



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 767 Newsy Stuff

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

**October 24 2011**



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#### USA, WASHINGTON, OCTOBER 13 2011. U.S. SANCTIONS BP, CONTRACTORS FOR GULF OIL SPILL

*ayasha rascoe*

The U.S. offshore drilling regulator on Wednesday formally issued sanctions against BP and the major contractors for the 2010 explosion on the Deepwater Horizon rig that killed 11 workers and unleashed more than 4 million barrels of oil into the Gulf of Mexico. The newly formed Bureau of Safety and Environmental Enforcement filed 15 "incidents of non-compliance" to the companies. It did not release details of how much the companies may face in fines. By law, the companies face fines of up to \$35,000 a day, per incident for the violations. The infractions uncovered during the federal probe of the accident were outlined in the Interior Department's final report on the disaster, released last month. BP, owner of the ruptured Macondo well, received the lion's share of the sanctions, with seven notices for violations ranging from failure to protect health and property to failing to keep well under control at all times. In a first for the department, BP's contractors Transocean, which owned the Deepwater Horizon rig, and Halliburton, which carried out cementing on the well, also face sanctions. The contractors each received four notices of violations. Traditionally, the department has only gone after a well's operators for rule infractions. But after last year's spill, the department has asserted its has authority to regulate contractors. The decision to sanction Transocean and Halliburton reflects the "severity of the incident, the findings of the joint investigation, as well as Secretary Ken Salazar and Director (Michael) Bromwich's commitment to holding all parties accountable," the regulator said in a statement.

<http://planetark.org/wen/63555>

#### USA, N.J., FARMINGDALE, OCTOBER 13 2011. WALL COMPANY SPILLS 3,000 GALLONS OF DIESEL FUEL >> HAZMAT CREWS CLEANING UP CONTAMINATION AT ASBURY ROAD SITE

*keith brown*



About 3,000 gallons of diesel fuel spilled at an Asbury Road trucking company site last week and HAZMAT crews are cleaning up the contamination, police said Thursday. The fuel spilled on Oct. 7 from an above-ground, 7,000-gallon tank at the Muccio trucking company site at 5300 Asbury Road, near the Howell boundary, Sgt. Joseph Wibert said. A Muccio employee told police that on Thursday, Oct. 6, he failed to release the trigger on the diesel fuel nozzle around 7:30 p.m., which at the time appeared not to be working properly, Wilbert said. Approximately 3,332.8 gallons of diesel fuel leaked overnight into a safety holding tank that surrounds the actual diesel fuel tank. It was discovered Oct. 7 around 5 a.m., Wilbert said. The holding tank was not secured and the fuel leaked onto the ground, he said. Monmouth County HAZMAT team will oversee the cleanup, which is expected to take about a week, Wilbert said.

<http://wall.patch.com/articles/wall-company-spills-3-000-gallons-of-diesel-fuel>

#### USA, CA, CLEAR LAKE, OCTOBER 13 2011. CALIF. CREWS STAND BY FOR RISKY TANKER RECOVERY

*mary callahan*

A fuel tanker that rolled over Tuesday afternoon on a hillside above Clear Lake prompted a tense, 10-hour operation involving high-risk procedures to drill into the tanker to siphon its load, fire officials said. A hazardous incident team from Mendocino County was called to assist Lake County firefighters with the effort, in which fire crews with hoses at the ready waited on stand-by while specially trained personnel drilled into three fuel tank compartments to get to the kerosene inside, Deputy Chief Pat Brown of the Northshore Fire Protection District said. The risk of sparks or friction meant everyone had to be in protective gear and ready to fight a fire if one occurred, Brown said. "It's what we call low-frequency, high-risk calls . . . and we train a lot," he said. The tanker was carrying 1,600 gallons of kerosene for home heating when it left Highway 20 in Glen Haven and headed up a mile-long, private driveway to the home of John and Maggie Freeman shortly after 2 p.m. Tuesday, Brown said. En route, the private road collapsed and the fuel tanker tumbled downhill, rolling three times and landing on its side, Brown said. The Redwood Empire Hazardous Incident Team composed of eight specially trained personnel from the Ukiah Fire, Ukiah Valley Fire and Cal Fire agencies was called out, along with Northshore fire crews and a Cal Fire engine, he said. The fuel had to be removed before the tanker could be righted, requiring the pneumatic drilling procedure that, though high risk, went off without a hitch, Brown said. About 1,084 gallons of kerosene were siphoned into another tanker in a process that

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lasted past midnight, Brown said. Lake County Environmental Health officials were to determine Wednesday how much kerosene spilled into the soil, which would then have to be removed, Brown said.

<http://www.firehouse.com/topic/firefighter-safety/calif-crews-stand-risky-tanker-recovery>

### NEW ZEALAND, TAURANGA, OCTOBER 13 2011. SALVAGE WORKERS HOPE TO BUILD A PLATFORM AND CUT A HOLE IN THE HULL OF STRICKEN CARGO SHIP RENA

#### Watch the Video

- [Rena stranding](#)
- [Aerial footage of Rena cracking \(1:30\)](#)
- [Massive cracks on Rena renew sinking fears \(4:32\)](#)
- [Oil angers residents \(3:08\)](#)
- [Rena crisis worries fishermen \(3:14\)](#)
- [Residents told to avoid containers washing ashore \(2:00\)](#)
- [Conditions good for reboarding Rena](#)

#### Photo's

- [Rena stranded off Tauranga\(41 photos\)](#)



*An Air Force Iroquois helicopter winches a salvage expert onto grounded vessel, Rena, off Tauranga, New Zealand. Weather conditions look favourable for salvors hoping to reboard the stricken cargo ship off NZ's coast.*

New Zealand salvors are hoping to cut a hole in the hull of the stricken cargo ship Rena to allow them to transfer oil from the vessel to a barge. The salvage team spent about five hours yesterday on the ship, which is listing 20 degrees, assessing damage and working out how best to remove some of the 1300 tonnes of heavy fuel oil still on board. Maritime New Zealand's salvage manager Bruce Anderson says salvors feel working on the ship is too dangerous and they plan to fix a platform to the side of the Rena and then cut their way through the hull to allow access to the fuel tanks. "They've still got lots of problems, it's not a quick and easy operation ... you're dangling over the ocean, it's tough, it's going to be really tough," he said. Cracks in the side of the hull had not appeared to have got worse overnight, and Mr Anderson said despite a four metre swell, it had not appeared to have moved much on the reef and may have settled. He said divers would survey the ship to determine what part of the reef the 236m-long vessel was on. The ship grounded on the Astrolabe reef nine days ago and has been spilling fuel oil and containers into the sea. Matt Watson, whose company Svitzer is leading efforts to save the vessel, said helicopters and navy vessels were on standby to evacuate the two three-man crews if the ship began to fall apart while they were onboard. He said the decks of the badly listing ship were coated in oil and strewn with loose containers. The crews were working by torchlight in "pitch black" conditions when they were below deck. "It's a very, very difficult working environment and the moment there is a sense that it may be too dangerous, or if anything changes, they will be getting back off that vessel quick smart," he told Radio New Zealand. Maritime New Zealand (MNZ) said yesterday the Rena was "creaking and groaning and moving about a bit", with its stern rising and falling in the offshore swells but its front stuck fast on the rocky reef. Up to 700 tonnes of oil has leaked from the vessel, creating a black tide that has killed hundreds of sea birds. The salvage crews hope to drain the Rena's fuel tanks to stop all 1700 tonnes spewing into the sea. A massive clean-up operation was also under way along the coastline, doubling in scale Friday to 1000 people, MNZ said. Authorities have ordered the public off oil-blackened beaches and advised nearby residents to keep their windows closed to avoid noxious fumes from the pollution. MNZ said 500 dead birds had been recovered and teams were trying to round up seals in the area. They had caught four so far. Meanwhile, the mayor of a New Zealand tourist town with beaches blackened by oil appealed for calm today, amid reports of an angry backlash against the Filipino crew. As salvage crews raced to stop more oil from seeping from the stricken Rena, which threatens to break in two after hitting a reef last week, Tauranga mayor Stuart Crosby urged the community not to vent its frustrations on the crew. Responding to a report the Philippine embassy had flown most of the Rena's 25-man crew out of New Zealand "for their own safety", Crosby urged people to let the law take its course over the country's worst sea pollution disaster. He emphasised the Rena's captain and second officer had been charged over the spill, which has fouled beaches

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and killed wildlife along a 60km stretch of coast on the environmentally sensitive Bay of Plenty. "There needs to be accountability and that's taking place with regard to the captain and other officers," he told TVNZ. "But in some respects that crew are victims as well, and I'd like to think that we'd be looking after them in a proper manner, as Kiwis should." Shipping agent Mike Hodgkin, who has been helping the crew since they evacuated the Liberian-flagged ship after it ran aground, said the Philippine embassy had been assisting getting the sailors home. "Only six are left. We cannot say where they are to protect their safety," he told The New Zealand Herald newspaper, which quoted members of the bay's small Filipino community saying they had been abused by furious locals. The captain and second officer were released on bail after being charged over the spill this week, with the court also ordering that their identities be withheld to protect them. But Crosby rejected an apology from the Rena's owners, Greek shipping company Costamare, which released a video statement saying it was "deeply sorry". "It seemed to be half an apology and a lot of excuse," the mayor said. "It's not good enough. I'd like to see the ship owner come to New Zealand, come to Tauranga, stand up in front of our people." MetService forecasts the weather around the wreck will improve with a westerly wind and swells of between 1m and 2m from the northeast. More than 300 tonnes of heavy fuel oil is estimated to have leaked from the 47,000 tonne ship and is washing up on 60km of beaches between Mount Maunganui in the north and the Maketu estuary in the south. Shipping containers have also washed ashore, spilling their contents onto already oil-splattered beaches. The leaked oil has killed hundreds of birds and there are up to 70 birds and four seals being treated for oiling at the Wildlife Response Centre in Tauranga. Beach clean-up teams are being trained, with more than 1000 people registered as volunteers. The Rena was carrying 1368 containers, and 88 are believed to have fallen off the ship. Twenty have come ashore while 14 have been recovered. The Port of Tauranga suspended operations overnight because of debris in the shipping lanes but otherwise operations have not been affected.

### Related Links

- [Mayor calls for calm over oil spill](#)
- [Salvagers back on ship: owners say sorry](#)
- [The Rena Disaster](#)
- [The Rena Disaster](#)
- [Ship leaking oil in NZ cracks up](#)

<http://www.theaustralian.com.au/news/world/salvage-workers-hope-to-build-a-platform-and-cut-a-hole-in-the-hull-of-stricken-cargo-ship-rena/story-e6frg6so-1226166385666>

### USA, LA, NEW IBERIA, OCTOBER 13 2011. TODDLER SURVIVES GAS CONTAINER EXPLOSION

maddie garrett



A one-year-old girl from New Iberia is recovering after she was burned by a gas can explosion. David Bellard, Jr. said he was sitting outside in a go-cart with his young daughter, Jeannette Bellard, Tuesday afternoon, when he said she got up to chase a cat. "When I turned back the other way, because she got out my vision, I turned back to look at her, the gas can blew up. It was a freak accident," said David Bellard. The toddler was burned on her face and side. As of Wednesday night, about 15% - 17% of her body is burned. Doctors told the family it's still a second degree burn, but could be upgraded to a third degree burn in the next few days. "Nobody wanted this to happen, this was an accident it was a freak accident, we didn't mean for this to happen, she's loved by everybody," said Jeannette's father. David

said luckily his brother, James Bellard, was also outside at the time. "I seen her burning and I rushed to her and I put it out... I patted the fire off of her and wrapped her in my arms and smothered it," recounted James Bellard. "Thank god for my brother, godfather, he seen her on fire, and he jumped and he got to her before I can," said David Bellard. But what exactly caused that gas container to combust is still a mystery. The family said it just went up in flames. "it just blew up, the gas can, it didn't have no gas in it or nothing," said James Bellard. The Iberia Parish Sheriff's Office said the exact cause is still under investigation but it appears to be an accident. ***"What they say is being the gas can was close to another chair it threw off static electricity, which caused the gas, the fumes to ignite which caused the combustion,"*** explained David Bellard. Jeannette is being treated at Baton Rouge General Hospital, and the family said she is expected to make a full recovery.

<http://www.katc.com/news/toddler-survives-gas-container-explosion/>

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#### NEW ZEALAND, TAURANGA, OCTOBER 13 2011. UPDATE: [ON-BOARD POISONED TANKER: FOOTAGE FROM STRICKEN SHIP](#)

**Watch the Video** <http://www.youtube.com/watch?v=lhi4PyOglkw>

A salvage crew has finally managed to board a cargo ship that has spilled hundreds of tons of oil since striking a reef off the coast of New Zealand. Video filmed on board by the Maritime New Zealand salvage operation team on Thursday showed the vessel had been fractured by a large crack. No decisions have been made on whether oil can be pumped from the ship before the vessel breaks up. Heavy seas had kept the team away from the 775-foot (236-metre) vessel for days, but a break in the weather allowed three crew members to be winched aboard the Liberian-flagged Rena, which ran aground October 5 on Astrolabe Reef, 14 miles (22 kilometres) from Tauranga Harbour on New Zealand's North Island. The vessel has been listing in the stormy ocean. A vertical crack in the ship runs around the entire vessel - meaning the ship is now only held together by its internal components. Several of the 88 containers that fell off the deck had washed ashore by Thursday, and authorities confirmed one container that toppled overboard contained a hazardous substance. Six vessels have been mobilised to intercept the drifting containers and other debris in the water. There were 1,368 containers on board, 11 of which contained hazardous substances. Some of the contents of containers that had washed ashore were strewn across the coastline on Thursday, including thousands of meat patties that littered the sand.

<http://www.youtube.com/watch?v=lhi4PyOglkw>

#### CANADA, B.C, ABBOTSFORD, OCTOBER 13 2011. GROUP OF WORKERS SENT TO HOSPITAL AFTER HAZARDOUS MATERIALS INCIDENT IN ABBOTSFORD

rochelle baker

**Watch the Video:**

[http://www.ctvbc.ctv.ca/servlet/an/local/CTVNews/20111013/bc\\_hazmat\\_abbotsford\\_111013/20111013?hub=BritishColumbiaHome](http://www.ctvbc.ctv.ca/servlet/an/local/CTVNews/20111013/bc_hazmat_abbotsford_111013/20111013?hub=BritishColumbiaHome)

**Photo's [8]**

<http://www.abbotsfordtimes.com/news/UPDATE+WITH+PHOTOS+Group+workers+sent+hospital+after+hazardous/5545777/story.html>



*An Abbotsford firefighter suits up to investigate a hazardous materials incident on Thursday morning that sent four men to hospital.*

Four men were sent to hospital after getting sick when they opened a box of unidentified hazardous materials at a construction recycling centre in Abbotsford Thursday morning. Another 10 employees at the site, without symptoms, who came in contact with the contaminated men, were also transported for medical assessment. All the men have since been released from hospital, said Abbotsford Fire Rescue Deputy Chief Mike Helmer. The fire department's hazmat team, police and paramedics were called out to the business in the 30900 block of Peardonville Road after four men sorting construction materials complained of dizziness, sore throats, and nausea after opening a box with an unknown product inside. All the victims and remainder of the employees went through a decontamination process that involved removing their clothes and being washed down on site before being transported to hospital. Abbotsford firefighters investigated the site after donning bright yellow hazmat suits equipped with thick rubber boots and gloves and oxygen tanks. The substance that caused the incident appears to be some type of solvent similar to acetone, which can lead to asphyxiation with prolonged exposure, said Helmer. Once it is deemed safe, an authorized waste removal company will transport the hazardous materials from the scene. WorkSafeBC is starting to

investigate, said Helmer.

<http://www.abbotsfordtimes.com/news/UPDATE+WITH+PHOTOS+Group+workers+sent+hospital+after+hazardous+materials+incident+Abbotsford/5545777/story.html>

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#### USA, CA, SAN FRANCISCO, OCTOBER 13 2011. HISTORIC FISHERMAN'S WHARF CRAB COMPANY REOPENS >> FORCED TO CLOSE THEIR DOORS IN JANUARY DUE TO AN OIL LEAK.

vivian ho



From left, Annette Traverso, Stephanie Cincotta, Angela Cincotta and Mary Ann Shepherd are seen at the family-owned Alioto-Lazio Fish Company in San Francisco, Calif., on Friday, Nov. 19, 2010. The family has run the business since Stephanie Cincotta's father, Tom Lazio, co-founded the company with Frank Alioto more than 50 years ago.

The girls are back in town, and just in time for crab season. Alioto-Lazio Fish Co., an all-women family operation on Fisherman's Wharf, is in the process of reopening by Nov. 15, opening day for crab season. The three sisters and their 83-year-old mother who run the historic company say they're excited to be back at work. The Jefferson Street seafood wholesaler was forced to close in January because of work to clean contaminated water and dirt near their location. The cleanup came after a 2008 lawsuit the city of San Francisco filed against Exxon Mobil Corp. The city argued the company had contaminated water and soil where it once maintained

fuel storage tanks. In June 2009, Alioto-Lazio filed a separate lawsuit against Exxon Mobil and the Port of San Francisco for harming their business and personal health. The lawsuit is ongoing. Owner Angela Cincotta, 48, spent the past eight months dealing with lawyers, a process she has found to be never ending, especially "when you're dealing with politics in big oil industry and you're looked upon as being stupid females." She said the company has finished its slated work and all the trucks have been gone for a few months, allowing them to reopen. Closing, even temporarily, was difficult for Cincotta and her sisters, they said, in part due to a promise the family made to her grandfather to keep the more than 70-year-old business and legacy alive. Customers have already begun placing their Christmas orders, Cincotta said. While they don't know what the future holds, Cincotta said she hopes they won't ever close the business again. "It's something you've done your whole lifetime," she said. "It's like missing your best friend."

<http://www.sfgate.com/cgi-bin/article.cgi?f=c/a/2011/10/12/RV4A1LH31F.DTL>

#### USA, WASHINGTON DC, OCTOBER 13 2011. FEDS KICK OFF OIL SPILL SANCTIONS AGAINST BP, TRANSOCEAN & HALLIBURTON

jennifer a. dlohy

 **Document** [Incident of Non-Compliance issued to BP](#)



The federal government today kicked off the process of fining BP, Transocean and Halliburton for violating offshore drilling rules tied to the 2010 oil spill. The companies could be forced to pay as much as \$45.7 million for 15 separate violations of those rules, which range from failing to keep BP's Macondo well under control to working unsafely at the site. The Interior Department's Bureau of Safety and Environmental Enforcement launched the process by sending the three firms formal "incidents of non-compliance." The documents lay out the violations but do not specify how long they occurred — a major factor in calculating the final penalty. The foundation for the fines was built in September, when a Coast Guard and Interior Department investigation concluded that failures by all three companies led to the blowout of the Macondo well, killing 11 workers and unleashing the nation's

worst oil spill. "The joint investigation clearly revealed the violation of numerous federal regulations designed to protect the integrity of offshore operations," said bureau Director Michael Bromwich in a statement. "To ensure the safe and environmentally responsible conduct of offshore operations, companies that violate federal regulations must be held accountable." The bureau's sanctions are separate from fines and other penalties that are expected to be imposed under the Clean Water Act, which could reach to \$21 billion for BP, based on estimates that the Macondo well gushed 4.9 million barrels of oil into the Gulf of Mexico. The government is accusing BP of violating seven regulations governing work on the outer continental shelf. Transocean, which owned the Deepwater Horizon drilling rig, and Halliburton, which performed cementing work at the site, are each charged with four violations. The violations carry a penalty of up to \$35,000 per day per incident. In

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the case of the oil spill, violations may have covered 87 days — the time crude was gushing into the Gulf — creating a maximum potential tab per incident of \$3.05 million. But some infractions may cover just one day, with a total cost of just \$35,000. Halliburton did not immediately respond to requests for comment. BP stressed in a statement that “has taken steps to enhance safety and risk management throughout its operations and is in the process of implementing new voluntary standards in the Gulf of Mexico that exceed current regulatory requirements and strengthen oversight of contractors.” Transocean said it would appeal. The company could be helped on two fronts. First, Transocean has stressed that its contract with BP specifically indemnifies the drilling contractor for all fines and penalties. Second, both Transocean and Halliburton could contest the violations on the grounds that as drilling contractors they are immune from offshore regulations that typically are imposed only on primary operators. The action marks the first time the government has moved to sanction contractors for violating offshore regulations, a departure from the government's traditional focus squarely on the oil and gas companies working on the outer continental shelf. Traditionally, the government agencies that oversee offshore drilling have focused on oil and gas companies operating in coastal waters, and not the contractors and service companies that may collaborate on projects. But under Bromwich, the agency has concluded that its regulatory reach extends to drilling rig owners, service firms and other contractors that work for the operators. Bromwich said that determination was affirmed by a legal interpretation made by Interior Department's solicitor. BP said the Obama administration's decision to seek penalties against Transocean and Halliburton “makes clear that contractors, like operators, are responsible for properly conducting their deep-water drilling activities and are accountable to the U.S. government and the American public for their conduct.” “We continue to encourage other parties — including Transocean and Halliburton — to acknowledge their responsibilities in the accident, make changes to help prevent similar accidents in the future and step forward to fulfill their obligations to Gulf communities,” BP added. Executives from all three companies are set to testify before the House Natural Resources Committee on Thursday. It will be the first time the firms have testified on Capitol Hill since the Coast Guard and Interior Department's report on the Deepwater Horizon disaster was issued last month.

Here are the [federal regulations that BP is accused of violating](#):

- 30 CFR 250.107(a)(1) – BP failed to protect health, safety, property, and the environment by failing to perform all operations in a safe and workmanlike manner.
- 30 CFR 250.300 – BP did not take measures to prevent unauthorized discharge of pollutants into offshore waters.
- 30 CFR 250.401(a) – BP failed to take necessary precautions to keep the well under control at all times.
- 30 CFR 250.420(a)(1) and (2) – BP did not cement the well in a manner that would properly control formation pressures and fluids and prevent the direct or indirect release of fluids from any stratum through the wellbore into offshore waters.
- 30 CFR 250.427 – BP failed to conduct an accurate pressure integrity test.
- 30 CFR 250.446(a) – BP failed to maintain the Deepwater Horizon BOP system in accordance to API RP 53 section 18.10.3.
- 30 CFR 250.1721(a) – BP failed to obtain approval of the Temporary Abandonment procedures actually used at the Macondo well.

Here are the [federal regulations that Transocean is accused of violating](#):

- 30 CFR 250.107(a)(1) – Transocean failed to protect health, safety, property, and the environment by failing to perform all operations in a safe and workmanlike manner.
- 30 CFR 250.300 – Transocean did not take measures to prevent unauthorized discharge of pollutants into offshore waters.
- 30 CFR 250.401(a) – Transocean failed to take necessary precautions to keep the well under control at all times.
- 30 CFR 250.446(a) – Transocean failed to maintain the Deepwater Horizon BOP system in accordance to API RP 53 section 18.10.3.

Here are the [federal regulations that Halliburton is accused of violating](#):

- 30 CFR 250.107(a)(1) – Halliburton failed to protect health, safety, property, and the environment by failing to perform all operations in a safe and workmanlike manner.
- 30 CFR 250.300 – Halliburton did not take measures to prevent unauthorized discharge of pollutants into offshore waters.

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- 30 CFR 250.401(a) – Halliburton failed to take necessary precautions to keep the well under control at all times.
- 30 CFR 250.420(a)(1) and (2) – Halliburton did not cement the well in a manner that would properly control formation pressures and fluids and prevent the direct or indirect release of fluids from any stratum through the wellbore into offshore waters.

<http://fuelfix.com/blog/2011/10/12/feds-kick-off-oil-spill-sanctions-against-bp-transocean-halliburton/>

#### USA, MA, ANDOVER, OCTOBER 13 2011. EXPLOSION, VAPOR RELEASE SPUR ANDOVER HAZMAT SCARE

jonathan phelps



*A hazmat fire truck arrives at Physical Sciences Inc. at 20 New England Business Center off River Road in Andover after a small explosion released a vapor cloud yesterday.*

A small explosion and leak of a potentially toxic gas forced the evacuation of a building housing a military and civilian contractor and brought a response by a hazmat team yesterday. There were no reported casualties. "We didn't know exactly what we were dealing with," Andover Fire Chief Michael Mansfield said. The explosion and leak occurred around 11:30 a.m. in a room on the north side of the building at 20 New England Business Center Drive, occupied by Physical Sciences Inc. Mansfield said no one was in the room at the time of the explosion. He said a vapor cloud was emanating from the building when firefighters arrived,

prompting a call to the state's District 6 hazmat team. The incident was elevated to a Tier 2 hazardous material response (the second-lowest requiring a short-term response, according to the state's Department of Public Safety Web site.) Tier 1 is the lowest, Tier 4 the highest. Around 4 p.m., the scene was cleared and everything was deemed safe, Mansfield said. Andover Health Director Thomas Carbone and representatives from the Massachusetts Department of Environmental Protection and the U.S. Environmental Protection Agency were at the scene. Mansfield was unsure how many people were evacuated. Early estimates were 30 to 40. The north side of the building faces the Wyndham Hotel, which was advised to shut its windows, shut off air-conditioners, and keep everyone inside. Mansfield identified the gas as boron trichloride, which he described as being colorless, toxic, nonflammable and corrosive. He said the responders didn't have immediate access to a material safety data sheet, which would have helped determine more quickly what materials were in the room. Mansfield said no one was exposed to the gas because of the quick actions of an employee who heard the explosion from another lab and rushed to close the door after seeing a haze in the room and pulling an alarm, which alerted the Fire Department. Mansfield said an investigation will continue. Physical Sciences Inc., or PSI, provides contract research and development services in a wide range of technical areas to both government and commercial customers, according to the company's website.

<http://www.eagletribune.com/local/x1372393659/Explosion-vapor-release-spur-Andover-hazmat-scare>

#### USA, KY, CATLETTSBURG, OCTOBER 13 2011. HIGHLY TOXIC ACID USED BY REFINERIES SENDS WORKERS TO HOSPITAL — AGAIN >> ACROSS NATION, MILLIONS OF AMERICANS LIVE IN CHEMICAL'S POTENTIAL PATH

chris hamby



*The Marathon Petroleum Company refinery in Catlettsburg, Ky.*

For the second time this year, a cloud of highly toxic acid [used at about a third](#) of the nation's oil refineries has escaped at a Marathon Petroleum Company unit, sending workers to the hospital. Earlier this year, the site of the accident was Canton, Ohio, where refinery workers had to knock down the acid with water cannons and one worker was hospitalized. Tuesday night, it was Catlettsburg, Ky., where a small vapor cloud formed and three workers were hospitalized. Across the country, at least 16 million Americans live in the potential path of the toxic substance – called hydrofluoric acid, or HF – if it were released in an accident, an [investigation by the Center for Public Integrity's iWatch News found](#). Some 50 refineries use the acid,

despite the availability of a safer alternative. In Catlettsburg, a [worst-case release](#) could threaten 300,000 people living near the refinery. Marathon spokesman Shane Pochard said the release Tuesday was small, and, "There was no off-site impact."

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The three exposed contract workers were treated and released, and Pochard said he couldn't comment on the nature of their injuries.

<http://www.iwatchnews.org/2011/10/12/6972/highly-toxic-acid-used-refineries-sends-workers-hospital-again>

### USA, TX, MELISSA, OCTOBER 13 2011. RESIDENTS EVACUATED OVER CHEMICAL SPILL IN MELISSA



*Part of Highway 5 has been shut down at County Road 275, which is the area where a truck carrying chlorine wrecked. The chlorine spilled from the truck, mixing with spilled fuel.*

Residents in the area of a chemical spill on Highway 5 near Melissa are being evacuated. Part of Highway 5 has been shut down near the intersection at County Road 275, which is the area where a truck carrying chlorine overturned. The chlorine spilled from the truck, mixing with spilled fuel. An evacuation site has been set up at First Baptist Church at 1615 West Louisiana Street in McKinney.

<http://www.wfaa.com/news/local/Residents-evacuated-over-chemical-spill-in-McKinney-131617048.html>

### SCOTLAND, FIFE, DALGETY BAY, OCTOBER 14 2011. RADIOACTIVE LOCKDOWN ON THE SHORES OF FIFE



*Radiation is believed to originate from radium coatings from dials on military aircraft burnt in Dalgety Bay after the Second World War.*

A section of Scottish coastline has been cordoned off after scientists found a radioactive object ten times more contaminated than any found there before. Particles were first found on the shoreline of Dalgety Bay more than 20 years ago and the contamination has been linked to childhood cancer. The radiation is believed to originate from radium coatings from dials on military aircraft based at Donibristle airbase which were incinerated after the Second World War. The Scottish Environment Protection Agency (Sepa) has said around 100 new radioactive fragments wash up at Dalgety Bay each year. Sepa expert Dr Paul Dale said the level of contamination found recently in one fairly large piece of debris found in Dalgety Bay measured ten megabecquerels. Previously the highest

level of radiation measured in the area was 1.1 megabecquerels. "What has changed is that this particle is ten times more active than anything we have found before." He said the radiation in the object uncovered was of a high enough level to cause burns to the skin. Radioactive particles can also cause health problems if ingested – particularly by a child. Sepa scientists now believe the radioactive material is coming from landfill containing aircraft debris that is now eroding into the sea. The agency's chief executive, Dr Campbell Gemmell, said: "Over the weekend, Sepa scientists continued to investigate an area of the foreshore of Dalgety Bay. Further sources were found. "An initial reading of activity in one of these sources has given sufficient concern for Sepa to have asked Fife Council to restrict access to the area. "On Wednesday, Fife Council cordoned off an area of the foreshore close to the public footpath and temporarily erected further warning signs. In the short term, Sepa will continue the current investigation and ensure the removal of any further sources detected." Scottish environment secretary Richard Lochhead has now written to the Ministry of Defence calling for action. He said: "We will continue to press the MoD to resolve the matter and, following the most recent survey work at Dalgety bay, I will be writing to the Secretary of State for Defence today to call for immediate action, and that the MoD meets its responsibilities. "We absolutely must get to the root cause of this repeated contamination of Dalgety Bay, and I want to reassure the local community that we will do everything in our power to prevent, once and for all, any radioactive sources being a significant hazard to the public." Helen Eadie, Labour MSP for Cowdenbeath, said: "I have been pursuing this issue for a number of years and it is vital now that we get an accurate assessment of this new information. I am seeking an urgent meeting with Sepa to progress matters, as the most important consideration must be the welfare and well-being of local people." Fife councillor Alice McGarry, whose ward includes Dalgety Bay, said: "Something needs to be done and we need to get to the bottom of this once and for all." Stan Blackley, chief

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executive of Friends of the Earth Scotland, said: "We've known about the radioactive items on Dalgety Bay since at least 1990, yet we're still getting nasty surprises on a regular basis. "It's highly worrying that nuclear materials are still being uncovered, that there has been little effort to actually deal with this problem over the past twenty years. "We still have no idea of the scale and number of radioactive items present, and the potential threat they pose to public health." A spokesman for the Ministry of Defence said: "The MoD has been working with Sepa and the Dalgety Bay Form to resolve the issues at Dalgety Bay."

[http://www.scotsman.com/news/environment/radioactive\\_lockdown\\_on\\_the\\_shores\\_of\\_fife\\_1\\_1909857](http://www.scotsman.com/news/environment/radioactive_lockdown_on_the_shores_of_fife_1_1909857)

### USA, LA, LAYFAYETTE, OCTOBER 14 2011. LOUISIANA REFINERY AIR VIOLATIONS DRAW LARGEST CRIMINAL FINE



*Pelican's refinery at Lake Charles, Louisiana.*

Pelican Refining Company pleaded guilty to felony violations of the Clean Air Act at its refinery in Lake Charles, Louisiana, and to obstruction of justice charges Wednesday in federal court in Lafayette. If the court sentences according to the terms in the plea agreement, Pelican will pay \$12 million in criminal penalties, the largest criminal fine ever imposed in Louisiana for violations of the Clean Air Act. The fine includes \$2 million in community service payments that will go toward environmental projects in Louisiana, including air pollution monitoring. Pelican would be banned from future refinery operations at Lake Charles unless it implements an environmental compliance plan, which includes external auditing by independent firms and oversight by a court appointed monitor. "Louisiana is the sportsman's paradise, and this corporation seriously jeopardized our precious

environment. The citizens of our community should be appalled by such blatant environmental crimes. Going forward, this refinery will not be able to operate unless it is in full compliance with the law," said Stephanie Finley, U.S. Attorney for the Western District of Louisiana. In pleading guilty, officials of Houston-based Pelican admitted that the company had violated numerous aspects of its permit to operate. Pelican admitted that there was no company budget for environmental compliance, no environmental department and no environmental manager. In order to comply with a permit issued under the Clean Air Act, the refinery was required to use certain pollution prevention equipment, but that equipment was either not functioning, poorly maintained, improperly installed, improperly placed into service and/or improperly calibrated, company officials admitted. It was a routine practice for over a year to use an emergency flare gun to re-light the flare tower at the refinery which was designed to burn off toxic gases and provide for the safe combustion of potentially explosive chemicals. Because the pilot light was not functioning properly, employees would take turns trying to shoot the flare gun to relight the explosive gases. Sour crude oil was stored in a tank that was not properly placed into service and remained in the tank after the roof sank. A caustic scrubber designed to remove hydrogen sulfide from emissions was bypassed, and a continuous emission monitoring system designed to measure the hydrogen sulfide levels in refinery emissions was not working properly. The violations were discovered during a March 2006 inspection by the Louisiana Department of Environmental Quality and the U.S. EPA, which identified numerous unsafe operating conditions. "This case illustrates the level of cooperation between the investigative resources within our state and federal law enforcement partners," said Colonel Mike Edmonson, Louisiana State Police Superintendent. "It's unfortunate that an individual or business would skirt the law and put human health and the environment at risk, especially given the progress the state has made in improving air quality," said Louisiana Department of Environmental Quality Secretary Peggy Hatch. "Hopefully, the efforts of LDEQ and its state, federal and local partners, will demonstrate that it can be very costly to put the people and environment at risk by disregarding state and federal regulations." Pelican also pleaded guilty to obstruction of justice for submitting materially false deviation reports to LDEQ, the agency that administers the federal Clean Air Act in Louisiana. Byron Hamilton, the Pelican vice president who oversaw operations at the Lake Charles refinery since 2005 from an office in Houston pleaded guilty on July 6, to negligently placing persons in imminent danger of death and serious bodily injury as a result of negligent releases at the refinery. Hamilton faces up to one year in prison and a \$200,000 fine for each of the two Clean Air Act counts. "Pelican had demonstrated a manifest disregard for accepted practices that are designed to protect human health and the environment," said Ignacia Moreno, assistant attorney general for the Environment and Natural Resources Division at the Department of Justice. "Today, Pelican faces significant penalties for its egregious violations of its Clean Air Act permit and for submitting false information to state officials."

<http://www.ens-newswire.com/ens/oct2011/2011-10-13-092.html>

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#### AMERICAN SOMOA, PAGO PAGO, OCTOBER 14 2011. MINIMAL ENVIRONMENTAL IMPACT FROM PAGO PAGO'S LARGEST DIESEL SPILL: COASTGUARD

The United States Coastguard in American Samoa says environmental damage from Pago Pago harbour's largest ever diesel spill is minimal. The New Zealand-flagged Ocean Breeze, which is owned by the Sanford fishing company, leaked close to two-thousand litres of diesel during a ballast removal operation last week. It's the third incident in three months involving a Sanford vessel in the territory. The coastguard's Lieutenant Steven Caskey says good weather hastened the clean-up. "I would speculate that the environmental impact was minimal, again because we were able to contain the spill very quickly and keep the diesel fuel from spreading across the bay. There was a minimal amount of sheen that dissipated from that after the boom was removed. Most of it was very light surface sheen that burned off within a few hours." Lieutenant Steven Caskey says the Ocean Breeze is still in port undergoing repairs ordered by the coastguard following an inspection. He says it's possible the coastguard will fine the vessel.

<http://www.rnzi.com/pages/news.php?op=read&id=63724>

#### SOUTH KOREA, INCHEON, OCTOBER 14 2011. CLEANUP EFFORTS UNDER WAY AFTER DIESEL LEAKAGE FROM MARINES' FUEL STORAGE

Efforts are under way to clean up diesel fuel that leaked into the Yellow Sea early Wednesday from a fuel storage facility of a front-line Marine base, military officials said, noting no major damage was reported from oil spill. The 6th Marine Brigade based on the northern island of Baengnyeong said a sergeant reported the diesel spill at around 7:20 a.m, estimating some 25,000-30,000 liters of diesel were missing from the fuel storage. Baengnyeong is located just south of the Northern Limit Line (NLL), a de facto maritime border between the Koreans. Clumps of oil from the leak have been found in the sea over a radius of 200 meters as well as the nearby coastline about 1.5 kilometers away, officials said. Authorities suspect the oil leak occurred during the process of changing the old pipeline, which began on Monday. The Marine Corps said they have set up oil fences to prevent the spill from spreading further into the sea, mobilizing some 700 emergency workers, excavators and patrol boats. Due to the accident, residents gave up on fishing for the day. Marine officials said no major damage has been reported by residents so far and that they will soon recover the oil that spilled into the sea. "Because it is diesel, it will evaporate as time passes," a Marine official said. "We are putting forth our utmost efforts to prevent further damage."

<http://www.koreaherald.com/national/Detail.jsp?newsMLId=20111012000939>

#### USA, LA, LAKE CHARLES, OCTOBER 14 2011. \*UPDATE\*HOUSTON REFINER PLEADS GUILTY TO ENVIRONMENTAL CRIMES

tom fowler

 **Photo's** [The EPA has posted photos from the refinery here.](#)



*This plastic childrens pool was used to catch leaks at Pelican Refining's Lake Charles, La. refinery. The Houston-based company pled guilty to a number of violations of U.S. environmental laws and to obstructing justice during the EPA's investigation.*

A Houston company that owns a refinery in Lake Charles, La. has pled guilty to criminal violations of federal anti-pollution laws and obstructing justice. Pelican Refining Co., a company [created by former Coastal Corp. CEO Oscar Wyatt and BayOil CEO David Chalmers](#) in 2005, agreed to pay a fine of up to \$12 million, the largest ever criminal fine in Louisiana for violations of the Clean Air Act. Of that fine, \$2 million would be community service payments that will go toward various environmental projects in Louisiana, including air pollution monitoring. Pelican would

also be banned from future refinery operations unless and until it implements an environmental compliance plan, which includes external auditing by independent firms and oversight by a court appointed monitor. "Facilities that operate in our backyards have a responsibility to follow our nation's environmental laws, like the Clean Air Act, which is designed to protect the air we breathe and the local environment," said Cynthia Giles, assistant administrator for EPA's Office of Enforcement and Compliance Assurance. "Today's guilty plea shows that businesses that choose to ignore these critical safeguards and put their employees and the public at risk will face serious consequences."

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#### \*Update\*

A spokeswoman for Pelican said the company and its employees "have worked diligently to ensure operations at the facility are in compliance with state and federal environmental regulations." "While we regret this chapter in our history, we are moving forward and looking forward to serving the energy needs of the State of Louisiana and the United States in compliance with state and federal regulations," she said in a statement. Federal authorities began [an investigation of the facility in 2007](#) after state inspectors in 2006 discovered illegal releases of hydrogen sulfide, improperly repaired pollution monitoring and control equipment, oil stored in damaged tanks and the use of children's plastic swimming pools to contain oil leaks. An investigation determined that the flare used by the refinery to burn off emissions was not working properly. On July 6, 2011 Byron Hamilton, 55, who oversaw the refinery's operations from Houston as president and general manager, [pleaded guilty in Lafayette federal court to two misdemeanor endangerment charges](#) under the federal Clean Air Act. He faces up to one year in prison and a \$200,000 fine for each count. In court filings, the company acknowledged that the refinery had no environmental department and no environmental manager. It also admitted that the pollution control equipment was not working, poorly maintained or improperly calibrated. The filing also said the refinery had been using a signal flare gun purchased at Walmart to relight the plant's flare and a scrubber designed to remove hydrogen sulfide from emissions had been bypassed. The government's investigation of the Pelican Refinery is continuing.

<http://fuelfix.com/blog/2011/10/13/houston-refiner-pleads-guilty-to-environmental-crimes/>

#### AUSTRALIA, QUEENSLAND, MORETON BAY, OCTOBER 14 2011. PACIFIC ADVENTURER OWNERS FINED \$1.2M FOR CAUSING OIL SPILL THAT HIT MORETON BAY

mark oberhardt

[Watch the Video](#) <http://www.skynews.com.au/national/article.aspx?id=673267&vld=2773833>



##### *Oil spill on the beach of Moreton Bay.*

The owners of a ship which caused Queensland's biggest recorded oil spill were today fined a total of \$1.2m in a case which is expected to set future guidelines for environmental disaster hearings. In the District Court in Brisbane, Judge Kiernan Dorney, QC, ruled the owners of the Pacific Adventurer, Bluewind Shipping and Swire Navigation, should each be fined \$600,000 making a total of \$1.2m. After legal argument Judge Dorney had found they had each faced a maximum fine of \$1.75m. However, Judge Dorney found while the spill, which hit beaches from the Sunshine Coast to Moreton Island, was "very serious" he found it could not be determined to be in the "worst category". Judge Dorney also ordered the owners place an apology to those affected in the Courier Mail but the apology be limited to the Courier Mail and not worldwide. He found that the owners should not have to pay a further donation to an environmental group because they had already made a \$7.5m donation to a government fund used for the clean up. However, despite objections from Tony Glynn, SC, for the defendants, Judge Dorney recorded convictions against both. Outside court, the Chairman of Swire Navigation, Richard Kendall, said the company wanted to apologise to the people of Queensland and those inconvenienced by the spill. He said the company applauded the efforts of those who cleaned up the spill and that his company had also been committed to giving major assistance in the effort. Mr Kendall said while noting that the court accepted there had been a combination of events which caused the spill the company accepted it should have done better when it came to ensuring the ship's lashings were in a satisfactory condition. He further emphasised the company stood behind the ship's master Bernadino Santos who the court had found had acted properly; at all times. "I commend the Queensland government for dropping action against him," Mr Kendall said. The court heard the Pacific Adventurer, left Newcastle on March 8, 2009 with a cargo of 52 containers but it struck trouble early the next day seven nautical miles off Moreton Island, in Queensland. The ship lost 31 containers, some of which punctured the hole, while being battered by huge seas caused by Cyclone Hamish. Oil which seeped from the punctures eventually made its way to beaches from the Sunshine Coast to Moreton Island leaving a clean up bill of \$30,394,234. The court heard investigations showed lashings holding the containers in place had been fault. The ship's registered owners, Bluewind Shipping and Swire Navigation, pleaded guilty to disposing of oil into Queensland coastal waters between March 10 and March 13, 2009. The Crown alleged they were guilty because they knew the lashings needed repairs and while they had taken steps to carry out the work not all of it had been completed. Charges were dropped against the other defendants, the Pacific Adventurer's captain, Mr Santos, and ship management companies Swire Shipping, and China Navigation. Prosecutor Peter Davis asked

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after all the mitigating circumstances were taken into account, to order Bluewind and Swire Navigation each pay fines of \$1m to \$1.1m. He said they should also make a public apology in newspapers and shipping publications and make a \$50,000 donation to an environmental protection group. However, Tony Glynn, SC, for Bluewind and Swire, said his clients should penalised a joint fine of \$500,000 to \$600,000 as they had already paid \$17.5million in liability, made a \$7.4m donation to an environment trust and also paid \$1.8m to help with the clean up.

#### Related Links

- [Oil spill ship owners 'should pay \\$1m fine'](#)
- [Owners 'should apologise' for oil spill](#)
- [Ship owners plead guilty to oil spill](#)

<http://www.news.com.au/pacific-adventurer-owners-fined-12m-for-causing-oil-spill-that-hit-moreton-bay/story-e6freoof-1226166684753>

### CANADA, ALBA, CALGARY, OCTOBER 14 2011. GAS STATION CLEANUP ORDER POSTPONED

meghan potkins

City residents forced to live near the site of a gas station leak for more than a year will have to wait a little longer to hear the province's decision on the terms of the cleanup. Bowness residents learned Thursday that the hearing date set for Gas Plus's appeal of a provincial cleanup order has been postponed by one month until the week of Nov. 21. It has been 10 months since the province ordered Gas Plus to clean up the 9,000-litre gas leak, which temporarily forced neighbours from their homes due to high levels of benzene and other hydrocarbon chemicals. The owner of Gas Plus has appealed a provincial order requiring that it build a containing wall underground to isolate the contamination, and now a hearing before the environmental appeals board has been rescheduled for November so the parties involved will have adequate time to prepare. Four homeowners living near the site are expected to participate. "Gasoline that was released from the gas station flows in the direction of the river," said Gilbert Van Nes, of the environmental appeals board. "And there's about two blocks worth of the homes between the gas station and the river." The hearing, expected to take about three days, will involve submissions from Gas Plus owner Sal Handel, city officials, Alberta Health Services and affected property owners.

<http://www.calgaryherald.com/station+cleanup+order+postponed/5547894/story.html>

### USA, OH, Ironton. OCTOBER 14 2011. LACK OF FUNDS DELAYS FUEL LEAK CLEANUP FOR 20 YEARS

steve zucker



*Excavating contractor crew members place sections of a steel retaining wall in place last week as part of as they begin work to clean up soil contaminated by a leaking fuel tank more than two decades ago.*

A cleanup of soil contaminated by at least one leaking underground fuel tank, that has been on the state's "to-do" list for more than 20 years, finally began in Ironton last week. Early last week, crews began work to excavate as much as 750 tons of soil from the area in front of what is now the Ironton Market, located just north of Ferry Road on M-66 between Charlevoix and East Jordan, said Bob Wagner with the Michigan Department of Environmental Quality's Gaylord Field Office. Wagner said the contamination dates back to a gas station that formerly occupied the site. Wagner said four fuel tanks -- at least one of which had been leaking -- were removed from the site in 1990. He said some contaminated soil -- about 93 cubic yards -- was removed at the same time the tanks came out. At that time, Wagner said, state officials knew there would likely be more cleanup to be done, but needed the results of testing to determine the extent of the remaining contamination. However, Wagner said, in the mid-90s, a fund that the state had been using to pay for cleanups of sites such as the one in Ironton went dry. With funds for contaminated site cleanups significantly reduced, the backlog of sites began to quickly grow. "The state has some limited funds available every year (for cleanup work) ...

we can only do so many per year," Wagner said. He noted at the current rate of funding, the state's backlog of sites such as the one in Ironton could take between 10-15 years to complete. He said there are about 9,000 sites around the state where contamination was caused by leaking underground storage tanks. Wagner said the contract for the work in Ironton calls for contractors to put down steel side retaining walls and remove about 750 tons of contaminated soil -- which, depending on the

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composition of the soil, could equal between 12,000-15,000 cubic yards, down to a depth of about 8 feet. The estimated cost of the work is about \$230,000. "Basically, this work is the removal of some highly-contaminated soil," Wagner said. "This will not address all of it, just the worst of it, based on sample results." He added, "We want to minimize the risk of the contamination spreading." Wagner said the delay in cleanup doesn't appear to have affected water in any nearby residential wells. He said around the time the tanks were removed, contamination was found in one nearby residential well. Since then, six residential wells in the area have been checked annually by the health department, and all have passed. He said the project is projected to take about two weeks, but could go somewhat longer depending on what crews find as they do their work. Once contaminated soil is removed, clean soil will be brought in to replace it and the site will be restored. A portion of the work area encroaches upon the parking lot in front of the Ironton Market, however the market remains open for business while the work is going on. Wagner said although there are hundreds of sites around the state still waiting to be cleaned up, he's not aware of any other pending tank leak sites in Charlevoix County.

<http://www.petoskeynews.com/news/featured/pnr-lack-of-funds-delays-fuel-leak-cleanup-for-20-years-20111013.0.5850262.story>

**USA, WI, SHOREWOOD, OCTOBER 15 2011. DNR GIVES CITGO ABOUT A MONTH TO DESIGN PLAN ADDRESSING FUEL LEAK >> SHOREWOOD GAS STATION CONTENTS "THEY ARE WRONG," BUT WILL WORK WITH DNR TO RESOLVE ISSUE.**

adam w. mccoy

**Watch the Video**

- <http://www.wisn.com/r/29478305/detail.html>
- <http://www.620wtmj.com/news/local/131817373.html>



In a meeting Thursday morning, state Department of Natural Resources officials gave the owner of Shorewood's Citgo station a little over a month to hire a consultant and come up with a plan to address fuel contaminating soil near his station. John Hnat, the DNR program manager assigned to the case, said the owner, Syed Rizvi of Glendale, must hire a consultant by Oct. 24 and have a plan lined up by Nov. 14. If DNR officials are satisfied with the plan, the consultant will perform tests to pinpoint the actual source of the problem near the station. "The consultant will look for the source through a variety of tests, and hopefully remediation can follow," Hnat said. The station will pay for any consultant or other fees Hnat said. Hnat said officials' working theory is there are two tanks transferring fuel under the station and one of the tanks were full, and potentially overflowed.

Syed says he hasn't lost a single drop of fuel from his station and contends he's not responsible for the gasoline leak that has had fire officials scrambling for answers for nearly a week. "There is no gas, no gas smell, so gas is not coming out of this store. They are wrong," Syed told Patch media partner FOX6. DNR officials pegged the station as the source of a gasoline leak in Shorewood's sanitary sewer system Wednesday and ordered a conference with Syed to discuss how he plans to cleanup the spill. A busy Syed prepared for a 10 a.m. meeting Thursday with the DNR and declined an interview with Shorewood Patch, but his wife Safia Rizvi said they plan to comply with the DNR's requests. "We will do whatever the DNR asks," she said. "But, we don't have leaky tanks. We don't know what the problem is." Citgo's convenience store is still open but Safia said they are ready to put the episode behind them as they are losing thousands of dollars in gasoline sales each day. The station has been closed since Oct. 5, when fire officials started investigating gasoline fumes in Shorewood's sanitary sewer system, and samples lead them to the station. A couple days later, state officials stepped in and red-tagged the station's fuel pumps. North Shore Fire Department Chief Robert Whitaker said the station has a history of fuel contamination problems dating back to 1994 according to DNR records. Safia said, however, there was no problem in 1994 and that they have never had a fuel spill. The DNR didn't deem the contamination to be to levels warranting remediation, Whitaker said. Whitaker said laboratory results from soil samples taken Friday prove a fuel contamination in the parkway in front of Citgo happened as recent as a week ago.

**Related Links**

- [Shorewood gas station owner ordered to meet with DNR](#)

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- [New information about gasoline leak in Shorewood](#)
- [Shorewood gas leak under investigation](#)
- [Shorewood fuel leak ignored for years](#)

<http://shorewood.patch.com/articles/citgo-owner-plans-to-comply-with-dnr-sanctions-but-says-station-hasn-t-lost-a-drop-of-fuel>

#### PHILIPPINES, MANILLA, OCTOBER 15 2011. PHILIPPINES' PETRON OFFERS TO SELL BATAAN REFINERY TO GOVERNMENT

Philippine refiner Petron Corporation has offered to sell its 180,000 b/d complex at Limay in Bataan to the government so Manila can stabilize prices and secure the supply of petroleum products in the domestic market. "Having control of the largest petroleum refining assets in the country will place the government in a better position to develop and devise comprehensive and long-term programs and solutions," Petron Chairman and CEO Ramon Ang said in a letter dated Tuesday to Department of Energy Secretary Jose Rene Almendras. "Through this acquisition, the government will enjoy significant influence on prices of petroleum products and in securing the supply of petroleum products in the country," he said in the letter, a copy of which was released to the Philippine Stock Exchange. Ang added that Petron was ready to discuss the appointment of a mutually acceptable third party to establish a valuation basis and transaction structure for the sale of the Bataan refinery. Petron said the government had its "full support and cooperation" in its efforts to counter the adverse impact of high oil prices in the domestic economy. Price increases have prompted calls for the government to revisit its Downstream Oil Industry Deregulation Law (RA 8479) and to increase its participation in the local oil sector. "However, Petron believes that reverting back to the regulated regime is not the solution ... The company believes that deregulation has been most beneficial to the economy as well as to the downstream oil industry and should thus be continued to be implemented by the government," Ang said. "Public opinion urging the government to reinvest in Petron as a means to attain effective participation in the industry has reached us," he added. "The company is open to this idea. In particular, we are ready to offer our refinery assets for possible reacquisition by government if this will assist in attaining the government's objectives at this time." Petron last April announced plans for a \$1.8 billion upgrade of the Bataan refinery. The project, to be completed by the end of 2014, would increase the plant's flexibility by enabling it to process a wider range of crude oil, including African grades, the company said at the time. In addition to Petron, Shell operates a 110,000 b/d refinery in the Philippines. Caltex, the local unit of Chevron, shut its Philippine refinery in 2003 and now operates two fuel import terminals in the country. Petron also owns more than 1,700 service stations in the Philippines. The company is 65% held by local conglomerate San Miguel Corporation.

<http://www.platts.com/RSSFeedDetailedNews/RSSFeed/Petrochemicals/7536451>

#### USA, ILL, TISKILWA, OCTOBER 15 2011. ILLINOIS EPA CALLS FOR ENFORCEMENT AGAINST TISKILWA DERAILMENT DAMAGE

devon-ritchie

 [Watch the Video Illinois EPA wants state to take action against railroad in derailment](#)

 [Photo's \[23\] http://abclocal.go.com/wls/story?section=news/local/illinois&id=8391009](#)

[Map Tiskilwa, IL 61368, USA](#)



Following the derailment last Friday of freight cars transporting ethanol nearby the tiny Illinois town of Tiskilwa, the [Illinois Environmental Protection Agency](#) has gotten involved. The train was shipping materials, including highly flammable ethanol, for corn processor [Archer Daniels Midland Company](#) when it derailed. The incident ignited a fire that burned seven rail cars and caused the evacuation of all 745 residents in the village. The EPA contacted the attorney general's office Thursday morning, calling for action to be taken against [Iowa Interstate Railroad](#). If successful, the company will be expected to conduct tests of soil, ground water, and surface water in the area. Permanent devices for monitoring wells may also be installed so

that the EPA will be able to check for movement and contamination of ethanol products in the soil over a longer period of time. Other suggestions for holding rail companies responsible for their mishaps include cost reimbursements to the EPA for expenses incurred in reviewing incidents like this one. Currently, the Attorney General's Office has been asked to file charges against Iowa Interstate Railroad for "creating and maintaining a water pollution hazard," but further charges may be added

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once the results of air and water tests come in. With greater oversight, the EPA hopes that rail companies will take more responsibility for the environmental externalities that they create. At the very least, Iowa Interstate Railroad will most likely be asked to offset the costs of the cleanup, if not pay for the ongoing damage to the area. Iowa Interstate Railroad's [press release](#) has more detailed information on the incident.

#### Related Links

- [Residents return after train derailment, explosion](#)
- [Town evacuated by train derailment, explosion](#)

<http://www.railroad.net/illinois-epa-calls-for-enforcement-against-tiskilwa-derailment-damage-292.html>

#### USA, WA, TACOMA, OCTOBER 15 2011. DIESEL SPILLS IN TACOMA'S FOSS WATERWAY; SOURCE UNKNOWN



The state Department of Ecology, city of Tacoma and the Coast Guard are responding to a diesel fuel spill in the Thea Foss Waterway Thursday afternoon. There is a thin sheen on the water from the head of the waterway to the 11th Street Bridge. A containment boom was deployed in the waterway to keep the sheen from spreading. The source is currently unknown.

<http://www.kirotv.com/news/29476497/detail.html>

#### ENGLAND, STAFFORDSHIRE, OCTOBER 15 2011. TECHNICIANS FINED AFTER STAFFORD PETROL STATION EXPLOSION

A pair of technicians have been slapped with £600 fines after neglecting safety procedures which led to an explosion at a Stafford petrol station. Raymond Read and Jeffrey Moss were also ordered to pay more than £3,000 court costs following the blast at Stafford Services on the northbound carriageway of the M6. Read, 34, of Waterford Road, Witney, Oxfordshire, and Moss, 38, of Woodford Way, Witney, Oxfordshire, pleaded guilty at Stafford Magistrates' Court last week to offences under the Health and Safety at Work Act 1974. The court heard hRead and Moss had been filtering fuel in one of the petrol tanks for Brize Norton-based E&S Environmental Services. There are strict controls for carrying out the high-risk process, which were not followed. The pair had also failed to follow their company's own safety and risk assessment procedures. There were culmination of failures, included not isolating an electrical charge from the pumps and not earthing the tanks, which led to the explosion. Had the explosion gone down into the tanks, which contained 27,000 litres of fuel, the results could have been catastrophic. The whole service station area had to be evacuated following the blast on October 4, 2009. Councillor Pat Corfield, Staffordshire County Council's cabinet member for communities, said it had been fortunate that no-one was hurt. "This basic failure to follow standard safety procedures in a high risk filtering process could have led to serious injuries or worse. "Stafford North services are very busy and this incident could have had potentially fatal consequences."

<http://www.staffordshirenewsletter.co.uk/News/Technicians-fined-after-Stafford-petrol-station-explosion-14102011.htm>

#### SAUDI ARABIA, DAMMAM, OCTOBER 15 2011. TOXIC GAS LEAK IN DAMMAM SPARKS EMERGENCY IN KSA

A toxic gas leak at a chemical factory in Dammam's 1st Industrial City on the Arabian Gulf coast of Saudi Arabia on Tuesday day caused widespread panic, closing schools and businesses, and forcing residents inside to escape dangerous fumes. According to official notice from the Civil Defense Office issued in Tuesday night, the leak was originated at the Middle East Engineering Company, while another unconfirmed report claimed the gas was a chemical cocktail of hydrogen, nitrogen and carbon. The chemical leak was detected shortly before midnight on Tuesday and plugged, but fumes lingered until Wednesday morning, sparking the panic. Some residents described an offensive smell that made them feel nauseated and cough immediately. A Civil Defense spokesman said areas that were direction downwind of the incident were the worst affected, including Askan Dammam, Al-Naserriya, Al-Khalidia, Hail Al-Ryyan, Hail Al-Rawdah, Hail Al-Petromin, Hail Al-Safa and Hail Al-Nuzha. Schools in the affected areas closed to students on Wednesday morning, with one teacher telling Arab News that the smell was unbearable at the school. "We were naturally petrified," said Shadan Hashmi. "Our first and immediate instinct was to protect the children." A doctor at a hospital in Dammam said his patients were complaining of severe breathing

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problems. "They are feeling as if they are choking ... The problem is acute among those who are asthmatic," he said. "The leak has been plugged but the toxic chemicals are still in the air. It will take some time for it to be carried away by the winds," he told Arab News. "There is no need to panic; we are taking all safety measures."

<http://www.constructionweekonline.com/article-14302-toxic-gas-leak-in-dammam-sparks-emergency-in-ksa/>

#### PHILIPPINES, MANILLA, OCTOBER 15 2011. SHELL SEEN TO DOWNSCALE BUSINESS IN THE PHILIPPINES

amy r. remo

Energy Secretary Jose Rene D. Almendras on Friday raised the possibility that Shell Companies in the [Philippines](#) could further downscale its downstream oil business in the country specially after it recently disposed of its liquefied petroleum gas unit. In a briefing, Almendras admitted that Shell was "not as happy as they used to" be in conducting business in the country, and acknowledged that should Shell downscale, this was a business decision the [government](#) could not stop. Almendras added that Shell could have the same reasons as its fiercest competitor, Petron Corp., for their willingness "to let go of their refineries." "Petron is no longer happy that, [although] domestic fuel pricing is already one of the most transparent and lowest ... there are still some people who agitate, alleging that oil [companies](#) are taking advantage of the public," Almendras said, citing his conversation with Petron chair and CEO Ramon S. Ang. "[Ang] also said people might think that this is such a lucrative business and that they are making a killing from it, but by making this offer [for the government to buy back the 180,000-barrel-per-day fuel refinery in Bataan], Petron is sending a very clear signal to those who want to take over the facility, including government, that it is open to that option," the energy chief further said. Also, there is now a question of whether it still makes economic sense to continue operating a refinery in the Philippines, if an oil company can readily buy finished products in the global market—which is what's happening with the other oil players, he said. Earlier, Royal Dutch Shell Plc announced that it would place the Philippines on its investment map as it continued to see growth opportunities in the country, despite the legal tussles and difficulties affecting its local downstream and upstream [units](#).

<http://business.inquirer.net/24755/shell-seen-to-downscale-business-in-the-philippines>

#### CANADA, B.C, VANCOUVER ISLAND, OCTOBER 15 2011. IMPAIRED DRIVING CHARGES LAID FOR GOLDSTREAM FUEL SPILL

[Watch the Video](#) [Driver charged in Goldstream fuel spill](#)



*A Columbia Fuels tanker truck crashed closed the Trans-Canada Highway at Goldstream on Vancouver Island for nearly 24 hours.*

The driver of the Columbia Fuels tanker who crashed and dumped fuel into Goldstream River in April has been charged with impaired driving. CFAX radio reported that charges were sworn yesterday. James Smith, 34, of Nanaimo, is charged with driving while impaired, driving with a blood alcohol level above 0.08, and dangerous operation of a motor vehicle. Smith has first appearance scheduled for Nov. 24 at Western Communities Courthouse. West Shore RCMP had alleged that Smith had assaulted a police officer during his arrest at Victoria General

Hospital, but no charges have been sworn for assault. On April 16 at 6 p.m., a Columbia b-train fuel tanker crashed and overturned, spilling 42,000 litres of gasoline and 700 litres of diesel into the river. The southbound truck lost control on the s-turns of the Malahat Drive next to the provincial park and plowed into a rock face. The fuel flowed into a culvert which emptied directly in the river.

#### [Related Links](#)

- [Update: Fish dying after tanker truck spills gasoline into Goldstream River](#)
- [Fuel trucks remain a danger on Malahat](#)
- [Charges still pending for fuel tanker driver](#)
- [Fuel traces remain a stubborn problem in Goldstream River](#)
- [Goldstream River cleanup process to last for years](#)

<http://www.bclocalnews.com/news/131832593.html>

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