



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 710 Newsy Stuff

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May 16 2011



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USA, MN, FRIDLEY, MAY 11 2011. THREE INJURED IN FRIDLEY EXPLOSION

anthony lonetree & paul walsh

• **Watch the Video** <http://www.kare11.com/news/article/922646/396/3-injured-in-Fridley-industrial-explosion>

• **Watch the Video** <http://kaaltv.com/article/stories/S2104588.shtml?cat=10728>

• **Photo Gallery** <http://www.startribune.com/local/north/121574279.html>



Chemicals mixed at a plating facility in Fridley set off a small explosion Tuesday that burned three employees and prompted the building's brief evacuation, authorities said. The "flash explosion" occurred shortly after 11 a.m. at Incertec Plating on 83rd Avenue NE., just west of University Avenue, police said. The three employees, all men, were splashed with acid. They were rinsed by firefighters at the scene, then taken to a hospital, where they were treated for their injuries and released, the company said. Fire Chief John Berg said it was not known what caused the chemicals to explode. He identified them as phosphoric and nitric acid. Minnesota OSHA was notified and will investigate. Authorities were alerted to the explosion at 11:07 a.m., and after arriving, firefighters went through the plant to

ensure it was free of hazardous vapors. The building reopened shortly after 12:30 p.m. Two of the injured men were taken to Mercy Hospital in Coon Rapids. The third was taken to Hennepin County Medical Center with burns to the face. Rob Clark, Incertec's director of operations, said about 75 employees were removed from the facility as a precaution. Clark, who received reports from Fridley while at the company's facility in Kansas, said that Incertec, founded in Fridley 18 years ago, had a "very good" safety record. "We haven't had any significant issues whatsoever," he said. Minnesota OSHA said the company had not been the subject of a safety investigation for at least 10 years. But it was cited and fined twice in June 2009 for a "serious" violation for misusing PVC pipe and for a "nonserious" violation for a damaged electrical conduit. The fines totaled \$800. A mid-1990s fire claimed the company's original Fridley facility, Berg said. Incertec does custom plating for metals and plastics. Its clients have included Goodrich Aerospace, Lockheed Martin, Honeywell and Medtronic.

• **Related Stories**

- [3 injured in Fridley industrial explosion](#)
- [3 Suffer Minor Injuries in Fridley Plant Explosion](#)
- [Phosphoric and nitric acids blew the lid off a vat and splashed three workers.](#)

<http://www.startribune.com/local/north/121574279.html>

NEW ZEALAND, MAY 12 2011. SHELL BRAND DITCHED FOR A LETTER



What was once the Shell petrol station is to become a Z - pronounced Zed - station. The rebranding is the result of a massive piece of customer research that will see the iconic Shell brand ditched for Z and a petrol and coffee-buying experience". The swirly red and orange Z symbol, which looks a bit like the number 8 is, according to Greenstone, Shell's owner, a statement of New Zealand having moved beyond the number 8 fencing wire "battler" to a "more confident and assured sense of our place in the world". The decision sees Greenstone drop the huge recognition factor of the globally entrenched Shell brand in favour of a new, home-grown petrol and energy company brand. The company is 50/50-owned by the New Zealand Superannuation Fund and Infratil, and has invested in "kiwifying" its business model. One of its moves was to bring home its commercial customer call centre from Manila. It also uses short

chains of command to make savvy calls on market conditions that a slower, multinational organisation tends to frustrate. Among the less compelling reasons Bennetts listed for choosing Z was that it "is the first letter of the last word of the country to which our business is solely committed", said Greenstone Energy chief executive Mike Bennett at the Z launch in Auckland. But it was a name that kept winning in customer research that reached as many as 17,000 people, the biggest such piece of market research for a decade. "The Z brand will provide a visual point of difference and customers will know they're supporting a Kiwi company," Bennett said. Z service stations will offer cafe-quality food and coffee, and forecourt service "for people who want it". Greenstone said it would support New Zealand suppliers "where possible". The rebranding exercise will take place over time, beginning with 10 stores. The full roll-out will begin in October and be completed by next June. There are 226 Shell service stations across the country.

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Related Stories

- [New Shell brand being pumped out](http://tvnz.co.nz/business-news/shell-brand-ditched-letter-4165747)

<http://tvnz.co.nz/business-news/shell-brand-ditched-letter-4165747>

USA, AKA, ANCHORAGE, MAY 12 2011. REPORT MAKES RECOMMENDATIONS ON TRANSBOUNDARY OIL SPILLS

A new report from the Alaska Department of Environmental Conservation focuses on transboundary oil spill response for the Alaska/British Columbia and British Columbia/Washington border areas. The document is a result of a cooperative effort of 90 natural resource trustees and stakeholders from Alaska, Washington and British Columbia who worked with the Pacific States-British Columbia Oil Spill task Force to evaluate response planning and readiness for U.S./Canadian trans-boundary oil spills. State officials said May 9 that their "Review of Planning and Response Capabilities for a Marine Oil Spill on the U.S.-Canadian Transboundary Areas of the Pacific Coast" covers response command, planning, operations, logistics and financial issues pertaining to such a spill. "This report is the culmination of the most advanced, detailed oil spill response planning between two countries, and will serve as a model for future international oil spill planning," said Gary Folley, DEC program manager. "It will also go a long way to response planning for future offshore development in the Arctic." The collaborative effort included representatives from government agencies, tribal governments, no-governmental organizations and private industry. The report is available at: www.oilspilltaskforce.org/docs/notes_reports/Final_US_Canada_Transboundary_Project_Report.pdf

More information on the task force is at www.oilspilltaskforce.org

http://www.thetundradrums.com/article/1119report_makes_recommendations_on_transboundary

USA, TN, NASHVILLE, MAY 12 2011. U.S. CHEMICAL SAFETY BOARD CONTINUES INVESTIGATION OF TWO ACCIDENTS AT THE HOEGANAES CORPORATION FACILITY; TESTING CONCLUDES THAT BOTH ACCIDENTS INVOLVED COMBUSTIBLE METAL DUST



The U.S. Chemical Safety Board (CSB) today released test results confirming preliminary conclusions that two flash fires which occurred at the Hoeganaes Corporation plant in Gallatin, Tennessee—one fatal—involved the combustion of iron powder which had accumulated throughout the facility and became airborne in combustible concentrations. A flash fire on January 31st killed one worker and seriously burned another. A similar fire occurred on March 29th and caused one injury. The Hoeganaes plant, which employs approximately 175 workers, manufactures "atomized" iron powder that is sold to the automotive and other industries for the production of metal parts using powder metallurgy. The first incident occurred on January 31 as two maintenance mechanics on the overnight shift inspected a bucket elevator that had been reported to be malfunctioning due to a misaligned belt. The bucket elevator, located downstream of an annealing furnace, conveyed fine iron

powder to storage bins. The two mechanics were standing alone on an elevated platform near the top of the bucket elevator, which had been shut down and was out of service until maintenance personnel could inspect it. When the bucket elevator was restarted the movement immediately lofted combustible iron dust into the air. The dust ignited and the flames engulfed the workers causing their injuries. A dust collector associated with the elevator was reported to have been out of service for the two days leading to the incident. The second incident occurred less than two months later on March 29 when a plant engineer, who was replacing igniters on a furnace, was engulfed in combustible dust which ignited. In the course of the furnace work, he inadvertently dislodged iron dust which had accumulated on elevated surfaces near the furnace. He experienced serious burns and bruises as a result of this second event; a contractor witnessed the fireball but escaped without injury. "Tests conducted on samples of metal powder - collected from the plant - determined that this material is combustible," said CSB Investigator-in-Charge Johnnie Banks. "The team observed significant quantities of metal dust on surfaces within close proximity to the incident locations. This was of particular concern as metal dust flash fires present a greater burn injury threat than flammable gas or vapor flash fires. Metal dust fires have the potential to radiate more heat and some metals burn at extremely high temperatures in comparison to other combustible materials." In addition to visible dust particles in the air, 2 to 3-inch layers of dust were observed on flat surfaces, rafters, and railings throughout the facility. Mr. Banks said in the course of reviewing company documents, the CSB found that last year Hoeganaes submitted 23 dust samples from the Gallatin facility to an independent laboratory for testing and 14 were found to be combustible. Furthermore, investigators found that the facility had documented multiple reports of flash fires during repairs on furnace belts at their facility located in Cinnaminson, New Jersey, which resulted in two injuries in 2000 and one fatality in 1996. Mr. Banks said, "The presence of combustible dust was known

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by Hoeganaes at the times of the accidents; it appears the risks were not adequately addressed by the company." The CSB investigation will examine the company's dust prevention efforts at the facility and its compliance with the National Fire Protection Association Standard 484 that details requirements for dust collection systems, dust cleaning frequency, and building construction and egress provisions. In 2006 the CSB completed a study of combustible dust fires and explosions, which identified 281 incidents that occurred from 1980 to 2005, killing 119 workers and injuring more than 700. The study findings resulted in a recommendation to the U.S. Occupational Safety and Health Administration (OSHA) to develop a standard that comprehensively addresses combustible dust explosions. In 2009, OSHA agreed to develop a combustible dust standard. OSHA is currently in the early stages of the rulemaking process for the standard. CSB Board Member John Bresland said, "Combustible dust is an often overlooked hazard at manufacturing facilities, as CSB investigations back to 2003 demonstrate. Among our open recommendations to OSHA from previous accidents is a call for a comprehensive combustible dust standard designed to protect workers and reduce or prevent dust-related hazards. The CSB will be closely following the discussion at OSHA's upcoming Combustible Dust Expert Forum on May 13, as regulatory options to eliminate this workplace hazard are reviewed and evaluated."

www.csb.gov

AUSTRALIA, NEW SOUTH WALES, SYDNEY, MAY 12 2011. NSW DANGEROUS GOODS RULES WEAK: AUDITOR

The NSW auditor-general says the state has a weak and poorly coordinated regulatory regime for the transportation of dangerous goods like petrol, gas and pesticides. While the number of accidents involving the transport of dangerous goods had declined, the regulation of the industry by state agencies could be improved, Auditor-General Peter Achterstraat said. Mr Achterstraat's report criticises the small number of inspections by the Office of Environment and Heritage (OEH) - just 303 in 2009-10 - despite Port Botany handling about 50,000 containers of dangerous goods every year. The regulatory system was also undermined by poor communication between government bodies such as the OEH, Workcover and the Centre for Road Safety, he said on Tuesday. "The NSW Centre for Road Safety reported nearly 60 crashes involving transport of dangerous goods in 2009-10," Mr Achterstraat said in a statement. "However, the Office of Environment and Heritage received reports of only 11 incidents in the same period. Information about dangerous goods incidents needs to improve. "Agencies who share responsibility for regulating the transportation of dangerous goods must work more closely to better use their resources and target areas of greatest risk." The auditor-general called on the OEH and WorkCover to better target and penalise those who break transportation requirements. Checks on licensing also needed to be tightened, with the report saying the integrity of the system could be at risk of fraud and corruption. "It is pleasing that accidents involving the transportation of dangerous goods are on the decline and that there have been recent improvements in the number of inspections," Mr Achterstraat said. "But our regulatory regime has been weak, with little coordination between agencies and knowledge about the transportation of dangerous goods in this state."

<http://news.smh.com.au/breaking-news-national/nsw-dangerous-goods-rules-weak-auditor-20110510-1egkp.html>

USA, N.D, COGSWELL, MAY 12 2011. OIL SPILLS INTENSIFY FOCUS ON NEW PIPELINE PROPOSALS

nathan vanderklippe

 **Watch the Video** [Rainbow pipeline leak wasn't noticed before restarts](#)



The owner of a broken pipeline that gushed 4.5 million litres of oil into the northern Alberta wilderness says workers tried to restart the system twice after first noticing something was wrong.

First it was a Michigan river. Then a Chicago suburb. Next was a small stream near an Alberta rancher's house, followed by a northern Alberta forest. Now an oil spill at a North Dakota pipeline pumping station is the latest in a string of incidents over the past year that is heightening public worries about the safety of North America's vast network of oil pipelines. The series of accidents in the different areas has sent oil gushing from cracked pipes or faulty equipment, oozing into

waterways and forested land. For the oil-transportation industry, the pipeline spills could hardly come at a worse time. Billions in new spending hang in the balance, as governments and regulators weigh whether to approve two bold projects meant to dramatically extend the reach of Canada's oil and gas industry. But the spills have made it increasingly difficult for some to believe corporate claims that pipelines are safe - and have stirred up an increasingly strident opposition to those projects. Companies have "made their own job of persuasion that much harder," said Elizabeth May, the leader of Canada's Green

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party. "They've steepened the incline of the hill they need to climb." The most recent spill came this weekend, after 500 barrels of oil leaked into a TransCanada Corp. Keystone pipeline pump station in South Dakota. The Saturday morning leak came from a three-quarter-inch fitting roughly the size of a garden hose. And while most was contained inside the pipeline facility, it also sent a spray of crude into a nearby field. Crude oil flow will be halted for "a few days" while the company cleans up the mess and checks other fittings along the route, said TransCanada spokesman James Millar. Keystone began commercial crude delivery just nine months ago. Corporate risk assessment documents for the line had estimated such a spill might happen only once in 38 years. Mr. Millar argued, however, that the leak does not indicate Keystone is unsafe. Operations were halted shortly after sensors detected there was a problem, he said. And the pipe itself is intact. "The integrity of the pipe in the ground is solid. The pipe is safe," Mr. Millar said. But the Keystone leak came barely a week after Plains All American Pipeline LP saw its Rainbow line rupture and spill 28,000 barrels in northern Alberta, believed to be the largest such incident in nearly four decades. A few weeks before that, the Trans Mountain system operated by Kinder Morgan Canada was shut down following another, much smaller, leak. And it was only last summer that a pair of ruptures in Enbridge Inc. pipelines fouled a Michigan river and a Chicago suburb. The cascade of problems has been difficult to ignore - and the Keystone leak comes at an especially delicate time for TransCanada, which is in the midst of seeking U.S. approval for Keystone XL, a major new pipe designed to expand the Keystone system in the U.S. The leak is "pretty much a non-event from a financial perspective," said Chad Friess, an analyst with UBS Securities, who calculated a one- to two-penny impact to per-share earnings. "But it doesn't help sentiment towards getting a pipeline approved in the U.S. right now. That's probably the main drawback." For Canada's pipeline industry, the past year was supposed to be a time of celebration, a moment to both bask in the success of past efforts and to lay the groundwork for even more ambitious plans. It was only last July that TransCanada Corp. opened the valves on Keystone pipeline, marking the company's grand entrance into the world of international crude delivery. Three months later, Enbridge Inc. began commercial shipments through its \$3.1-billion Alberta Clipper line. At the same time, both companies have been pursuing new expansions, including Keystone XL and Enbridge's \$5.5-billion Northern Gateway pipeline, which is designed to open an Asian export market for the oil sands. The spills, however, have helped stoke criticism of both projects. Northern Gateway has been the object of so much opposition, including native groups, that it became a federal election issue, with debate arising over whether export tankers should be allowed to sail through northern B.C. waters. Enbridge, however, urged critics to remember what Paul Stanway, spokesman for Northern Gateway, called "the context." "I know the latest incident always looms large. But the fact of the matter is it's an amazingly safe system," he said. "Enbridge's statistics are better than 99.99-per-cent safe delivery of over 950 million barrels of petroleum products we transported in 2010." Yet others point to a more worrisome set of facts. For instance, last August Plains All American agreed with the U.S. Environmental Protection Agency to pay a \$3.25-million (U.S.) civil penalty over 10 oil spills in Texas, Louisiana, Oklahoma and Kansas. The company also pledged to spend \$41-million to upgrade its massive crude pipeline network. The company has argued that it has gone above and beyond requirements, inspecting its Canadian pipe using state-of-the-art custom-built technology. It has applied to restart the Rainbow line, but has yet to receive approval to do so. Yet critics say the series of spills creates bigger questions that need to be answered first. Ms. May, the Green Party Leader, called for an inquiry into whether regulators applied sufficient scrutiny to a company that has experienced major safety lapses. "It's got to be more than a quick whitewash of 'we've cleaned up the mess we've made and now we want open the pipeline again,'" she said.

Oil Producers Scramble On Delivery Arrangements

Canada's oil patch says it has largely been able to manage through the spills that have shut down operations at a pair of important crude pipelines. Crude flow has been halted through the Rainbow line in northern Alberta, which is operated by Plains All American Pipeline, and now the TransCanada Keystone line. Both pipeline systems have leaked crude in the past week and a half, forcing companies that produce oil to stockpile and truck crude in some cases, seek alternative pipeline options in others and even close in some wells. But the outage has, so far, been short enough that industry says it has been able to maintain most output. "We haven't had any interruption of our deliveries of crude or any interruption of the sale of our crude," said Anthony Marino, the chief executive officer of Baytex Energy Corp. Graham White, a spokesman for Husky Energy Inc., similarly said that there has been "no significant impact from a corporate-financial perspective, but we are continuing to monitor."

Related Stories

- [Oil on Rainbow line halted 8 hours after problem detected](#)
- [How safe are North America's pipelines?](#)
- [U.S. sets course to approve Keystone pipeline](#)

<http://www.theglobeandmail.com/globe-investor/spill-shuts-transcanadas-keystone-line/article2015347/>

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CANADA, N.W.T, WRIGLEY, MAY 12 2011. PIPELINE LEAKS 4 BARRELS OF OIL IN NWT



A pipeline has leaked in the Northwest Territories. Gina Jordan of Enbridge Inc. (TSX:ENB) says four barrels of oil leaked Monday from one of its pipelines on its Norman Wells System approximately 50 kilometres south of the community of Wrigley, N.W.T. Jordan says the oil has been contained on a small area of the pipeline right-of-way. She says no moving water or wildlife have been affected and the company immediately notified regulators and emergency officials. The cause of the release has not been determined and is being investigated. The Norman Wells pipeline transports nearly 40,000 barrels per day of sweet crude oil to Zama, Alta., and was officially opened in May 1985. Kevin Menicoche, the MLA for Nahendeh, says he's concerned about the safety of the water and animals. Menicoche also said in a news release that Chief Timothy Lennie of Wrigley noticed a strong odour of fuel when he was hunting this week. The MLA says Lennie reported it to

Enbridge in Fort Simpson. Lennie told Menicoche he is concerned for residents who live at the mouth of the Willowlake River.

<http://www.metronews.ca/vancouver/life/article/856701--pipeline-leaks-4-barrels-of-oil-in-nwt>

AUSTRALIA, VICTORIA, SPOTSWOOD, MAY 12 2011. MOBIL TERMINAL MALFUNCTION IN YARRAVILLE LIKELY TO BE BEHIND STRONG GAS SMELL

jessica craven

The Metropolitan Fire Brigade believes it has located the source of a strong gas smell reported in the inner suburbs of Melbourne this evening. The smell was reported in South Melbourne, Port Melbourne, Kings Way, and Richmond. It resulted in a large number of emergency calls and police had to ask people to stop calling 000. The MFB said that the source of the odour was likely to be coming from a malfunction at the Mobil Yarraville terminal in Spotswood. The malfunction occurred in a tank of waste oil that was being processed earlier today. "This resulted in the oil overheating and causing it to break down and a release hydrogen sulphide and other gaseous odours into the tank and into the atmosphere through a vent pipe," the MFB said. "Later in the afternoon when the weather change came through we believe the odours were carried into the eastern suburbs in quantities that were detectable by the human nose. "As these odours were being carried by the wind, many residents in its path reported it a "gas leak". More than 100 calls were received including a call from an office block in Burnley where they had evacuated all 200 workers fearing a possible gas explosion. The MFB said that there was no detection of gas, and the community was not at threat. "The MFB have worked closely with Mobil staff to restrict the release of the vent gasses," it said. "Mobil in consultation with the MFB, EPA and Victoria Police have set up a management process to deal with this situation and Mobil will work continually to remove any remaining product from the tank to ensure that there is no further release of any odour."

<http://www.heraldsun.com.au/news/gas-leak-forces-evacuations-closes-business-in-seville-east-of-melbourne/story-e6fr7jo-1226054168102>

NEW ZEALAND, WELLINGTON, MAY 12 2011. SHELL REBRAND FAILS TO EXCITE EXPERTS

grant bradley



ZED-TASTIC: All of New Zealand's Shell stations are to be renamed Z.

Brand experts have given end of the alphabet grades to Z - the service station chain replacing Shell. One said it was a logo more suited to a chocolate bar while another described it as kindergarten level design. Z (pronounced Zed) stations will be rolled out throughout the 226-site Shell chain following a nationwide trial starting next month. The New Zealand owners of Shell stations want to give them a more distinctive look as the range of food and coffee and forecourt service is improved. Wellington-based infrastructure investor Infratil through Greenstone Energy and the New Zealand Superannuation Fund bought Shell stations and other assets for nearly

\$700 million last April. The new look was developed by Greenstone staff over several months, refined by marketing experts and put before focus groups at a cost of almost \$500,000. A senior marketing lecturer at Auckland University's business school, Dr Mike Lee, said it was a gamble to drop the century-old Shell logo in favour of one that would suit a chocolate bar. "I'm not a huge fan of it. The old Shell logo was a classic. The Z doesn't really mean anything and you could put that logo on a chocolate bar - it's neither here nor there." Z's chief executive, Mike Bennetts, said 17,000 people were surveyed about the

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business over the past year and there had been a strong push to change the name. "It's not a punt, it's a well-informed decision." It also made financial sense as Greenstone had to pay about \$7 million a year to use the Shell brand. Mr Bennetts said Z linked to the z in New Zealand and the company planned to use "It's better to help fill up the NZ retirement fund when you fill up your tank" in marketing. Better food including New Zealand-made pies and cupcakes and better coffee will be introduced in the high-margin, non-petrol side of the business. Z will also hire up to 200 new employees to provide forecourt service during the day. James Bickford, managing director of Interbrand, said they were throwing away 100 years of heritage. "I wouldn't call it a brand, I would call it an ABC kindergarten logo." The Z livery did not sell an easy-to-grasp message, Mr Bickford said. "This is a logo that's put on a building with rather dreary yellowy-brown colours and trying to impress [upon] New Zealanders this is a New Zealand brand. It's turned itself from a global brand with a huge heritage into an independent petrol station." While it was "cupcake cute" he was unsure whether anyone would drive the extra distance to Z. Julian Smith, a director at branding firm Brian R Richards said it was a "bold move" that could work. "It's about how they're going to localise it. That will be the test of whether it really connects with the local consumer."

Related Stories

- [Goodbye Shell - hello Z Energy](#)
- [Shell's Z rebrand will save royalties](#)
- [Shell network relaunch next week](#)

http://www.nzherald.co.nz/motoring/news/article.cfm?c_id=9&objectid=10725041

NIGERIA, LAGOS, MAY 12 2011. 3 KILLED IN MULTIPLE ACCIDENTS ON LAGOS/IBADAN EXPRESSWAY

olalekan olabulo, kunle awosiyen & adelowo oladipo



Pedestrians run from the scene of a fire ravaging four fuel tankers on Lagos' Ibadan highway on May 11, 2011. Two people lost their lives following a collision between two tankers loaded with fuel that exploded spreading the fire to two additional tankers driving along on Lagos-Ibadan highway, a gateway leading to other parts of the country. The accident cut off traffic around Lagos.

Three people were killed on Wednesday morning in an explosion that greeted multiple vehicles accident at Ibafo, on the Lagos/Ibadan Expressway. Three articulated tankers laden with petroleum products and another truck were also completely burnt in the accident that created serious panic for early users of the ever-busy expressway. The raging inferno started around 6 30 a.m., on Wednesday morning and defied concerted effort of fire servicemen as thick smoke from the fire enveloped the entire Ibafo community. The Nigerian Tribune reliably gathered that the whole incident started on Tuesday evening, when two tanker trucks, one laden with kerosene and the other with petrol crashed around the Mountain of Fire and Miracle Camp gate in Ibafo. The two trucks were reportedly heading towards Ibadan from Lagos, when they crashed into each other and blocked the expressway. The truck drivers were said to have engaged each other in hot argument on who was responsible for the accident and reportedly did not bother to completely remove their vehicles from the road. The Wednesday fire incident occurred, when another articulated tanker, laden with diesel crashed into the two tankers, resulting in inferno that instantly engulfed the three tankers and another truck, parked by the road side. An eyewitness informed the Nigerian Tribune that the driver of the diesel truck and two yet- to-be identified drivers, were burnt to death in the fire incident. The eyewitness stated that the driver of the diesel truck was on high speed and apparently did not see the two trucks involved in the accident, parked by the side of the road, resulting in the crash. The fire incident created serious cause for worry for motorists, who were driving on the other side of the road, as one side of the road was blocked, creating serious traffic gridlock. Hundreds of tanker drivers stormed the scene of the accident to identify the drivers of the burnt vehicles, while residents of Ibafo and other neighbouring communities watched as fire fighters battled with the raging fire. All the vehicles were burnt beyond recognition despite the frantic effort by men of the Fire Service, the Nigeria Police, Lagos State Traffic Management Authority (LASTMA) and the Federal Road Safety Corps (FRSC), to curtail the inferno. Thousands of motorists were stranded for more than six hours, as the rescue team worked to clear the wreckage. Their effort were partly hampered by the impatience of mostly commercial vehicle operators coming from Lagos who resorted to driving against the traffic, blocking oncoming vehicles from Ibadan. The gridlock covered both sides of the expressway, with many workers heading for Lagos to resume duty left at the mercy of commercial motorcyclists, who charged N1000 for a ride to the nearest community, Mowe.

<http://tribune.com.ng/index.php/news/21819-3-killed-in-multiple-accidents-on-lagosibadan-expressway>

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USA, N.C, CHARLOTTE, MAY 12 2011. TANKER TRUCK EXPLODES; DRIVER KILLED ON I-485

steve lyttle

Watch the Video <http://www.wsocvtv.com/news/27849562/detail.html>

Slideshow <http://www.charlotteobserver.com/2011/05/11/2288459/truck-explodes-driver-killed-on.html>

Slideshow <http://www.wsocvtv.com/slideshow/news/27854567/detail.html>



Firefighters respond to a Traffic Collision Involving a Tanker Fire on Interstate 485 at Providence Road just after midnight Wednesday morning that killed the driver. Over 40 firefighters were needed to bring incident under control in 50 minutes

The driver of a tractor trailer died early Wednesday when he apparently fell asleep at the wheel and crashed into a bridge abutment on Interstate 485 at Providence Road. The truck burst into flames after the crash, which happened about 12:15 a.m. on I-485's outer loop. The fire and resulting clean-up closed Interstate 485 for several hours. Providence Road also was closed for a time. The inner loop of I-485 was reopened about 3 a.m., and authorities were able to open one of the two lanes on the outer loop about 5 a.m. The other outer loop lane was opened about 7 a.m. Charlotte fire Capt. Rob Brisley said the truck was in flames when firefighters arrived. Brisley said the side diesel tanks on the cab apparently exploded. He said crews got a break, as they were able to hook their hoses to a hydrant on nearby Providence Road, above the wreck scene. "Crews stretched hose lines down to the fire truck," Brisley said. "That's one reason why Providence Road was closed." Brisley said it took the 40-plus firefighters about 50 minutes to put out the fire. Crews

from Matthews helped deal with the blaze. A big problem facing firefighters was determining if there was any tpe of potentially hazardous in the tanker part of the truck. Brisley said crews were able to find the number on the truck and contact the owner. "Crews found out that the driver had off-loaded the product he was transporting before the crash," Brisley said. The identity of the driver has not been released. Complicating the job was the arrival of a strong thunderstorm, which struck the area less than an hour after the crash. Firefighters spread foam and water on the wreckage while lightning bolts flashed around them and heavy rain fell.

<http://www.charlotteobserver.com/2011/05/11/2288459/truck-explodes-driver-killed-on.html>

USA, N.J, TRENTON, MAY 12 2011. N.J. FUND TO HELP HOMEOWNERS FIX UNDERGROUND TANKS RUNS OUT OF MONEY, CREATES \$33M OF SPILL CLEANUPS

christopher baxter



Marty Lipp poses in front of the underground storage tank removed from his Maplewood property. Since a popular Department of Environmental Protection fund to help remediate the tanks dried up, Lipp and some 1,300 others across New Jersey will either have to pay for festering environmental problems all by themselves - or wait to start the work.

For Marty Lipp, the only thing deeper than the 8-foot hole contractors dug in his driveway to remove an old heating oil storage tank may soon be the one in his wallet for having to unexpectedly pick up the tab for the work. Lipp, 53, of Maplewood, will now have to fork over up to \$12,000 after a popular state fund created to help residents remove leaky underground tanks ran dry last week — just five years after its coffers bulged with \$90 million. "I checked the website a day or so before this

happened, and suddenly they hang out the sign and say there's no more money?" said Lipp, a freelance writer whose work has appeared in The Star-Ledger. "I don't understand where the oversight was, and how they could not see this was coming." About 1,300 people seeking grants or loans will not get help for at least a year, creating a backlog of an estimated \$33 million worth of spill cleanups, said Frank Pinto, chief financial officer for the state Department of Environmental Protection's Site Remediation Program. The money woes also will prevent the agency from processing new requests until at least 2014, Pinto said. Once celebrated as the solution to getting rid of rusted and aging tanks, the fund ran out of cash because of maneuvers to divert dollars to other priorities and expand the number of people and institutions eligible for the program. "This was a very successful program but then everyone started trying to take a little piece of it and now the program is basically being diverted to death," said Jeff Tittel, director of the New Jersey chapter of the Sierra Club. Average cleanup costs for leaky underground

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tanks range from \$3,000 to \$8,000, according to grants and loans awarded. But spills that cause widespread contamination can cost \$100,000 or more to remediate. The program had paid for 12,587 projects as of Dec. 31, 2010, according to the state Economic Development Authority, which oversees the fund along with the DEP. Environmentalists say the ramifications of the fund's demise could be extreme: Leaking tanks could remain in the ground longer, increasing the likelihood of a major spill. Typical underground home heating oil tanks hold 550 to 1,000 gallons, and a spill of just one gallon of oil into the groundwater can contaminate 1 million gallons — the equivalent of about 1½ Olympic-size swimming pools. Though the DEP prefers not to take strict enforcement against homeowners, David Sweeney, assistant commissioner for the department's site remediation program, said by law, residents are responsible for the spill. "There will be cases where homeowners don't have the money to do it, and if it ranks high enough, we'll go in there and then we'll put a lien on the property," Sweeney said. State Sen. Bob Smith (D-Middlesex), chairman of the Senate Environment and Energy Committee, said he plans to hold a hearing to determine why the money ran out and why the problem was not brought to the Legislature's attention sooner. "Everybody's intention will be to try to make sure we keep our promises to our citizens," Smith said. The EDA warned last year in its annual report that the tank fund could hit empty this year and recommended lawmakers take action. But no changes were made. Created in 1997 under Gov. Christie Whitman, the underground storage tank fund provides eligible applicants with grants or loans to pay for upgrades to old or leaking underground storage tanks and for cleanups as a result of spills. Money for the fund came from a constitutional amendment dedicating a portion of the state's corporate business tax to tank remediation as well as to a second account to pay for the cleanup of hazardous sites known as "brownfields." The tank fund, however, had a unique problem: The dollars it accumulated outstripped the demand for the program, Pinto said. By 2006, it had upward of \$90 million, he said, but the DEP processed only \$7 million to \$9 million worth of work each year. As a result, lawmakers approved — and voters agreed — to divert the corporate business tax money entirely to the brownfield fund in 2006. Lawmakers that year also began diverting dollars intended for the tank fund to other areas, including DEP administration, the EDA said. There was a safeguard: When the tank fund dropped to \$20 million, a portion of the diverted dollars would be restored. But the money ran out anyway, because lawmakers through the years allowed more and more people and institutions to apply. They opened the program to colleges, universities, nonprofit groups and volunteer emergency services. The income limits for residents to get assistance increased to \$250,000, maximum grants doubled to \$500,000, and maximum loans doubled to \$2 million. Those with nonleaking tanks were also allowed to apply. By 2010, the DEP was approving more than \$40 million worth of cleanup work, Pinto said. The fund's bottom line dropped to \$20 million last fall and to \$9.6 million on Jan. 1. It is expected to get \$16.6 million from the corporate business tax July 1, the start of the new fiscal year. But that money will pay for only DEP-approved applications already submitted to the EDA, and not any applications stuck in the DEP's backlog. The program for replacing nonleaking tanks has been shut down, Pinto said. He said applications on the backlog will be processed based on when they were received and the threat a leaking tank poses to drinking water.

http://www.nj.com/news/index.ssf/2011/05/nj_fund_to_help_residents_fix.html

AUSTRALIA, SYDNEY, MAY 12 2011. FUEL TANKER GETS STUCK ON TIGHT CORNER

henry budd



Police had to direct traffic on Cleveland Street, Surry Hills after a B Double fuel tanker became wedged against a power pole whilst negotiating a corner.

Workers spent the night draining a fuel tanker after it became wedged on a telegraph pole while trying to negotiate a corner in Sydney. The driver was trying to make a right turn from South Dowling Street into Cleveland Street in Surry Hills about 10pm when the rear section of the tanker struck the telegraph pole. The tanker's load was transferred to a second truck so that it could be dragged away from the power pole. Traffic along South Dowling was still being disrupted by the incident at 6am this morning. The driver was uninjured in the accident.

<http://www.dailytelegraph.com.au/news/fuel-tanker-gets-stuck-on-tight-corner/story-e6freuy9-1226054367538>

AUSTRALIA, NEW SOUTH WALES, REDFERN, MAY 12 2011. B-DOUBLE TANKER CRASH – REDFERN

Traffic diversions are in place following a motor vehicle collision in Redfern last night. Just before 10pm (12 May 2011), a B-Double fuel tanker collided with a telegraph pole at the intersection of South Dowling Street and Cleveland Street. Emergency services were called to the location. The male driver of the truck did not suffer any injuries. As a result of the collision, the intersection of South Dowling Street and Cleveland Street is closed. Diversions are in place with traffic being directed to either

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Dacey Avenue or Fitzroy Street. Lengthy delays are expected and motorists are urged to avoid the area or delay their travel where possible.

http://www.police.nsw.gov.au/news/latest_releases?sq_content_src=%2BdXJsPWh0dHBzJTNBjTJGJTJGd3d3LmViaXoucG9saWNlM5zdy5nb3YuYXUIMkZtZWRpYSUyRjE2NzA1Lmh0bWwmYWxsPTE%3D

USA, TN, MEMPHIS, MAY 12 2011. FIREFIGHTERS STOP 1.5 MILLION GALLON TANK FROM FLOWING DOWN MS RIVER

danya.bacchus

 **Watch the Video** <http://www.wreg.com/news/wreg-gallon-tanker,0,2163675.story>

Fast Facts:

- Million Gallon Tank of Oil Almost Breaks From Braces
- Firefighters Keep It From Going Into Mississippi River
- River Level To Blame

A 1.5 million gallon tank of soybean oil broke free from some of its stabilizing braces along the already engorged Mississippi River Tuesday. "The tank started to tip a little bit, so inevitably the water was coming up. The chances are it would break free," explained Memphis Fire Department Director Alvin Benson. The Memphis Fire Department's special operations team responded quickly. They were seen hoisting ropes to the tanker, securing the lines to a fire truck and then connecting water hoses. They plan to fill the tank with nearly 75,000 gallons of water. "The water would add weight to the tank itself. The tank would ultimately sit itself back down." The process is expected to take hours. The owners of the massive soybean tank immediately called 9-1-1 when they noticed something was wrong. Fire Director Alvin Benson says the quick response kept an already dangerous situation from becoming a disaster. "The danger there if it floats away it could endanger barges or other water traffic and things like that so we want to work on that." After nearly four hours of working, the 1.5 million gallon tank of soybean oil was stabilized.

<http://www.wreg.com/news/wreg-gallon-tanker,0,2163675.story>

ISRAEL, TEL AVIV, MAY 12 2011. JET FUEL CONTAMINANT MAY BE IN NATIONAL PIPELINES >> THE LATEST TESTS INDICATE THAT THE CONTAMINATION THAT CAUSED AIR TRAFFIC CHAOS DID NOT ORIGINATE AT BEN GURION AIRPORT.

erez wollberg & amiram barkat

The contamination in jet fuel that led to planes being grounded at Ben Gurion Airport last week has been discovered in checks from the fuel tank terminal at Bilu Junction, Yossi Arie, head of the Israel Institute of Energy and Environment told "Globes" today. This means that the source of the contamination may not be at the airport at all, but at some point along the national system of pipelines owned by government company Petroleum & Energy Infrastructures Ltd. (PEI). On the basis of checks carried out on Thursday, Dr. Josefa Ben-Asher, head of the institute's laboratory, announced that continued use of the fuel was a risk to life. Following further checks carried out at the airport itself on Saturday, Ben-Asher changed her recommendation, when it became clear that the contaminant was not permeating the filters of the aircraft fuelling system. On instructions from Minister of Transport Yisrael Katz, the fuel supplied to every aircraft taking off is being sampled and tested by the Israel Air Force, and the results of the tests are being retained. On the eve of Independence Day (Tuesday), two aircraft were found with suspect fuel, which led to their fuel tanks being emptied and refilled, delaying the flights, among other things because of the need to replace the aircrew, according to international aviation rules. The Israel Airports Authority says that the Air Force tests will continue until further notice, while the report of a government inspection committee is awaited. At a press conference on the eve of Independence Day, Ministry of Transport director general Dan Harel said, "The source of the contamination is apparently not organic, but comes from a burst somewhere along the route. However, the filtration system does not allow the contamination through." Harel's statement seems to indicate that the contamination comes from some point in the pipeline transporting the fuel. Meanwhile, the affair continues to cause damage to passengers and the airlines. Katz did say at the press conference that "we will ensure that people who have been delayed will not suffer damage, will be compensated and receive what is due to them." However, the airlines are suffering growing damage. For example, yesterday, Arkia had to change the aircrew on a flight to Paris that was delayed, and to put the passengers up in hotels. IATA country manager for Israel Kobi Zussman told "Globes", "The incident is not over, even after the Ministry of Transport sent a telex to the airlines on the eve of Independence Day. We are monitoring it, and view it with great concern. It is not something common around the world, and unfortunately it has happened in Israel. In recent days, a great many passengers have been caused

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considerable damage and distress, and the airlines have incurred huge financial damage, including compensation to passengers, unloading of aircraft, and harm to their reputations."

<http://www.globes.co.il/serveen/globes/docview.asp?did=1000644618&fid=942>

USA, ORE, PORTLAND, MAY 12 2011. HAZMAT CREWS DISPATCHED TO TOXIC CLOUD IN SE PORTLAND

toshio suzuki



Fire crews from Portland, Clackamas and Gresham responded to a hazardous cloud emitting from a steel cast parts company on Wednesday evening. The vapor--originally described as orange in color--came from the Precision Castparts Corp., at the 5000 block of Johnson Creek Boulevard and drifted northwest from there, according to Paul Corah with Portland Fire. The spill was something of a hydrochloric nitric acid combo, said Corah, and was caused around 6:15 p.m. when "A huge chunk of titanium got spilled into a vat of acid." The initial call came in at about 5:30 p.m. and the incident was "still off-gassing" after 7 p.m., according to Corah. Steve McAdoo with Clackamas Fire said most chemicals of that substance dissipate when released into the air. While initial responders assessed the situation, authorities said residents within a half-mile area were notified via reverse 9-1-1 to

stay within their homes and close all windows. One resident living in Multnomah County, easily within the half-mile radius, said her home did not receive any emergency notification. Judy Smith, who lives north of the complex at the 8300 block of Southeast 52nd, said her family has had the same phone number for 20 years and she wished they got the heads-up notice. Two firefighters were transported to an area hospital with respiratory irritation, and the Associated Press reported two company employees were also transported for the same reason. Hazmat crews responding to the scene could be seen setting up portable showers and Johnson Creek Boulevard--in addition to several other Southeast Portland roads--remained closed late into the evening. According to their website, [Precision Castparts Corp.](http://www.precisioncastparts.com), is a worldwide manufacturer of complex metal components used in a variety of industries, including aerospace. The company is one of Oregon's two Fortune 500 corporations, the other being Nike.

<http://www.koinlocal6.com/news/local/story/Hazmat-crews-dispatched-to-toxic-cloud-in-SE/Oitl7ipPK0y41BCJVBeBrg.csp>

USA, CA, SAN DIEGO, MAY 12 2011. NEW PRECEDENT: POLLUTION PERMITS FOR FIREWORKS

mike lee

 **Watch the Video** <http://www.10news.com/news/27861442/detail.html>



Regional pollution regulators have drawn up rules for fireworks shot over waterways in an attempt to satisfy the Clean Water Act.

[San Diego](http://www.sandiego.gov) regional regulators on Wednesday became the first in the country to require a [pollution](#) permit for all [fireworks](#) shot over water, and federal officials signaled their intent to consider similar rules nationwide. After about five hours of testimony and debate, the San Diego Regional Water Quality Control Board's governing panel voted 6-0 to support a plan that forces producers of fireworks events to file for an annual permit that costs about \$1,500 and follow [best management practices](#) for cleanup. The board nixed more expensive water and sediment monitoring requirements for the displays — except the regular shows run by SeaWorld — out of concerns that proposed testing plans were not comprehensive and did not allocate costs fairly. The local permit was designed to

meet [Clean Water Act](#) requirements and limit [ecological damage](#) from pyrotechnics. Organizers of some displays said they could live with the new rules but said they feared litigation by environmentalists will continue to haunt them. "The show goes on," said Seth Goldman, chief administrative officer for the San Diego Symphony, which plans 22 short fireworks displays during its Summer Pops program. By one estimate, there are about 55 displays over San Diego Bay each year, a number that the new permits will help to refine. It could take two years to craft a new monitoring plan, which is expected to be combined with existing bay and ocean sampling projects. That should minimize costs and create a holistic assessment of whether the compounds in fireworks damage water quality. No overall expense estimate was presented Wednesday, but sampling can run from \$5,000 to \$10,000 per site. Fireworks show organizers said requiring them to pay for monitoring would force them to shut

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down. It's likely that sampling will be covered by existing fees and programs of the regional board. "I am very satisfied," said Gary Strawn, a regional board member from Santee. "Monitoring is everything, but it was important to do the monitoring correctly and it just didn't seem right to me. ... I think we have a better chance now of putting something real together." Critics said the lack of assessments in the short-term undermined a critical aspect of the permit — creating a scientific record that details damage to waterways is done by pyrotechnics. Leaders at the Coastal Environmental Rights Foundation — the group that instigated the debate over fireworks pollution by unsuccessfully suing to stop the La Jolla show last year — said the regional board went backward on Wednesday compared to earlier versions of its plan. They said the foundation will consider appealing the decision to the State Water Resources Control Board and maintain legal challenges against specific events that group leaders believe are violating other laws. "The win today, if there is a win, is that there was comprehensive discussion and testimony from the EPA that this is a regional concern," said the foundation's Sara Honadle. At the U.S. Environmental Protection Agency, scientist Cindy Lin said the regional board took an important step to regulate a class of pollutants that have been largely overlooked to date. Enforcement of the Clean Water Act started about 40 years ago with the most obvious pollution sources and now is focusing on numerous small but widespread sources that combine to create big contamination problems. "We wholeheartedly support the permit," Lin said. "We think they are on the right approach." She said the EPA now must decide whether to replicate it on a national scale. "It is something that we do care about and are going to try to look at," she said. "We need to listen to all the states and all the concerns." Fireworks advocates argued that the permits were unnecessary. They said the environmental impact of the displays is so minor that the monitoring, paperwork and permitting fees are pointless. Robert Howard, a lawyer at Latham & Watkins, represented the La Jolla Community Fireworks Foundation. He said fireworks remain threatened despite the board's attempt to provide regulatory cover for the events. "What we will find out is whether on July 5 the next wave of lawsuits will come as to whether the (groups) picked up every possible piece of debris," he said.

Related Stories

- [Fighting over Fourth of July fireworks](#)
- [Attorney sues to halt Fourth of July fireworks](#)
- [Struggling to permit fireworks](#)
- [Fireworks debate flares in Chula Vista](#)

<http://www.signonsandiego.com/news/2011/may/11/fireworks-under-fire-across-county/>

USA, N.J, MANASQUAN INLET, MAY 12 2011. OFFICIALS: FUEL, OIL FROM CAPSIZED BOAT MOSTLY DISSIPATED

denise di Stephan

 Watch the Video;

<http://www.app.com/article/20110511/NJNEWS/305110036/Three-rescued-from-Manasquan-Inlet-after-64-foot-boat-capsizes>



The remains of the 70-foot Atlantic Traveler's hull smashes against the rocks of the Manasquan Inlet's south jetty after sinking May 11, 2011.

Three crew members, one from Brick, rescued this morning; boat may not be removed until next week. The minimal leaks of diesel fuel and oil from a capsized boat in Manasquan Inlet have mostly dissipated into the inlet and ocean, Coast Guard officials said, as efforts are made to locate sunken boat equipment so they can reopen the waterway. The vessel had 3,000 gallons of diesel fuel and 350 gallons of oil on board, Coast Guard Petty Officer First Class Brian Martin said. A tug and barge to move the 64-foot, steel-hulled Atlantic Traveler from the edge of the inlet's south jetty may arrive by Friday, but it's expected to take until early next week to get the commercial fishing boat, built in 1970, off the rocks, said Martin. By 5 p.m.

Wednesday, the position of the boat had shifted slightly to the south. The wrecked hull floated in the ocean just off the south jetty, rather than inside the inlet, where it had been for much of the day. Meanwhile, the inlet is closed to all outbound marine traffic and it may stay that way until the boat is moved out, Martin said. State marine police have been trying to use sonar to locate boat equipment, such as cables, but the rough waters where the ocean and inlet meet are making that difficult, Martin said. The problem started when the fishing vessel, the Atlantic Traveler, was outbound and a hydraulic hose broke, causing the boat to lose steering, Martin said. The crew [called the Coast Guard by radio](#) at 4:53 a.m., reporting they were heading towards the south jetty, which is on the Point Pleasant Beach side. By 5 a.m., a 47-foot Coast Guard Motor Life Boat arrived on the scene, hooked up a three and a quarter inch, double-braided nylon line and, at 5:03 a.m., tried towing the vessel, Martin

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said. At 5:06 a.m. the Atlantic Traveler hit the south jetty and waves knocked the boat up onto the rocks, Martin said. As the boat began slipping down the rocks, the Coast Guard line broke under the strain and the boat slid down and capsized, Martin said. When the boat capsized, the Coast Guard was already on the scene and pulled them out of the water which was about 52 degrees, Martin said. William Hill, 58, of Brick, Matthew Morris, 19, of Point Pleasant, and William A. Lewis, 30, of Marshallberg, N.C., were rescued but declined medical treatment.

<http://brick.patch.com/articles/crews-working-to-prevent-fuel-spill-from-sunken-fishing-boat#photo-6020793>

INDIA, KARNATAKA, MANGALORE, MAY 12 2011. BARGE SINKS, MUKKA BEACH MAY SEE OIL SPILL

m raghuram



There are growing fears of an oil spill from a barge that had sunk after running aground off Surathkal affecting the Mukka beach, the venue for several festivals. The barge, modified as an excavator to dig a trench in the seabed to lay an effluent discharge pipeline for the upcoming petroleum industries of the Mangalore Special Economic Zone (MSEZ) Limited, ran aground in shallow waters on Tuesday morning. It listed to starboard, and sank by evening. Efforts to salvage the barge have not yielded any results. According to the engineers of the New Mangalore Port, powerful tugs cannot be deployed in the area as they too might also run into problems in the shallow waters. MSEZ officials said the barge sank even as they were planning to salvage it after ensuring specialised services from the port. Marine vessel engineers who visited the scene on Tuesday expressed fear that the barge

might crack due to the tidal pressure and sand movement, increasing the threat of oil leakage. Several prominent institutions, including the National Institute of Technology-Karnataka, were located along the Mukka beach, now under threat from the possible oil spill. The fishermen of the area have been opposed to laying of the pipeline for the petroleum project, which they claimed, would hinder fishing, particularly the movement of naadadoni (country craft). "We have been opposing the pipeline as it obstructs the movement of boats. The coastal bed dynamics too get altered due to which shoals of fish move away from the coast to deeper waters. Since the country craft fishermen cast their net along the coastal line, they find not catch within the range of their operations (500 to 1200 meters from the beach)," Shobendra Sasihitlu, president of the Dakshina Kannada Mogaveera Yuva Vedike, said. He added that about 700 families would lose their livelihood if the pipeline project was completed.

http://www.dnaindia.com/bangalore/report_barge-sinks-mukka-beach-may-see-oil-spill_1542329

INDIA, TAMIL NADU, COIMBATORE, MAY 12 2011. 'OIL PILFERAGE, ADULTERATION' RACKET UNEARTHED

v.s. palaniappan



Breakthrough: Superintendent of Police

The Coimbatore Rural Police, on Wednesday, 'unearthed' a major racket wherein furnace oil was pilfered from the trucks and spent oil (no quality – waste engine oil) was mixed with the rest of the consignment. Superintendent of Police, Coimbatore Rural District, N. Kannan said following a tip-off, special teams raided a private firm dealing in oils on Pollachi Road and seized four trucks and 26,000 litres of furnace oil. The vehicles were worth Rs. 20 lakh and oil was valued at Rs 15 lakh. Mr. Kannan said usually when furnace oil was transported from the public sector oil companies' depots in Kochi, the consignors permitted a 'transportation loss' of 100 litres per vehicle. If there was no loss enroute, the racketeers, with the connivance or collusion of the tanker drivers, siphoned off the 100 litres at secluded godowns.

At these illegal depots, the racketeers also pilfered another 75 to 150 litres and replaced it with spent oil. This was a clear case of pilferage as well as adulteration, Mr Kannan added. These racketeers made around Rs. 6,000 from the siphoned off oil which was to the extent of 200 to 300 litres. At the end of the day, the quantity of pilfered oil alone worked out to up to one load of furnace oil, Mr. Kannan said. Police have picked up the owner of the oil firm Rajagopal, his manager, a driver and cleaner for questioning. A case was registered against them under Sections 3 and 4 of the Lubricants and Greases Processing and Supply Regulation Order of 1987 read with Section 7 (1) (a) (ii) of Essential Commodities Act.

<http://www.hindu.com/2011/05/12/stories/2011051258710100.htm>

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COMMONWEALTH OF PUERTO RICO, BAYAMON, MAY 12 2011. PUMA ENERGY TO CLEAN UP OIL TERMINALS IN PUERTO RICO



Puma Energy Caribe, LLC has agreed to clean up the former Caribbean Petroleum Refining facility in Bayamon, Puerto Rico and address environmental conditions at 147 gas stations throughout Puerto Rico under two agreements proposed by the U.S. Environmental Protection Agency (EPA). Puma Energy is a subsidiary of global trading house Trafigura. Puma Energy, which was formed in 1997, now operates in 23 countries worldwide. It already has a strong fuel marketing presence in the Caribbean. Puma intends to purchase the petroleum storage facility, now known as CAPECO, and the gas stations after successfully bidding \$82 million to acquire the facility at a court-ordered bankruptcy sale. The deal was announced last December. On Oct. 23, 2009, a catastrophic explosion and fires at the CAPECO facility caused tremendous damage to the facility and significant environmental impacts. In August 2010, Caribbean Petroleum Refining, Caribbean Petroleum Corporation and Gulf Petroleum Refining Corporation filed a Chapter 11 petition in United States Bankruptcy Court to liquidate their assets. Puma is voluntarily entering into the agreements to clarify and resolve its future environmental responsibilities at the CAPECO facility and the gas stations, subject to purchasing the properties. EPA is receiving public comment on the proposed agreements until

May 9, 2011. Under the first agreement, Puma will perform cleanup work at the CAPECO facility under the federal Superfund law, which governs cleanups of closed or abandoned hazardous waste sites. The work includes asbestos abatement, removing and disposing of hazardous and ignitable material and cleaning up acidic water that has leaked onto the ground in one section of the facility. Puma has also agreed to pay EPA's costs in overseeing the cleanup work. Under the second agreement, which is also being signed by the Commonwealth of Puerto Rico, Puma has agreed to assume responsibility for compliance with federally-approved Commonwealth regulations governing the underground petroleum storage tank systems at 147 of the gas stations that are currently owned or leased by Caribbean Petroleum Corporation. In addition, Puma has agreed to operate the gas stations in accordance with these laws and make certain EPA-recommended improvements to leak detection and overfill protection systems at the gas stations go beyond what is required by the regulations. In March, Puma Energy added approximately 290 fuel service stations and eight fuel storage terminals, a substantial business-to-business network, four aviation fuel supply businesses, and two marine fuel supply businesses in Guatemala and Panama. Puma Energy will also be acquiring ExxonMobil's 20,000-b/d Manref refinery in Managua, Nicaragua, and its 65% stake in the 22,000-b/d RASA refinery in El Salvador. The acquisition in each country is subject to regulatory approvals.

http://www.tankterminals.com/news_detail.php?id=1207

UK, LONDON, MAY 12 2011. AIR NAVIGATION (DANGEROUS GOODS) (AMENDMENT) REGULATIONS 2011

The Air Navigation (Dangerous Goods) (Amendment) Regulations 2011 amend the Air Navigation (Dangerous Goods) Regulations 2002 and revoke the Air Navigation (Dangerous Goods) (Amendment) Regulations 2009. The 2002 regulations specify the relevant technical instructions which must be followed when dangerous goods are carried onboard an aircraft. The applicable instructions are the Technical Instructions for Safe Transport of Dangerous Goods by Air, as approved and published by the Council of the International Civil Aviation Organisation. The 2011 regulations came into force on March 4 2011 and state that the relevant technical instructions that must be complied with are the current 2010-2011 English-language version of such instructions.

<http://www.internationallawoffice.com/newsletters/detail.aspx?q=b4bd1ca9-5e79-4659-827d-8c5d466ed219>

USA, N.Y, NEW YORK, MAY 12 2011. EPA TAKES ACTION TO PROTECT GROUND WATER FROM PETROLEUM CONTAMINATION

The U.S. Environmental Protection Agency (EPA) has issued a complaint to the owners and operators of several upstate New York gasoline stations for violating federal regulations governing seventeen underground storage tanks. The complaint, which seeks \$233,000 in penalties, was issued to Andrew B. Chase; Chase Services, Inc.; Chase Convenience Stores, Inc., and Chase Commercial Land Development, Inc. These companies owned or operated gas stations in the towns of Lyon Mountain, Plattsburgh, Peru, Redford and Dannemora in upstate New York with underground storage tank violations. "Gas station owners have an important role to play in ensuring that ground water is not contaminated with petroleum," said EPA Regional

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Administrator Judith Enck. "When underground storage tanks are not properly maintained, they can leak and contaminate ground water, which in many instances in this area of New York is used for drinking water. The complaint alleged that the various owners and/or operators failed to:

- Test the protection system that is designed to prevent corrosion, in three underground tanks;
- Perform annual tests of automatic line leak detector systems for sixteen underground tanks;
- Provide adequate overfill prevention equipment for three underground tanks;
- Conduct an annual leak test, or conduct monthly monitoring of five underground pressurized pipes;
- Report, investigate and confirm a suspected release at one facility;
- Properly cap off and permanently close one underground tank; and
- Keep adequate records of release detection monitoring.

<http://www.epa.gov/oust/>

USA, ORE, HILLSBORO, MAY 12 2011. TRAIN DERAILMENT CAUSES FIREBALL BUT NO LASTING DAMAGE

tyler graf & darryl swan



Fireball — An aerial photo at the scene near Cornelius Pass Road on Wednesday, May 4, where a west-bound train derailed.

A west-bound train jumped its rails Wednesday, May 4, forcing some of its cars to roll and collide with a parked train cars near the intersection of Cornelius Pass Road and Highway 30. The derailment sparked a fire and hazardous material release that forced emergency responders to evacuate a half-mile radius from the crash and close down a roughly 15-mile stretch of the highway. Ronda Melton, a spokeswoman with the Scappoose Rural Fire Protection District, said the train operators – a conductor and engineer – appeared to be fine, though the conductor

was "pretty shaken up." Aerial footage of the crash showed flames leaping from the point of impact. The accident happened when train cars carrying highly flammable ethanol jumped the rails due to a bad rail tie and collided into parked train cars on a parallel track. "Like a candlewick, everything burst into flames," said Ray Hoy, the state's on-scene coordinator for the Department of Environmental Quality. Crews worked for three hours to put out the flames. An investigation into the environmental effects of the crash is ongoing. Hoy expects to have the findings by the end of the week. Early findings indicate some of the ethanol leaked into the environment, a concern because when ethanol enters a waterway it sucks all of the oxygen out of it and kills the aquatic life. Cleanup crews are digging recovery trenches to collect the spilled ethanol. "There isn't a huge human health concern," Hoy said. There are few industries that haul hazardous materials on the Portland and Western-owned "A" line, an approximately 100-mile line that links Linnton in the south to Astoria in the north. The riskiest is fertilizer manufacturer Dyno Nobel's cargo of anhydrous ammonia. Anhydrous ammonia is federally identified as a poisonous inhalation hazard.

http://www.spotlightnews.net/news/story.php?story_id=130513603505143800

USA, UT, SALT LAKE CITY, MAY 13 2011. LIBERTY LAKE REOPENS TO PUBLIC AS GROUP FILES SUIT AGAINST CHEVRON

john daley

 **Watch the Video** <http://www.ksl.com/?nid=148&sid=15507004>

 **Photo Gallery** <http://www.ksl.com/?nid=148&sid=15507004>



The pond at Liberty Park is reopening after Chevron's big oil spill last year. But some neighbors insist the cleanup is far from over. According to the city, that cleanup effort cost Chevron about \$2.5 million. Still, one group of residents has filed a lawsuit to push the oil giant to return Red Butte Creek to its former pristine state. Nearly one year ago, tens of thousands of gallons of oil [spilled into Red Butte Creek and Liberty Lake](#) after Chevron pipeline broke. Since then, 10,000 cubic yards of tainted soil and muck have been cleared from the lake, with a new lining installed. "They've done a good job," said Jeff Niermeyer, director of Salt Lake City Public Utilities. "It's taken longer than we had hoped for, but part of that has just been the wet weather we've been in." Now the focus is on the future restoration and monitoring of Red Butte Creek. A group of roughly 30

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residents who live near the creek say they're suing Chevron, seeking reimbursement to clean up the waterway. "Mostly what I want to do is to send a message to Chevron to let them know that I will not rest until not another damn drop of oil is in this creek," said Salt Lake resident Annie Payne. Others say high runoff masks the pollution that lies just inches under the soil. They say it has dramatically reduced the creek's animal life. "Really, I was just there and this is what I found: rocks that still have oil on them; soil that still gives you a headache," said Salt Lake resident Camron Carpenter. "I'm very concerned that we don't know the potential health hazards that will come as a result of this," said Salt Lake resident Kate Jensen. "There hasn't been enough research done yet by Chevron." Chevron declined KSL News' interview request, instead issuing a statement expressing appreciation to residents for their patience. But for some, patience has run out. "I'm sick. I'm absolutely sick," Payne said. "I think that Chevron is just laughing themselves to the bank. I don't think they give a damn about me, or my property, or my kids, or this creek, or the nice residents of Salt Lake City." Meanwhile, there's a Celebrate the City event planned at Liberty Park for Saturday. City officials say they're glad the cleanup work here was finished in time.

<http://www.ksl.com/?nid=148&sid=15507004>

SINGAPORE, MAY 13 2011. EXPLOSION AT BENOI ROAD SHIPYARD KILLS TWO

lynda hon

 **Watch the Video** <http://www.channelnewsasia.com/stories/singaporelocalnews/view/1128378/1/.html>

 **Photo Gallery** http://www.straitstimes.com/BreakingNews/Singapore/Story/ST1Story_667845.html



There has been an explosion at a shipyard in 3 Benoi Road, resulting in the death of at least two people. The Singapore Civil Defence Force (SCDF) said that the incident involved a barge undergoing maintenance work at the shipyard. A SCDF spokesman said the two were pronounced dead by paramedics at the scene. The Manpower Ministry has identified the two as a 43-year-old Malaysian and a 20-year-old Bangladeshi. They were working on the barge when the blast occurred at around 1.20pm, after the workers had just returned from their lunch break. There were also some workers at the shipyard who suffered minor injuries due to the blast, but no one was hospitalised. The deceased Bangladeshi is Hassan Mainul. His uncle said Hassan came to Singapore just three months ago. He said: "That time when they called, I cannot believe myself. How come? Only last Sunday, I saw him. He is a very innocent boy, innocent face and he is very handsome, very handsome boy. He finished intermediate and higher secondary, I brought him here for a job, to [have a

better life]. Now he is gone. I really cannot believe it." The Manpower Ministry has ordered a stop to all work at the incident site, which is occupied by Haosen Marine Pte Ltd. Preliminary investigations by the ministry showed that the two workers were assigned to conduct checks for leaks on one of the barge's tank compartments. Both the SCDF and police said they received a call about the incident at about 1.30pm. SCDF dispatched two fire engines, two fire bikes, one ambulance and two other support vehicles to the scene. The intensity of the blast also affected buildings nearby. A witness Channel NewsAsia spoke to said the explosion broke some glass panels in her office across the road. It also caused a ceiling panel to collapse but no one was injured. The witness, who wanted to be known as Mandy, added that the ground shook when the explosion occurred. Another eye witness, 34-year-old Adrian Lee who was in the area for a meeting about four factories away from the explosion site, said he saw people running out after the blast caused a roof to collapse. He said: "I was at a neighbouring unit at number 3 Benoi Road when I heard a loud explosion. Went out, I saw the roof collapse, people running out. Minutes later fire engines came, that was the sequence." Another eyewitness, Eugene Chua, said: "At 1.20pm today, we heard a very loud explosion. So the rest of us in the company evacuated because there was a lot of ceiling coming down. And we had to leave our office. It felt like an earthquake. It was very tremendous. Our instincts took over and we had to get out of the office." There was a twisted pile of metal within the premises and a writ of possession/eviction was posted on the gate of 3 Benoi Road. It states that the occupiers of the building have to vacate the premises by 9.30am on May 16.

<http://www.channelnewsasia.com/stories/singaporelocalnews/view/1128378/1/.html>

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