



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 774 Newsy Stuff

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November 15 2011



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CHINA, YUNNAN PROVINCE, KUNMING, NOVEMBER 3 2011. TANKER DRIVERS STEAL GAS FROM EMPLOYERS AMID CHINA'S DIESEL SHORTAGE

The trade of refined oil on Yunnan's black market is worth nearly 100 million yuan (15.7 million U.S. dollars) in real market terms per annum, according to provincial industrial association for oil circulation. In October, Yunnan police busted the operators of three illegal refined oil storage sites and seized 10 tonnes of diesel worth around 4 million yuan. Three people have been arrested and the case is still under investigation. Police are increasingly focusing on the illegal gas trade as unprecedented diesel shortages hit China. Shortages usually arise every September and October, the traditional peak months of diesel use, but this year the situation is worse. Over 10,000 of China's 44,000 private-sector gas stations, which account for nearly half the nation's gas stations, face diesel shortages, said Zhao Youshan, chairman of the Commercial Petroleum Flow Committee of China. Yunnan police say refined oil is traded on the black market across China, particularly in Beijing and Shanghai and the provinces of Hubei and Hunan. One major source of diesel on the black market is from tank truck drivers, who surreptitiously remove fuel from their trucks' tanks, said a person who refused to be named in charge of a branch of PetroChina in Yunnan. A lead seal makes it difficult to steal fuel from the tank, but drivers can get around the problem by working in cahoots with oil depot workers. "At first I had no idea about it at all, and then I followed other drivers' example after I discovered them doing so. Later we discussed with each other which oil depots and workers were flexible to 'cooperate with' us and how to avoid inspections from the company," said a tank truck driver who gave his surname as Wang, a common Chinese name. Another source of the illegally traded diesel comes from thieves who siphon gas from the fuel tanks of trucks. Diesel is often stolen from heavy trucks on the highway, said Nie Jiyu, the deputy police chief of the district of Qilin, Qujing city. Dai Zhonghua, a truck driver said he and other drivers were afraid to park their vehicles late at night at highway stops. And if they had to, they would park their trucks very close to each other, side-by-side, to make it difficult for thieves to access the fuel tank. "But even by doing so, my truck's fuel tank has been prised open three times this year and I've lost nearly 10,000 yuan worth of diesel," said Dai. To counter the diesel shortage, China Petrochemical Corp (Sinopec), China's largest oil refiner, has said it will raise its refinery output by 2.8 percent to 18.3 million tonnes in November. And the National Development and Reform Commission on Oct. 8 lowered retail fuel prices for the first time in 16 months by 300 yuan a tonne.

<http://www.philstar.com/Article.aspx?articleId=743880&publicationSubCategoryId=200>

USA, S.C, MYRTLE BEACH, NOVEMBER 2 2011. CONTAMINATION CLEANUP PLAN FOR MYRTLE BEACH MOST EXPENSIVE BUT FASTEST

david wren

 [Watch the Video DHEC unveils clean up proposal](#)

State officials said Tuesday their recommended plan to clean up a decades-long environmental spill from the AVX Corp. manufacturing facility in Myrtle Beach will do more to help residents affected by the contamination than any of the other cleanup proposals they have studied. Although deed restrictions on private property are possible under the proposal outlined Tuesday, the S.C. Department of Health and Environmental Control said the proposed plan would eliminate groundwater pollution in half the time of other proposals. The contamination – with a degreaser called trichloroethylene, or TCE – is located in a roughly 10-block neighborhood north of AVX's facility on 17th Avenue South. AVX, which makes parts for electronics equipment, used TCE for decades and dumped the used chemical onto the ground before discontinuing its use in 1993. The TCE worked its way through soil to the groundwater, where it eventually migrated throughout the neighborhood. TCE has been linked to cancer and other health problems but the neighborhood's contamination is not considered a health threat because the groundwater is not a drinking water source. Even so, some residents said Tuesday the pollution has hurt property values. "It's sad that because of AVX, now we have to suffer," said Linda Tarte, who lives in the Bent Oak Estates neighborhood near AVX. Tarte said residents want to sell their homes but can't get market value because of the contamination. State Rep. Alan Clemmons, R-Myrtle Beach, questioned DHEC officials during a meeting at Lakewood Elementary School over whether they considered the economic impact on homeowners near AVX when a cleanup plan was being considered. "It's not one of the criteria [we studied], but the remedy we've selected would do that because it takes the least amount of time which would be beneficial to homeowners," said Carol Minsk, a hydro geologist with DHEC and the project manager overseeing cleanup of the neighborhood. Minsk told area residents that DHEC wants to use a cleanup method called enhanced anaerobic bioremediation to remove TCE, from the neighborhood's groundwater over a 15-year period. AVX would have to pay the plan's estimated \$5.4 million cost as well as about \$72,000 more to clean up surface water contamination in the neighborhood. The



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cleanup costs are in today's dollars and do not account for inflation. The time period for the cleanup also is an estimate, Minsk said. The agency will accept written comments about the proposed plan from the public through Dec. 2 before making its final decision. Once a final plan is adopted and design work is completed, cleanup could begin by next fall. DHEC's proposal calls for injecting a substance similar to molasses into the affected groundwater. The molasses substance creates bacteria which feed on the TCE and break it down into harmless matter. The plan also includes installing an extraction well near the AVX property to control further migration of TCE in the groundwater. The plan is the most expensive of the four proposals DHEC considered, but it will remove the contamination in half the time or less than any other method. DHEC officials said property owners could be asked to approve deed restrictions on their property that would prevent disruption of the groundwater while the cleanup process is taking place. Minsk said such restrictions would be voluntary, although the agency does not yet know which properties would be affected. "We would all be devastated by something like that that hurts property values," Minsk said. "Hopefully, this will help to resolve the stigma that's attached to the homes [in the neighborhood]." The contamination, which AVX kept hidden for decades, has led to three property damage lawsuits. In the first lawsuit, a federal judge ruled in May that AVX is solely responsible for the TCE contamination. AVX, during a trial held in February, claimed that some of the pollution might have come from the former Myrtle Beach Air Force Base, which is adjacent to the manufacturer's site. Judge Terry Wooten said there is no evidence to show any of the pollution came from the military base. AVX is appealing that ruling. In September, an Horry County judge certified a class of plaintiffs that could include as many as 229 property owners in a second lawsuit against AVX. That class action lawsuit is expected to go to trial next year. A third contamination lawsuit – filed by a family that wanted to develop a condominium project near the manufacturer – also is pending against AVX. That property, at Beaver Road and 17th Avenue South, is not included in the class action lawsuit. AVX, which moved its world headquarters from Myrtle Beach to Greenville in 2009, has been paying for studies to determine the best way to clean up the pollution.

<http://www.thesunnews.com/2011/11/01/2477045/dhec-contamination-cleanup-plan.html>

USA, KS, EL DORADO, NOVEMBER 3 2011. EPA ORDER REQUIRES COMPANIES TO INVESTIGATE ENVIRONMENTAL CONTAMINATION AT FRONTIER EL DORADO REFINERY IN EL DORADO, KAN.

whitley.christopher

EPA Region 7 has reached an administrative settlement with the current owner-operator and a historical owner of the Frontier El Dorado oil refinery at El Dorado, Kan., requiring the companies to take a series of actions to investigate environmental contamination at the property. Frontier El Dorado Refining LLC (Frontier), which owns and operates the facility; and Equilon Enterprises LLC, doing business as Shell Oil Products US (Shell), which has historical ownership interests in the facility, are listed as the respondents of an administrative order on consent issued by EPA in Kansas City, Kan. Consisting of more than 1,000 acres on the southwest corner of El Dorado, the property has been in use as an oil refinery for almost a century. Since 1980, the facility has been classified as a large quantity generator of hazardous wastes, under terms of the federal Resource Conservation and Recovery Act (RCRA). It produces motor fuels, residential fuel oils and petroleum coke. Previous environmental investigations at the refinery have identified releases of benzene, lead, hexavalent chromium, toluene, ethylbenzene and xylenes, among other chemicals. Investigation suggests hazardous wastes or constituents released at or from the site may have contaminated groundwater, surface water and soil on or near the site. Impacted groundwater could pose significant threats to nearby streams, including Constant Creek, Salt Creek and the Walnut River. EPA's settlement with Frontier and Shell requires the companies to integrate and continue environmental work previously performed at the refinery under the supervision of the Kansas Department of Health and Environment (KDHE), and to take a series of additional actions: Perform a series of interim measures to characterize and respond to releases of hazardous wastes and constituents at the facility;

- Submit to EPA a Current Conditions Report that summarizes past waste management practices and investigations;
- Perform a focused RCRA Facility Investigation, which will incorporate work previously done under supervision of KDHE, and a baseline environmental Risk Assessment;
- Determine the scope and selection of a final corrective action remedy for the facility by completing a Corrective Measures Study; and
- Establish financial assurance for each stage of work required by the order.

As first steps, the settlement requires Frontier and Shell to designate a project coordinator within 10 days, and notify EPA within 30 days of the names and qualifications of the primary persons, companies and laboratories to be used in carrying out



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the work. The settlement further outlines a series of timeframes for beginning and/or completing various additional actions and phases of work at the site. Frontier and Shell will continue to operate existing remedial systems designed to contain groundwater contamination within the refinery boundaries.

<http://yosemite.epa.gov/opa/admpress.nsf/0/fd5415f3e97483938525793b0071aa94?OpenDocument>

USA, TX, HOUSTON, NOVEMBER 3 2011. WOMAN SAYS SHE GOT SODA CONTAMINATED WITH GASOLINE

 [Watch the Video](#) [More contamination found](#)

 [Watch the Video](#) [Woman says she got soda contaminated with gasoline](#)



A Houston woman says drinking a Dr Pepper made her so sick that she had to go to the hospital. Three weeks ago, while making dinner, Amanda Womack said she sent her stepson to the T&W Quickstop to pick up some sodas. One of them was a Dr Pepper -- her favorite. That night, Womack said she opened it at dinner and suddenly she knew something was wrong. "I was belching gas," Womack said. Her fiancé, Kevin Hamilton, grabbed the 20-ounce bottle. "And when he smelled it he said we need to go to the emergency room now, you know, because it smelled just like gas," Womack said. Womack said the soda's cap wasn't tampered with. It was sealed. But on the bottom of the bottle, she said there was white spider web-looking spot. It was about the size of a nickel. Hamilton decided to stop by the store to tell the clerk what had happened. "As they proceeded to the back where the sodas

were, they pulled the bottles down and they looked just like mine. And when they opened it they smelled just like gas," Womack said. By the time she got to the hospital, Womack said she was getting dizzy and throwing up. She said doctors smelled the Dr Pepper and even called poison control seeking answers. Womack said it was scary because they didn't know what chemicals they were dealing with. And now, three weeks later, Hamilton said he's still trying to find out how this happened and was hoping the city's health department would help. He said they did not. "I was informed by the city of Houston that I may need to get a test done on my own," said Hamilton. He took the Dr Pepper and another one from the store to an independent lab. It cost him \$750. He said a company called Dixie Labs confirmed his worst fears. Dixie Lab's report said the drinks had components of gasoline inside. There were chemicals such as naphthalene and benzene. After Hamilton called and reported the incident, Dr Pepper and the City of Houston Health Department moved in. They found at least 22 contaminated bottles. The clerk at the T&W Quickstop still had nine, and showed KHOU 11 News one of them. For the first time, we got a chance to see what Womack and Hamilton were talking about. The white spider web-looking spot on the bottom was very visible if you turned the bottle upside down. How did this happen? Were the sodas intentionally tampered with? Was it an accident? "Was it something an employee maybe done? I mean who knows," Hamilton said. The Houston Health Department would only tell KHOU 11 News it was not its responsibility to find out how it happened. But in its final report labeled "resolved," it said the bottles were not contaminated at the Dr. Pepper facility, but could have been contaminated at a third-party location or at the store. It claimed sodas that come in contact with a substance like gasoline can absorb it through the plastic bottles. Is that what happened here? "I am hoping this was the only bad batch and we got it all," Hamilton said.

(Note: Both the Houston Health Department and the Dr Pepper Snapple Group have known about this incident for weeks and have seen no reason to issue a warning. It appears to have been an isolated case. If KHOU 11 News had reason to believe there was an imminent public health threat, we would have aired this story immediately.)

Dr Pepper Snapple Group Statement for KHOU:

At Dr Pepper Snapple Group, nothing is more important than well-being of our consumers and the quality and safety of our products. We were very concerned to learn about the experience Ms. Wolmack had with our product. In fact, we tested the product and other samples from the same production run and concluded that it was safe when it left our facility. Throughout our investigation, we have been coordinating efforts with the health department and determined that this is a single, isolated incident. There have been no similar complaints or issues involving other consumers.

*** UPDATE 11/2/11 *** The FDA contacted Womack on Wednesday, and criminal investigators will be going to her home.

Related Links

- [FDA investigates tainted Dr Pepper found by Houston woman](#)

<http://www.khou.com/news/Woman-sickened-by-contaminated-Dr-Pepper--133050773.html>



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USA, N.H, PORTSMOUTH, NOVEMBER 3 2011. PORTSMOUTH FIRE, COAST GUARD PROBE FUEL SPILL

robert cook



NH Department of Environmental Services, Moran Towing, and NH Port Authority were also alerted to the Piscataqua River this morning to investigate an unknown fuel spill that covered a 300-yard area. Whatever fuel it was that appeared in the Piscataqua River this morning has been dispersed by the tide after a 300-yard spill area was reported this morning. Portsmouth Fire Capt. Ken Smith said the department received a call from a Bow Street resident who said they saw a large fuel spill on the river in the area of Granite State Minerals, Moran Towing and the Bow Street restaurants. The Portsmouth Fire Boat was dispatched and the U.S. Coast Guard was also notified. Smith said the Fire Department also notified Moran

Towing, the NH Department of Environmental Services and the NH Port Authority to see if they could identify the source of the fuel spill that stretched all the way to Prescott Park. Smith said the matter was eventually turned over to the Coast Guard and NH DES this morning and the cause of the fuel spill is still under investigation. "Where it came from, we were unable to find a source," Smith said. But Smith said these type of incidents are not that unusual and can be caused by several different events. He said it is also very possible that the spill may have been caused by very little oil. "A little bit of oil goes a long way," he said. "It was a small amount of product, but where it floats along the water it can look larger than it is really is." That is because once motor oil, diesel fuel, gasoline or even cooking oil end up floating on the water and mix with the water, it can expand over a large area very quickly. Smith said it is possible the fuel could have been accidentally discharged from a boat's bilge pump or could have come from storm drains after this weekend's snowstorm. Smith said the fuel spill had pretty much dissipated by 10 a.m. because of the river's strong tides and currents. "With the tide and the currents moving, it can disperse," he said.

<http://portsmouth-nh.patch.com/articles/portsmouth-fire-coast-guard-probe-fuel-spill>

SOUTH AFRICA, KWAZULU-NATAL, UMDLOTI, NOVEMBER 3 2011. A COUPLE HAS BEEN KILLED IN AN ACCIDENT ON THE N2 NEAR THE UMDLOTI OFF-RAMP >> CAR SLAMS INTO THE BACK OF A FULLY LOADED PETROL TANKER

tamlyn canham

The man and his wife were travelling on the northbound carriageway just after 10pm last night. It's believed their car slammed into the back of a fully loaded petrol tanker. Netcare911's Chris Botha says medics arrived at the scene to find the couple trapped inside the vehicle. "The wreckage was pinned under the petrol tanker, and there was fuel leaking everywhere. An examination was done on the patients but they found that they had both died before our arrival. The fire department had to render the area safe and then used the jaws of life to extricate them from the wreckage."

<http://www.ecr.co.za/kagiso/content/en/east-coast-radio/east-coast-radio-news?oid=1434916&sn=Detail&pid=490476&Couple-killed-in-N2-crash>

USA, VA, MAYFIELD, NOVEMBER 3 2011. TANKERS WILL MOVE FROM MAYFIELD

scott shenk

It looks like residents of Mayfield won't have to worry much longer about the hazardous chemical-hauling rail cars that frequently have been stored within 100 feet of some homes for two years. Nearly \$1 million in state funds will go toward remedies aimed at moving the cars away from the Fredericksburg residences. Mayfield Civic Association leaders, CSX officials and Sen. Edd Houck, D-Spotsylvania County, spoke about the agreement Tuesday at the Mayfield community center. Each praised the others for finding a way to fix a complicated situation involving multiple jurisdictions, state and federal agencies, railroad officials and Mayfield residents. Janice Davies, speaking for the Mayfield Civic Association, said the solution will benefit the "health and safety of our neighborhood and the city." The four-decade Mayfield resident then talked about the two-year struggle to find a way to get rid of the rail cars loaded with ethanol, chlorine and petroleum. She said all involved worked to fix the problem, but singled out Houck as the one "who responded and took action that resulted in an acceptable solution to the community." The problem started in the fall of 2009 when Mayfield residents noticed more black tanker cars stored on the tracks next to the neighborhood in the city rail yard. Many of the rail cars came from Transflo Terminal Services, which is owned by CSX and had just opened an ethanol transfer facility in the Bowman Center in the Spotsylvania Industrial Park just across the city line. The facility is used to transfer ethanol to trucks that take it to Northern Virginia. When the



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residents learned what the rail cars contained, they asked CSX and the city to remove them. Turned out it wasn't a simple thing to do. The rail cars cross state lines, which puts them under federal authority as interstate commerce, so local and state governments lacked the authority to enact regulations against storage of the tanks, Houck said. Also, he added, while no one really liked the situation, nothing about the storage of the tankers on rail sidings is illegal. Mayfield residents, however, have long contended that Transflo stores more than the 10 rail cars that are allowed in the special-use permit approved by Spotsylvania officials when they allowed the transfer facility. Early Tuesday, there were 18 black tankers in the yard. However, there won't be as many tankers in the yard by early next year. Houck said Tuesday that when he learned of the situation, he tried to work with everyone involved to fix the problem. He eventually secured \$900,000 in state funding that will go toward a two-phase solution. The first phase will involve building a side track and a simple change in drop-offs of the rail cars containing the chlorine and petroleum. They will now be dropped off at their original destination in Milford, instead of being stored overnight in Mayfield and hauled back to Milford the next day. Houck was particularly pleased about getting the chlorine out of the yard, citing the serious danger it posed not only to Mayfield residents but much of Fredericksburg. The additional side track, which will store the remaining rail cars holding ethanol, will be built 260 feet away from the closest Mayfield homes, Quintin Kendall, CSX regional vice president, said Tuesday. Kendall said work on the side track, which will include a berm, should begin early next year and likely will be completed within a few months. Half of the funds will go to constructing the new track. The other half will go to the second phase, which involves upgrading the facilities in the Bowman Center, where Transflo operates the transfer station. The upgrade would allow Transflo to have more storage space, meaning most, if not all, of the rail cars stored next to Mayfield will have space at the industrial park. In order for the upgrades to be made, the Spotsylvania Board of Supervisors will have to enter an agreement with the Virginia Department of Rail and Public Transportation, Houck said.

<http://blogs.fredericksburg.com/newsdesk/2011/11/01/tankers-will-move-from-mayfield/>

HAITI, PORT-AU-PRINCE, NOVEMBER 3 2011. HAITIAN COMPANY ACQUIRES TEXACO

steven jackson



Haiti-based GB Group announced Monday that it acquired Chevron Corporation's assets in Jamaica and two other Caribbean countries for an undisclosed sum. The deal sees century-old GB Group acquiring the distribution and sales of petroleum products in Jamaica, Dominica Republic and St Maarten from Chevron Caribbean, which owns the Texaco gas brand. "The company also completed the sale of certain other fuels-marketing and aviation businesses in the Caribbean and South America in the third quarter 2011," stated Chevron chairman and CEO John Watson in its just-released financials. The financials stated no additional information on the asset sale. The deal for sale of Eastern Caribbean and Central American assets was struck last year November with Vitogaz SA, a wholly owned subsidiary of RUBIS Group. That transaction, which RUBIS called a US\$300-million takeover, covered 174 service stations plus an equity stake in an associated refinery, fuel terminal and aviation

facility, and a commercial and industrial fuels business. Chairman of the GB Group, Gilbert Bigio, said the acquisition would further expand the revenue stream of the business. "This transaction is part of our ongoing efforts to constantly search for new opportunities to expand our downstream fuel business in the Caribbean, keeping our focus to satisfy the needs of our customers in the markets where we operate," he said in a press release. Texaco currently has a network of 62 gas stations, according to 2011 telephone listings. However, most of the locally branded Texaco stations are owned by entrepreneurs. The local component of the deal would therefore mainly entail fuel distribution. Texaco Jamaica previously sold off its lubricants distribution business to Guatemalan company Lucalza, which took possession of the operation in November 2010. Several attempts to contact David Sterling, head of Chevron Jamaica, proved futile up to press time; calls to GB Group were not returned. The GB Group started over a century ago, operating mainly in Haiti with offices in Dominican Republic and the US, according to its website. Its operations span various sectors, including agriculture, construction, consumer goods, energy, environment, infrastructure, telecoms, trading, and transportation. The group has more than 2,000 employees. Chevron Texaco's sell-off of its Caribbean businesses is aimed at reinvesting in faster growth markets which could include Latin America and Asia, the company said last year. Its phased move out of the Caribbean market followed that of Dutch-owned Shell and American Exxon-Mobil's Esso over the past six years. The RUBIS-Vitogaz deal included assets in Antigua and



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Barbuda, Barbados, Grenada, Dominica, St Lucia, St Vincent, Guyana, St Kitts, French Guiana, Martinique, Guade-loupe, Trinidad, Nicaragua, Costa Rica and Belize. The American oil giant sold its distribution operation in Haiti last year. Chevron is one of the world's leading integrated energy companies, whose roots trace back to 1879. Its name changed from Standard Oil on acquisition of Gulf Oil Corp in 1984. Chevron later merged with the Texas Fuel Company, in 2001, which became known as The Texas Company, Texaco.

<http://jamaica-gleaner.com/gleaner/20111102/business/business1.html>

SOUTH AFRICA, PRETORIA, NOVEMBER 3 2011. PETROSA PLANNING TO ENTER DOWNSTREAM MARKET

siseko njobeni

PetroSA has "firmed up" plans to enter the local downstream market and is eyeing assets disposed of by major oil companies. National oil company PetroSA has "firmed up" plans to enter the local downstream market and is eyeing assets disposed of by major oil companies, says its acting CEO Yekani Tenza. This means that PetroSA is more interested in snapping up existing assets than building its own network from scratch, a move that could be costly and time-consuming. The downstream oil sector refers to the refining of crude oil, and the selling and distribution of natural gas and products derived from it. PetroSA is currently not involved in downstream market activities, even though it produces petrol, diesel, kerosene, fuel oil, liquefied petroleum gas and other products from its gas-to-liquids refinery at Mossel Bay in the Western Cape. The products from the refinery are distributed through oil companies under their own brand names in the southern Cape and parts of the Northern Cape and Eastern Cape. KPMG associate director Graham Legge said yesterday that buying existing assets was a viable option for PetroSA. "There are far too many petrol stations. Increasing the number of petrol stations will only reduce the average throughput of the stations. "Secondly, access to good locations is increasingly becoming difficult because of the necessary environmental authorisation. Now there is much more consideration of sustainable management of infrastructure," he said. Mr Legge said the advantage of buying existing assets was that "you can immediately leverage some economies of scale". Sub-Saharan Africa would be an important market for PetroSA if the mooted crude oil refinery at Coega got the government's go-ahead, Mr Legge said. "They will need to get a market for some of that capacity." Major oil companies recently pulled out of markets in several African countries. BP sold its downstream businesses in Namibia, Botswana and Zambia to Puma Energy. It also sold a 50% stake in BP Malawi and BP Tanzania to Puma Energy. "Divestments by the international oil companies from the downstream sub-Saharan market presented us with additional opportunities to pursue our downstream objectives. The focus remains on the acquisition of existing downstream logistical infrastructure, together with a desire to penetrate the sub-Saharan Africa markets," Mr Tenza said in PetroSA's annual report. He said PetroSA had revived its plans to import liquefied natural gas (LNG) to supplement feedstock for the Mossel Bay refinery. This comes just over a year after it shelved the plans due to the high costs. LNG is natural gas that has been cooled to a liquid to ease storage and transportation. It is an option where transporting natural gas by pipeline is not possible or economical. PetroSA uses natural gas from indigenous gas fields located about 100km to the south of Mossel Bay, as feed for the refinery. In the annual report, PetroSA said it had adopted a production philosophy that curtailed the refinery's throughput to about 60% of its capacity to prolong commercial operations at the plant until the start of supplementary feedstock production from the F-O gas field in 2013. Results released on Tuesday showed that PetroSA has bounced back from a R831m net loss in the 2009 -10 financial year to report a R356m net profit.

<http://www.businessday.co.za/articles/Content.aspx?id=157099>

SOUTH AFRICA, CAPE TOWN, NOVEMBER 3 2011. ENGEN SEALS DEAL IN MOZAMBIQUE



African downstream petroleum powerhouse Engen has strengthened and renewed its commitment to the Mozambican economy with the closure of an agreement to acquire Chevron's interests in that country. Engen Mozambique MD Teodomiro Sarmento says Engen has met all local regulatory and legislative conditions for the acquisition "We are very excited about this deal and look forward to building up the business, harnessing the expertise and potential of all our staff, and contributing to the economy of this great country." Wayne Hartmann, GM of Engen International Business Division (IBD), says the broader Engen group has committed to supporting the affiliate with its vision for mutually beneficial regional growth. "Engen combines a proud record of operational excellence and dynamism with a strong commitment to the economies,



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communities and environments in which we operate," he says. "We are confident that our involvement will contribute meaningfully to the local economy."

Existing Presence

The acquisition builds on Engen's existing presence in Mozambique. Since 1996, it has built up 13 service stations from Maputo Province in the south to Cabo Delgado in the north and a strong commercial sales presence, according to the press statement newbusinessethiopia.com received from the company. Besides the improvements and business integration that can be expected in the short to medium term, Sarmento assures staff, motorists and business partners that it is business as usual in the operation and retail network. "The operation will carry on trading as a going concern; existing staff and relationships will be retained; and the supply plan is in place to ensure uninterrupted product and service supply."

African Vision

The acquisition is in line with Engen's programme of mutually-beneficial sustainable growth opportunities in sub-Saharan Africa and the Indian Ocean Islands, where it has a footprint in 21 countries and export agreements to 30 more, says Nizam Salleh, MD and CEO of Engen Petroleum Limited. "Our Vision for growth focuses mainly on Sub Saharan Africa," he explains. "This is a stride forward in our programme for sustainable growth in the region that works to the common benefit of the company, the countries involved and even the continent. The potential for development and growth here is enormous and we are very proud to be part of it," he says. Other purchases recently closed between Engen and Chevron (trading as Caltex in some countries) are Zambia and Malawi in Southern Africa; Tanzania in East Africa; as well as Reunion and Mauritius in the Indian Ocean Islands. The Zimbabwe transaction has not closed as of the date of this release

http://newbusinessethiopia.com/index.php?option=com_content&view=article&id=636:engen-seals-deal-in-mozambique&catid=43:regional&Itemid=41

NIGERIA, LAGOS, NOVEMBER 3 2011. SHELL USES INTERNET TO SHOW NIGERIA OIL SPILL DATA

jon gambrell



In this Thursday, March 24, 2011 file photo, oil is seen on the creek water's surface near an illegal oil refinery in Ogoniland, outside Port Harcourt, in Nigeria's Delta region. Royal Dutch Shell PLC long has argued that thieves are to blame for most of the oil spills coming from pipelines in Nigeria's crude-producing southern delta. Now the company is trying to prove that claim in real time on the Internet.

Royal Dutch Shell PLC long has argued that thieves are to blame for most of the oil spills coming from pipelines in Nigeria's crude-producing southern delta. Now the company is trying to prove that claim in real time on the Internet. Shell, the dominant oil company in Nigeria since production began there more than 50 years ago, has started posting photographs and reports on a website from every oil spill investigated

by the company this year. "Nobody else operating in the Niger Delta comes close to this level of transparency," Shell vice president [Tony Attah](#) said in a statement. "But regardless of how well we run our operations until sabotage and crude theft spills are stopped or curbed, the vast majority of oil spills will continue to blight large swathes of land and pollute rivers and farm lands." While the majority of spills bear the telltale signs of thieves' hacksaw marks, it remains unlikely though this latest public relations move will help the image a company long demonized by environmentalists in Africa's most populous nation. Environmentalists here estimate over the last half century, enough oil has been spilled to equal one Exxon Valdez disaster per year. Shell mentioned the website Wednesday in a statement warning that its Nigerian subsidiary faces an "unprecedented" level of oil thefts targeting its operation at Imo River, a field that spreads across Rivers and Abia states in the Niger Delta. The company shut its operation there in late August after a series of oil thefts caused oil spills, halting production at a field that produces just more than 1 million gallons of oil a day. The company said a recent helicopter flight over the region saw thieves carting away the stolen crude in waiting river barges and trucks. Though production has stopped, the oil still can be taken from the pipelines there. Also Wednesday, Shell announced it had lifted a production warning for its Forcados crude shipments after it shut down its Trans Forcados pipeline in early October following a "sabotage leak." Shell pipelines and flow stations run across Nigeria's oil-rich delta region of swamps, mangroves and creeks, which is roughly the same size as South Carolina. Many areas remain remote, allowing thieves to tap into the lines to steal the easily refined crude oil produced here that makes Nigeria a top supplier to the U.S. Some of the oil is shipped out of the country, while others at crude refineries in the swamps cook it into diesel fuel. Experts and oil companies estimate thieves take hundreds of thousands of barrels a day from fields in



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Nigeria. A recent United Nations report on environmental damage in one part of the delta suggested there could be "collusion" between oil thieves and government officials to allow the thefts. While unable to stop the theft, Shell launched its oil spill website to highlight what it says causes spills in the region. Reports on the website from January to Oct. 20 of this year show the company's pipelines spilled about 500,000 gallons of oil this year — of which just under a fifth came from operational errors or pipeline ruptures caused by Shell. However, the largest spills — including a Feb. 9 spill and fire that saw 184,000 gallons of oil released — were caused by sabotage or theft, the Shell reports claim. Each of the reports bear checklists showing them signed off by community leaders and Nigeria government officials, though Shell said it withholds the signatures and names of the officials out of security concerns. The existence of the website came as a surprise to environmental activists, including [Nnimmo Bassey](#), executive director of the Nigerian group Environmental Rights Action. However, Bassey cautioned that spill figures remained estimates, as Shell so far had refused to offer statistics on how much oil actually gets pumped out of its well sites. This year's reports also don't take into account the damage done in the Niger Delta over 50 years of production, he said. Some environmentalists say as much as 550 million gallons of oil have poured into the delta during that period — at a rate roughly comparable to one Exxon Valdez disaster per year. "The Niger Delta is a dead environment," Bassey said. "Telling us now they are not responsible, as of now or yesterday, is not the issue. The issue is the blame and guilt that has been established historically and they need to begin to clean up the mess."

Related Links

- [Royal Dutch Shell PLC's Nigeria spill website](#)

<http://www.seattlepi.com/business/article/Shell-uses-Internet-to-show-Nigeria-oil-spill-data-2247970.php>

USA, HI, HAWAII, NOVEMBER 3 2011. ALOHA PETROLEUM SPILLS 14,700 GALLONS OF FUEL ONTO GROUND AT HILO HARBOR

Fire and Hazmat crews responded to a 10:08 a.m. alarm Tuesday (Nov 1) to 999 Kalanianaʻole Avenue after receiving a report of leaking fuel at the Aloha Petroleum Hilo Harbor facility. Crews found diesel fuel spilling from two overflow pipes onto the ground as a storage tank was being filled from a barge at Pier 3. Approximately 14,700 gallons of fuel spilled onto the ground after an operator apparently miscalculated the tank's capacity. The spilled fuel was contained by low walls surrounding the area, authorities said. No fire was ignited and no injuries were reported. The U.S. Coast Guard and other agencies responded to the incident.

<http://www.hawaii247.com/2011/11/02/aloha-petroleum-spills-14700-gallons-of-fuel-onto-ground-at-hilo-harbor/>

USA, ORE, PORTLAND, NOVEMBER 3 2011. FEDERAL JUDGE FINES SHIP OWNERS \$750,000 AFTER PROBE OF OIL SPILL AT PORT OF PORTLAND

bryan denson

A federal judge today convicted the owners and operators of the Cyprus flagship Arion SB of felony environmental crimes that came to light about two weeks after a mysterious oil spill in the Port of Portland. U.S. District Judge Michael H. Simon hit A.E. Nomikos Shipping Inv. Ltd., of Greece, and Lounia Shipping Co. Ltd., of Cyprus, with a joint penalty of \$750,000 for failing to maintain proper records of oil residue disposals and doctoring records of its onboard waste-oil incinerator. Half the money will go to the Oregon Governor's Fund for the Environment. Kenneth Lerner, a Portland lawyer representing the two companies, said an internal investigation found that the 622-foot Arion SB had not leaked pollutants in the port. The [U.S. Coast Guard](#) and state regulators were summoned to a soda ash export terminal after a spill was reported on Oct. 18. [Oregon's Department of Fish and Wildlife](#) said 300 panfish later found dead in the water amounted to the biggest fish kill in the lower Willamette River basin since 2002. The spillage was quickly contained and seagulls reportedly swept in to eat the dead fish. It's not yet clear whether the fish died because of spilled oil. "Today's convictions are not specifically tied to the oil spill in the Port of Portland last month, but do address this vessel's oil pollution over the past several months," said Assistant U.S. Attorney Stacie Beckerman. Federal court records show that the U.S. Coast Guard boarded the Arion SB on Oct. 16 for a safety exam, and its crew presented its record of oil transfers and disposals for inspection. Coast Guard and Environmental Protection Agency investigators questioned crewmembers and found that officials employed by Nomikos and Lounia had, since at least June, directed subordinates in the vessel's engine room to improperly run the ship's oil water separator. "Specifically, the chief engineer instructed the second engineer to pipe fresh, clean water directly into the Oil Content Meter for the purpose of blinding the Arion SB's Oil Content meter," according to a felony charge filed in Portland. The practice, known as "tricking" the



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meter, meant it would not function properly to prevent overboard discharges of oil-contaminated waste in excess of 15 parts per million. The chief engineer failed to include any entries in the Arion SB's record of oil transfers and disposals, and he fudged records that showed how much oil in the ship's bilge and sludge collection tanks was incinerated, according to the government's charges. As part of today's sentencing, Judge Simon put Nomikos Shipping and Lounia Shipping on three years of probation and ordered the companies not to take adverse action -- including dismissals or negative performance reviews -- of crew members who cooperated with the government

http://www.oregonlive.com/portland/index.ssf/2011/11/federal_judge_fines_ship_owner.html

AUSTRALIA, SOUTH AUSTRALIA, ADELAIDE, NOVEMBER 3 2011. ENGINEERING COMPANY FINED AFTER FUMES OVERCOME WORKER IN CONFINED SPACE

A heavy engineering company has been convicted and fined more than \$26,000 in the SA Industrial Relations Court, following an incident in which a worker was overcome by fumes while working in a confined space. DID Piling had earlier pleaded guilty to one count of breaching section 19(1) of the Occupational Health, Safety and Welfare Act 1986 in that it failed to provide an employee with adequate information, instruction, supervision and training. SafeWork SA prosecuted after investigating an incident in March 2009, at Lock 6 of the Murray River, near Murtho in the Riverland. The firm was preparing barges for use by a client; work which involved spraying a rust inhibitor inside the hull of the vessels. During this task, a male employee suffered ill-effects from exposure to the inhibitor fumes, causing him to briefly fall unconscious after experiencing giddiness, shortness of breath and skin irritation. He was conveyed to hospital, later discharged and returned to work after three weeks. SafeWork SA's investigation revealed that the employer mistakenly believed it was not obliged to train its employees about work in confined spaces, if someone experienced in such work was supervising. Further, it was found that information on the rust inhibitor was not conveyed to the employee, nor was he supplied with protective equipment such as a respirator. Industrial Magistrate Michael Ardlie said the risk to the employee was of being rendered unconscious, and suffering respiratory problems and lung function complications. He noted that while there were safety systems in place prior to the incident, these were not adequate enough. He fined the company \$26,250 plus costs after a discount of 25% to acknowledge its guilty plea, cooperation, contrition and remedial measures. SafeWork SA says work in confined spaces can be potentially fatal, and the utmost attention to safety is required when such work is carried out. "Near enough is never good enough as this case has shown," says Acting Executive Director Bryan Russell. "Plenty of information is available on how to perform work in confined spaces safely as well as the potential dangers of substances that may be used in such work. This information always needs to be followed to the letter to ensure the job is completed without mishap."

<http://www.safetyolutions.net.au/news/49781-Engineering-company-fined-after-fumes-overcome-worker-in-confined-space>

AUSTRALIA, N.S.W, SYDNEY, NOVEMBER 4 2011. PETROL TANKER SMASH ON HARBOUR BRIDGE

Watch the Video [Harbour Bridge shut down](#)

MAP: [Sydney 2000](#)



The scene of carnage after the tanker and four cars crashed early on Friday afternoon.

A woman is in a critical condition after a multi-car pile-up on the Sydney Harbour Bridge that has caused traffic chaos across the city. Three cars, a ute and a petrol tanker crashed shortly after 1pm (AEDT) at the southern end of the bridge. The empty petrol tanker jack-knifed, forcing authorities to close all lanes of the bridge, but they were reopened about 3pm. The 48-year-old woman was left unconscious and trapped in the wreckage. CareFlight director Ian Badham says she was pulled from the car and placed in an induced coma. She has been flown to Royal North

Shore Hospital with severe head injuries. Two other people have been taken to Royal Prince Alfred Hospital (RPA) in a serious condition. One of the patients taken to RPA is a 20-year-old woman with serious chest injuries and the other is a 20-year-old man with suspected spinal injuries. The petrol tanker was sitting horizontally across five lanes of the bridge, but was not posing a flammable threat. Two cars were sitting nose-to-nose nearby. Motorists are being told to take the Gladesville Bridge or Anzac Bridge to cross the harbour as there is very heavy traffic through the Harbour Tunnel. Bus passengers can use their tickets on trains, with southbound buses terminating at North Sydney Railway Station and northbound buses taking



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the tunnel. Trains continue to operate on the bridge and bus passengers can use their tickets to catch a train or ferry. There are reports traffic has stretched back over the Western Distributor in the south and Miller Street in the north. Deputy Opposition Leader Linda Burney has driven past the crash site. "There is an enormous amount of spectators building up, lots of cameras and the oil tanker is very much jack-knifed in the side of the bridge," Ms Burney said. "There is one car that's very, very smashed up and a number of other cars have bits and pieces knocked out of them, but it's a bit of a mess I can tell you." Commuters are also likely to be affected by disruptions to train services at Central Station. Acting assistant commissioner Mark Walton told reporters the disruption was caused by a police operation. A man died on the tracks after an apparent attempt to harm himself on a railway platform.

<http://www.abc.net.au/news/2011-11-04/harbour-bridge-closed-after-crash/3629570?section=nsw>

CHINA, HENAN PROVINCE, QIANQIU, NOVEMBER 4 2011. 4 DEAD, 50 TRAPPED IN CHINA MINE ACCIDENT

MAP: [China](#)

Four miners have died and 50 are trapped in a central China coal mine, officials said, in the latest fatal incident to hit the nation's notoriously dangerous mining industry. The accident occurred at the Henan Yima Coal Mine Group's Qianqiu facility in Henan province, a spokesman for the state-owned company said. According to the official Xinhua news agency, a rock burst - or a sudden ejection of rocks - occurred in the mine shaft, trapping the miners. The company spokesman, who refused to be named, said four mine workers had been confirmed dead and 57 were trapped in the mine shaft. Another company official, who gave his surname as Du, later said seven of the workers had been rescued. "The location of the other miners has been confirmed and we are stepping up rescue efforts," he said, adding it was unclear whether they were still alive. The rock burst happened moments after a 2.9 magnitude earthquake shook Henan's Sanmenxia city, where the mine is located, the report said. It was not immediately clear whether the earthquake directly caused the accident. The Henan coal mine safety bureau said 75 miners were in the shaft at the time and 14 managed to escape. The incident is the latest to hit the mining industry in China and came days after a gas explosion in a state-owned coal mine in neighbouring Hunan province left 29 miners dead. Last month blasts in the south-western city of Chongqing and the northern province of Shaanxi killed 13 and 11 miners respectively. In 2010, 2,433 people died in coal mine accidents in China, according to official statistics - a rate of more than six workers per day. China's rapid economic growth has caused demand for energy, including coal, to surge, with some mining bosses putting the safety of workers at risk to chase profits.

<http://www.abc.net.au/news/2011-11-04/four-dead2c-50-trapped-in-china-mine-accident/3636286>

USA, OH, DOVER, NOVEMBER 4 2011. APOR LEAK AT DOVER CHEMICAL BROUGHT UNDER CONTROL

joe mizer

A vapor cloud originating from the Dover Chemical Corp. on Davis Road NW Thursday night sent three workers to area hospitals, and caused some tense moments around the plant as city safety forces cordoned off the area. Dover Fire Chief Russ Volkert said an erroneous report apparently was issued during the situation, stating that residents were being evacuated as a result of a chlorine release at Dover Chemical. He attributed the report to "a nonlocal source." Emergency personnel responded immediately, the leak was contained "and residents were at no time in danger," Volkert said. He added that although there was a chemical release, "at no time was there an evacuation warranted or ordered." Dover firefighter Joe Minocchi, who arrived first on scene approaching from N. Tuscarawas Avenue, said he saw the vapor cloud about three feet above the ground. He noted it extended from the plant about halfway down Davis Street to the McDonald's restaurant. Firefighters had been called at 6:38 p.m. to investigate an odor reported by a man in a vehicle on W. 16th Street. The caller told a 911 emergency dispatch operator that the odor was burning his eyes and making him cough. Minocchi said he immediately called for other firefighters to go to the Dover Chemical parking lot on the W. 15th Street side of the complex. They saw nothing there, but after walking downhill toward the plant, they also could smell the odor. Minocchi said plant personnel stopped the leak and shut down all of the other processes involved. Local traffic was shut off at W. 15th Street and N. Walnut Street, at Davis Street and N. Tuscarawas Avenue (Route 39). Firefighters, with the assistance of state troopers of the Ohio Highway Patrol and Tuscarawas County Sheriff's deputies, also had the northbound lanes of I-77 shut down for a short time. Traffic was allowed to continue traveling southbound on I-77. Tom Freeman, Dover Chemical's executive vice president, said in a statement released late Thursday, that Dover Chemical "had a release of a chlorinated paraffin solution from a process connection." He confirmed that three employees were transported to area hospitals for treatment. "We have been in contact with them and they are OK," he said. Freeman said Dover Chemical personnel worked with area firefighters



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and local law enforcement agencies. "We will be investigating this incident to understand the root cause and develop appropriate corrective actions to prevent a reoccurrence," Freeman said. "We apologize to our local community for the inconvenience this incident caused." Dover firefighters were assisted at the scene by New Philadelphia firefighters, Smith Ambulance Service, and the Tuscarawas County Hazardous Materials Team. Strasburg firefighters covered the Dover fire station during the event, which lasted until about 8:15 p.m.

<http://www.cantonrep.com/news/x1760393395/Vapor-leak-at-Dover-Chemical-brought-under-control>

USA, TX, HOUSTON, NOVEMBER 4 2011. BP TO PAY \$50 MILLION TO SETTLE STATE BLAST CLAIMS

matthew tresaugue



BP has agreed to pay a record \$50 million fine to Texas for unlawful releases of air pollution during and after the deadly explosion at its Texas City refinery in 2005. Texas Attorney General [Greg Abbott](#) said Thursday the settlement resolves all state claims against the oil giant over emissions at the troubled refinery. The fine is the largest for Texas [Clean Air](#) Act violations at a single facility. "This sends a strong, clear message ... that you don't mess with Texas air quality," Abbott said at a Houston news conference. Under the settlement, BP does not acknowledge liability. The company, which put the refinery up for sale in February, settled to avoid the uncertainty of future litigation. BP spokesman [Daren Beaudou](#) said in a statement that the agreement "is an important milestone in the progress of operations" at the Texas City refinery, where the company has "an ongoing program of continuous improvement to further enhance plant safety and environmental compliance."

Billions in Civil Claims

The fine is the latest blow for a company critics say has emphasized profits over safety. In addition to Thursday's settlement, BP has agreed to pay more than \$140 million in penalties to the federal government for violations of workplace safety and

environmental laws at the refinery and up to \$2 billion to settle civil claims. BP also pleaded guilty in 2008 to a felony violation of the federal Clean Air Act and served three years' probation. The company has spent more than \$1 billion to fix problems at the refinery since the 2005 explosion, which killed 15 workers and injured more than 170. Following the deadly blast, Abbott filed a 97-page lawsuit against BP, alleging that shoddy operations and paltry maintenance led to the unauthorized releases of harmful pollutants, such as benzene, carbon monoxide and hydrogen sulfide.

Sending a Message

Abbott filed another lawsuit after the Texas City refinery released more than 500,000 pounds of toxic chemicals over a 40-day period last year. BP has maintained that pollution monitors did not show high levels of benzene and other substances. The settlement, which covers both lawsuits, will go before a [Travis County District Court](#) judge in the next 30 days for approval. The previous record for a Texas Clean Air Act fine was \$9 million, which [Huntsman Petrochemical](#) Corp. agreed to pay in 2003 for releasing millions of tons of pollution at its Port Arthur plant. Abbott said he hoped the settlement would send a message to industry that it's better for the bottom line to comply with the state's environmental laws.

Not Far Enough?

But environmentalists said the Attorney General's Office did not go far enough because the agreement does not require steps to prevent future illegal emissions, such as the installation of pollution monitors at the boundaries of the facility. "I see nothing that says how BP is going to fix its problems," said [Matthew Tejada](#), executive director of [Air Alliance Houston](#). "You're setting up this community for seven more years of dealing with that pollution. This settlement is just money, and that's not regulation." Brent Coon, a Beaumont attorney who represented hundreds of blast victims in a civil suit against BP, said he was disappointed, too, that the settlement did not include anything more than "nuisance fines" for the company. "I don't think BP will ever get it," Coon said.

Penalties Since 2004: At Least \$186.9 Million

Here are the five largest penalties BP's Texas City refinery has agreed to pay for environmental and workplace safety violations through the years:



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- \$50.6 million with federal Occupational Safety and Health Administration for missing deadline to make certain safety upgrades; August 2010
- \$50 million with U.S. Justice Department to resolve criminal investigation into deadly 2005 explosion; October 2007
- \$50 million with state of Texas for violations of the state's Clean Air Act during and after 2005 blast; Thursday.
- \$21.3 million from OSHA for health and safety violations in the 2005 explosion; September 2005.
- \$15 million with Justice Department for violations of federal Clean Air Act from two fires and a leak in 2004 and 2005; October 2010.

<http://www.chron.com/news/article/BP-to-pay-50-million-to-settle-state-blast-claims-2250221.php>

USA, TX, FAIRVIEW, NOVEMBER 4 2011. AT LEAST ONE TRAPPED WORKER CONFIRMED DEAD IN TEXAS MANHOLE ACCIDENT

marjorie owens

 [Watch the Video At Least 1 Trapped Worker Confirmed Dead](#)

 [Photo's \[9\] Two workers became trapped in a multi-level hole](#)



Authorities have confirmed that at least one of two people trapped in a manhole is dead. The fire chief in Fairview reported that rescue crews were able to recover one body and the second person is missing after being swept away in the pipeline. The workers became trapped in the multi-level hole shortly after 8 a.m. in the Thompson Springs neighborhood in Fairview. Police said a third worker notified authorities about the situation. The workers were on a contract job for the North Texas Municipal Water District when the incident occurred. They were working to find a clog in the waste water line and were on the system's last manhole when at least one of them became overcome by either a lack of oxygen or chemical fumes. The

fire chief said they believe the first worker went into the manhole, and when he became overcome, the second worker went in to help and also became overcome.

<http://www.kens5.com/news/At-least-one-trapped-worker-confirmed-dead-in-Texas-manhole-accident-133170263.html>

AUSTRALIA, VICTORIA, HILLDENE, NOVEMBER 4 2011. TRUCK DRIVER AIRLIFTED TO HOSPITAL AFTER PETROL TANKER ROLLS IN HILLDENE

angus thompson & nathan mawby

Passers-by have dragged a truck driver out of his burning petrol tanker after it rolled over, spilling thousands of litres of diesel, north of Melbourne. Emergency services were called at 9.15pm yesterday after the truck rolled over and caught fire on Seymour-Tooborac Rd at Hilldene, an ambulance spokesman said. The driver, 56, suffered head, chest and rib injuries and was flown to the Royal Melbourne Hospital in a serious but stable condition. About 10,000 litres of diesel fuel has so far leaked from the truck, the Environment Protection Authority (EPA) said. The truck was still being drained this morning. Emergency workers have dug trenches in a bid to stop the diesel from polluting nearby waterways. The section of the Seymour-Tooborac Rd just off the Hume Highway remained closed. A CFA spokesman said the cause of the crash wasn't yet known.

<http://www.heraldsun.com.au/news/breaking-news/truck-driver-airlifted-to-hospital-after-petrol-tanker-rolls-in-hilldene/story-e6frf7jx-1226185369706>

SOUTH KOREA, SEOUL, NOVEMBER 4 2011. S. KOREA TO OPEN 1,300 'THRIFT GAS STATIONS' BY 2015

South Korea will set up 1,300 gas stations selling cheaper gasoline and diesel by 2015 as part of an ongoing effort to control inflationary pressure, the government said Thursday. The "thrift gas stations" will receive their fuel from state-run Korea National Oil Corp. (KNOC) and the National Agricultural Cooperative Federation (Nonghyup), the Ministry of Knowledge Economy said. Because they will be given lower-priced fuel than existing gas stations, the average price for gasoline may be 100 won (US\$0.08) cheaper per liter, although the exact price benefit is impossible to gauge at present. The first thrift station will start operations in December, with at least 500 to be set up within one year. At present Nonghyup directly operates some



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300 gas stations that offer cheaper fuel to drivers, with 50 others registered as selling fuel at below average prices. "Nonghyup and the KNOC will jointly buy fuel from local refiners or from abroad, so they can be sold to the thrift gas stations," the ministry said. The ministry in charge of the country's industrial and energy policies, said that these new thrift outlets will make up 10 percent of all gas stations in the country by the target year. "Prices will be kept down further by the gas stations operating on a self-service basis, where the driver fills his or her car," it said. "These stations will not give out gifts to users, which have contributed to higher prices." The government also plans to convert all 167 gas stations at the country's highway rest areas into thrift stations by 2015, with 30 to be switched next year, it said. "Despite the fuel being cheaper than at other gas stations, the state-run Korea Institute of Petroleum Management will regularly conduct quality checks to protect consumers," the ministry said. The latest measures come as the country's consumer prices grew 3.9 percent on-year in October. Seoul had originally aimed to control inflation at around 3 percent levels, but soaring international fuel, grain and commodities prices made it impossible to meet this goal. Presently, the government is trying to keep inflation at around 4 percent for 2011.

<http://english.yonhapnews.co.kr/business/2011/11/03/32/0501000000AEN20111103006400320F.HTML>

IRELAND, WATERFORD, NOVEMBER 4 2011. MAN SUFFERS BURN INJURIES IN WATERFORD GAS BLASTS

conor kane

The scene of two gas explosions in Waterford which left one man with burn injuries remained cordoned off last night as emergency services worked to ensure that the area is safe. The local man, in his 60s, was injured when a gas cylinder containing acetylene – which reaches extremely high temperatures when ignited with oxygen – exploded at a building used by Waterford Institute of Technology in an IDA industrial estate in Waterford city. Investigations are under way into the cause of the incident which occurred at about 10am yesterday. After the initial explosion, a second occurred. The Garda say a fire broke out as a result of the explosions but was brought under control "fairly quickly". Four nearby buildings had to be evacuated and traffic restrictions put in place while the fire service, the ESB, the Garda, An Bord Gáis and BOC industrial gases were called to inspect the scene and secure the area. It is understood that the injured man, a staff member with Waterford Institute of Technology, suffered burns in the explosion. He was taken to Waterford Regional Hospital and his condition was described as "comfortable". Waterford Institute of Technology estates manager Elaine Greenan said the college's priority was to ensure the area was made safe as soon as possible. She said the institute would assist the Health and Safety Authority in any way it could. "We will also carry out our own internal investigation. The safety of staff and students is paramount and we will be doing everything possible to ensure that this type of incident cannot occur again." Gardaí remained on the scene in the evening. "We're treating it as an industrial accident," Supt Chris Delaney of Waterford Garda station said. "The area is cordoned off and there will be a cordon in place for a period of 24 hours to make sure everything is safe." An area of about 200m in each direction from the site of the explosion was sealed off and was expected to remain off limits to the public until at least 10am today.

<http://www.irishtimes.com/newspaper/ireland/2011/1104/1224307038433.html>

USA, FLA, MIAMI, NOVEMBER 4 2011. DRIVER KILLED AFTER CAR CRASHES INTO POMPANO BEACH GAS STATION >> CAR CAREENS INTO GAS STATION, DRIVER EJECTED AND KILLED AT SCENE

julia bagg & brian hamacher

[Watch the Video Driver Killed After Car Crashes Into Gas Station](#)



A driver was killed when his out of control car slammed into a Pompano Beach gas station early Thursday. The crash happened around 2:30 a.m. at the Exxon station at 329 North Federal Highway.

A driver was killed when his out of control car slammed into a Pompano Beach gas station early Thursday. The crash happened around 2:30 a.m. at the Exxon station at 329 North Federal Highway. Police said the Ford Mustang was speeding southbound on Federal Highway when it crossed an intersection, went through some bushes, hit a gas pump and careened into the station's food mart. The driver, identified by police as 26-year-old Julius Marcel Sterling Haywood, was ejected from the vehicle and killed at the scene. The Mustang was left in a

crumpled heap with parts scattered throughout the Exxon parking lot. The station was closed at the time and no one else was



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

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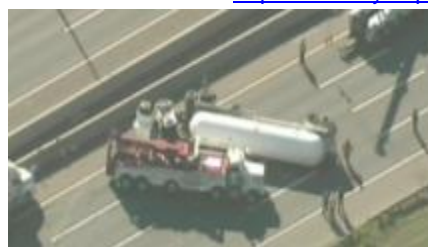
hurt. The crash didn't cause a fire, but at least one witness said he heard what sounded like an explosion. "I saw the vehicle speeding down the street and then right after that, I heard the bang," Ruddy Germain said. "It sounded like some kind of explosion...the guy hit the gas station pretty hard. It was very loud." The station's owner, Poonam Wadha, said she was shocked when she was let in to see the damage. "Unbelievable...I've never seen in my life anything like this," she said. Authorities are still investigating the cause of the crash.

<http://www.nbcmiami.com/news/Driver-Killed-After-Car-Crashes-Into-Pompano-Beach-Gas-Station-133143073.html>

USA, N.J., CARNEY'S POINT TWP, NOVEMBER 4 2011. BUTANE TANKER OVERTURNS IN CARNEYS POINT TOWNSHIP, SHUTTING DOWN SOUTHBOUND LANES OF TURNPIKE, I-295 FOR 3 HOURS

phil dunn

 **Watch the Video** http://www.myfoxphilly.com/dpp/news/local_news/NJ_Turnpike_Overtuned_Tanker_110211



A butane tanker overturned here near the Delaware Memorial Bridge Wednesday afternoon causing traffic to back up for miles on both Interstate 295 and the New Jersey Turnpike. The accident took place here shortly before 1:30 p.m. Wednesday at the point where the southbound lanes of Interstate 295 merge onto the southbound lanes of the New Jersey Turnpike. State police confirmed that the male driver of the 78,000-pound butane tanker was flown out from the scene by helicopter to Cooper University Hospital, Camden. He was listed in stable condition Wednesday night. A medical transport helicopter landed on the roadway between the base of the bridge and the Route 130 overpass to fly the unidentified driver from

the scene. The tanker overturned near Mile Marker 0.3 in the traffic lanes while negotiating the curve from I-295 where the interstate feeds into the southbound lanes from the turnpike. After the driver lost control of the butane tanker, the vehicle caused minor damage to another tractor-trailer driving on the roadway as it overturned. Police said that truck was only slightly damaged and that driver was not injured. The accident was cleared shortly after 4:30 p.m. State police said another tanker was called to the scene to unload half of the butane in the overturned tanker. Emergency officials said this was done as a precaution due to any pending structural damage from the crash. Butane, while not as commonly used as propane, is nonetheless a very popular heating fuel. Butane is also used in things like camp stoves, and is also seen in many cigarette lighters, and as a propellant in some aerosols. The butane that was carried in the tanker was odorless, which made clean-up all the more difficult and dangerous, said emergency officials. Traffic was backed up for over three hours. Many vehicles were diverted off into local streets that eventually lead them to the Delaware Memorial Bridge. State police said while emergency officials cleared the scene, southbound Interstate 295 was blocked off at Exit 4. Carneys Point Fire Department Fire and Rescue Squad responded at 1:12 p.m. Wednesday to the scene of the tanker crash and remained in service for three and half hours. They were assisted by Carneys Point EMS, Pennsville Fire Co. and Rescue Squad, Reliance fire Co., Woolwich Fire Co., Life Support 5, Southstar, Canteen 6, Salem County Emergency Management for three and half hours.

http://www.nj.com/salem/index.ssf/2011/11/butane_tanker_overtuns_in_car.html

PAKISTAN, BALOCHISTAN, NOVEMBER 4 2011. 3 KILLED, 10 INJURED IN BUS-TANKER COLLISION

At least three persons were killed and more than 10 others injured in a head-on collision between a passenger bus and an oil tanker here on Wednesday. According to police, a Karachi-bound speedy passenger bus coming from Gawadar collided head-on with an oil tanker in Uthal area near Hub. Three persons were killed on the spot in the accident and more than 10 others sustained injuries. The rescue teams and locals reached the scene and started rescue operation. The bodies and injured were shifted to a local hospital where according to hospital sources the condition of three injured people was serious. The injured passengers and eyewitness said that the accident took place due to over speeding and reckless driving as the bus driver was feeling tired and sleepy due to continuous and prolonged duty. It should be mentioned here that due to rush of people moving to native towns to celebrate Eidul Azha with their families, drivers have to remain in continuous movement up and down the country. As a result, the drivers get least time for rest and remain sleepy during the driving which causes accidents. Meanwhile three persons have been killed and 6 others women among them suffered injuries in a road mishap in Othal area of Balochistan, Levis force said on Wednesday. Levis officials told that passenger coach was way to Karachi from Gawadar when, presumably due to the over speed driver lost control over a vehicle and it rammed into an oil tanker coming from



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opposite side. Resultantly, three occupants of the coach including Mohamamd Baksh and Nazir Ahmed died on the spot and 6 others sustained injuries. Soon after the incident, local administration reached the site and shifted the dead and injured to the nearby hospital. The dead bodies of the ill-fated passenger coach were handed over to the heirs. Matter was being probed.

<http://pakobserver.net/detailnews.asp?id=123304>

USA, WASHINGTON, NOVEMBER 6 2011. EPA REINSTATES TOXICS RELEASE INVENTORY REPORTING REQUIREMENTS FOR HYDROGEN SULFIDE

latisha petteway

The U.S. Environmental Protection Agency (EPA) is announcing that it is reinstating Toxic Release Inventory (TRI) reporting requirements for hydrogen sulfide. This action is part of Administrator Lisa P. Jackson's ongoing efforts to provide Americans with helpful information on chemicals they may encounter in their daily lives. TRI is a publicly available database that contains information on toxic chemical releases and waste management activities reported annually by certain industries and federal facilities. The purpose of today's action is to better inform the public about toxic chemical releases in their communities and to provide the government with information for research and the potential development of regulations. Hydrogen sulfide occurs naturally in crude petroleum, natural gas, volcanic gases, and hot springs. It can also result from the breakdown of organic matter, and is produced by human and animal wastes. Hydrogen sulfide can also result from industrial activities, such as food processing, coke ovens, kraft paper mills, tanneries, and petroleum refineries. Individuals living near a wastewater treatment plant, a gas and oil drilling operation, a farm with manure storage or livestock confinement facilities, or a landfill may be exposed to higher levels of hydrogen sulfide. Hydrogen sulfide was added to the TRI list of toxic chemicals in a final rule published on December 1, 1993. However, on August 22, 1994, EPA suspended the TRI reporting requirements for hydrogen sulfide in order to address issues that were raised by members of the regulated community regarding the information used to support the original listing decision. On February 26, 2010, EPA published a Federal Register document that provided the public with the opportunity to comment on EPA's review of the currently available data on the human health and environmental effects of hydrogen sulfide. After consideration of public comments, EPA has concluded that the reporting requirements for hydrogen sulfide should be reinstated. This action will be effective for the 2012 TRI reporting year. The first reports for the 2012 TRI reporting year are due from facilities by July 1, 2013.

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

USA, CA, SAN FRANCISCO, NOVEMBER 6 2011. SFFD RESPONDS TO NAVAL OILER WHERE CREW REPORTED FIRE

1:18 PM: About 40 firefighters responded this morning to a dry dock in San Francisco where a fire was reported in the belly of a naval oiler undergoing repairs, a fire department spokeswoman said. Firefighters responded to Pier 70 after fire and smoke was reported on the U.S. Naval Ship Henry J. Kaiser at about 9:40 a.m., fire spokeswoman Mindy Talmadge said. Pier 70 is the site of one of the largest ship repair yards on the West Coast, according to its website. Talmadge said crews repairing the ship had been working on an empty below-deck diesel tank when they noticed fire and smoke. She said the fire may have been a burning thermal layer, a protective blanket that is used with equipment such as blowtorches. Reaching the fire proved difficult, Talmadge said, because there was a single point of entry and egress into the tank, which she said is about 75 feet deep. "We're going in to confirm and make sure everything is out," she said. No injuries were reported. The Coast Guard assisted in the response and said it dispatched a small boat to the area from Sector San Francisco, which is on Yerba Buena Island.

10:32 AM: Firefighters and the U.S. Coast Guard are responding to an area near San Francisco's Pier 70, according to a fire dispatcher and Coast Guard personnel. The Coast Guard said it is dispatching a small boat to the area from Sector San Francisco, which is on Yerba Buena Island. Pier 70 is a historic shipyard and is one of the largest ship repair yards on the West Coast, according to its website. A fire department spokeswoman was not immediately available to provide details.

<http://sfappeal.com/news/2011/11/sffd-coast-guard-dispatched-to-historic-shipyard-for-possible-fire.php>



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