



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 709 Newsy Stuff

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May 13 2011



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USA, ORE, SCAPPOOSE, MAY 7 2011. CREWS WORK TO REMOVE FLAMMABLE LIQUID FROM WRECKED TRAIN

margy lynch

Summary

The challenge the day after a train derailment and fire near Scappoose was getting flammable liquid out of the tanker cars and cleaning up what's already spilled.



Crews worked to remove flammable liquid out of wrecked tanker train cars Thursday.

The challenge the day after a train derailment and fire near Scappoose was getting flammable liquid out of the tanker cars and cleaning up what's already spilled. The massive fire erupted Wednesday on the tracks that run parallel to Highway 30 near Cornelius Pass Road. Crews said a log train headed west derailed and hit one of three stationary tankers carrying thousands of gallons of ethanol. The flames took care of about 20,000 gallons of ethanol in the middle tanker car but crews had to pump out what was left last night because of a hole in it. "We had to get it out of there last night, because ethanol is extremely volatile and there is a public-safety issue here," said John Berger who is responsible for the cleanup. He's with NWFF Environmental. Cleanup crews consider the ethanol so dangerous they can't risk

having any static electricity spark another fire while they work. So they used thin copper rods planted into the ground to ground the energy. Crews ran a green hose from the buried copper rods to the tankers. The idea is that any static electricity generated would travel along the line and into the ground. Berger's crews offloaded another 28,000 gallons of ethanol from one of the cars Thursday. Crews used front loaders and backhoes to remove logs from the other train that derailed. The three damaged tanks from the other train will be hauled away on flatbed rail cars after the wheels are cut off. The track also has to be repaired. Berger says this couldn't have happened in a better place: There are few residents in the area. Nathan Hoopes is one of those few residents and he said he's not too worried. "Yesterday was a little bit more concerning," he said. "We were all ready to go, had the pets ready to go and things like that. It was definitely more concerning yesterday. Now that they're letting cars by – they don't let cars by if something is in imminent threat of exploding." Hoopes said nobody ever told him to leave, but he was prepared to do what he needed to do to keep his family and pets safe.

Related Links [Train fire burned for three hours along Hwy 30](http://www.katu.com/news/local/121363259.html)

<http://www.katu.com/news/local/121363259.html>

USA, TX, CORPUS CHRISTI, MAY 7 2011. FOUR YEARS AFTER OIL COMPANY'S CRIMINAL CONVICTION FOR POLLUTION, STILL NO SENTENCING >> UNUSUAL DELAY ON SANCTIONS FOLLOWS A DECADE OF TOXIC EMISSIONS IN MINORITY

jim morris



Suzie Canales, advocate for residents in Corpus Christi's Hillcrest neighborhood, wonders how criminal violations of the Clean Air Act can be a victimless crime. Behind her is a refinery operated by Citgo, convicted in 2007 in connection with pollution that afflicted the community. Citgo still hasn't been sentenced.

Almost four years ago, a federal jury convicted Citgo Petroleum Corp. of two criminal violations of the Clean Air Act, having found that the company's refinery in Corpus Christi, Texas, afflicted a nearby community with toxic air pollution. For nearly a decade, the jury found, emissions of benzene and other hazardous chemicals — from two hulking, uncovered tanks — regularly swept into a mostly poor, minority neighborhood known as Hillcrest. That was in June 2007. To the

dismay of the refinery's neighbors, Citgo still hasn't been sentenced — a delay legal scholars say is unusual. A Citgo lawyer blames federal prosecutors for the delay. The judge in the case recently held that the residents — who blamed a variety of health problems on the tank emissions — didn't qualify as crime victims because the government failed to prove their ailments were directly tied to the pollution. Some in Hillcrest wonder when, or if, Citgo will ever be punished. "They should have been sentenced a long time ago," said Jean Salone, 70, who has lived a few blocks from the refinery since 1962. Salone, a witness in the 2007 trial, said that odors from the open-top tanks at times were overpowering. "One time I was in a dead sleep, and the smell came into my house and woke me up," she said. The occupants of Hillcrest's 300 or so homes have had a range of conditions, from cancer to asthma, Salone said. A state environmental inspector who visited the neighborhood is among those

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who fell ill. Yet the judge in the case has ruled that residents' symptoms have many potential causes besides exposure to chemicals from the Citgo tanks. David Uhlmann, former chief of the Justice Department's [Environmental Crimes Section](#), said the lag time from Citgo's conviction to sentencing is "highly unusual. It's hard to justify a four-year sentencing delay, no matter how complex the post-trial issues have been. "There's an old saying: Justice delayed is justice denied. The government, as a representative of the people, deserves to have the case heard and decided in an expeditious manner. The community affected certainly deserves to have the case decided in a timely manner, as does the defendant." Defendants in most cases are sentenced within a year of conviction, said [Uhlmann](#), a professor at the University of Michigan Law School. [Jane F. Barrett](#), a former federal prosecutor and defense lawyer who now directs the Environmental Law Clinic at the University of Maryland, said the issue of whether Hillcrest residents are crime victims "should not be a basis for delaying sentencing four years. It's kind of unfathomable to me what's taking so long." [Dick DeGuerin](#), one of five lawyers representing Citgo in the case, insisted that the company "has not done anything to delay the [sentencing] hearing. Most of the delay has been caused by the government's claims of health effects on behalf of the residents of the neighborhood." Justice Department officials disagree, saying that the court heard testimony from the residents three years ago and that prosecutors pressed for a firm sentencing date in June 2010. The people of Hillcrest, meanwhile, are left to wonder where they stand. DeGuerin said that he expects sentencing to take place this spring or summer but that, in any event, Citgo plans to appeal. The company faces a fine of \$500,000 per count — a total of \$1 million — or twice the gross economic gain it realized by illegally operating the tanks, whichever is greater. Given that the violations went on for nearly 10 years, this amount could run into many millions of dollars. Citgo could also face five years' probation. The Citgo refinery lies at the eastern end of Refinery Row, a 10-mile string of industrial plants between Interstate 37 and the Corpus Christi Ship Channel. In July 2009, an explosion at Citgo badly burned a worker and released a potentially lethal chemical called hydrofluoric acid, used to make high-octane gasoline. Citgo told state regulators that only 30 pounds of the acid, known as HF, left plant boundaries, but investigators with the U.S. Chemical Safety Board concluded that the total was closer to 4,000 pounds. Hillcrest residents complained that they were not properly notified about the event. An iWatch News-ABC News [investigation](#) found that a worst-case HF release from the refinery could travel up to 15 miles, putting some 220,000 people at risk of injury or death. Citgo, one of the nation's largest refiners, is owned by [Petróleos de Venezuela, S.A.](#), (PDVSA), the national oil company in [Hugo Chávez](#)'s Venezuela

Investigator Had "Conclusive" Exposure, U.S. Says

The key issue in the 2007 criminal trial was whether Citgo had innocently operated the two tanks as "wastewater equalization tanks," for which roofs are not required, between 1994 and 2004, or illegally operated them as "oil-water separators," which must be topped by either fixed or floating roofs to contain air emissions. The jury in Corpus Christi sided with the prosecution on two of four felony counts, finding that Citgo had broken the law by not putting emission control equipment on the tanks, one of which was found to hold a 10-foot layer of oil during a surprise state inspection. The inspection revealed that the two tanks contained 4.5 million gallons of oil. On the day it was convicted — June 27, 2007 — Citgo asserted in a [press release](#) that something bigger was at stake than the finding of guilt or the prospective size of its penalty. "The regulations under which Citgo was charged had never been used before in a criminal prosecution," the company said, adding that it had voluntarily put roofs on the tanks in 2004. In post-trial hearings, much of the legal debate centered on whether some 100 Hillcrest residents identified by the government as crime victims qualified as such under the federal [Crime Victims' Rights Act](#) and could testify at Citgo's sentencing. The hearings were held over several months during the first half of 2008. It took almost three years for U.S. District [Judge John D. Rainey](#) to decide the matter. On April 5 of this year, the judge ruled that prosecutors had not proven emissions from the two tanks were the "specific cause of the alleged victims' health conditions," which included burning eyes, shortness of breath, vomiting and dizziness. "Such common symptoms have many potential causes — such as allergies, bacteria, viruses, or chemical exposure — some of which are difficult to prove," the judge wrote. "Also, many of the alleged victims have various medical conditions, and a number admitted to smoking cigarettes." In a motion for reconsideration filed April 19, the Justice Department argued that medical records showed the residents "had, in fact, complained of certain symptoms that were consistent with expected symptoms of chemical exposure ... The United States also respectfully rejects the suggestion that because a human being is elderly or smokes cigarettes, they cannot be exposed to chemical emissions and suffer immediate health effects as a direct result of chemical exposure." The motion notes that Dorothy Daywood, an investigator with the Texas Commission on Environmental Quality, fell ill while investigating a Hillcrest resident's odor complaint in November 1996. At a 2008 hearing, Daywood testified that she felt dizzy and nauseous and developed a headache while talking to the resident. Daywood said she went on to Citgo, where an employee took her to the source of the odor — the two uncovered tanks, known as tanks 116 and 117. "The temporal connection between the acute health effects suffered by [the resident] and Ms. Daywood and exposure to the emissions from tanks 116 and 117 is conclusive," the government's motion states. Uhlmann, the former Justice Department section chief, acknowledged that "some judges are

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reluctant to identify communities as victims of crime because it tremendously complicates sentencing proceedings.” Still, to insist that specific health problems be tied to the tank emissions “strikes me as too high a burden to impose on a community like this,” Uhlmann said. “There’s no question that they’ve been exposed to unlawful pollution. The violations occurred in this community. The air was polluted in this community. The community should have the opportunity to be heard.” The judge’s rejection of the government’s claim that Citgo’s neighbors should be treated as crime victims has stirred strong emotions in Hillcrest. “He’s saying that violating the Clean Air Act is a victimless crime, and that is hogwash,” said Suzie Canales, executive director of [Citizens for Environmental Justice](http://CitizensforEnvironmentalJustice.org), a local group that has advocated for residents of the neighborhood. “You cannot have guilty verdicts on Clean Air Act violations and say nobody was impacted.” DeGuerin, the Citgo lawyer, said the ultimate solution may be a local or state government buyout of property owners. “It’s not pleasant to live close to a refinery,” he said. Hillcrest “really should be declared an industrial zone.” Salone, however, doubts that a wholesale buyout will ever take place. Some years ago, she said, Citgo “bought out two blocks and called it a buffer zone. How in the world can two blocks be a buffer zone?” One resident who took a buyout received only \$35,000, Salone said — not enough to relocate to a decent place.

Related Links [Use of toxic acid puts millions at risk](http://www.iwatchnews.org/2011/05/04/4470/four-years-after-oil-companys-criminal-conviction-pollution-still-no-sentencing)

<http://www.iwatchnews.org/2011/05/04/4470/four-years-after-oil-companys-criminal-conviction-pollution-still-no-sentencing>

USA, OH, SALT LAKE CITY, MAY 7 2011. NEARLY A YEAR AFTER OIL SPILL, LIBERTY PARK SET TO REOPEN



Backhoes scooped soil out of Liberty Park Pond as part of the cleanup from the Chevron Pipeline Red Butte Creek spill last summer.

Vacuum trucks, industrial gear and orange-vested cleanup crews transformed the culture of Liberty Park’s pond, long after the stench of oil dissipated. But next week, after a scrubbing that took nearly a year, the conspicuous fence rimming one of Salt Lake City’s most vibrant recreational spaces will finally come down. The pond, city and state officials say, has a clean bill of health. It will reopen to the public May 14, more than 11 months after a ruptured Chevron oil pipeline above the University of Utah blackened Red Butte Creek and Liberty’s pond, known for paddleboats and bread-scarfing birds. “It was a bigger job than originally anticipated,” said Mayor Ralph Becker’s spokesman, Art Raymond, noting that some areas with fresh sod on

the pond’s banks will still have protective green fencing. “But the isolation fence that’s around the lake will be gone.” The reopening will highlight the third-annual Celebrate the City event, planned this year in tribute to Liberty Park as one of the city’s historic gems. City Hall struggled with whether to invite Chevron, Raymond said, but ultimately extended its hand. “The consensus was that it was appropriate to have a Chevron representative acknowledge the amazing response and the cleanup effort.” The Saturday afternoon celebration will begin with a “grand parade” honoring the first responders to the June 11-12 oil spill. Chevron is paying for the bulk of the event. Company spokesman Justin Higgs notes that free admission that day to Tracy Aviary will also be provided, courtesy of the oil giant. Marilee Latta, who owns Liberty Park Grill, says customers never stop asking when the pond will reopen. “Everyone in this neighborhood is waiting for this,” she said Thursday. “Not just to go on the boats, but to really have that space back. There’s something about a fence around a lake that isn’t too inviting. It just gives this whole feeling of, ‘Something terrible is going on in there.’” In the days after the June spill, Latta’s grill did as little as \$5 in business. She also manages the amusement rides and rents the paddleboats. Despite the long wait, Latta has nothing but praise for the work. Crews labored through the winter to dig the pond several feet deeper, add a new concrete rim and place a new rock perimeter. “It looks really beautiful,” Latta said. The cleansing has been closely monitored by state officials, who confirm that the reopening of the pond is imminent. “The level of cleanup, to my understanding, is satisfactory,” said Walt Baker, director of the Utah Division of Water Quality. Deputy Director John Whitehead says it’s possible for trace amounts of oil to flow from Red Butte Creek into the rehabilitated pond. But he says water-quality officials consider those levels “low” and not a cause for health concerns. The June pipeline rupture belched 33,600 gallons of crude oil, tarring the creek — where cleanup continues — the pond and stretches of the Jordan River. Some water fowl that called the pond home died as a result of the spill. An estimated 270 Canada geese were cleaned and relocated to west-central Utah. About 90 ducks, which also were treated, will be returned to Liberty Park. Six months after the spill, a second leak from the same stretch of pipeline near Red Butte Garden deposited 21,000 gallons onto snow and shrubs. Trace amounts again reached Red Butte Creek, but freezing temperatures helped crews contain the sludge. In late January, federal regulators gave Chevron the OK to restart the troubled pipeline, citing a series of upgrades to the line’s valves and leak-monitoring system.

<http://www.sltrib.com/sltrib/politics/51758792-90/pond-liberty-oil-park.html.csp>

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USA, CO, DENVER, MAY 7 2011. EPA PRESS RELEASE >> COLORADO PETROLEUM DISTRIBUTORS TO PAY \$2.5 MILLION TO SETTLE CLEAN AIR ACT ALLEGATIONS OF ILLEGAL MIXING AND DISTRIBUTION OF GASOLINE

The U.S. Environmental Protection Agency (EPA) and the U.S. Justice Department today announced a settlement with Rocky Mountain Pipeline System, LLC, Western Convenience Stores, Inc., and Offen Petroleum, Inc. to resolve claims that they illegally mixed and distributed more than 1 million gallons of gasoline that did not meet Clean Air Act emissions and fuel quality requirements. The companies will pay a \$2.5 million civil penalty and conduct an environmental project designed to offset the harm caused by their failure to meet federal gasoline quality requirements. Gasoline that does not meet Clean Air Act standards for fuel can result in increased emissions from car tailpipes, which can harm Americans' health, affect vehicle performance, and in some cases can damage engines and emission controls. "Complying with the Clean Air Act's fuel regulations is critical to ensuring that our nation's important emissions standards are met," said Cynthia Giles, assistant administrator for EPA's Office of Enforcement and Compliance Assurance. "Today's settlement shows that EPA is committed to protecting the air we breathe by reducing illegal air pollution." "Providing and distributing gasoline that fails to meet the Clean Air Act standards for fuel can have serious consequences for human health and the environment," said Ignacia S. Moreno, assistant attorney general for the Environment and Natural Resources Division of the Department of Justice. "This settlement appropriately requires that the distributors undertake a project that will result in major annual reductions in emissions of volatile organic compounds in order to offset any harm they may have caused." The companies produced millions of gallons of illegal gasoline by mixing natural gasoline, a byproduct of natural gas production, and ethanol with gasoline previously certified to meet Clean Air Act requirements at two terminals in Colorado. The Clean Air Act allows refiners to produce gasoline by adding other fuel sources to previously certified gasoline; however, the blended gasoline must still meet applicable emissions and fuel standards including compliance with sampling, testing, and quality assurance requirements. The companies' gasoline blending operations may have resulted in more than 10 tons of excess emissions of volatile organic compounds (VOCs), which can produce smog or ground level ozone. Human exposure to ozone can cause lung damage, aggravate asthma, and cause difficulty breathing. EPA sets gasoline standards to reduce air pollutants from motor vehicles, such as VOCs, particulate matter and toxic air pollutants, because they contribute to serious public health and environmental problems. To offset any excess emissions, the companies will install a geodesic dome cover on a gasoline storage tank at one of the terminals where the fuel blending took place. The cover is expected to reduce VOC emissions by more than 8.6 tons annually. The consent decree is subject to a 30-day public comment period and final court approval. More information about this settlement: <http://www.epa.gov/compliance/resources/cases/civil/caa/rockymountainpipeline.html>

<http://news.thomasnet.com/companystory/Colorado-Petroleum-Distributors-settle-Clean-Air-Act-violations-595791>

USA, VA, ROANOKE, MAY 8 2011. PETROLEUM MARKETERS INC. TO PAY \$28,000 FINE FOR GASOLINE SPILL IN BEDFORD COUNTY >> A PETROLEUM MARKETERS INC. TANKER SPILLED THOUSANDS OF GALLONS INTO GOOSE CREEK IN OCTOBER, KILLING WILDLIFE.

laurence hammack

State environmental regulators have fined a Roanoke company \$28,000 for a tanker truck wreck that spilled gasoline into a Bedford County creek, killing hundreds of fish, salamanders and crayfish. Petroleum Marketers Inc. will pay the fine, along with reimbursements of about \$1,780, as part of an agreement with the Virginia Department of Environmental Quality. The fine stems from an Oct. 14, 2010, accident in which a PMI tanker truck ran off U.S. 460 near Montvale and overturned, spilling about 3,500 gallons of gasoline onto the ground and into a tributary of Goose Creek. Later that day, a DEQ investigation found that about 50 native fish and several hundred salamanders and crayfish had been killed. PMI officials had a cleanup crew on the scene within two hours, according to a consent order filed by DEQ. The crew built several dams to limit the flow of gasoline, and put down booms and absorbent pads. The company later removed about 3,500 tons of gasoline-saturated soil from the area. Tests of the creek water and surrounding soil two months later found some remaining contamination, but not in excess of state standards. Follow-up tests conducted in March found no traces of gasoline. In addition to paying the fine, PMI agreed to reimburse DEQ for the cost of its investigation and the state Department of Game and Inland Fisheries for the cost of restoring fish to the creek. Calls to PMI's Roanoke office were not returned.

<http://www.roanoke.com/news/roanoke/wb/285789>

USA, MA, SPRINGFIELD, MAY 8 2011. MAN BURNED IN GAS EXPLOSION

george graham

A 65-year-old Liberty Heights man suffered third-degree burns to his legs early Friday afternoon after an explosion caused when he attempted to use an electric shop vacuum to siphon gasoline out of a snowblower. The incident was reported about

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1:25 p.m. at 40 Thornton St., Fire Capt. Michael R. Richard said. The homeowner's girlfriend of 30 years put out the flames with a garden hose before firefighters arrived. Richard said the woman reported that "the fire was huge" and that she couldn't believe that the house and garage had not caught on fire. The victim, whom Richard declined to identify, was taken to Baystate Medical Center. Richard said he may be transferred to Bridgeport Hospital in Connecticut. The explosion occurred in the driveway in front of the garage, and the victim walked to the front of the house to greet responding firefighters. Richard said that one should never use an electrical device around gasoline for any reason. "Obviously the motor ignited the gasoline vapors which led to the explosion," he said.

<http://www.masslive.com/metrowest/republican/index.ssf?/base/news-31/1304752619137240.xml&coll=1>

USA, N.Y, SUFFOLK CO, BOHEMIA, MAY 8 2011 SUNRISE HIGHWAY SERVICE ROAD REMAINS CLOSED AFTER OIL SPILL >> OVERTURNED TANKER TRUCK SPILLS HUNDREDS OF GALLONS OF GASOLINE ONTO SUNRISE HIGHWAY.

denise nash

 **Watch the Video** <http://www.newsday.com/long-island/suffolk/overtured-truck-snarls-sunrise-highway-1.2861578>



A gasoline tanker overturned about 2:15 p.m. Friday on the south service road along Sunrise Highway near Locust Avenue in Bohemia. The accident caused a gasoline spill. Police closed the service road and the eastbound lanes of Sunrise Highway. Fire departments from West Sayville and several surrounding communities responded to the scene as well as the Islip fire marshal, hazardous materials units and Suffolk police. There were no reported injuries and the road was expected to be closed until the remaining fuel could be transferred to another tanker.

According to the Suffolk County Police Department, a Crown Oil Company tanker overturned at approximately 2:15 p.m. near the intersection of Sunrise Highway and Locust Avenue in Bohemia. Sunrise Highway's eastbound service road will

remain closed through most of this evening. The truck flipped while attempting to make a turn spilling "several hundred gallons of gasoline onto the roadway and into the storm drains," according to a SCPD spokesperson. No other vehicles were involved and there were no injuries reported. Some local businesses were evacuated as a precaution. In addition to the SCPD, Town of Islip, New York State Department of Environmental Conservation, West Sayville Fire Department and Bohemia Fire Department responded to the scene.

<http://sayville.patch.com/articles/sunrise-highway-service-road-remains-closed-after-oil-spill>

USA, LA, NEW ORLEANS, MAY 8 2011. PAINTER CLAIMS EXPOSURE TO BENZENE RESULTED IN MULTIPLE MYELOMA

michelle massey

A painter claims his years of exposure to benzene-containing products has resulted in his diagnosis of multiple myeloma and has filed suit against companies who manufactured the products. Craig Moore and Toni Jeanne Labat Moore, both individually and on behalf of their minor child, filed suit against BASF Corp. International Paint, The Valspar Corp., Radiator Specialty Co., United States Steel Corp., ExxonMobil Corp., Champion Brands, E.I. Du Pont De Nemours and Co. and ABC Insurance Co. on April 28 in federal court in New Orleans. Craig Moore worked as a painter from 1981 through 2005 at various locations for the defendants and was allegedly exposed to benzene containing products like paints, solvents, primers, thinners and other products. Moore claims his exposure resulted in his being diagnosed with multiple myeloma in March 2010. The defendants are accused of negligence for selling benzene-containing products, failing to instruct or warn users and bystanders of the hazards associated with these products and for misrepresenting the safety and health risk of these products. The defendants are also accused of strict product liability and liability under the Louisiana Products Liability Act. Moore is seeking damages for physical pain and suffering, mental anguish, emotional distress, disfigurement, embarrassment, physical impairment, earnings, lost earning capacity, physical and mental disability, medical expenses, loss of enjoyment of life, fear of cancer, loss of society and consortium, wrongful death damages and survival damages. The plaintiffs are represented by L. Eric Williams of Williams Law Office in Metairie and New Orleans attorney Frank J. D'Amico, Jr. A jury trial is requested. U.S. District Judge Sarah S. Vance is assigned to the case. Case No. 2:11-cv-01001

<http://www.louisianarecord.com/news/235316-painter-claims-exposure-to-benzene-resulted-in-multiple-myeloma>

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POLAND, KRUPINSKI, MAY 8 2011. MINER, RESCUER KILLED, ANOTHER RESCUER MISSING AFTER METHANE BLAST IN SOUTHERN POLISH MINE

A miner and a rescuer were killed and another rescuer is missing following a methane gas explosion at a coal mine in southern Poland, a mining official said Friday. A miner was pronounced dead after being brought to the surface by rescuers, said Wojciech Magiera, deputy head of the main mining office. The miner was in a group of four who remained trapped for some 15 hours at the Krupinski coal mine before the rescue team reached them. Three others were hospitalized in serious condition. Soon after, rescuers found one of their team dead. Jaroslaw Zagorowski, the head of the local mining company, said they have also lost contact with another rescuer. A total of fifteen miners were hospitalized with burns after methane ignited late Thursday some 2700 feet (820 metres) underground at the Krupinski mine near Katowice. Doctors said their injuries were not life threatening. The coal mines in Poland's southern Silesia region are frequently the sites of deadly accidents.

Related Stories

- [Miner, rescuer killed, another rescuer missing after methane blast in southern ...](#)
- [Gas explosion kills two in Polish coal mine](#)
- [Miner dies, two rescuers missing](#)

http://www.google.com/hostednews/canadianpress/article/ALeqM5glMk-e23hGVz0EY_ag1hWFIz7dsA?docId=6772625

UK, CORNWALL, MAY 8 2011. OIL MUNCHING BUGS CLEAN UP QUARRY



A novel project in Guernsey to clean up oil left over from the Torrey Canyon spill disaster in the 1960s is proving successful. Vast amounts of oil from the tanker which ran into rocks off Cornwall in 1967 was washed up in Guernsey. It was collected and stored in a quarry where it remained untouched until last year - still claiming the lives of seabirds which inadvertently landed in the quarry. But in May last year a process using micro-organisms to eat the oil was started. So far around two-thirds of the oil floating on the quarry water has gone. Public Services hope it will all be removed later this year. The project is being highlighted in a BBC Two documentary.

http://www.channelonline.tv/channelonline_guernseynews/DisplayArticle.asp?ID=494117

UK, CORNWALL, MAY 8 2011. TORREY CANYON SEABED RETURNS TO NORMAL AFTER OIL SPILL

Watch the Video <http://www.bbc.co.uk/news/science-environment-13280509>



The wreck is almost unrecognisable as a ship but the area is teeming with sea life.

The seabed off the Cornish coast seems to have almost recovered after an oil tanker spill in 1967, writes Paul Rose, expert diver and presenter on BBC programme Britain's Secret Seas. The Torrey Canyon is the largest shipwreck in British waters, and as she sits a long way from shore amongst the same hazardous rocks that she ran on to, its not the easiest wreck to get to. On Saturday, 18 March 1967, she ran aground carrying over 119,000 tonnes of crude oil, which gushed out into the pristine Atlantic waters. She had run into one of the infamous Seven Stones rock pinnacles, which lay 15 nautical miles west from Lands End and seven nautical miles from the Scilly Isles, which make it a hard wreck to reach. We believe our team is the first to film the wreck, which is in an area often hit by storms. As I rolled off the boat into heaving waters caused by constant huge Atlantic swells, I entered a great swaying underwater forest of kelp. The water was gin clear and the huge kelp fronds were in a mad rhythm of bending, then standing straight up, swinging and heaving to the forces of the sea. It was a great, vibrant start to the dive, but it looked to me as if we had missed the Torrey Canyon completely, as after all she is said to be well broken up over 2 sq km of the seabed. I then realised that I was on the wreck - the huge hull plates have so much life on them that they look just like rocks or the bottom. The sea has reclaimed the wreck and it is teeming with life. Things started to make sense and as I swam along the steel plates I joined large schools of wrasse, pollock and pouting. Some of the schools were moving purposefully along the wreck sides and others had relaxed into shoals underneath and inside used the big surges to drive me forwards and then I

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held on during the backwash so I made good fast progress around piles of machinery, winches and twisted steel plates all completely camouflaged with weed, anemones, bryozoans, starfish and colourful urchins. There was no single identifiable cause for the world's largest super tanker to run aground on the well-known and well-charted rocks. But at time of the disaster the skipper had plotted a shorter than normal route, in effect cutting a corner, and it was the ship's cook who was on watch in the bridge. There was widespread confusion about how to deal with massive spill. The case has been recently likened to the Deepwater Horizon oil rig disaster in the Gulf of Mexico, which killed 11 people, and resulted in 4.9m barrels of oil being discharged, threatening marine life and hundreds of miles of coastline. A decision was made at the time to bomb the wreck and its oil slick in an attempt to burn the oil. The Royal Navy were rallied and they led the bombing runs dropping 62,000lbs of bombs, 5,200 gallons of petrol, 11 high-powered rockets and an undisclosed amount of napalm on the wreck and the surrounding waters, sinking the ship, but not really dispersing the oil. On my dive, as I whizzed round the corner of the superstructure I hovered over one of the many bombs that had been dropped on her. I was relieved to see that it had exploded, but it was a healthy reminder that there are hundreds of unexploded bombs on and nearby the wreck. The 20-mile long oil slick reached the Cornish coast in a few days triggering a massive environmental catastrophe including the death of over 25,000 sea birds. The familiar golden sand beaches were totally black and no life existed on any of the sea cliffs. In spite of cleaning car tyres and workers boots, the heavy black crude made its way into the streets, shops and homes. The fumes could be smelt throughout Cornwall and with the bombers flying low making their runs to the wreck site one could be forgiven for thinking that a version of black hell had arrived. There was a dire need to "do something" and so a huge clean up operation began including widespread use of detergents. These were such aggressive chemicals that many of the beaches and cliff areas still show signs of their effects. Six months after the spill some untreated beaches had returned to a pristine condition, whilst the treated beaches had become a wasteland. Nineteen days after the wreck, its massive oil slick hit western Guernsey and in a reaction similar to the Cornish the authorities decided to act fast. Tourism was the island's main source of income - the beaches had to be saved. So in a desperate, fast and furious 11 days they managed to scour the beaches clean by collecting tonnes of the crude and dumping it into a disused quarry. The beaches were saved, but a visit the quarry is a sobering experience. Much of the oil has been removed and processed for use, but each time a large amount of oil is taken from the quarry, more seeps up from the sediment below and so the process has to start again. The quarry cannot be dredged to clean it because during WWII, the Germans who occupied the island used it as an armaments dump and tonnes of unexploded ordnance remain. In 2009 the water level rose and the change in pressure released yet more crude from the bottom. But there is hope - both for Guernsey and for future oil spill clean up campaigns. The Guernsey team are using a process called bio-remediation in the quarry, which uses naturally-occurring bacteria which eat oil as a food source. These micro-organisms are pumped into the oily water 24-hours a day and it is hoped that in a year all of the oil will have been eaten. [Britain's Secret Seas](#) begins with a programme on the Giants of the West on Sunday 8 May, on BBC Two at 2000 BST.

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USA, DE, FORT MYERS, MAY 8 2011. ETHANOL KILLING YOUR CAR'S ENGINE?

sara miles

 **Watch the Video** <http://www.nbc-2.com/story/14589377/2011/05/06/ethanol-killing-your-cars-engine>

Local auto service shops are seeing a jump in customers complaining that the ethanol is eating away their car's engine. Mark Cox, at Edison Auto, says he is noticing an increase in the number customer's cars with bad fuel pumps. He says many of them have been going bad around 60,000 - much sooner than they should. "To us, that's too new for a fuel pump to go bad," he said. Cox says he's seen a 50-percent increase in people needing a replacement pump. He says he believes the reason is ethanol and that the 10-percent currently added to our gasoline is damaging the plastic and rubber inside. "In the last three to

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four years we have had that much more ethanol added," Cox explained. And more could be added. The Environmental Protection Agency is now allowing ethanol levels up to 15-percent in gasoline. Cox says it's good for gas prices - but not for your car. "There's a problem with 15 to 18-percent, the cars really won't run," he said. While mechanics say there isn't much you can do to stop ethanol corrosion, they do recommend adding a treatment to your tank because it could save you hundreds. "Basic ethanol treatment only \$15 to \$20 is not much when it compares to replacing a fuel pump, which can run anywhere from \$700 to \$1,000," said Kevin Offerman, owner of Offerman Auto. Offerman says he recommends getting ethanol treatments every 5,000 miles or at every oil change. "Trying to find ways to prevent the customers from having problems when it comes to fuel systems it's a safety issue," he said.

<http://www.nbc-2.com/story/14589377/2011/05/06/ethanol-killing-your-cars-engine>

CANADA, B.C, MALAHAT, MAY 8 2011. THREE WEEKS AFTER CRASH, GOLDSTREAM RIVER REMAINS BLIGHTED BY FUEL SPILL

judith lavoie

 **Photo Gallery:**

<http://www.vancouver.sun.com/news/thewest/Three+weeks+after+crash+Goldstream+River+remains+blighted+fuel+spill/4743013/story.html>



Cory Hastings, left, and Greg Clease replace absorbent booms in the salmon-bearing Goldstream River on Friday.

Three weeks after a Columbia Fuels tanker truck crashed and spilled thousands of litres of gasoline and diesel into the Goldstream River, pools of fuel-polluted water remain at the edge of the famous salmon-bearing stream. Experts, who say the smell and sheen on shoreline pools may linger for months, are mulling over the best way to return the river to its original state with the least disturbance to the fish. "It's a very delicate place and we are trying to walk that line," said Graham Knox, environmental emergencies manager for the B.C. Environment Ministry. For now, the people involved in the cleanup have agreed to continue intensive monitoring and to change absorbent booms in the river weekly until it is decided whether the cleanup should be more aggressive. "If we dig up all the stream bed and cart it away

with big machines and dump trucks, there will be more damage to the river and it will remove all the micro-organisms. Is that better than having some product in the river that is continuing to break down?" Knox asked. Complicating the cleanup are emerging coho salmon fry swimming in pools where fuel has soaked into organic material. Coho remain in the river for a year. Ian Bruce, Saanich Tribes fisheries consultant, who worked the river Friday with technicians from Quantum Murray, the company hired by Columbia Fuels to clean up the spill, said some areas where hydrocarbons are caught behind booms still smell strongly enough to cause dizziness. "And recent surveys have found gasoline has soaked into sticks and roots, and we want to try and remove it without dispersing it," said Bruce, watching as tiny fish sped to the surface to feed as he tried to remove a fuel-soaked root ball. "The textbook on this hasn't been written yet," he said. It is now assumed most surviving chum have made it to the ocean, but the level of pollution in the river bed is one element in the cleanup equation. "If [returning fish] deposit eggs, is there going to be an effect on the eggs?" Knox said. "We have to do the most good and the least harm." Saanich Peninsula First Nations, who held a healing ceremony, with offerings to their ancestors, beside the river Friday afternoon, want to ensure nothing is done to harm the future viability of the river, which provides food and ceremonial salmon. "We need to ensure things are being done to address the long term," said Tsartlip Chief Wayne Morris. One positive sign is that test drillings of soil beside the Malahat, where the crash occurred, show low readings, Knox said. Once the site is clean and there's no risk of another plume of fuel moving towards the water, a certificate of compliance will be issued. However, Columbia Fuels will remain responsible for all costs. The company is negotiating directly with First Nations, and other costs are being assessed, Knox said. Columbia Fuels is working through about 750 claims from people affected by the closing of the Malahat for almost 24 hours after the spill. "They are predominantly for people who had to seek shelter for that night," said marketing director Andrea Voysey. "The range is from \$100 to \$150 on average." Some cheques have already gone out, but others are still being assessed. "We really are trying to be fair and treat everyone the same. We have only sent rejection letters if there's no basis for the claim," Voysey said. The driver remains on leave from the company because no charges have been laid, Voysey said. The 33-year-old driver was released by West Shore RCMP on a promise to appear in court June 16, where

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he will face a charge of assaulting a police officer. The investigation is continuing, said Const. Julie Chanin, West Shore RCMP spokeswoman.

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- [Photo Gallery: Malahat traffic jam](#)
- [First Nations demand to be involved in Goldstream River cleanup, threaten roadblock](#)
- [Malahat fuel spill forces new location for fish release](#)
- [Driver in Malahat fuel tanker crash investigated for drunk driving](#)
- [Lekstrom orders full review of Malahat shutdown after tanker truck crash](#)
- [Tanker spill casts doubt on future of Goldstream River salmon run](#)
- [Malahat traffic clogged Monday following weekend crash of fuel truck](#)

<http://www.vancouversun.com/news/thewest/Three+weeks+after+crash+Goldstream+River+remains+blighted+fuel+spill/4743013/story.html>

USA, MI, SUPERIOR TWP, SUPERIOR, MAY 8 2011. FIRE IN SUPERIOR CAUSES EXPLOSIONS >> OIL BARRELS, ACETYLENE TANKS AND TIRES CAUSED THE EXPLOSIONS.

 Watch the Video <http://www.wdio.com/article/stories/S2101482.shtml?cat=10349>

 Watch the Video:

<http://www.northlandsnewscenter.com/news/local/Fire-Officials-Battle-Blaze-In-Town-of-Superior--121446834.html>

The Town of Superior Fire Department responded to a call for a fire on Old Highway 105 in south Superior around 1 p.m. Saturday. Town of Superior Fire Chief Brian Laverdiere said the owner was working on a semi-truck. He left the building to eat, lunch, and Laverdiere said he came back to a burning building. Laverdiere said the blaze most likely started from a torch the owner was using. He also said oil barrels, acetylene tanks and tires caused the explosions. The DNR, Superior, Oakland, Summit and Parkland Fire Departments also helped put out the fire. No one was injured.

<http://www.wdio.com/article/stories/S2101482.shtml?cat=10349>

LIBYA, MISURATA, MAY 8 2011. LIBYA STRIKES FUEL SUPPLY IN CITY HELD BY REBELS

c. j. chivers



Crews fought Saturday to keep a huge fire from engulfing other fuel tanks in Misurata after rockets struck its fuel terminal.

Military forces loyal to Col. [Muammar el-Qaddafi](#) struck the fuel terminal of this rebel-controlled city early Saturday with ground-to-ground rockets, igniting a fire that threatened the city's fuel supply. The barrage struck shortly after midnight, when rockets began landing and exploding in several areas of the terminal, officials there said. At least one rocket hit a set of three mammoth tanks, which ruptured and burst into a fireball. The fire settled into a leaping blaze that towered overhead, visible for miles. Its glow illuminated the eastern section of the city throughout the night.

Residents woke to a thick, drifting cloud of black smoke. The attack on the terminal

was another escalation against the besieged city, and the second pinpoint attack by Colonel Qaddafi's forces in two nights. Residents woke Friday to the news that Misurata's port, its only lifeline to the outside world, had been peppered with antitank land mines. At the fuel terminal, a small contingent of firefighters worked throughout the night and the day trying to contain the fire, which had destroyed all three storage tanks in one section of the terminal, but had not spread. "We want to protect the other tanks from exploding," said Mufta Youssef, one of the firefighters, after backing away from the containers' blackened remains for a break from the heat. No one was wounded in the attack or the firefighting effort, officials said. The tanks contained diesel fuel and gasoline — each roughly 6,000 cubic meters, or 1.5 million gallons — said Muftah Bazina, the terminal's director. The effect on the city's energy supply was not immediately apparent. Misurata has been cut off from new sources of fuel since the uprising against the Qaddafi government began in February. But it began the siege with large reservoirs of diesel fuel and gasoline, and so far there have not been shortages. Several other fuel tanks remained intact, and terminal officials said the rebels' de facto government would not disclose which tanks were full and which were not, nor would they make any public statements about how much fuel remained in the city. "The exact information is a secret," Mr. Bazina said. He was willing to characterize the situation only in general terms. "We do have fuel," he said. "But we do not have enough." For weeks, the lines at the few gas stations in the city have often stretched to hundreds of cars. But residents and

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officials have said the lines are caused in part by the small number of stations, which are often closed — not to any shortage of gasoline. Gas prices have remained low, indicating sufficient supply. Supplies of pressurized cooking fuel, however, recently ran out. The Qaddafi government has tried striking the terminal with rocket barrages at least three times in the past three weeks, officials said, and in previous attacks had destroyed an administrative building and a warehouse. The attack early Saturday was the first time a fuel storage tank had been hit. Mr. Bazina and other officials at the port said at least one of the tanks was struck by at least one rocket, and the resulting explosion and heat ignited the others. The impact craters and twisted remains of other ground-to-ground rockets were visible around the remaining tanks. The tail section of one variant of a Grad rocket — a cold war-era munitions made in the 1980s in what is now Slovakia, and one of the most common fired on this city — was visibly stuck in the soil near the fire. Workers at the terminal had also collected two others of the same variant of rocket, including one that had sailed just over another tank and struck the ground beside it without exploding.

http://www.nytimes.com/2011/05/08/world/middleeast/08libya.html?_r=1

CANADA, ALBA, MAY 8 2011. SOIL PREPARATION BLAMED FOR LEAK



dina o'meara, elise stolte & hanneke brooymans

Martin Bundred with Alberta Environment collects air samples in the Little Buffalo schoolyard on Friday.

A massive oil spill northeast of Peace River last week was likely caused by poorly compacted soil under the pipeline and a badly fitted weld, said operator Plains Midstream Canada. The break in the Rainbow pipeline spewed at least 28,000 barrels of crude oil, executives told reporters Friday. "It appears that the soil beneath the pipeline was inadequately compacted resulting in stress, resulting in the break of

the pipeline," said Stephen Bart, vice-president of operations for Plains Midstream, a subsidiary of Houston-based Plains All American Pipeline. "We believe this is associated with a similar event of poor backfill at this location." The April 29 spill was the largest in Alberta since 1980, according to provincial energy regulators. Bart said the pipeline had been shut down and restarted several times due to "unstable conditions" last week, just hours before the leak was detected. Staff were sent to various terminals in the region of the rupture to check for equipment malfunctions, but it appeared the pipeline was secure, he said, and it was restarted. Plains has been under fire for not making detailed information about the spill immediately available to the public, including the volume of oil leaked. Friday was the first time executives spoke publicly in Alberta about the incident. The 770-kilometre pipeline moves about 187,000 barrels per day from Zama to Edmonton. It was shut down last week after a pressure drop was detected on the system around 2: 30 a.m. Automatic valves closed down a 72-kilometre-long section 20 minutes later, but by then oil had flowed down a slope and into a muskeg pond, where it was contained by a beaver dam. Residents of the Lubicon First Nation in Little Buffalo, about 30 kilometres from the spill, have been complaining of headaches and nausea. Monitoring by Alberta Environment indicated the air quality remains within provincial standards. Seven beavers and numerous waterfowl have died due to oil contamination, the company said. Cleanup efforts are expected to continue for two to four months, and monitoring likely will continue longer. Testing of the pipeline in January confirmed corrosion was not a factor in the rupture, Bart said. The damaged section of pipe has been excavated and is being tested in Edmonton, said Davis Sheremata, Energy Resources Conservation Board spokesman. Data collected from the tests will help determine if the rupture was a one-time anomaly or if it points to a systemic problem with the pipeline itself, he said. The information will enable regulators to determine whether and when to allow the pipe-line to resume full operations. "We need to know that before we can move ahead," Sheremata said. The entire investigation could take many weeks, but the board has been told it could have a definitive cause to reopen the pipeline "over the next few days," he said. Operations south of the rupture were restarted early this week. Penn West produces about 8,000 barrels of oil per day from the region, and has found alternate pipelines to ship some product and has 20 to 30 trucks a day transporting its oil. "We're not fussed out at this point," said spokesman Jason Fleury. "We're able to truck, we're able to reroute, and we're able to store." On Friday, Premier Ed Stelmach said he was satisfied all efforts were being made to contain and clean up the spill. "Was I disappointed, like all other Albertans, hearing about the spill? Yes I was," he told reporters. "But on the other hand, it also showed the ERCB and all other government departments were there immediately." Bart said the company told regulators on the day of the spill that it estimated the size at close to 6,300 barrels, then revised that number to 28,000 the next day. At the Little Buffalo Health Centre, some staff say they've been feeling ill. Helen Calliou, a community health representative, had burning eyes on Tuesday and headaches all week. She's also worried about her pregnant daughter. Ray Dupres, who delivers health programs at the centre for Health Canada, said he has asked the department to send them an environmental health officer. He wants to find out if the symptoms being reported are a result of the spill. The community has elders, small children and pregnant

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women, just like any other place, he said. "We need to be alert to any possible dangers to them." People in the community want to know what chemicals they're being exposed to, at what levels, if those levels are safe and how the safe level was determined, he said. While the beaver dam in the muskeg pond stopped most of the oil, some of it seeped through the dam to contaminate the rest of the pond. But the pond has no outlet, said Trevor Gemmell, spokesman for Alberta Environment. "The nearest running water is 300 metres away." No tests have been done yet to see if there is groundwater contamination, he said. "That's something we would do in the future." It is not the first spill on the pipeline, which was built in 1966. In 2006, the line ruptured 10 km south of Slave Lake, spilling 7,500 barrels of oil. Investigators said stress-corrosion cracking, fatigue cracking and external coating failure combined to cause the leak. Plains bought the pipeline from Imperial Oil Ltd, ExxonMobil Corp. and Royal Dutch Shell in 2008.

<http://www.edmontonjournal.com/news/Soil+preparation+blamed+leak/4744273/story.html#ixzz1LkWckDKk>

USA, TX, MIDLAND CO, MAY 8 2011. SECOND GROUP FILES LAWSUIT AGAINST SCHLUMBERGER

kathleen thurber

More than 250 plaintiffs are named in a second lawsuit filed on behalf of Midland County residents against four companies they allege are responsible for contaminating their neighborhood with hexavalent chromium. Many in the group have been working with Erin Brockovich and her team since chromium was confirmed in a water well near West County Road 112 more than three years ago. Local attorney Brian Carney and Los Angeles attorney Thomas Girardi filed the lawsuit last week. They allege residents are owed damages for past and future medical expenses, diminishing property values, emotional distress and other losses caused by the contamination. Carney said they also believe chromium is responsible for more than one death, and the lawsuit also asks for wrongful death damages. Schlumberger, Schlumberger Technology Corp, Dow Chemical Co. and Lear Corp. were named as defendants, according to a copy of the lawsuit obtained by the Reporter-Telegram. "Defendants' wrongful conduct was purposeful and deliberate, and defendants acted with conscious and reckless disregard of the hazards and threats to plaintiffs," the lawsuit reads. "Defendants' conduct was and is outrageous, willful, malicious and intentional." Schlumberger's spokesperson said they are cooperating with all investigations but claim evidence shows they are not responsible for the contamination. At a December hearing, an attorney for the company said its processes use chromium 3, not chromium 6, which is the chemical responsible for the contamination in Midland County. Calls made to defendants Friday were not returned. The lawsuit alleges Schlumberger Technology used hexavalent chromium in its drilling fluid. It alleges Dow Chemical, the previous occupant of the Schlumberger Technology location and partner with the company, had a mud pit where trucks could be washed in a shop building. The lawsuit claims there was a hole at the base of the truck ramp that was not lined to protect it from the ground and drivers would use the ramp to drain excess fluids from trucks. The lawsuit also alleges the defendants used, transported and stored hexavalent chromium and emitted the chemical into the ground, air, ground water and surrounding environment. "Defendants failed to use ordinary or reasonable care in conducting their operations at the sites," the lawsuit reads. Chromium at more than 50 times the acceptable federal levels was first discovered near Cottonflat Road in April 2008. A total of 234 wells have been tested since then, and chromium was found at higher than acceptable federal levels in 46 wells. From the center of the site, the plume of contamination extends 1.25 miles and covers about 260 acres, according to the Environmental Protection Agency. In March, the EPA added the site to its National Priorities List of superfund sites and will continue investigating in the area to determine the source of the contamination and necessary steps for remediation, its staff said. That process could take years. The Texas Commission on Environmental Quality's report on the area was inconclusive as to a definitive cause for the contamination, but it did say it appears the aquifer in question was impacted by chromium at the B&W facility, not at the Schlumberger Technology Corp. facility or the Williamson Gravel Pit. The lawsuit names 15 causes of action including negligence, trespass, public and private nuisance, liability for failure to warn residents of the dangers, fraudulent concealment, wrongful death and inverse condemnation. Hexavalent chromium, at high levels, can cause skin irritation, gastrointestinal issues and cancer, according to the U.S. Department of Health and Human Services. The first lawsuit filed involves people associated with about 10 properties in south Midland County. It was filed in April by Brockett & McNeel LLP against Schlumberger Technology Corp., Schlumberger Unlimited, Lear Corp. and The Dow Chemical Co.

http://www.mywesttexas.com/top_stories/article_b21054af-dcaf-5215-965b-269e09c21c24.html

PHILIPPINES, KORONADAL CITY, MAY 9 2011. TANKER VESSEL RUNS ON KIAMBA REEF

bong s. sarmiento

A tanker vessel rummaged a reef in Kiamba town, Sarangani on Sunday, the Philippine Coast Guard station in General Santos City said. Noel Ramos, PCG seaman II, identified the ship as M/T Prosperity. He did not give anymore details as they

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were still waiting for the report of the team that investigated the incident. John Heitz, an American expatriate in General Santos, rushed to Kiamba and went to the vessel on a pump boat and confirmed that a vessel was stuck at Bakud Reef. He said the stuck cargo ship was manned by Filipino crewmen and loaded with coal bound to India from Australia. Heitz said that three-fourths of the boat got stuck on the reef, although the propeller was not jammed, adding that he also saw a small hole in the hull on the front left side of the vessel. He said it will be difficult to remove from the vessel from the reef, adding that a tug boat is needed during high tide. Bakud Reef, which locals also referred to as Tambilil, is about 7 kilometers from the shore. Divers describe Bakud Reef as the "only good reef" left in the area. This was not the first time that a ship ran aground at Bakud Reef, according to sources, who said that an earlier incident was left unreported. Heitz said that a portion of Bakud Reef is shallow, where a man can stand up and his head would still be above the sea surface. Sarangani Gov. Miguel Rene A. Dominguez, said he received information about the tanker stuck at the reef, but he could not immediately give details. He said he was hoping that there would be no oil spill. The governor added that he already spoke with Commodore Eduardo Gongona, Coast Guard commander for Southeastern Mindanao District. Dominguez said that a team from the Coast Guard stationed in Kiamba town have boarded the tanker vessel to investigate

<http://mindanews.com/2011/05/09/tanker-vessel-runs-on-kiamba-reef/>

INDIA, KASARAGOD, MAY 9 2011. OIL VESSEL CATCHES FIRE MID-SEA - FLAMES UNDER CONTROL



M V Orchid, oil vessel caught fire 40 nautical miles mid Arabian sea off Kannur between Mangalore and Kasargod. The vessel was engulfed in fire at around 11.00 pm on Saturday May 7. However, Coastal Security Police immediately rushed to the spot with their boats. Mukund Nayak, inspector, coastal security police said that the fire is under control. As many as 20 crew members were in the vessel, who informed the fire brigade. Fire brigade from Mangalore and Cochin too rushed to the spot with the help of another vessel. An operation to douse the fire went about for an hour. Coast Guard vessel 'Varuna', which was already at sea, is among the vessels that have been sent to the spot, they said. Two fast patrol vessels from New Mangalore Port have also been dispatched to render assistance, the sources said. The engine of

the ship was hot and fire brigade kept pouring water till morning, sources added. The ship was heading towards Mumbai. The amount of loss incurred is yet to be ascertained.

http://www.daijiworld.com/news/news_disp.asp?n_id=101378&n_tit=Mangalore%3A+Oil+Vessel+Catches+Fire+Mid-sea++Flames+Under+Control

USA, N.Y, NEW YORK, MAY 11 2011. CHEVRON, ECUADOREANS SPAR OVER HALTED DAMAGE AWARD

basil katz

Lawyers for Ecuadorean villagers who sued Chevron Corp over pollution in the Amazon rain forest asked an appeals panel on Tuesday to modify a court order that halted enforcement of an \$8.6 billion award against the oil company. The lawyers told the Court of Appeals for the 2nd Circuit in New York that under the terms of the order, they were unable to meet with their clients or raise funds to fight Chevron in court. The order, issued in March by U.S. District Judge Lewis Kaplan in New York, was just one development in a 17-year legal battle in which rain forest residents say Texaco, bought by Chevron in 2001, is responsible for hazardous oil-drilling waste dumped on their land in the 1970s and 1980s. Chevron says Texaco cleaned up all waste pits for which it was responsible before turning the sites over to state-owned oil company Petroecuador, which still operates in the area. Plaintiff lawyer James Tyrrell asked the panel to narrow the order to allow "legal advice and funding" pending a separate hearing on the merits of the order itself. A lawyer for Chevron asked the judges not to modify the order, which prevents the plaintiffs from trying to collect on the judgment outside Ecuador, arguing that the plaintiffs' lawyers were planning to violate it by seeking enforcement in countries hostile to Chevron. "We know what their goal is; the strategy is to take that Ecuadorean judgment and use it," attorney Randy Mastro said. At the hearing, the appeals court judges said they would likely issue a ruling later on Tuesday, but it had not been posted by then end of the court's work day. An Ecuadorean court in February ruled against Chevron, but enforcement of the damage claim was stopped by Kaplan, who issued a preliminary injunction preventing the plaintiffs from trying to collect on the judgment outside Ecuador. In his March 7 ruling, Kaplan noted that the damages had more than doubled from \$8.6 billion originally to about \$18 billion because Chevron failed to make a public apology and when a payment to the Amazon Defense Front is included. Questions surround the enforcement of the Ecuadorean court ruling because Chevron has no assets in the country, but the second-largest U.S. oil company worries that the plaintiffs will try to collect on the judgment in other countries. So in anticipation of a judgment in Ecuador in favor of the Ecuadorean farmers,

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Chevron asked Kaplan to step in. The case is Chevron Corp v. Steven Donziger et al, U.S. District Court for the Southern District of New York, No. 11-0691.

<http://planetark.org/wen/61965>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, MAY 11 2011. THAI STAFF AND OFFICERS OVERCOME BY FUMES

 **Photo Gallery**

<http://liverpool-leader.wherelive.com.au/news/story/suspicious-accelerant-found-at-thai-restaurant-in-liverpool-police/>



Five people, including two police officers, have been hospitalised after they were overcome by fumes at a Thai restaurant in southwestern Sydney. About 30 people have been removed from surrounding businesses on Northumberland Street, Liverpool, as a precaution. In total, six people were overcome by the unknown substance about midday on Tuesday. Three staff from the restaurant were treated at the scene before being taken to Liverpool Hospital for follow-up care. Police, Fire and Rescue NSW personnel and HAZMAT units were also at the scene with three police officers also overcome by the fumes. Two of them required hospital treatment, police said. Northumberland Street remains closed to all cars and pedestrian traffic between Memorial Avenue and Moore Street as HAZMAT crews try to determine what the substance is, police said. Motorists are urged to avoid the

area until further notice.

<http://news.ninensn.com.au/national/8247237/thai-staff-and-officers-overcome-by-fumes>

USA, WASHINGTON D.C, MAY 11 2011. ATA URGES PHMSA TO ABANDON TANK TRUCK WETLINES PROPOSAL

The American Trucking Associations (ATA) told the Pipeline and Hazardous Materials Safety Administration (PHMSA) it "strongly opposes" a proposal to require tank trucks to install equipment to drain flammable liquid from piping used for loading and unloading. In comments filed April 27, ATA said PHMSA should drop its proposal because costs associated with the so-called wetlines rule "far exceed the purported public safety benefits." "PHMSA claims to be a data-driven, risk-based regulatory agency; however, this proposed rule departs from those important goals," ATA said. "We are extremely disappointed that the agency has turned its back on real-world data in favor of a systematic group of unproven, unrealistic assumptions that bias the cost-benefit analysis to justify the proposed rule." Bill Graves, ATA president and chief executive officer, said, "Earlier this year, President Obama called on his regulatory agencies to examine their rules and to eliminate those that don't make sense. This wetlines proposal is a perfect example of one of those rules." "As a tank truck operator that hauls gasoline, I know how important it is for our trucks to operate safely," said Barbara Windsor, president and CEO of Hahn Transportation Inc and chairman of ATA. "However, this proposal will simply add immense costs for fleets without improving safety. It will impose an unnecessary burden on small businesses like mine all across the country."

<http://bulktransporter.com/regulations/ata-urges-phmsa-wetlines-0510/>

USA, LA, NEW ORLEANS, MAY 11 2011. FLOOD WATERS SET SIGHTS ON LOUISIANA OIL REFINERIES

michael deibert

Record flooding along the Mississippi River threatens to inundate at least two Louisiana refineries and hundreds of oil and gas wells, officials warned. "This is a very serious flood," Louisiana Governor Bobby Jindal told reporters. "We haven't seen this kind of flooding since 1927." Army engineers plan to open a major spillway by Saturday in order to divert water away from New Orleans and ease pressure on the Mississippi as it approaches the Gulf of Mexico. Floodwaters as deep as 20 feet will inundate areas west of the river which house about 24,000 people and 13,000 structures. Jindal urged residents to begin evacuations now. The state's fuel team has identified two refineries, over 1,750 oil and gas wells and 135 operators in the affected areas. "Safety is a top concern on these structures as the Spillway is opened," Jindal's office said in a press release. Oil prices pushed slightly higher on concerns that US supplies would be hit by the flooding. "Flooding in the lower Mississippi valley, where 11 refineries process up to 2.5 million barrels a day, is causing problems for the US oil and oil product markets," analyst Nic Brown of Natixis said in a note. "Some refineries may need to be closed temporarily, while the transportation of both crude and oil products may also be impacted." JP Morgan noted that while "the situation still remains uncertain, refineries, terminals, and other oil infrastructure are expected to take proactive measures to ensure safety, potentially reducing runs or shutting facilities if necessary." The governor did not specify which refineries were at risk, but one is thought to be the

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Krotz Springs Refinery of Alon USA, a subsidiary of Israel's ALON Israel Oil Co. Ltd., which sits near the Atchafalaya River, a major tributary of the Mississippi. An Alon spokesperson was not immediately available for comment. "We're already seeing the threat priced in somewhat," Phil Flynn, an oil analyst at PFGBest Research in Chicago, told AFP. "But if we get into a situation where these refineries are shut down for weeks, this could be very serious." The worst floods to hit the central United States in more than 70 years have swallowed up homes, farms and roads in Illinois, Missouri, Kentucky, Tennessee and Mississippi. Heavy rains last month filled rivers and creeks already swollen from the melting of a thick winter snow pack, which are now backing up because the Mississippi is so swollen. The Mississippi River has swelled to six times its normal width and was three miles (4.8 kilometers) wide when it crested Monday in Memphis, where it is typically half a mile wide. Portions of the river have also been closed to shipping.

<http://www.google.com/hostednews/afp/article/ALeqM5iXyuFouUT2lloJBzzJqxssJzqDg?docId=CNG.d2acdf5f5595e9d01a69d964534d54c4.341>

AUSTRALIA, WEST AUSTRALIA, MENZIES, MAY 11 2011. FUEL TANKER ROLLS OVER IN GOLDFIELDS

There are fears a fuel tanker capable of carrying 32,000 litres of fuel could create a major spill in after it rolled 50km south of Menzies this evening. Police say the trailer tipped over on the Goldfields Highway and Kookynie Road about 6.45pm and it is believed one trailer is punctured. A crane is being sent to remove the vehicle and its diesel load but no one was hurt in the incident.

<http://au.news.yahoo.com/thewest/a/-/wa/9352284/fuel-tanker-rolls-over-in-goldfields/>

INDIA, HIMACHAL PRADESH, SHIMLA, MAY 11 2011. FUEL TANKER INFERNO BURNS 6 VEHICLES, 2 SHOPS

A commercial fuel tanker vehicle catching fire past the mid night hour and the flames engulfed 6 other vehicles and two nearby buildings in Bilaspur. Fire officer Prem Lal Thakur said that the loaded fuel tanker (HP-69-0756) belonging to one Raman Anand Filling Station caught fire in the wee hours at about 3.30 a.m. Uncontrollable flames soon erupted and burnt down two scooters, a jeep, a car and another truck parked nearby. Fire also spread to a nearby shop and an eatery, causing heavy losses to the two establishments. Fire tenders that were rushed to the spot were only able to douse the flames after an hour of fire-fighting. District administration officials have put the loss at about Rs 25 lakhs. A case has been registered to ascertain the cause of the fire accident.

<http://himachal.us/2011/05/10/fuel-tanker-inferno-burns-6-vehicles-2-shops/27918/news/ravinder>

CANADA, OTTAWA, MAY 11 2011. GAS PUMP CATCHES FIRE IN OTTAWA'S EAST END

 **Watch the Video** <http://www.cbc.ca/news/canada/ottawa/story/2011/05/10/ott-gas-spill-explosion.html>

 **Watch the Video** <http://www.ottawacitizen.com/health/Minivan+burns+Montreal+Road+station+fire/4756451/story.html>



Flames engulf a van and a gas pump at an Ultramar gas station on Montreal Road, Tuesday, May 10, 2011. A gas station attendant is being credited with helping avert a major disaster after a gas pump caught fire in Ottawa's east end. The fire ignited when a tanker truck clipped a pump at the Ultramar gas station on Montreal Road near St. Laurent Boulevard at about 7:30 a.m. Tuesday. The gas pump and a nearby van quickly went up in flames. A gas station attendant saw what happened and hit an emergency shut-off valve to stop the supply of gas to the pump before the situation got out of control. "Obviously, through all that chaos and panic, he managed to know exactly what to do," said Marc Messier, spokesperson for Ottawa

Fire Services. The driver of the minivan who was refueling his vehicle at the time managed to escape without injury. The gas station will be closed for at least a few days until the pump can be fixed.

http://ottawa.ctv.ca/servlet/an/local/CTVNews/20110510/OTT_Gas_Fire_110510/20110510/?hub=OttawaHome

UK, NORFOLK, BACTON, MAY 11 2011. SHELL ADMITS CHARGES OVER GAS BLAST

Shell UK has admitted health and safety breaches after an explosion and fire at a gas terminal in Norfolk. In total the firm admitted seven breaches of health and safety and environmental regulations in connection with the incident at Bacton gas terminal in 2008. The case was adjourned, with the firm to be sentenced after a two-day hearing on June 16 and 17 over the gas blast in Paston Road that February. Shell admitted it had not taken all the necessary measures to prevent major accidents and limit the consequences to people and the environment, Norwich Crown Court heard. It also admitted that the health and

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safety of its employees at Bacton had not been ensured - as far as was reasonably practicable - and that it had not made sure others not employed by Shell were not exposed to health and safety risks. The firm also admitted that by not maintaining plant and equipment in good operating condition it had failed to operate in accordance with an Integrated Pollution Control authorisation. It also admitted that by failing to notify the Environment Agency of the failure or malfunction of the separator vessel VG110 it had not complied with a pollution control regulation. By failing to prevent emissions of run-off and fire-fighting foam, the firm admitted it had failed to comply with a pollution prevention control permit. Finally the firm admitted it had not complied with a pollution prevention control permit between May 2007 and February 2008.

Related Stories

- [Shell to be prosecuted over blast](#) 01 December 2010
- [Major gas terminal blaze put out](#) 28 February 2008

<http://www.hvnplus.co.uk/news/shell-admits-charges-over-gas-blast/8614618.article>

CANADA, MAY 11 2011. STUDY: NUMBER OF GAS STATIONS IN CANADA CONTINUES TO FALL

The number of retail gasoline outlets in Canada continues to decline, according to a recently released annual survey of retail gasoline facilities by petroleum consultancy MJ Ervin & Associates. The annual study, entitled the National Retail Gasoline Site Census 2010, is the only comprehensive enumeration of the number of retail gasoline stations in Canada. It identified a total of 12,710 retail gas stations as of December 31, 2010; a continuation of a downward trend in the number of retail gasoline stations in Canada since 1989, when over 20,000 retail outlets existed. The 2010 outlet count represents 3.7 gas stations for every 10,000 persons in Canada. This trend reflects an average decline of about two percent per year, over a period of time when Canada's population, has been steadily growing. "This is a consequence of a continued lack of profitability in the retailing of gasoline," states Michael Ervin, the vice president and director of consulting services for MJ Ervin & Associates (a division of The Kent Group). Despite generally healthy oil industry profits over the past several years -- at least until recently -- the retail sector has always been a relatively poor performer: in 2010, the wholesale "rack" to retail mark-up on a liter of regular gasoline was less than seven cents per liter at a typical urban gas station, according to pump price statistics gathered by MJ Ervin & Associates. Ervin notes that to be profitable, retail gasoline outlets must sell high volumes of gasoline in order to compensate for the low margins. They must also be effective marketers of pop, chips, car washes, and other non-petroleum offerings that tend to have much higher margins than gasoline. "It's the stations that lack sufficient fuel sales or sufficient non-petroleum sales that are closing," Ervin added. The study reveals that growth in "big box" retailers of gasoline such as Safeway and Loblaws, has stalled in the past few years. This category of petroleum marketer had proliferated in western Canada over the past decade, but had only seen limited growth in eastern Canada. The study suggests that a combination of low profit potential and some regulatory constraints may be responsible for limiting big box retailers from further expansion in the future. The percentage of retail outlets affiliated with refiners declined from 42.5 in 2008 to 41.4 in 2010, evidence of a continued strategy of refiners divesting retail assets at a faster rate than non-refiner marketers. Conversely, non-refiner marketers (sometimes referred to as "independent" marketers) were affiliated with 58.6 percent of all outlets in 2010, compared to 57.5 percent in 2008. As to the all-important question of who controls the retail pump prices at Canada's 12,710 gas stations, the study determined that 16 percent of gasoline stations are price-controlled by one of the three "major" oil companies (Imperial Oil, Suncor, or Shell), while the majority of gasoline outlets in Canada are price-controlled by dealers or companies who are not involved in the refining of petroleum products. The MJ Ervin & Associates report paints a picture of the diversity of gasoline brands, with over 99 different brand names under which gasoline is sold in Canada, although most of this country's gasoline originates from 15 refineries, operated by nine refining companies. There are over 71 companies involved in the retail management of these brands. The National Retail Gasoline Site Census is a research project of MJ Ervin & Associates. MJ Ervin & Associates (a division of The Kent Group) is a London-based consultancy specializing in the petroleum refining and marketing industry. MJE publishes the Weekly Pump Price Survey, Canada's authoritative source of petroleum prices. Its clients span a wide range of government, NGO and industry organizations with an interest in downstream petroleum issues.

http://www.downstreamtoday.com/news/article.aspx?a_id=26575

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