



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 684 Newsy Stuff

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

**February 5 2011**



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#### CANADA, ONT, BUCKSKIN, JANUARY 28 2011. 21 CARS DERAIL IN CP TRAIN ACCIDENT >> PROPANE TANKER NOT LEAKING

 **Watch the Video** <http://toronto.ctv.ca/servlet/an/local/CTVNews/20110126/train-collision-110126/20110126?hub=Toronto>



An aerial view of a derailed train near Buckskin, Ont., is shown on Wednesday. A hazardous goods expert is helping crews determine the safest way to unload a propane tanker that was among 21 cars that derailed in Ontario cottage country.

About 30 residents evacuated from the area around a train derailment site in central Ontario will likely be spending the night away from home. Randy Marsh of CP Rail said all of the agencies who are working to clean up the wreck near Severn Falls, Ont., met Wednesday afternoon to come up with a plan. Marsh said they decided to remove the tanker containing propane first and that is expected to take until late Wednesday night. The evacuated residents have been told they can stay at a hotel paid for by the rail company, Marsh said. He also added that, barring any setback and if the weather remains clear, the entire 21-car wreck could be cleared by Thursday night. Marsh said the tanker is on its side but is not leaking at the

derailment site about 150 kilometres north of Toronto. CP spokesman Mike Lovecchio said the eastbound Canadian Pacific freight train, carrying propane, wood and grain, derailed near Buckskin, Ont., just before 3:20 a.m. Wednesday. Ontario Provincial Police Const. Peter Leon said about 30 people in the area of the derailment were moved to the Coldwater Community Centre as a precaution. There were no injuries to crew members of the derailed train or on another freight train parked on an adjacent track.

<http://www.thestar.com/news/ontario/article/928259--21-cars-derail-from-train-in-north-ontario?bn=1>

#### USA, NV, SPARKS, JANUARY 28 2011. HAZMAT TEAM STILL AT SCENE OF SPARKS CHEMICAL SPILL; STREETS CLOSED IN AREA

 **Watch the Video** <http://www.ktvn.com/Global/story.asp?S=13915567>

 **Watch the Video** <http://www.mynews4.com/story.php?id=36591&n=122>



A Hazmat unit, along with Sparks and Reno firefighters and the Washoe County Health Department, are on the scene of a chemical spill on Coney Island Drive. The spill happened when a local chemical disposal company, Advanced Composite Technologies, was consolidating chemicals into a 55-gallon drum when the chemicals reacted, causing them to smoke and fume, Sparks Fire Battalion Chief Tom Garrison said. The cause of the reaction is still under investigation, Garrison said. The business, located at 345 Coney Island Drive, was evacuated, and surrounding businesses were advised about the situation. Officials closed Linda Way south from Greg Street and intersection of Linda Way and Coney Island Drive 100 yards to the east and west, Garrison said.

Update at 2 p.m. The city of Sparks is requesting streets be closed down in the area of Coney Island Drive and Linda Way because of a hazardous materials incident.

The Sparks Fire Department is also evacuating employees out of at least one building.

<http://www.rgj.com/article/20110126/NEWS/110126042/1321/NEWS/Update--Hazmat-team-still-at-scene-of-Sparks-chemical-spill--streets-closed-in-area>

#### INDIA, BANGALORE, JANUARY 28 2011. PETROL SIPHONED OUT ON WAY TO BUNK

*vinay madhav*

Oil adulteration and pilferage is alive and thriving in Bangalore, and is controlled by local goons. Dealers are cautious about this mafia, which cuts deep into their pockets. Bhushan Narang of the [Oil Dealers' Association](#) says, "The adulteration mafia is not as strong as in Maharashtra, where there are many refineries, but pilferage is widespread." Here's how they go about it: "Usually, the transport period from the depot to the petrol station is around one-and-a-half hours in Bangalore. Each tanker has three compartments and fuel is filled in cold conditions. As the temperature goes up, the fuel expands and the goons knows by exactly how much. They take out 30 litres from each compartment and by the time it is unloaded in the petrol station, the measurement is perfect. Only the next day, when the fuel comes to normal density, the petrol station owner realizes the

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pilferage," Narang pointed out. When station owners take pro-active steps to control adulteration, they don't get adequate support from oil companies and police. "Recently, a petrol station owner noticed that the tanker took more than normal time to reach his station. The driver did not know the vehicle was fitted with GPS, and the owner discovered there was a deviation in the route. Petrol in one of the compartments was found to be adulterated. Learning that their game was up, the driver and cleaner escaped. When the owner informed the oil company, they took back the fuel but he had to undergo a lot of harassment. He did not get his money back and the case is still in court," Narang said. [Bangalore](#) was in the grip of the [oil adulteration mafia](#) in the 1990s with Oil Kumar, alias Boot House Kumar, an underworld gangster who introduced a systematic oil adulteration business. After his murder in Sadashivanagar in 1997, the business was dismantled into small groups, but these are thriving even today.

#### System Is Locked: Officials

However, a senior IOCL official said adulteration and pilferage had come down by 90%, after the locking system was introduced. "It is difficult to break through the system as it has only two keys. One key is with the bunk owner and another at the starting point. Since there are thousands of combinations, it is difficult to make a duplicate key, unless the station owner is conned," said the official, on condition of anonymity. Though benzene-based solvents and kerosene are used for adulterating petrol and diesel, they are working out expensive. "It is the government's duty to control distribution of kerosene under PDS and in Karnataka, I think it is under control," he added.

#### PDS Supplies Kerosene For Adulteration

The public distribution system for BPL card holders is the biggest supplier of kerosene for adulterating petroleum products. Many BPL card holders do not use kerosene in urban areas, as they have LPG. Besides, there are over 10 lakh bogus BPL cards in Bangalore city alone, and the government supplies kerosene for these card holders also. This kerosene finds its way into the black market through bogus invoices, and the oil adulteration mafia is the biggest customer. Food and civil supplies principal secretary B A Harish Gowda admitted to lacunae in the system. "We conduct thousands of raids and lodge complaints with the police. Most of the cases end up in acquittals, as witnesses turn hostile. We are also in the process of identifying bogus cards," he added.

<http://timesofindia.indiatimes.com/city/bangalore/Petrol-siphoned-out-on-way-to-bunk/articleshow/7375128.cms>

### USA, WASHINGTON DC, JANUARY 28 2011. CSB RELEASES CASE STUDY ON FATAL 2008 ACCIDENT AT GOODYEAR TIRE AND RUBBER PLANT IN HOUSTON; CITES NEED FOR EMERGENCY DRILLS, FOLLOWING PRESSURE VESSEL CODES



A U.S. Chemical Safety Board (CSB) [case study](#) released today on the 2008 heat exchanger rupture and ammonia release at the Goodyear Tire and Rubber Company in Houston, Texas, identifies gaps in facility emergency response training and calls for increased adherence to existing industry codes. The accident occurred on June 11, 2008, when an overpressure in a heat exchanger led to a violent rupture of the exchanger, hurling debris that struck and killed a Goodyear employee walking through the area. The heat exchanger contained pressurized anhydrous ammonia, a colorless, toxic chemical, used as a coolant in the production of synthetic rubber; five workers were exposed to ammonia released by the rupture. On the day prior to the accident, maintenance work required closing several valves on the heat exchanger. CSB investigators found that workers closed a valve that isolated the exchanger from a relief valve, to replace a burst rupture disk located below the relief valve. The next

day, at about 7:30 a.m. an operator closed another valve — this one blocking a second, automatic pressure control valve — to begin cleaning the process line with steam. Unaware that the isolation valve was also closed — thus leaving no means of relieving excess pressure in the exchanger, pressure continued to increase until the heat exchanger exploded violently. Managers ordered the plant evacuated. However, CSB investigators found that on the day of the accident the employee tracking system was not operating properly, making it difficult to quickly account for all employees. The CSB found that a malfunction in the computerized electronic employee badge tracking system delayed supervisors in immediately retrieving the list of personnel in their area, requiring handwritten lists to be generated. At about 1:20 p.m. an operations supervisor assessing the damage to the incident area discovered a fatally injured employee buried in rubble in a dimly lit area. The CSB case study notes that because the fatally injured employee had been a member of the emergency response team, her absence from the evacuation muster point was not considered unusual. CSB Chairperson Rafael Moure-Eraso said, "The absence of this worker had not been noted due to the lack of training and drills on worker headcounts. Plant personnel were

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not provided with the proper training to effectively manage this emergency. Company procedures called for routine evacuation and shelter-in-place drills four times a year, but such drills were not held for several years prior to the incident. Management's adherence to company procedures should have allowed for effective communication between all members of the workforce and a more robust emergency response structure." The report further notes that maintenance work activity was not properly communicated between maintenance and operations personnel, resulting in a subsequent shift not being notified of the isolation of the pressure relief line. The CSB's final report outlines several lessons learned including the need to adhere to existing American Society of Mechanical Engineers (ASME) Boiler and Pressure Vessel Code. CSB Investigations Supervisor Robert Hall said, "We found the accident likely would not have happened had operators followed the ASME code. It's crucial that workers continuously monitor an isolated pressure relief system throughout the course of a repair and reopen blocked valves immediately after the work is completed." The CSB's report notes that the ASME code states that "Overpressure protections shall be continually provided...whenever there is a possibility that the vessel can be over-pressurized by a pressure source."

[www.csb.gov](http://www.csb.gov)

#### INDONESIA, PULAU BINTAN, JANUARY 28 2011. SINGAPORE-REGISTERED TANKER SINKS OFF BINTAN

*hetty musfirah*

A Singapore-registered tanker sank off the east coast of Bintan Island, Indonesia on Thursday. The tanker "AB9", which was carrying asphalt, departed from Singapore at 3pm. It was on its way to Sumbawa, Indonesia, when it started listing before it sank at about 5pm. The Maritime and Port Authority of Singapore (MPA) said there were 14 crew members on board the "AB9" tanker. They were all Thai nationals and have been rescued by the Indonesian navy. The ship's owner is AB1 Shipping Pte Ltd. A spokesperson said the company will be sending a team to assess the situation and interview the crew to find out what caused the sinking. The company has also appointed a local agent to take care of the crew who are unhurt and are staying in a hotel in Bintan. Details of the vessel, including what it was carrying, were not immediately available. Information from Digital-Seas, a free ship information archive, shows the tanker AB9 to be 10 meters wide and 68 meters long.

<http://www.channelnewsasia.com/stories/singaporelocalnews/view/1107337/1/.html>

#### USA, IN, KOSCIUSKO CO, WARSAW, JANUARY 28 2011. EXPLOSION ROCKS WARSAW PLANT

A vapor explosion of fuel tanks at a Kosciusko County business Wednesday rocked the plant but caused no injuries, according to a statement from the Warsaw Fire Department. About 9:25 p.m., the Kosciusko County Central Dispatch received a 911 call from the RR Donnelly East Plant about a fire in the roll paper storage area. The Warsaw-Wayne Fire Territory firefighters and the Multi-Township EMS were dispatched to the plant to find that numerous employees had contained the fire, using portable extinguishers and a fire attack hose to assist the sprinkling system. The fire department credited their actions for keeping the fire in check until firefighting crews could extinguish the fire. An investigation determined a lift hoist tow motor used to lift large rolls of paper for the printing presses had somehow become involved in a fire. The fire extended to the LP fuel tanks, which had a boiling liquid expanding vapor explosion, that damaged a number of doors. The compression from the explosion was reported as being heard and felt throughout the plant, which houses a number of large automated printing presses. The lift hoist tow motor lifts the rolls of print paper from a stacked position and moves them within the structure. As reported to the fire crews from RR Donnelly management, there was no one working in the immediate area of the fire. The Winona Lake Fire Department and the Warsaw Police Department also assisted at the scene.

<http://www.journalgazette.net/article/20110127/LOCAL07/110129564/1031/BIZ>

#### USA, WASHINGTON DC, JANUARY 28 2011. FEDERAL RAILROAD ADMINISTRATION SETS MEETING ON EXEMPTED HAZMAT MOVEMENTS

The Feb. 22 public meeting in Washington, D.C., is part of the agency's review of its steadily increasing approvals for movements of damaged packages or leaking tank cars that are not in compliance with hazardous materials regulations. The Federal Railroad Administration can approve railroads' movement of bulk hazmat packages that don't meet the hazardous materials regulations at 49 CFR parts 171-180. These are damaged packages, leaking tank cars, or any tank car not in compliance with the rules. FRA announced a Feb. 22 public meeting in Washington, D.C., will be part of its review of its approvals for such movements, which are steadily increasing. FRA's Associate Administrator for Railroad Safety/Chief Safety Officer issued 380 approvals in 2007, 444 in 2008, 645 in 2009, and 906 in 2010 for a variety of problems: service equipment, tank shell, or lining failures; overloaded packagings; jacket, tank car shell, or head damage; stub sill weld cracks; failures of heater coils or thermal protection systems; tank cars overdue for required tests; and other reasons, according to the

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announcement. The review is being conducted because the original goal was to make it clear that movements of non-conforming packages is prohibited, yet provide a way to allow bulk packages (including tank cars) that no longer meet their packaging specifications to be moved safely by rail when necessary to make corrective actions and repairs. FRA said it "believes a comprehensive review of its process will ensure the continued efficient handling of movement approval requests, while at the same time, ensuring that all relevant safety aspects of such requests are adequately considered." For more information about the movement approval process, visit [this website](#). The meeting will begin at 1 p.m. EST in the DOT Conference Center, 1200 New Jersey Avenue SE. To speak or participate by teleconference, contact Karl Alexy, P.E., Engineer - Hazardous Materials, FRA Office of Safety Assurance and Compliance, at least four business days prior to the meeting at Karl.Alexy@dot.gov or 202-493-6245.

<http://ohsonline.com/articles/2011/01/27/fra-sets-meeting-on-exempted-hazmat-movements.aspx?admgarea=news>

#### CHINA, BEIJING, JANUARY 28 2011. SMALL FIREWORKS WORKSHOPS BLAMED FOR FAULTY PRODUCTS

The latest national governmental investigation into the safety of fireworks production found that more than half of the fireworks made by small workshops are unsafe, despite the country's best efforts to protect the public, a senior official said. Li Yuanping, spokesman with the General Administration of Quality Supervision, Inspection and Quarantine (AQSIQ), said at a news conference held in Beijing on Thursday that 53 percent of the products from small fireworks factories across the country did not pass the government's spot check. The survey, conducted by the quality supervision watchdog, covered 492 batches of products originating in 309 fireworks factories throughout 10 provinces. About half of the products came from small workshops and about 70 percent met the government's safety standards. Li said the hazards stemming from small workshops have brought down the average level of safety in the industry, adding that 91 percent of the fireworks manufactured by large factories meet governmental standards, as do 84 percent of the fireworks made by medium-sized producers. Of the substandard fireworks, about 80 percent were found to come with inadequate instructions and faulty fuse settings, Li said. According to the AQSIQ, local quality watchdogs have suspended the operations of the substandard workshops and confiscated the dangerous products. To help customers avoid dangerous fireworks, Li said officials will post shopping advice on the administration's website. China is both the world's largest producer and consumer of fireworks. The value of its total output of various types of pyrotechnics in 2010 topped 28 billion yuan (\$4.3 billion). Despite the country's long-standing familiarity with fireworks, reports of deaths caused by the small explosives remained common as the Spring Festival drew near. According to the AQSIQ, fireworks caused 1,681 accidents during the Spring Festival holidays in 2009. Those led to five deaths and 1,857 injuries. Official data also showed that 188 people employed in the production and distribution of fireworks died in explosions in 2009, a decrease compared with the annual average of 400 deaths between 1986 and 2005. In a recent disaster caused by fireworks production, two blasts occurred on Jan 12 in Fengxiang county in Shaanxi province. The first blast, which killed nine people and injured two, occurred at about 5 pm in a fireworks-processing shop in Shendu village. An hour later, the second explosion, also caused by firecracker processing, injured three people in the village of Laoying. In 2005, the State Administration of Work Safety began issuing special permits meant to restrict the number of fireworks producers. By January 2010, there were 5,000 registered factories in the mainland, far fewer than the 10,000 that were present at a historical peak time. The government's goal is to reduce that number by another 1,000 by 2015. Zhao Jiayu, a professor of pyrotechnics chemistry at the Beijing Institute of Technology, told China Daily on Thursday that the State Council came out in favor in Nov 2010 of taking stronger measures to supervise the manufacture and use of fireworks. "The safety of the industry has been much better in recent years, thanks to the government's efforts," Zhao said, adding that it will take at least three years of improvement to reach an ideal standard. He said unsafe products have not been found in equal concentrations throughout the country. "In big cities, Beijing for instance, the qualification rate for fireworks has been maintained at more than 95 percent," he said. Meanwhile at the news conference, the AQSIQ announced that, in the past year, it had examined 411 million batches of imported goods worth \$672 billion. Among them were 125,000 batches - worth \$73 billion - that were found to be substandard. Yang Gang, deputy chief of the administration, said the administration will hold news conferences every month to better relay information on the quality of various products to the public.

<http://english.eastday.com/e/110128/u1a5696450.html>

#### NIGERIA, DELTA STATE, OGHARA, JANUARY 28 2011. KEROSENE EXPLOSION AGAIN! >> KILLING FOUR CHILDREN

There seems to be no end to the issue of kerosene explosion in Nigeria. A policeman attached to one of the police formations in Warri, Delta State, lost four of his six children to kerosene explosion at his residence in Oghara, also in the state on January 24. However, his wife, a petty trader, simply identified as Edna, and his two other children are on danger list at the Accident

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and Emergency Unit of the University of Benin Teaching Hospital, UBTH. Edna who sells kerosine, among other petty things, was trying to light her lantern when it exploded, with fire engulfing her residence. Attempts by neighbours to rescue the victims failed, leading to the death of the four children. The issue of kerosine explosion in Nigeria is a pathetic one, what with innocent children, women and breadwinners wasted just like that. The explosions occur almost all the time, especially in remote parts of the country, although at a very small magnitude that is usually not noticed or reported. In 2001 alone, over 300 lives were lost to kerosine explosions in Benin and many parts of the south-south axis of the country. Eight years later, Governor Adams Oshiomhole of Edo State threatened to sue the Nigerian National Petroleum Corporation (NNPC) if it failed to compensate the victims of the explosion. The 2001 incident, which shook Benin City, the state capital, Auchi, Ekpoma and other towns and villages in the state, was caused by the use of adulterated kerosine. There had been several other incidents before and after the 2001 disaster. National Coordinator of Save Accidents Victims Association of Nigeria, SAVAN, Dr. Eddy Ehikhamenor, who received the latest victims when they were brought into the hospital on Monday night gave some useful hints on how to carry out simple tests on kerosine before usage. These include visual test, that is, the use of the eyes to ascertain whether the product is actually kerosine, to ascertain whether the colour of the product is golden or light yellow; nasal examination to know if it is irritating, pungent or choking, saying that it was an indication that such product was fuel and not kerosine. He also advised kerosine consumers to put a drop of the product on their skin to see if it will evaporate fast, adding that once the product evaporates very fast, it is an indication that it is fuel. In view of the ignorance on the part of kerosine users, relevant government agencies should initiate and sustain enlightenment campaign on this matter. It should not be done only after the tragedy has occurred. Also, as Ehikhamenor warned, it is important to prevent the sale of adulterated kerosine to consumers by retailers and marketers in their bid to maximise profit. It is regrettable that after the major incidence in Benin, history keeps repeating itself and those affected may live with the agony and pains for the rest of their lives; that is if they are lucky to survive. Government must move to check this high incidence of kerosine explosions which has been on a steady rise. The fact is that kerosine has become an essential product in many Nigerian homes due to the country's dismal energy crisis. One problem is that we hardly find time to get to the cause of the incidents not to talk of punishing whoever must have been responsible, whether they are greedy retailers or marketers. We have to begin to do this. It is not enough to bemoan the fate of the victims after the harm had been done; it is better to prevent the harm from coming their way.

Other News sites [Nigeria-Security: Kerosene explosion kills four children in Delta](http://thenationonlineng.net/web3/editorial/26084.html)

<http://thenationonlineng.net/web3/editorial/26084.html>

### GERMANY, ST. GOARSHAUSEN, JANUARY 28 2011. HYDROGEN IN RHINE GORGE WRECK SNARLS SALVAGE PLAN

Highly flammable hydrogen showed up Thursday in a sunken barge in Germany's Rhine gorge, causing a new hitch in plans to reopen Europe's biggest inland waterway. Some 300 barges were stuck upstream from the site of the January 13 capsizing. Marine officials said hydrogen showed up in the seventh tank of the barge, which is loaded with sulphuric acid. Rescuers were pumping nitrogen into the tank to render the hydrogen harmless. Road, rail and water traffic through the gorge was stopped this week for fear that the Waldhof barge may blow up, either through the hydrogen igniting or its sulphuric acid reacting with the water. Main north-south rail lines and highways run through the gorge, which cuts through rugged hills. Five nations depend on Rhine shipping to deliver loads from Europe's biggest seaport, Rotterdam. Two empty barges are standing by for the next salvage phase, pumping out the cargo of the Waldhof, which is being held in place by floating cranes and cables. Once safe, the barge will be raised and taken away. Waiting ships were allowed to travel upstream past the wreck earlier this week, but authorities then ruled it was too dangerous as the ships might slam into the hulk. According to experts, 4 of the 7 cargo tanks will have to be pumped out before salvage operations can be undertaken. Two of the four crew were still missing after the sinking.

[http://www.monstersandcritics.com/news/europe/news/article\\_1615106.php/Hydrogen-in-Rhine-gorge-wreck-snarls-salvage-plan-Roundup](http://www.monstersandcritics.com/news/europe/news/article_1615106.php/Hydrogen-in-Rhine-gorge-wreck-snarls-salvage-plan-Roundup)

### USA, IA, DES MOINES, JANUARY 28 2011. IOWA POLLUTION PERILS LURK AMONG BURIED FUEL TANKS

*paula lavigne*

Leaking underground fuel tanks threaten to contaminate drinking water, lakes, streams and homes across Iowa as environmental officials change rules to speed up detection and cleanup. There are about 6,200 leaking underground storage tanks in the state — and more than 1,500 are considered ongoing contamination risks. Some of the leaking tanks have been problems for more than 15 years. Almost 820 are labeled high-risk. State officials say they are trying to devise new rules so that the most hazardous sites, which often take years to clean up because of bureaucratic red tape and legal wrangling, can

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be addressed faster. The state's backlog is down about 30 percent from five years ago, according to statistics from the Environmental Protection Agency, but about 20 leaking tanks deemed in need of action are on school property. "We are taking enforcement action against those who don't fix (leaks)," said Elaine Douskey, who supervises the underground storage tank program with the Iowa Department of Natural Resources. "We are staying after them." Left undetected, leaking tanks can cause big problems, as residents in Climbing Hill, an unincorporated town of less than 150 people in Woodbury County in northwest Iowa, discovered. They learned almost 18 years ago that two underground tanks, including one that belonged to a school, contaminated five residential drinking water wells and one public supply well that belonged to a restaurant. State officials provided bottled water for almost nine years and then switched the town to filtration systems before homeowners received new wells around 2004, said Rochelle Cardinale, an environmental coordinator with the DNR. Routine tests show the new wells are safe, but some residents still question whether lingering contamination will someday taint that water supply, too. "I'm worried about where that contamination might go," said Gary Little, who works and lives with his family in the Barn, a local cafe. Longtime residents are also concerned about developing cancer, he said. "They don't know how long they've been drinking that stuff." People who ingest or breathe high concentrations of chemicals released from a tank could wind up with leukemia, kidney damage, nervous system disorders and other ailments, according to state public health officials. A report by the Iowa Department of Public Health estimates Climbing Hill residents were exposed to chemicals, including benzene, for a year or two before the leak was detected. That wasn't long enough to put them at greater risk for getting cancer, the report states. The Climbing Hill leaks are still labeled high-risk; there is still benzene in the soil. In high enough concentrations, benzene can cause leukemia. The site might be downgraded because the wells have been removed, Cardinale said. The department isn't sure how much longer it will have to monitor the area, she said. The high-risk designation means a leak could expose people to dangerous chemicals. It doesn't mean contamination has already occurred.

#### Challenges Exist in Finding, Tracking Tanks that Leak

DNR officials know how many leaks there are, but say they don't keep track of how many times leaking tanks have tainted drinking water, polluted lakes or streams, or seeped into basements in Iowa. Douskey said the agency's data on the leaks have that detail, but the only way to tally up that data is to review each file manually. However, the agency does respond quickly to reports of suspected contamination - either in the water or the air, which sometimes is the first clue there is a leak nearby, Douskey said. One example is from February 2006, when employees at a day care in Shelby said tap water smelled like gasoline. The likely culprit was a plastic water line running past a gas station. The day care moved and the lines were replaced. But without evidence of contamination, it's not readily apparent to residents whether a leaking underground storage tank near them poses a hazard because each site is different, Douskey said. Soil composition, the size of the tank, the depth of nearby wells, the age and extent of the leak, and the groundwater table all factor into where pollutants are likely to spread and whether they present a risk to the public. "If I lived right next door to a gas station, I would be curious whether they have a plume under that site," Douskey said, adding that anyone can view the agency's records on leaking tanks for more information. If a leak occurs in clay soil, it could stay on the site forever and never be a problem, but a leak in sandy soil travels farther, she said. But even if it spreads, that doesn't mean it's a risk, she added. Leaking gasoline tanks can also present the risk of fire and explosion because vapors travel. When a leak is detected, state officials inform residents and businesses within 100 feet of the affected area, and they take soil, water and air samples if they suspect any contamination, Cardinale said. Cardinale said it's unusual for a leak to travel much beyond 400 feet, or about a city block. The leak could spread farther if it's near a municipal well that pumps lots of water and can pull contaminants in.

#### Tracing Contamination, Cleanup can take Years

It took 14 years for officials to figure out how to handle the Climbing Hill contamination. That case was extreme, but cases sometimes linger several years while agencies and owners decide what to do, Cardinale said. The agency and the industry admit it often takes far too long to take action, and both sides are trying to implement new methods to speed up detection and cleanup. Aided by new federal laws, state regulators also have more tools to guarantee that tank owners comply. Some of the changes include:

- Devising a better way to measure the actual potential spread of contamination, which could downgrade some sites where the current risk might be overstated, although industry officials and the DNR are currently at odds over how to do this.
- Using inspectors from third-party companies to check all tanks every two years. State inspectors had such a backlog that some sites went five years without an inspection.
- Shutting down gas stations or fueling facilities that don't comply by preventing fuel trucks from filling the stations' tanks, in accordance with a federal law that went into effect last year.

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- Requiring all new tanks to have enhanced safety measures, leak detection devices and an extra outer shell. Traditional steel tanks, prone to corrosion, have been replaced with specially coated Fibreglas tanks resistant to gasoline, diesel and ethanol.
- Bringing all parties together at once, especially for high-risk sites that need more attention.

"If we know it's high-risk, we decided it'd be best to get everybody at the table at the same time," Douskey said. "That seems to have cut the time down significantly." Jeff Hove, regulatory affairs manager of the Petroleum Marketers and Convenience Stores of Iowa, agreed. "Especially if it's a newer release, you're going to see it move forward immediately," he said. But about three-fourths of the remaining cleanup work in Iowa must be funded by taxpayers. Evaluating a leak requires rounds of monitoring and testing to figure out how far contamination has spread. It's a problem if pollutants reach private drinking water wells, city water supplies, sewer lines, lakes or streams, or seep into basements as a chemical vapor. If the current property owners didn't install the tank — or knew nothing about it when they bought the land — finding out who is responsible adds another hurdle. Debating whether to excavate the soil, remove the tank, extract vapors or take other action turns into back-and-forth between government agencies and site owners, Hove said. "It can be a really long process," Hove said. "Sometimes the regulator will say, 'Well, industry's dragging their feet.' And industry says, 'We did our report and sent it in 12 months ago and it hasn't been reviewed by DNR yet.'"

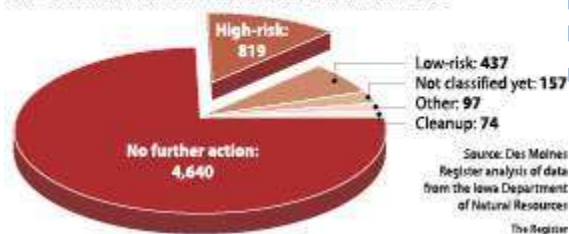
#### Eastern Iowa School District Spends Thousands on Site

In the meantime, some site owners simply watch and wait. Near an elementary school in Lowden, a town of about 800 residents some 40 miles northwest of Davenport, inspectors test six groundwater samples each year. Leaks from an old fuel oil tank used to heat the school's boiler are in proximity to a city drinking water well. That means the site has been labeled high-risk, even though the tank was removed in 2004 and the tests show contaminant levels falling within allowable ranges, said Mary Jo Hainstock, superintendent of the North Cedar Community School District. The district spent about \$14,200 in 2004 to have the tank removed and has been paying \$1,300 to a private company each year since for the tests. "It's thousands of dollars," she said. "But when you want to do things right, it's really not an option not to do it." The district hopes the state will reclassify the site soon, although Hainstock is prepared to wait up to a year for her district's application to be reviewed.

#### Leaking tanks' status

About half of the leaks from underground storage tanks that could pose a hazard to people are considered high-risk.

TOTAL NUMBER OF UNDERGROUND STORAGE TANK LEAKS: 6,224



#### Who's Responsible for Cleanup?

Newer leaks are the responsibility of site owners, who are required by state law to have insurance or some other financial backing to pay for detection, monitoring and cleanup.

**Older Leaks:** Leaks detected before Oct. 26, 1990, get help from a state fund that has spent more than \$240 million testing and cleaning up about 2,800 sites. It has about 1,200 open claims, said Scott Scheidel, Iowa's underground storage tank fund administrator. The average cost has been about \$38,045 per site, but that represents a wide range from \$20,000 for sampling and monitoring to almost \$1 million — the claim limit — to clean up contamination or otherwise get people out of harm's way. The Climbing Hill tank leaks cost about \$890,000.

**Financing the Fund:** As of this summer, there will be \$27 million left in the fund, which collects its revenue from a 1-cent-per-gallon gas tax set to expire in 2016.

**Outlook:** "There is no reason that there can't be (enough left) if the resources are focused on the sites that present true risk and not spread too thin at sites that pose little or no risk," Scheidel said, adding that the Department of Natural Resources' current plan to reclassify some sites will help prioritize ones that need the most attention.

**See Where They Are:** [Click here to search a map and database to see how many of the state's 6,200 leaking underground tanks are near you.](http://www.desmoinesregister.com/article/20080506/NEWS/805060384/0/ENT/?odyssey=nav|head)

<http://www.desmoinesregister.com/article/20080506/NEWS/805060384/0/ENT/?odyssey=nav|head>

#### USA, FLA, ORANGE CO, JANUARY 29 2010. TANKER CARRYING 2,700 GALLONS OF FUEL OVERTURNS

A tanker overturned during a crash Friday on the Central Florida Parkway and Astronaut Boulevard, according to the Florida Highway Patrol. The tanker truck carrying 2,700 gallons of diesel fuel rolled over on its side after it collided with a light pole at 11:45am, FHP said. Fuel spilled onto the road. Crews arrived on scene and quickly set up a safety perimeter and deployed charged hose lines to protect citizens and exposures, in case the fuel ignited. Orange County Hazardous material specialists

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used a special compound to stop the leak. Because of their quick work, a minimal amount of fuel was spilled. Paramedics treated the driver at the scene for minor injuries. To suppress fuel vapors and prevent ignition, Orange County firefighters used hose lines to apply a foam blanket onto the tanker as a contractor drilled three holes into the tankers belly, so that the fuel could be off loaded to an awaiting truck. Florida Highway Patrol said they will investigate the crash.

<http://www.wftv.com/news/26651292/detail.html>

### INDIA, KERALA, NEDUMBASSERY, COCHIN INTERNATIONAL AIRPORT, JANUARY 28 2011. DISASTER AVERTED AFTER TOXIC ACID BOXES OFFLOADED FROM PLANE



A possible air disaster was averted as 98 boxes containing hydrochloric acid, declared globally as "dangerous goods", were off-loaded from a passenger plane here before take-off after one of them fell on the tarmac while being loaded, generating strong fume, officials said today. A consignment of 98 boxes were being loaded on to a Doha-bound Qatar Airways flight yesterday as the exporter had wrongly declared it as "not dangerous" and claiming that it contained medical equipment, Airport Director A K C Nair said. After one of the boxes fell down emitting strong acidic fumes, the entire consignment was off-loaded from the aircraft once the security personnel were alerted. The flight later took off as scheduled with 156 passengers and nine crew members on board. Airport officials said a case has been filed against the Thrissur-based Infra Scientific Agency and

the IATA-registered agent through whom the consignment was being sent. Airport and police authorities have begun investigation into how the consignment was permitted into the aircraft. The airport authorities have also decided not to accept any consignments from the exporter and the agent following the incident. Under the International Air Transport Association (IATA) rules, hydrochloric acid, which is toxic and a highly corrosive substance, is prohibited from being transported by air. It is declared as "Category Eight Dangerous Good" as it has severe corrosive effect on living tissue, other cargo and the aircraft itself. Meanwhile in New Delhi, an official of the Bureau of Civil Aviation Security (BCAS) said investigations into the incident were on. The toxic chemical can in no case be transported by a passenger plane, the official, who requested anonymity, said, indicating that the license of the cargo agent could be cancelled. An official of a leading air cargo agency said, "By law, we cannot carry certain goods and substances...Some seemingly innocent substances, which are safe on the ground, may become dangerous when subjected to the fluctuations of temperature and pressure during the flight...Hydrochloric acid is not to be transported by air."

<http://news.oneindia.in/2011/01/27/disasteraverted-after-toxic-acid-boxes-offloaded-fromplane-aid0126.html>

### INDIA, KOCHI, JANUARY 28 2011. PANEL TO PROBE SECURITY LAPSE AT KOCHI AIRPORT >> HAZARDOUS MATERIAL WAS LOADED ONTO AN INTERNATIONAL AIRCRAFT

The omission on the part of the authorities that resulted in chemically hazardous material being loaded onto an international aircraft at the Nedumbassery airport will be taken up at the next meeting of the Aerodrome Safety Committee, said Collector M. Beena, who is the chairperson of the committee. A consignment of hydrochloric acid was loaded onto a Doha-bound Qatar Airways aircraft on Wednesday after it was wrongly declared as medical equipment. The material was detected after fumes emanated from the consignment while it was being loaded onto the aircraft, which had 156 passengers and nine crew members on board. Out of 100 pieces of the consignment, 98 had already been loaded when the mistake was detected and they had to be off-loaded. A similar incident took place on July 25 last when a consignment containing chemicals with low inflammable intensity was not detected by the multi-level cargo security screening and reached Chennai by a Kingfisher aircraft. Two days later, an inbound consignment from Jeddah without proper documents got up to the final point of being loaded onto a Jet Airways flight to Chennai. The police have registered a case against those involved in Wednesday's incident, under the aircraft safety rules and for careless handling of hazardous material. Senior police sources told The Hindu that the agencies concerned were alerted about tightening security screening in the wake of the July incident. Last time, the originator of the consignment and handling agency were chargesheeted. This time the supervisory role played by the airport staff might also be looked into as preliminary investigations showed that no cross-checking of the declarations submitted by the agency was done. The originator of the consignment containing hydrochloric acid is learnt to have submitted a declaration that nothing hazardous was being sent. It was originally dispatched by Infra Scientific Limited — a medical equipment manufacturing unit based in Thrissur — to the Doha Health Care.

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#### DGCA inquiry - Nedumbassery Correspondent Reports:

According to sources at the Cochin International Airport Limited, the Airport Director submitted a preliminary report on the incident to the Director-General of Civil Aviation on Thursday. "A team of DGCA officials will arrive here within two days to investigate the matter," said a CIAL spokesperson. The preliminary report was based on the internal investigation and is believed to have clues on how the carton got up to the final point before being loaded. According to CIAL, the consignment was accepted at the airport cargo complex under the provision of 'known-shipper clause,' set forth by the Bureau of Civil Aviation Security. A senior airport official acknowledged that the shipment of undeclared or hazardous materials aboard an aircraft could pose a major air cargo security risk, adding that though the CIAL boasted a team of trained and certified screeners, the screening equipment might have missed the content of the packet as it had been installed essentially to detect improvised explosives.

<http://www.thehindu.com/news/cities/Kochi/article1131335.ece>

#### USA, IN, INDIANAPOLIS, JANUARY 28 2011. THREE INDIANA GAS STATIONS ORDERED TO STOP SELLING FUEL >> ACCUSED OF SELLING WATERED-DOWN FUEL

 **Watch the Video:**

[http://www.fox59.com/news/wxin-watered-down-gas-three-more-stations-ordered-to-stop-selling-gas-20110127\\_0\\_4727043.story](http://www.fox59.com/news/wxin-watered-down-gas-three-more-stations-ordered-to-stop-selling-gas-20110127_0_4727043.story)



Three more gas stations in central Indiana have been ordered to stop selling fuel. The Indiana State Department of Health filed emergency stop-sale orders against three Marathon fuel outlets. The stations cited are the Marathon (#2706) station at 115 West County Road 950 South in Cloverdale, as well as two stations in Indianapolis: the Village Pantry #496 at 9601 North College (which dispenses Marathon fuel), and a Marathon station located at 3511 South Post Road. The department recently filed stop-sale orders [against two other stations](#). At the Cloverdale Marathon, an inspection Tuesday uncovered water in the unleaded grade Premium (93 octane) fuel pump. Inspections done at the Marathon station at

South Post Road in Indianapolis on Jan. 12 and at the Village Pantry #496 in Indianapolis on Jan. 24 found a high concentration of water in select fuel pumps. At the Marathon on South Post Road, the stop order applies to motor fuel dispensed as unleaded grade Premium (93 octane). At the Village Pantry #496 the order applies to motor fuel dispensed as unleaded (87 octane). The findings at the three stations are violations of state rules governing weights and measures and all three have been ordered to stop sale of motor fuel from the fuel pumps dispensing the watered down fuel. This is effective immediately until the fuel has been upgraded in accordance to state rules

<http://www.wthr.com/story/13921265/three-gas-stations-ordered-to-stop-selling-fuel>

#### NIGERIA, LAGOS, JANUARY 28 2011. OIL SPILL: SHELL MODIFIES DATA TO 70% FROM 98%

clara nwachukwu



For the second time in two years, the Shell Petroleum Development Company, SPDC, has been forced to modify the cause of oil spill in its areas of operations in the Niger Delta. Under a thorough grill by the Dutch Parliament yesterday, Shell was forced to admit that about 70 per cent of the spills over the past five years were caused by sabotage, contrary to its earlier claims that it was 98 per cent, attributing only two per cent to the company. At a hearing in The Hague, yesterday, of the case, which was instituted by Amnesty International, AI, and Friends of the Environment, FOE, the Head of Shell Exploration & Production for Sub-Saharan Africa, Mr. Ian Craig, admitted: "We do bear some responsibility, but we cannot bear it entirely." He said about 70 per cent of oil spills were caused by sabotage while the remainder could be blamed on SPDC. The parliamentary hearing was held as part of an examination into whether Shell is responsible for environmental damage caused by its operations in Nigeria, the world's eighth largest oil exporter. Shell is part of the SPDC joint venture in the Niger Delta.

#### Previous Claims

In 2009, Shell was also compelled to correct misleading information regarding the cause of oil spills. "After repeatedly claiming that 85 per cent of all oil spills in 2008 were caused by sabotage, it announced that the figure was closer to 50 per cent. Neither the claims of 85 per cent or 50 per cent have been properly explained." Shell had previously been imposed a fine of

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\$100 million by a Federal High Court for a 40-year-old oil spill in the Ejama-Ebubu community in 1970, which it is still contesting in court. More than 500 pollution cases have been filed in Nigerian courts against Shell Nigeria, but few have made their way through the judicial labyrinth to receive compensation. Friends of the Earth and four Niger Delta residents filed a civil suit in The Hague last year against the Anglo Dutch oil giant for alleged negligence in cleaning oil spills.

#### **At The Hearing**

During the hearing, Amnesty International and environmental groups accused Shell of abusing human rights, failing to clean up disastrous environmental damage and continuing the hazardous practice of flaring gas from about 100 wells. Hours earlier, Friends of the Earth activists scaled the company's headquarters in The Hague and hung a banner reading: "Shell, let's go clean up Nigeria." Some activists dressed as oil-smeared birds and held photographs of despoiled farmland swimming in oil. Environmental abuse and Shell's failure to clean up the mess led to "widespread human rights violations," including the right to food, clean water, livelihood and good health, said Mr Audrey Gaughran, Amnesty's director of global issues. Shell's failure to adequately compensate victims "led directly to community conflict and distrust," she told a panel of Dutch legislators.

#### **Shell Blames Government**

Refusing to shoulder the blames alone, Shell argued that the Federal Government also shared in the blame, saying: "When it comes to issues of the safety of people and crime ... it's the responsibility of the government. That's not happening. But you can't lay it on our doorstep," said Peter de Wit, director of Shell Netherlands. Shell said government agencies determined responsibility for pollution, but activist Gaughran insisted that "the investigation system is deeply flawed. It is dominated by the oil companies." Craig also submitted earlier that Shell compensates residents for pollution caused by faulty production, but paying for damage from exploded pipelines would provide a "perverse incentive" for more attacks. Shell says it now pollutes less and blames spills on thieves breaking into pipelines. But placard carrying environmental activists had accused Shell of double standards and accused the company of destroying lives and the environment in the Niger Delta, and urged Dutch MPs to intervene. "When will you stop treating people in Nigeria differently than you treat people in the Netherlands? When will you stop applying double standards?" Geert Ritsema of the NGO Milieudefensie asked Shell at the hearing. But Shell Netherlands President, Mr. Peter de Wit, replied, "We consider that Shell is doing a good job often under difficult circumstances," insisting the company applied "global standards" to its operations around the world. "Our operations generally are conducted there without any problems," he added. Amnesty International and Friends of the Earth International on Tuesday filed an official complaint against Shell in the U.K. and Netherlands, for breaches of basic standards for responsible business set out by the Organisation for Economic Co operation and Development, OECD.

<http://www.vanguardngr.com/2011/01/oil-spill-shell-modifies-data-to-70-from-98/>

#### **USA,FLA, NORTH COURTENAY, JANUARY 29 2011. TANKER IN FIERY CRASH CARRIED 8K GALLONS**

##### **Photo Gallery:**

<http://www.floridatoday.com/article/20110127/BREAKINGNEWS/110127012/1006/NEWS01/Fuel+tanker+in+SR+528+crash+carried+8K+gallons>

##### **Watch the Video:**

<http://www.floridatoday.com/article/20110127/BREAKINGNEWS/110127012/1006/NEWS01/Fuel+tanker+in+SR+528+crash+carried+8K+gallons>



*An explosive fire occurred on State Road 528 after a tanker truck collided with a pickup Friday on the North Courtenay Road overpass.*

A tanker truck involved in a double fatality crash that erupted in a fiery explosion on the State Road 528 overpass at North Courtenay Parkway carried four times more fuel than originally reported, according to [Florida](#) Highway Patrol. The crash occurred Friday, creating major traffic snarls during the evening commute. Two drivers were killed, including the driver of a tanker truck that officials initially reported was carrying an estimated 2,000 gallons of fuel. Florida Highway Patrol spokeswoman Kim Montes said today the truck, belonging to Pipeline out of [Jacksonville](#), carried 8,000 gallons of fuel. Still unknown is the truck's origin, although it was headed west on SR 528 at the time of the crash, just after 3 p.m. Friday. Police said the the tanker and a black pickup collided, sending the truck and

tank off SR 528 onto North Courtenay Parkway below. The crash resulted in an explosion and fireball that sent flames shooting across the overpass and caused major damage to bridge spans and support beams. Repairs are under way, though

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not expected to be completed until mid-February. Detours are currently in place. Montes said dental records are still being reviewed, and the identities of both drivers killed in the crash have not been released.

<http://www.floridatoday.com/article/20110127/BREAKINGNEWS/110127012/1006/NEWS01/Fuel+tanker+in+SR+528+crash+carried+8K+gallons>

#### **MALAYSIA, KOTA KINABALU, SEPANGGAR, JANUARY 29 2011. 1 KILLED, 5 SERIOUSLY INJURED IN PETRONAS SEPANGGAR FUEL TERMINAL >> CAUSED BY HOT WORKS**

One person was killed while five others sustained serious head, leg and body injuries when a fire broke out inside the Petronas Dagangan Bhd Sepanggar Bay fuel terminal in Sepanggar near here yesterday. The 9.30am fire was said to have started during a pipeline maintenance hot works carried out at Tank 5 which caused a spill from Tank 4 (gasoline) to occur. According to a Petronas spokesperson, the spill was due to a leak in the tank's flexible bellow which led to a fire within the bund-wall area. Sparks from the hot works ignited the accumulated gasoline where one welder was killed while two others sustained major burns on their hands and body. During the inferno, two LGP staff who were working at the LGP platform next to the bund-wall, fled the area and in the process to escape, one of them suffered a broken leg after jumping from the platform while his colleague was crushed by a 50kg cylinder. The chaotic moment also caused an operator to be hit by a moving tanker, injuring his body and arm. A distress call was immediately sent out and the Royal Malaysian Navy fire and rescue team was the first to arrive at the scene to contain the blaze followed by the Fire and Rescue Services Department. The scenario was actually a live simulation conducted by Petronas Dagangan Berhad (PDB) together with the Royal Malaysian Navy (TLDM) and several other agencies in an emergency response exercise to improve response plans in an emergency situation as well as managing and mitigating a crisis. Dubbed 'PEDEX 4' (Petronas Dagangan Exercise 4), the exercise involved more than 150 personnel from the Fire and Rescue Services Department, Royal Malaysia Police, Queen Elizabeth Hospital, Likas Hospital, Public Services Department, Kota Kinabalu City Hall, Department of Environment and Department of Occupational Safety and Health. The exercise was to entail various emergency scenarios that could happen during an explosion, collision, oil spill or fire to ensure proper measures are taken to mitigate the situation. The two-hour exercise was part of PDB's continuous commitment in proactive management of health, safety and environment across all of its business operation. The drill was also designed to enhance the capability of PDB's (Sabah region) emergency response team in handling an emergency situation.

<http://www.theborneopost.com/?p=90304>

#### **USA, ME, GORHAM, JANUARY 29 2011. CONTAMINATED FUEL BEING RETURNED TO GORHAM MARKET**

*david hench*

 **Watch the Video** <http://www.pressherald.com/news/maine-gorham-Contaminated-kerosene-market-little-gasoline.html>

 **Watch the Video:**

<http://www.myfoxmaine.com/news/Kerosene-Sold-in-Gorham-Accidentally-Contaminated-with-Gasoline-114787229.html>

Customers who purchased kerosene contaminated with gasoline from a Gorham store have started returning it to get replacement fuel or a refund. The Little Mart at the corner of Routes 237 and 202 announced Thursday that gasoline was added to a tank of kerosene, contaminating the tank. Gasoline is much more flammable than kerosene and if used in a heater or other device designed for kerosene could cause an explosion or fire. There have been no reports of incidents associated with the contaminated fuel, authorities said. The store determined that between 4 p.m. Tuesday, when the gasoline was added, and noon Thursday, when the problem was discovered, less than 300 gallons were sold in fewer than 50 separate purchases. "Little Mart considers the safety of its customers and the general public as its top priority and will continue working with the local Fire Department to ensure appropriate actions are taken to resolve this situation," said a statement from Tom Healey, of Nouria Energy Corp., the market's parent company. The store is offering full refunds or replacement fuel and has been taking back contaminated kerosene today. The tank and pump have been cleaned and the contents replaced with uncontaminated kerosene. People with questions can contact the Gorham Fire Department at 839-5581.

<http://www.pressherald.com/news/maine-gorham-Contaminated-kerosene-market-little-gasoline.html>

#### **USA, TN, NASHVILLE, JANUARY 29 2011. WIDOW SAYS ASHLAND CAUSED HUSBAND'S DEATH**

*liz potocsnak*

Ashland, a Fortune 500 chemical company, sent a man into a 5,000-gallon heptane fuel tank, telling him it had been empty for 6 months; but it actually had been drained the day before and the man lay in the toxic fumes for hours until his body was

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### Release 2011 – 684 Newsy Stuff

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**February 5 2011**



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found, his widow claims in Davidson County Court. alvia Dugan says Ashland's failure to air out the tank and its violation of multiple OSHA regulations caused her husband's wrongful death. Dugan says her husband was told the tank had been empty for six months, but actually had been drained of gas the day before he was told to scrub the rust out of it. "Per the instructions of defendant delivered via electronic mail, among other directions, Mr. Dugan was to 'Clean tone 5000 gals. Tank (rust). Tanks have been empty for six months,'" the complaint states. On the day he arrived, Dugan was trained for only half an hour, and was never given a mandatory written quiz, his widow says. After completing a "Confined Space Entry Permit" that did not list an authorized attendant to help Dugan, he entered the tank unaware that the fuel had just been drained. "On February 2, 2010 sometime after the issuance of the permit, Mr. Dugan tested the oxygen, flammability and carbon monoxide levels in Tank-9B and listed the material in tank 9-B to be 'water,'" the complaint states. "Mr. Dugan thereupon entered the tank, and upon reaching near the bottom of the tank, was exposed to toxic levels of heptane gas and died. "Sometime around 3:00 p.m. on February 2, 2010, approximately three hours past the expiration of the permit, an employee of defendant finally noticed that Mr. Dugan was missing and searched the tank yard, finding Mr. Dugan at the bottom of Tank 9-B." Tank 9-B had been drained of the toxic gas one day before Dugan entered it, according to the complaint. Dugan's widow says, "Defendant had a duty to plaintiff to ensure that all safety requirements were in place to protect individuals from harmful exposure to hazardous chemicals on their premises, including, but not limited to, the duty to train people to the dangers presented by specific chemicals within their control, the duty to provide adequate personnel to supervise or monitor people such as plaintiff during their potential exposure to said chemical, the duty to provide adequate safeguards to ensure that people exposed to harmful chemicals will be discovered and treated promptly, and the duty to enact adequate safeguards to ensure that access to emergency or response personnel will arrive timely." She says Ashland violated OSHA requirements for a permit-confined space, and failed to properly ventilate the tank, provide communication equipment, protective equipment or emergency equipment, among other OSHA requirements. She seeks punitive damages for negligence, reckless conduct and wrongful death. She is represented by James Higgins with Higgins, Himmelberg and Piliponis.

<http://www.courthousenews.com/2011/01/28/33702.htm>

#### USA, CO, SALIDA, JANUARY 29 2011. ONE PERSON DEAD IN TANKER-TRUCK ACCIDENT



One person is dead after a semi-truck has overturned on Highway 50, causing a fire and a fuel leak. Just after 9 a.m., Colorado State Patrol were called to an accident between Swissvale and Wellsville on Highway 50, at mile marker 228. A semi-truck hauling fuel overturned on the highway when it came off the right side of the roadway while navigating a left curve. The truck and tanker rolled, causing a fire to ignite shortly after the crash. The fire has been put out. The fuel that has leaked from the tanker is flowing to the south side of the roadway, away from the river, and is being cleaned up by CSP Hazardous Materials teams. Arkansas Head Waters is on scene monitoring the river for contamination. A spokeswoman with CPS says at this point, the primary concerns are identifying the specific substance that makes up the fuel and extinguishing the fire. The driver has been pronounced dead at the scene. The road is closed between mile markers 223 and 229, and is estimated to

be closed for six to nine hours, or until at least 5 p.m. Detours have been set up Cotopaxi and Highway 9 just west of Canon City.

<http://www.kktv.com/home/headlines/114803769.html>

#### NEW ZEALAND, WHANGAREI, JANUARY 30 2011. FIRE AT MARSDEN POINT OIL REFINERY UNDER CONTROL

A fire at the Marsden Point oil refinery is out and appears to have done little damage. Radio New Zealand said the "processing fire" at the facility broke out just after midnight at the height of the Cyclone Wilma. Fire Service northern communications shift manager Scott Osmond said the fire was out by 2am. "It certainly wasn't anything major," he said. The fire was not thought to be suspicious but the exact cause was not clear. With communications in the area disrupted by Cyclone Wilma, details had initially been sketchy, but nearby refinery residents noticed little. A resident at One Tree Point, next to the refinery, told Stuff.co.nz that there did not appear to be any major fire at the facility. However she said there was a lot of flood related damage in the area.

<http://www.stuff.co.nz/national/4596851/Fire-at-Marsden-Point-oil-refinery-under-control>

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### AUSTRALIA, QUEENSLAND, BRISBANE, JANUARY 30 2011. THE 'PACIFIC ADVENTURER' CONTAINER OVER BOARD INVESTIGATION, LEADS ATSB TO ISSUE NEW WARNINGS

 **Photo Gallery [68]** <http://www.couriermail.com.au/news/gallery-e6frer9f-111120799362?page=1>

 **Documents** [Pacific Adventurer investigation report MO-2009-002:](#)



*Maritime disaster: The Pacific Adventurer split 270 tonnes of oil.*

The Australian Transport Safety Bureau (ATSB) is urging shipping operators to regularly check and replace their container lashing equipment as a result of an incident involving the Hong Kong registered container ship Pacific Adventurer. On 11 March 2009, Pacific Adventurer lost 31 containers overboard during severe weather and large swells off Cape Moreton, Queensland. As the unsecured containers went overboard, they holed two of the ship's fuel oil bunker tanks. This caused the ship to leak 270 tonnes of bunker oil into the sea which affected 70kms of Queensland's coastline. The ATSB investigation into the incident found that

much of the ship's loose and fixed container lashing equipment, which is meant to secure the containers to the ship, was in poor condition. In addition, the inspection and replacement regime of this equipment had not been effectively implemented. ATSB Chief Commissioner, Mr Martin Dolan, said this incident highlights the importance for all operators to ensure their cargo is properly secured, especially before bad weather is expected. 'Unsecure shipping containers pose a major threat to life, property and the environment,' Mr Dolan said. 'All shipping operators should be regularly and systematically maintaining their lashing equipment to prevent a recurrence of the Pacific Adventurer incident.' The ATSB also identified several other safety issues as a result of the investigation. These include:

- there was no requirement for a third party to inspect this lashing equipment
- the cargo in the containers lost overboard was not packaged in accordance with international dangerous goods shipping requirements
- the dangerous goods shipping compliance audit regime did not pick up on this fact.

<http://www.news4us.com/the-pacific-adventurer-container-over-board-investigation-leads-atsb-to-issue-new-warnings/225604/>

### INDIA, IMDIA, HARDOI, SANDILA TOWN, JANUARY 30 2011. 3 DEAD IN HARDOI CHEMICAL FACTORY GAS LEAK

 **Watch the Video** <http://www.zeenews.com/video/showvideo10090.html>



3 persons, including a woman, were on Saturday killed and seven others taken ill following leakage from a gas pipeline of a private chemical factory in Sandila industrial area, police said here. Sri Ram (50), Mhole (45) and Indrana (44) died after inhaling the gas leaking from Amit Hydro Chemical factory in the wee hours this morning, Superintendent of Police Luv Kumar said. The gas was Benzene chloride, according to officials. He said seven persons were taken ill of which two have been referred to trauma centre at Lucknow in a serious condition. While Sri Ram owned a small rice factory adjacent to chemical plant, Mohle and Indrana worked as a labourer at a nearby brick field, Kumar said.

<http://www.zeenews.com/news683729.html>

### BOSNIA, SARAJEVO, JANUARY 30 2011. THREE WORKERS INJURED IN BOSNIA REFINERY FIRE

Three workers at Bosnia's sole oil refinery, owned by a Russian company, were injured in a fire that broke out on Friday, police said. "The fire was quickly contained by the refinery's firefighters," police spokeswoman Jerka Stanimirovic told national radio. "Three workers were injured and hospitalised," she added. The fire at the refinery in the northern town of Bosanski Brod broke out after an explosion in electrical installations on a pump, refinery spokesman Rade Vidakovic said. A doctor at a hospital in Doboj said the lives of the injured workers were not endangered but two of them were admitted to the plastic surgery department. The Bosanski Brod refinery, where Russia's Zarubezneft holds a majority stake, can handle up to 1.2 million tonnes of crude oil per year.

<http://www.focus-fen.net/index.php?id=n240731>

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### USA, FLA, LAUDERDALE LAKES, JANUARY 30 2011. 15-YEAR-OLD AT THE WHEEL OF OVERTURNED DELIVERY TRUCK



*Haz-mat crews cleaned up a diesel spill after a compressed gas delivery truck overturned with a 15-year-old at the wheel.*

Haz-mat crews cleaned up a diesel spill after a compressed gas delivery truck overturned with a 15-year-old at the wheel. Broward Sheriff Fire Rescue crews responded Thursday afternoon near the 4900 block of West Oakland Park Boulevard, where a truck carrying 21 cylinders of oxygen, helium and nitrous oxide flipped on its side just before noon. The teen was checked out by Broward Sheriff Fire Rescue units on the scene but was uninjured. BSFR's Hazardous Materials Team technicians determined the 21 gaseous cylinders were intact. About 30 gallons of diesel fuel spilled from the truck's tanks. The Plantation Police Department conducted the investigation.

<http://www.cbs12.com/news/old-4730778-crews-truck.html>

### USA, OH, BOARDMAN, JANUARY 30 2011. OIL SPILL WON'T LEAVE LASTING EFFECTS

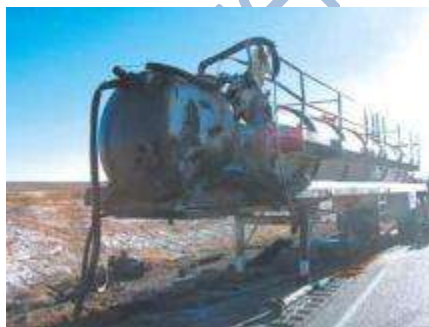
*ashley luthern*

A creek where a small heating-oil spill occurred will not be completely clean until the weather warms. For most of last year, a home heating-oil tank slowly leaked until residents of Beech Avenue, which runs parallel to Maple Avenue, notified township officials this week. "The concern is that this is home heating oil, and as a hydrocarbon, it can contaminate the water and plant life," said township Administrator Jason Loree. However, there should not be any lasting environmental effects, said Kurt Collar, on-scene coordinator for the EPA's emergency-response unit. Home heating oil is similar to diesel fuel and is sometimes known as "red diesel." "The impact from diesel fuel will be very low, really no lasting impact. The creek is not used for drinking-water purposes, and there were no fish or aquatic life," Collar said. The tank holds 250 gallons, but it was unclear exactly how much had flowed into the creek near 599 Beech Ave., he added. The creek is part of the Yellow Creek Watershed. "Given the conditions, we attacked the gross contamination. Unfortunately, with the winter conditions, some of it's frozen in the ice. We still have containment systems out there [to clean up the oil]. As the ice melts, then we'll pull the remaining oil out," Collar said. The fire department worked with the EPA to cut through the ice to install containment booms, Loree said. On Monday, Loree reviewed the site with Fire Chief James Dorman and a HazMat representative, and then called the Mahoning County Soil and Water Conservation District. The spill "was minimal, but it was enough to act upon," said Sean McGuire, urban conservationist for the district who contacted the Ohio Environmental Protection Agency. Collar said spills of home heating oil are fairly common. "It's unfortunate, but often it's negligence or lack of maintenance. Other times, stuff happens. As frost comes, tanks can slide off the pedestal and break the line and drain [the oil]," he said. The homeowner at 559 Beech Ave. was cited by the EPA and may have to pay for the cost of cleanup because state law prohibits polluting water. The Ohio EPA has an emergency line that is staffed 24 hours a day at 800-282-9378.

<http://www.vindy.com/news/2011/jan/29/oil-spill-won8217t-leave-lasting-effects/>

### USA, N.M, CARLSBAD, JANUARY 30 2011. CARLSBAD MAN KILLED IN TANKER CRASH >> SECOND DRIVER AIRLIFTED TO UNIVERSITY MEDICAL CENTER IN LUBBOCK IN CRITICAL CONDITION

*matlin smith*



*This tanker trailer shows the catastrophic damage that occurred in the fatal crash of two 18-wheel tanker trucks Thursday evening on the Jal highway. The head-on collision killed Carlsbad resident David Hugaboom.*

A wreck involving two tanker trucks resulted in the death of a Carlsbad man in a head-on collision on the highway between Jal and Carlsbad Thursday evening. According to a news release from Capt. Tommy Hooper, with the New Mexico State Police, at approximately 7 p.m. Thursday, the state police were summoned to the scene of a two-vehicle crash on State Highway 182, near mile marker 5, between Carlsbad and Jal. The crash involved a 2001 Mack tanker truck, driven by 55-year-old David Hugaboom of Carlsbad, and a 2001 Peterbilt tanker truck driven by 37-year-old Walberto Gonzalez of El Paso, Texas, said police. Initial investigation by the state police determined that the 2001 Mack, driven by

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Hugaboom, was travelling eastbound on the highway and the 2001 Peterbilt, driven by Gonzalez, was travelling westbound. "For reasons unknown at this time, the two trucks collided head-on on the south side of the roadway after Gonzalez's vehicle was driven left of the center (of the road)," said Hooper. "The force of the collision caused catastrophic damage to both tanker trucks." Hugaboom was pronounced dead at the scene by a deputy investigator from the N.M. Office of the Medical Investigator, said police. According to the release, Gonzalez was airlifted from the scene by helicopter and flown to University Medical Center in Lubbock, Texas, for treatment of injuries he sustained in the crash. He was listed in critical condition at the time of the news release. "The contributing factors of this crash are still under investigation at this time," said Hooper, "although alcohol has been ruled out as a contributing factor." State Highway 128 was closed in both directions for several hours while officers investigated the incident.

[http://www.currentargus.com/ci\\_17233037](http://www.currentargus.com/ci_17233037)

#### USA, KS, WICHITA, JANUARY 2011. WICHITA POLICE: USED COOKING OIL IS TARGET IN THEFT CASES

stan finger

 **Watch the Video:**

[http://www.ksn.com/news/local/story/Thieves-busted-stealing-gallons-of-used-cooking/\\_t9L-seqAkSMceJ7J2YW5A.csp](http://www.ksn.com/news/local/story/Thieves-busted-stealing-gallons-of-used-cooking/_t9L-seqAkSMceJ7J2YW5A.csp)

Two men from Missouri have been arrested and accused of stealing used cooking oil from a fast-food restaurant in Wichita. The manager of the Burger King at 528 N. Oliver noticed the men pumping oil from the storage tank as he arrived for work about 5:30 a.m. Thursday, Lt. Mike Hennessy said. He did not recognize the men as employees of the company with the contract for removing the oil, so he approached and asked who they were. The men left after a brief conversation, and the manager called police. An officer pulled the men over at Kellogg and I-135 after spotting their white Ford flatbed pickup with a large black storage tank on the back, Hennessy said. One of the suspects is a 59-year-old man from Everton, Mo., and the other is a 45-year-old man from Springfield, Mo. Authorities in several southeast Kansas towns — among them Iola and Cherryvale — have expressed interest in the two suspects, Hennessy said. Used cooking oil has been reported as stolen from restaurants there as well. The used oil can be recycled and sold for use in animal feed and biodiesel, said Beau VanLoenen, assistant territory manager for Darling International, a rendering and recycling company in Wichita. "It's pretty closely related to your corn market and your petroleum prices," VanLoenen said. "As demand for that goes up, that's what drives the value of the used cooking oil." Legitimate grease removal companies operate during typical business hours, VanLoenen said — so any trucks emptying tanks overnight should be a red flag. The tank on the white Ford Thursday morning was perhaps 80 percent full when the suspects were pulled over, Hennessy said. Investigators think the suspects made more than a half-dozen stops at other restaurants before they reached the Burger King on North Oliver. The truck had a magnetic sign on its side, but that company does not exist in Missouri and it doesn't have licenses to operate in Kansas or Wichita, Hennessy said.

<http://www.kansas.com/2011/01/29/1696670/police-used-cooking-oil-is-target.html>

#### INDIA, MUMBAI, JANUARY 30 2011. COPS SEIZE BLACK OIL IN MANKHURD >> POLICE RAID SCRAP COMPOUND, SEIZE 4,100 LITRES OIL



*Mumbai Crime Branch officials raided illegal oil depots in Kurla on Friday.*

Mankhurd police seized 4,100 litres of black oil in a raid on Friday as part of the crackdown on oil pilferage and adulteration mafia across the state following the murder of Malegaon additional collector Yashwant Sonawane on Tuesday. Acting on a tip-off, a police team raided a scrap compound and seized drums containing the adulterated oil. The police are in the process of identifying those involved in the crime. An officer from the Mankhurd police said, "On Friday, we received an information that oil was being adulterated at this place located in Kurla Scrap Mandal. We raided the place and seized the oil. Further inquiries are on." Police said they seized a set of 12 drums, containing 2,400 litres of black oil, another set of 17 drums half filled with black oil to the tune of 1,700 litres and 39 empty plastic

drums worth Rs 3,900. "The value of the oil seized comes up to Rs 24,400. We are taking further precautions and have told officers to be alert for other such adulteration operations in the locality."

<http://www.indianexpress.com/news/cops-seize-black-oil-in-mankhurd/743659/>

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