional information regarding this investigation is asked to contact Officer Orville Harness at (765) 459-5101 or the Kokomo Police Department Hotline at (765) 456-7017.

http://kokomoperspective.com/news/local_news/truck-hits-house/article_ea1e7898-2592-11e1-85e8-0019bb2963f4.html

AUSTRALIA, VICTORIA, MELBOURNE, DECEMBER 13 2011. CFA DENIES ACCESS TO FISKVILLE RISK REPORT

stephen drill

The Country Fire Authority is refusing to release a report into the use of chemicals at its Fiskville training college. The Herald Sun believes the 1990 scientific report details the impact of chemicals such as benzene used during live training burns, linked to at least 15 deaths so far. CFA chief officer Euan Ferguson picked up the report from Alan Bennett, a former instructor who had a copy. Mr Bennett had written to the CFA in 1990 and 1991 to raise his concerns about the contents of the document. But a CFA spokesman said yesterday it was not planning to release the report until after an investigation of at least three months was finished. "CFA Chief Officer Euan Ferguson visited Mr Bennett at his Bendigo home today and was provided documents dating back more than 20 years," the spokesman said. Mr Bennett was unavailable for comment yesterday.



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- [Smoke and fire over Fiskville](#)
- [CFA rapped over Fiskville inquiry](#)
- [Firefighters want Fiskville deaths inquest](#)
- [Furies union calls for cancer investigation](#)
- [Dozens ponder legal action over Fiskville](#)

<http://www.heraldsun.com.au/news/more-news/cfa-denies-access-to-fiskville-risk-report/story-fn7x8me2-1226220272157>

CHINA, SHANGHAI, DECEMBER 13 2011. CHINESE FISHERMEN FILE SUIT AGAINST CONOCOPHILLIPS



An oil clean-up vessels processes leaked oil on the sea surface around the C platform of the Penglai 19-3 oilfield in Bohai Bay, China on July 11, 2011.

A group of more than 100 Chinese fishermen filed a lawsuit Tuesday seeking compensation from ConocoPhillips China, blaming oil spills from some of its offshore wells for damage to their sea cucumber catches. The fishermen are seeking 490 million yuan (\$78 million) from the energy giant, which operates offshore wells in China's northeastern Bohai Bay along with state-run CNOOC, said their lawyer, Zhang Jingwei of the Beijing Yingke Law Firm. It is unclear if the Tianjin Maritime Court, in the northeastern city of Tianjin, will accept the case, though Zhang said he expected it would. "The fishermen believe their sea cucumbers were killed by the oil spill and the company must pay compensation for their losses," Zhang said. "I think the conditions for acceptance of the case have

been all met. We hope to see some positive response from ConocoPhillips China about the compensation," he said. A spokeswoman for ConocoPhillips China said the company had not been notified about the lawsuit and thus could not comment on it. In September ConocoPhillips announced plans to set up two funds to pay compensation and address environmental problems resulting from the spills. The government has already ordered the company to stop all production pending a full cleanup and review to ensure no more oil seeps into the sea. The oil spill covered about 2,500 square miles (6,200 sq. kilometers) of water surface. It drew attention to pollution in the Bohai region due to industrialization, oil drilling and fast population growth that has decimated sea food and fish stocks and caused frequent red tides. Sea cucumbers, one of many types of sea product harvested in the Bohai, are sausage-shaped, often spiky marine animals that are viewed as a delicacy by many in Asia.

<http://fuelfix.com/blog/2011/12/13/chinese-fishermen-file-suit-against-conocophillips/>

USA, MN, PAYNESVILLE, DECEMBER 13 2011. SITTING ON A SPILL: PAYNESVILLE OFFICIALS SEEK ACTION FOR LONG-CONTAMINATED GROUND

stephanie dickrell



Renee Eckerly, city administrator of Paynesville (left), and Ron Mergen, director of public works, stand Friday among the test wells at 400 Lake Ave. in Paynesville. The MPCA has been trying to clean up the site of a petroleum spill for more than a decade.

1997, two potentially dangerous chemicals were found in water samples from two Paynesville city wells. Fourteen years later, officials say the city's water supply is safe, but the source of the contamination has yet to be cleaned up. City officials want to know why. The biggest concern for Public Works Director Ron Mergen is that the Minnesota Pollution Control Agency has been testing and monitoring the site of a former gas station for years — and telling the city for the past six years that the site was going to be cleaned up. "This has been very, very frustrating," City Administrator Renee Eckerly said. "That is a huge issue in our community." Officials with the

MPCA say the city water supply is safe, the area is continually monitored and the contamination source is stable and may even be shrinking. The contamination already has caused the two wells to be replaced, and city officials are worried other



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wells could be affected if the contamination moves. Paynesville Mayor Jeff Thompson, council member Jeff Bertram, Mergen, Sen. Michelle Fischbach and Rep. Larry Hosch are scheduled to meet Wednesday with MPCA Commissioner Paul Aasen and his legislative director to discuss the contamination. "We sure hope that we can persuade them to be more aggressive and get it cleaned up," Mergen said. "Their project of continually testing ... all that does is cost more money and gets us nowhere." While the city's drinking water is safe, part of the plume is in the groundwater and has been stable for almost 10 years, said Donald Milless, a supervisor in the MPCA's Petroleum Remediation Program. He's been in the program for more than 20 years.

Complicated Site

Milless calls the Paynesville plume a complicated site. The size of the contamination source and the geology of the area, including soil composition, makes it more difficult to manage, he said. And it's a costly one. As of the end of October, about \$1.65 million has been spent on the site, Milless said. A typical site the program handles costs only about \$31,000 and is investigated and cleaned up, if necessary, in about three years, he said. But many sites are investigated, determined to not be a risk to water supplies or structures and are allowed to naturally shrink on their own. There are more than 18,000 leak sites in the state and only about 1,000 are still being monitored or cleaned up, Milless said. They've closed 17,000 sites in more than two decades. The City Council has become increasingly concerned with the length of time that it is taking to clean up the contamination. "The timeline keeps getting pushed back," Eckerly said. Eckerly and Mergen this year reviewed 13 years' worth of MPCA monitoring reports and correspondence to summarize what testing and cleanup planning had been done on the site. Eckerly said they spent at least 100 hours compiling that report and hundreds more dealing with the issue. The contamination is from tanks at the former Midtown Service Station, 400 Lake Ave. S. Five tanks that contained diesel, unleaded and leaded fuel were removed from the site in December 1989. The chemicals found in the water are commonly found in fuel. The MPCA bought the former Midtown property this year and plans to demolish buildings on the site, maybe in the next few months, Milless said. That might allow more product in the soil to be recovered, Milless said. The city assisted the agency with the deal and also helped the agency gain access to properties for testing, Eckerly said.

Old Problem

Petroleum leaks were fairly common when tank and pipe materials corroded at homes, gas stations, airports and farms, Milless said. In recent decades, new tank technology has made leaks less likely, he said. As of 1998, state regulations require all tanks to have spill, overflow and corrosion protection, according to the MPCA. But the Paynesville plume is no typical site. "Geologically, it's complicated," Milless said. Beneath the surface, layers of sand, clay and gravel direct the groundwater flow. Also, the fact that the groundwater plume had moved into the city wells is not typical of a leak or spill. The amount of contamination also complicates the issue. However, the agency says it is seeing that the plume is stable and shrinking as microorganisms in the soil and water eat at it. Water monitoring has been regular since 1997, when groundwater samples indicated the presence of benzene and 1,2-Dichloroethane in city wells, including Well 4, behind City Hall. Both chemicals are common in petroleum products. Benzene is known to cause cancer, and long-term exposure can cause leukemia. Nervous system disorders, liver and kidney diseases and lung effects have been attributed to humans ingesting or inhaling large amounts of 1,2-Dichloroethane, according to the Centers for Disease Control and Prevention. Working under contract, Terracon Consultants identified the former Midtown Service Station site as the source. Four petroleum-related water table plumes were found. Northeast of the site, a probe found elevated concentrations of gasoline-related compounds in groundwater. At the time, 1,500 cubic yards of contaminated soil were excavated and removed. Tests showed the plume of contamination was moving and was affected by the pumping activities of wells. City Well 4 was found at the time to control the plume and its pumping activities have been altered to do that. However, the agency is now questioning the earlier indications that the well stabilizes the plume, Milless said. More testing will be needed. The agency has been maintaining and operating the well, which is no longer a source of drinking water. "I think we still don't know for sure, but it's better to play it safe and that's what we've been doing," he said. A recovery well closer to the site of contamination might be more efficient in containing the plume than City Well 4.

Costs

From 1998 to 2000, the MPCA investigation into the source, the risk assessment, the installation and operation of a pump-out system on the site cost the state about \$200,000, according to a November letter from Michael Kanner, manager of the Petroleum Remediation Program to city officials. From 2000 to 2001, the MPCA installed two new wells to replace the contaminated City Wells 3 and 4 as a cost of about \$650,000. This ensured the safety of the public water supply, the letter stated. Since 2002, the MPCA has been monitoring the situation with groundwater and vapor testing. It also has identified the



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location, extent and movement of the plume. The plume is as close to the surface as 7 feet in some places, and goes as deep as 27 feet below ground in some places. Various reports looked at methods of cleaning up the plume, including soil extraction and multiphase extraction, a technology that allows pumps to remove contamination. In one of its annual reports, Terracon Consultants proposed excavating 14,500 cubic yards of material at a cost of \$1.4 million. A different plan, for multiphase excavation, would involve the installation of two extraction wells would take several years and cost about \$950,000. In June, the MPCA said that an April test showed neither solution would be feasible. Excavation would have removed only 50 to 80 percent of the plume at best, Kanner wrote. Vapor testing conducted in the mid- to late 2000s at the site revealed elevated levels at one home that was used as a day care. But more testing was called for to identify the exact source of the vapors. Additional testing was not mentioned in the annual monitoring reports from 2010 or 2011. The state's Petrofund pays for the monitoring and action on the Paynesville site and about 200 others. The fund was created by the Legislature in 1987 in response to federal legislation requiring all owners and operators of regulated underground petroleum storage tanks to show they have \$1 million immediately available to respond to tank leaks. To date, the Petrofund has reimbursed more than \$400 million. Meanwhile, the city remains concerned that the plume is a health threat. "Our biggest concern is that plume migration is still toward Wells 5 and 6," Mergen said. "Affecting the public water supply is what we're concerned about."

10 Costliest Sites

The Paynesville petroleum pollution site is among the 10 most costly cleanup projects in Minnesota. Here is the full list:

- Former Ray's Truck, Lakeland, \$2.6 million
- Park Region Co-op, Pelican Rapids, \$1.76 million
- Public well supply contamination, Paynesville, \$1.65 million
- Commercial East Acres Truck Plaza, Glyndon, \$1.4 million
- Public supply well contamination, Foley, \$1.2 million
- City of La Porte, \$1.08 million
- AcOil Station, Clearbrook, \$1.03 million
- Farmers Co-op Association, Deer Creek, \$890,000
- Public supply well contamination, Adrian, \$800,000
- Red & White Service Station, Brook Park, \$790,000

Note: Numbers are rounded. Some sites are closed

Source: Minnesota Pollution Control Agency

Related Links

- [Timeline](#)
- [MAP: Location of petroleum contamination \(.pdf\)](#)

<http://www.sctimes.com/article/20111213/NEWS01/112130026/Sitting-spill-Paynesville-officials-seek-action-long-contaminated-ground>

COLUMBIA, CUCUTA, DECEMBER 13 2011. OIL SPILL CONTAMINATES WATER SUPPLY IN NORTH COLOMBIA

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A burst pipe has spilled thousands of barrels of oil into a reservoir, contaminating the water supply of Cucuta, north [Colombia](#), [according to Radio Caracol](#). It is the second time in four years that a pipe belonging to Ecopetrol, Colombia's state-owned oil company, has burst, causing serious pollution of the Pamplonita River and a red alert in the city of Cucuta, capital of the department of Norte de Santander. Early reports suggest that a landslide of stone and mud crashed onto the oil pipe as it ran through a farm in the area, spilling thousands of barrels of oil

into the Iscala ravine, which leads to the Pamplonita River, the main tributary feeding the Cucuta aquaduct and reservoir that supply the city's fresh water. Emergency services have launched major efforts to contain the contamination. The road joining Cucuta to Pamplona was closed to traffic to allow emergency works to try and stem the flow, while a grease trap was created north of Cucuta in an effort to collect crude oil. However such efforts have unable to completely contain the oil, which continues to be brought to other municipalities by the river Pamplonita. The oil slick has so far covered 70km of river, causing serious environmental damage. Milton Leon, coordinator of one of the water suppliers that use the reservoir, said water is



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being delivered to the city in tanks, prioritizing health clinics and hospitals. A further 32 centers have been set up as fresh water collection points for Cucuta residents. Leon confirmed that the aquaduct gates will remain closed until the water can be purified. It is thought that the spill will keep Cucuta without water for at least two weeks, affecting the city's 900,000 residents. Alberto Rangel, who lives in Cucuta, said that "Ecopetrol must respond by compensating the inhabitants of the villages and municipalities affected." This is the second oil spill to affect Pamplonita River in four years. In June 2007, an Ecopetrol pipe burst spilling thousands of litres of oil into the river, affecting the water supply and leaving Cucuta without fresh water for a month.

<http://colombiareports.com/colombia-news/news/21001-oil-spill-causes-emergency-situation-in-northern-colombia.html>

GERMANY, HAMBURG, DECEMBER 14 2011. SWEDEN'S NYNAS BUYS SHELL HAMBURG REFINERY PLANT

Nynas AB, a Swedish refiner, agreed to buy Royal Dutch Shell Plc's Harburg base-oil plant and associated refining facilities in Hamburg. No price was disclosed. "The Harburg refinery will continue to produce as today but will over the next 24 months be converted into a stand-alone specialty oil refinery," Staffan Lennstroem, president of Nynas, said in a statement dated yesterday. A new hydrogen unit will be added on site, he said. Shell said in January it was in talks to sell the base oil production units and would convert the rest of the refinery into a storage and handling terminal from the second half of next year after failing to find a buyer. The refinery in northern Germany has a processing capacity of 110,000 barrels of crude a day, according to data compiled by Bloomberg. The associated refining facilities include bitumen assets, tank farms and jetties, Nynas said in the statement. Nynas is a venture of Neste Oil Oyj and Petroleos de Venezuela SA. Its production is largely based on heavy crude, which is upgraded to produce bitumen and naphthenic specialty oils.

http://www.tankterminals.com/news_detail.php?id=1559

BANGLADESH, CHITTAGONG, SITAKUNDA UPAZILA, DECEMBER 14 2011. OIL SPILL SEEN IN THE BAY >> ENVIRONMENT DEPT UNAWARE OF THE SOURCE



A 10-kilometre-long oil spill, inset, is seen in the Bay off Sitakunda upazila in Chittagong yesterday. The photo was taken around 11:20am.

A 10-kilometre oil slick was reported in the Bay off the district's Sitakunda upazila yesterday. Boatmen and passengers crossing the area in the morning said they had noticed the strip which was around 50 feet wide and spreading to Kadam Rasul from Kumira coast. Both the reason and the severity of the spillage so far remained unconfirmed. Mohammad Ilias, supervisor of Banglar Alo, an engine-run ferryboat that operates on the sea route, told The Daily Star over mobile phone that he had noticed black burnt oil floating around 11:00am. "The tide has just begun. With water rushing towards the beach, the floating oil would spread to Kadam Rasul

through Baro Aulia coast," he said, adding the slick could be around 10km long. Mannan Cherag, a Banglar Alo boatman who also saw the slick, said he often notices oil spills there but yesterday's was the longest. Visiting the spot by engine boats, The Daily Star correspondents found the strip. Boatmen, fishermen and people travelling between Sandwip and Chittagong said they often see oil spills, for what they blame the ship-breaking industry. There are over 50 ship-breaking yards next to the coast and more than 100 vessels are beached there for dismantling. Nurul Absar Chowdhury, former chairman of Amanullah Union Parishad in Sandwip and now a Chittagong resident, regularly travels to his village home in the island through the route. "I usually get on engine boat at Kumira ghat and there is a ship-breaking yard nearby," he said. He often notices black oil-like substance floating in the sea and suspects the ship-breaking yards to be its source. Hefazatur Rahman, president of Bangladesh Ship Breakers' Association, brushed aside the suggestion that scrap ships caused oil spill in the sea. Oil might have leaked from tankers that travel to different parts of the country from the Chittagong port, he said. "A spill of such magnitude could originate only from oil tankers. But we haven't brought any oil tanker recently. The last time we brought ships was one and a half months ago. Those were scrap vessels, not oil tankers." He said they had heard about the slick and sent a team to the area. "But our team hasn't spotted anything yet." Contacted, Zafar Alam, an Environment department director based in the port city, said they had inspected the area in the afternoon and noticed no major spill. They saw a 100-metre layer of oil floating between Kadam Rasul and Kumira, but could not identify its source, he said.

<http://www.thedailystar.net/newDesign/news-details.php?nid=214048>



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PAKISTAN, KARACHI, DECEMBER 14 2011. HOW MANY NEED TO DIE? >> ON OUR UNDERREGULATED CNG KITS SECTOR

'As many as 13 were killed when a gas cylinder exploded after a van had an accident'; this tragic incident took place on Saturday last week. 'Seven killed when a gas cylinder exploded'; this was a couple of days before that. 'Three dead in Lahore' is from earlier in the year, '15 died in a bus fire when the cylinder exploded', again from earlier in the year. And there are more news of 'Eight killed' and then 'five killed'. All of these are headlines of news that I googled when I looked for 'gas cylinder explosions in Pakistan'. In fact, I did not have to even go to the second page of the search results, all of the above were from the first 10 searched results. The six incidents mentioned above took the lives of 51 people, injured many others and caused loss of property. A number of lives lost, among the above, were of children. Yet, every time such an incident becomes a 'breaking news' item on the television, it gets reported for a few hours, or till the next breaking news, and then it becomes background information. There is no follow-up on the news, there is never any inquiry as to why so many of the cylinders are exploding, nor a mention of who is responsible to ensure proper quality of cylinders and proper installation and, of course, there is never any news of what actions have been taken by the government to regulate the area better since the government has not woken up to the task yet. How many deaths will it take for the government to wake up? Is it because most of the lives being lost are those of ordinary citizens? Would the same thing be happening if it was the transport of the rich or the more connected that was exploding as often? Why have the civil society groups and organisations that focus on consumer protection not become more vocal? Why are they not demanding requisite inquiries, stipulation of required standards and their implementation, and the needed hue and cry for bringing culprits to justice? Who installs these CNG cylinders, and how do we know the cylinders and other equipment used meets minimum standards to be road worthy? Do we know if the installation done for these cylinders is proper? Have such standards been stipulated and set. If there are no such standards these should be stipulated at the earliest, and an implementation mechanism for ensuring compliance should be established. We need to ensure that all new installations meet these standards while all existing cylinders are checked to ensure they also meet the minimum standard. If the standards are already there but are not being implemented, we need to make sure they are implemented and those who were responsible for implementing them are brought to justice for their carelessness and criminal negligence. Vehicles that come with factory-fitted CNG cylinders are easy to regulate. Once standards have been stipulated all manufacturers will have to adhere to these. If there is an accident afterwards, there should be an investigation and if the installation is found to be faulty and/or of low quality, the vehicle manufacturer should be held responsible. Accidents can happen even when cylinders are of requisite quality and installation right, but then these are accidents, they are not the outcomes of regulatory evasion and/or negligence, carelessness or greed. For installation after manufacture, for people wanting to convert their fuel oil-based cars to CNG, there should be licensing of installers and car owners should be told that they should get cylinders installed only from licensed and authorised places. That way if there is an accident we will know which installer to hold responsible. And if the vehicle owner went to an un-authorised dealer, we will be able to hold the owner responsible for the accident. If there is deterioration in quality of installation over time and/or if cylinder quality needs to be checked periodically, there can be an inspection regimen in place whereby owners are asked to get the vehicle inspected periodically, every year or second year, after the installation. Cars have to get their tokens renewed every year. The safety certificates for CNG installation could be checked before tokens are renewed. It seems that the regulatory and inspection regimen for cylinder and installation safety is not very difficult to visualise and set up. The government just has to do a few simple things like stipulate minimum standards, ensure these have been conveyed to manufacturers and installers and then ensure that those who try to or succeed in evading these are caught in time. Or, at the very least, they are caught and held accountable post fact. Right now we do not seem to have any of the above. It is no wonder people get CNG kits installed from wherever they can, and the cheaper the better, and for those who install them too, competition must be keen and so they would like to do things with as much profit margin as possible, and so they would say they use good materials but will have an incentive to lie and use poorer quality inputs. The incentives are set for substandard installations and use of substandard material. We are seeing the results of not regulating markets that should be regulated. Provincial governments are the right authorities for legislating on the subject. They already do vehicle safety, vehicle inspections (or are supposed to do them), they have laws for boiler inspections and so on as well. So, it is the right place for such legislation and the concerned departments should have the requisite expertise that can be pulled together as well. But the issue is that the respective provincial governments have to feel the urgency and the need to take the steps needed. Over the years we have encouraged the conversion of lots of cars to CNG, and the pricing structure was a powerful inducement as well. But the regulatory framework has not been developed in tandem. This should be immediately remedied. Exploding cylinders is definitely a public issue,



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especially in public transport, but even in private cars as it puts passengers as well as people around at risk. Lack of regulation here has been very costly and tragic over the last few months alone. And it will continue to be so if the government does not step forward and the civil society does not take up the issue. Shouldn't the courts be taking suo motu notice here – loss of human life should make the issue notice-worthy?

<http://www.pakistantoday.com.pk/2011/12/how-many-need-to-die/>

CANADA, OTTAWA, DECEMBER 14 2011. ENVIRONMENTAL REPORT: OVERSIGHT LACKING FOR DANGEROUS GOODS TRANSPORT



Canada's environment commissioner has issued a report that raises concerns about the transportation of dangerous materials.

The federal government has failed to provide adequate oversight of the transport of dangerous goods, such as oil and gas, that could imperil the safety of Canadians, a new audit has revealed. The findings were contained in a report released Tuesday by Environment and Sustainable Development Commissioner Scott Vaughan. His audit, which focused on the work of Transport Canada and the National Energy Board, noted that dangerous products are constantly being transported by road, air and ship for use within Canada and for export. Crude oil, petroleum products, natural gas liquids and natural gas move through about 71,000 kilometres of pipeline, and

explosives are also shipped for use by mining and construction industries. "The safe use and transportation of dangerous products is important to Canadian society," writes Vaughan. "Industries that manufacture, ship, and use dangerous products provide jobs to Canadians. Dangerous products are a necessary element in the daily lives of Canadians. Their use ranges from gasoline to power motor vehicles, to substances such as lead and mercury used in the manufacture of electronic products." However, Vaughan notes that if the movement of dangerous products is not handled correctly or accidents occur, it can lead to injuries or death. "For example, acids coming into contact with skin can cause severe burns, and chlorine gas if inhaled can cause death. The transport of dangerous products can also adversely affect Canada's economy and the environment. For example, spills and releases of products such as acids and oils can result in the death of wildlife and the contamination of ecosystems." The report notes that incidents can occur in any mode of transport. It cites several examples, including a March 2007 train derailment in northern Ontario that spilled sulphuric acid into the Blanche River, a May 2011 pipeline spill of 238,500 litres of crude oil in the Northwest Territories, and a February 2011 gas pipeline explosion in northern Ontario that led to the evacuation of homes. Both Transport Canada and the National Energy Board try to promote the prevention of spills and releases of dangerous products. They do this by monitoring the activities of private companies, making sure they comply with the law and taking action to ensure they respond properly to emergencies. In 2011-12, regulatory oversight activities accounted for about 63 staff and \$7.3 million at the National Energy Board and 74 staff and \$6.7 million at Transport Canada's Transportation of Dangerous Goods Directorate. The commissioner found shortcomings. Among the highlights:

- Transport Canada lacks a "consistent approach" to planning and implementing compliance of the law. As a consequence, it "cannot ensure that sites are inspected according to the highest risk."
- Transport Canada has not ensured that "corrective action" has been taken when companies ran afoul of the rules.
- Transport Canada has given only temporary, interim approval for nearly half of the emergency response assistance plans put in place by regulated organizations. As a consequence, many of the most dangerous products have been shipped for years without the department having completed a detailed verification of plans for an immediate emergency response.
- While the National Energy Board has identified gaps and deficiencies through its verification of compliance for the companies it regulates, there is little indication that it has followed up to ensure that these deficiencies have been corrected.

Related Links [Environmental Report: Auditor gives Canada failing grade for enforcement](http://www.montrealgazette.com/business/Environmental+report+Oversight+lacking+dangerous+goods+transport/5852095/story.html)

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