



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 805 Newsy Stuff

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

**January 30 2012**



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#### USA, MA, INDIAN ORCHARD, JANUARY 21 2012. 60-GALLON CHEMICAL SPILL TRIGGERS HAZ-MAT RESPONSE AT SOLUTIA PLANT IN INDIAN ORCHARD

patrick johnson

 **Watch the Video** [Chemical Leak Reported at Solutia Plant](#)

A spill involving 60 gallons of flammable chemicals at the Solutia compound in Indian Orchard triggered a hazardous materials response from the Springfield Fire Department, officials said. Springfield Fire Department spokesman Dennis Leger said the spill, reported at 2:44 p.m., was contained inside a concrete holding basin and there was little danger to the public. Workers at the plant at 730 Worcester St. were not evacuated. There were no injuries. The spill involved a mixture of the chemicals ethanol, butanol and formaldehyde that Leger said was considered a flammable hazard. The mixture was diluted with water until it was no longer flammable and then pumped into another tank, he said. The spill was at the Solutia property but did not involve Solutia employees, said company spokesman Erin Shetler. It involved employees with [Ineos Melamines](#), a separate company that occupies space at the Solutia compound. Operations director Scott Hansen said the company did follow all proper procedures when its employees noticed the leak. Calls were made to the state Department of Environmental Protection and Springfield Fire Department. Employees were in the process of relining a 20,000-gallon tank when they discovered the gasket for a 24-inch manway on the tank was leaking. The tank had about 5,000 gallons of the chemical in it, he said. Workers drained the tank to bring the fluid level below the leak, he said. Employees will replace the gasket on Friday, he said.

[http://www.masslive.com/news/index.ssf/2012/01/60-gallon\\_chemical\\_spill\\_trigg.html](http://www.masslive.com/news/index.ssf/2012/01/60-gallon_chemical_spill_trigg.html)

#### USA, N.J, GLOUCESTER CO, WASHINGTON TWP, JANUARY 21 2012. SPILL HAD A 12-HOUR HEAD START

michelle caffrey

 **Photo's [6]** [NJ Transit Boss on Fuel Spill: 'Our Work Has Only Begun'](#)



*Cleanup continues at Grenloch Lake Thursday as the result of a diesel spill last week.*

Dozens of concerned citizens, township Environmental Commission members and town officials gathered at the municipal building's council chambers on Thursday night to discuss the spill of 26,000 gallons of diesel fuel into Grenloch Lake, Blackwood lake and surrounding waterways. Much of the focus was directed at the NJ Transit officials in attendance, as they explained the source, timeline and reasons for the spill. Representatives from the New Jersey Department of Environmental Protection were also in attendance to explain the procedures for the cleanup and environmental impact. NJ Transit officials attributed the spill to a burst gasket on the two 20,000-gallon fuel tanks located in front of their facility on Route 42. During the meeting, they revealed that the gasket actually burst at around 8 p.m. on Wednesday night, a full 12 hours before the Washington Township Fire Department was on the scene to contain the spills already noticeable in Grenloch lake. An alarm to notify the NJ Transit facility that there was a problem with the tanks at the time of the burst gasket went unnoticed. Joyce Gallagher, vice president of NJ Transit's bus facilities, said that the position of the alarm panel in the garage was blocked from view by the buses. It was only a visual, not audible, alarm and did not repeat. An alternate alarm is located in the foreman's office, but it also went unnoticed and it reset automatically. It wasn't until 1 a.m., when workers at the garage were unable to get fuel from their pumps, that they realized there was an issue. "They believed it was a distribution problem and moved operations to another garage," Gallagher said. At 6 a.m., the facility contacted their repair company to

come investigate the problem with the pumps. Gallagher estimated that it was between the hours of 7:30 a.m. and 8 a.m. on Thursday morning that workers realized there was diesel fuel coming up through the ground. Gallagher attributed the delay to the heavy rainfalls that hit the area the previous night and into Thursday morning. "They couldn't see it flowing due to the torrential rain. If it was any other day, one of the drivers would've seen it," Gallagher said. While all but 1,000 gallons of the tanks were emptied, flowing above ground, down stream paths into the waterways, there was no noticeable odor in the NJ



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Transit facility at that time. There was, however, an odor that was detected by the residents surrounding the affected waterways. Fire District Chief John Hoffman said that the Gloucester Township and the Washington Township fire departments were on the scene at around 8 a.m. to respond to complaints of fuel odors in the air. Once they saw the oil sheen on the lake, they called for more resources and set up a joint command center at Gloucester County's Lakeland Complex. They soon realized where the spill was coming from. "We knew at that point that it was quite bigger of an incident that we'd normally deal with," Hoffman said. Officials attributed the township's quick response, setting up absorbent booms and containment devices inside the lakes as having being crucial to prevent further contamination. Municipal officials and residents grilled the NJ Transit representatives about the exact details of when the spill was noticed, who was notified and when. "There seems to be a little bit of a time loss between being notified and the fire department tracing it up from Grenloch Lake," Business Administrator Bob Smith said. The Chief of Government and External Affairs for NJ Transit Paul Wyckoff responded, saying that those are "questions that we need to answer so we can learn lessons from them." Gallagher said that the tanks dated back to 1987 when the building was constructed, and they were scheduled to be replaced next year. That timeline has since been speeded up. The alarms that failed to notify the facility about the leak will be replaced as soon as possible. New systems have already been ordered, and will be installed as soon as they arrive. Cleanup efforts have recovered 8,933 gallons of oil from the waterways, as well as 437 tons of oil-saturated soil. Another 8.7 tons of contaminated debris were collected, as well. Residents were concerned about the effect on the wells surrounding the lakes. While the officials said that the municipal wells are located so deep underground they wouldn't be affected, residents' older wells, before 1978, are not on any municipal or state plans and could be higher up in the ground. Tim Maguire, hydrogeologist for the DEP, said that they will be out in the area Friday morning to collect water samples at 15 sites around the waterways for further testing. They are also collecting addresses of residents with concerns that their wells may be affected. Sarah Tegtmeier from the Tri-State Bird Rescue & Research group, which has been handling the effect on wildlife in the area, said that the effects on the wildlife were minimal. "We're seeing a lot of very clean birds, most are moderately to lightly impacted," she said. So far they have cleaned 15 geese, two ducks, four turtles and one muskrat. Two beavers, three geese and a muskrat died as a result of the spill. While Martin Judd, from NJ Transit's Environmental Services, said that there is no concerns that current fish or the spring restocking of fish in the lake will be affected by the spill – the light diesel fuel stays on the surface of the water – they are unsure when the spill will be officially "clean." Gallagher expressed the serious nature of their commitment to staying on the scene as long as possible to return the lakes to their original state. "We understand the long-term effects and we are committed to keeping the people in white suits there however long they need to be," Gallagher said, referencing the contracted cleanup workers. "We are not walking away." A state DEP investigation into the incident is still under way.

[http://www.nj.com/gloucester-county/index.ssf/2012/01/spill\\_had\\_a\\_12-hour\\_head\\_start.html](http://www.nj.com/gloucester-county/index.ssf/2012/01/spill_had_a_12-hour_head_start.html)

#### CANADA, B.C, NANAIMO, JANUARY 21 2012. NANAIMO PORT AUTHORITY TRACKS SLICK



*Chris Dumas, left, and Dan Vircik of the Nanaimo Port Authority patrol division search around downtown docks in an attempt to find the source of oil that spread a sheen over much of the Nanaimo Boat Basin Thursday morning. Winds combined with tidal currents to disperse the slick.*

A sheen of oil spread across the waters of Nanaimo's inner harbour had port authority personnel and a Canadian Coast Guard pollution surveillance plane out trying to track down its source. The oil appeared Thursday morning and eventually dispersed on the winds and tide with its source remaining a mystery. Oil appearing in Nanaimo Harbour is unfortunately not uncommon, said Edward Dahlgren, Nanaimo Port Authority manager of marine operations and harbour master. Oil can

appear on the water surface any time there is a weather change that can shift the angle a boat sits on the water, such as the recent snowfall, he said. "The snow settles on the deck and causes the boat to list to one side, which triggers the bilge pump," Dahlgren said. "There might be oil or dripping hydraulic fluid, which is automatically pumped out." Other sources include storm drains that empty into Nanaimo Harbour and carry oil that gets washed from roads and other surfaces after a heavy rain. Sometimes old containers, discarded decades ago and still sitting on the sea bottom, can begin to leak. Every report of a spill is taken seriously and checked carefully to be sure what might appear to be a minor spill is not the start of something more serious, Dahlgren said. About 30 per cent of spill sources can be tracked down and dealt with quickly. "We are trying to change peoples' practices through education and we're actively pursuing any time we see a spill," he said. Dahlgren said as



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little as 250 ml of gasoline can create a sheen covering more than 1,000 square metres. He judged Thursday's spill at less than 40 litres, which is categorized as minor. A coast guard pollution surveillance plane is often called in to help track down spill sources. "We have very good relationships with the coast guard, so one of the things that we've been able to arrange is for them to make frequent overflights and any time we put in a report they do an overflight and try to help us," Dahlgren said. <http://www.nanaimobulletin.com/news/137722653.html>

#### NIGERIA, ABUJA, JANUARY 21 2012. DUTCH ENVOY BLAMES OIL SPILLS ON WEAK REGULATORS

Nigeria needs a very good regulator and an independent inspectorate to check the activities of oil companies like the environmental pollution by major oil companies like Royal Dutch Shell. Dutch Ambassador to Nigeria Mr. Bert Ronhaar said this while fielding questions from journalist in Abuja while on a visit to the Director General (DG) and Chief Executive Officer (CEO) of the National Oil Spill Detection and Response Agency (NOSDRA) in Abuja. He said NOSDRA as an agency needs to be strengthened and given more independence in carrying out its mandate so that it will not be at the mercy of oil companies whenever it needs to embark on any inspection tour. "The government of the Netherlands has responded to these issues of oil spills by Shell and oil operators and we are dealing directly with these issues. My government is in contact with Shell on a regular basis to discuss issues of social corporate responsibility," he said. Director General of NOSDRA, Sir Peter Idabor said most oil spills across Nigeria occur as a result of equipment failure and human error, while few are due to sabotage. He said the recent Bonga spill incidence is still being investigated and specimen result from the laboratories are being awaited to establish claims of pollution affecting the locals and a credible cause of the spill which has been speculated to have been caused by rupture of a delivery line.

<http://allafrica.com/stories/201201200557.html>

#### USA, FLA, ST. AUGUSTINE, JANUARY 21 2012. FUEL THEFT SUSPECTS HAVE NO LIDS, TRAIL LEADS TO ARRESTS



*A trail of gasoline was left after thieves stole gasoline and diesel fuel from Coomes Oil.*

An attempted fuel theft involving buckets and a truck ended with a long trail to a suspect's home. According to St. Augustine Police Department spokesman Mark Samson, the theft happened overnight at Coomes Oil and Supply, and between surveillance cameras and an easy-to-follow trail of spilled fuel, the arrests came quickly. The investigation began when a driver noticed a trail of fuel along King Street and smelled diesel fuel. Thinking a delivery truck may have a leak, he followed the trail to Coomes, then turned around and followed it the other way. The trail led to a home on Lena Street, where the witness said he saw a pickup truck, so

he got out to speak with the driver. The truck, with three people reportedly inside, sped off, so the witness followed as long as he could, then called police. Police all over town began looking for the truck, based on the witness' description, and found it on 15th Street. The driver, identified as Andre McDuffie, fled on foot and remains at large, according to Samson. The two passengers were 33-year-old Joshua Lee Putnam and 33-year-old Holly Marie Bradley. Putnam lives at the home on Lena Street. Police returned to the home on Lena Street, where they found a jacket and two pairs of shoes that smelled like fuel. At Coomes, police viewed surveillance video that showed the crime in progress between 2 and 3 a.m. The video shows, according to Samson, two males running to a fuel pump with trash cans, later removing the gate at the entrance, and still later returning to the pumps with buckets. One image from the surveillance camera showed a suspect in a jacket similar to that recovered at the house on Lena Street. The owner of the business came to the house to recover what he could of the fuel, getting back 50 gallons of gasoline and 50 gallons of diesel fuel. He was unable to recover 110 gallons of diesel, according to Samson. The EPA has determined that 25-50 gallons of fuel spilled at the home, and they plan to clean that up Monday, Samson said. The city public works department spread sand along the roadway where the spilled fuel created a trail. Samson said the two suspects in custody admitted taking the fuel. They have been booked on charges of grand theft, petit theft and burglary. If you know anything that can help police find McDuffie, call Crime Stoppers at 888-277-TIPS (8477). You will remain anonymous and could receive a cash reward if your information leads to an arrest.

<http://staugustine.firstcoastnews.com/news/news/70599-fuel-theft-suspects-have-no-lids-trail-leads-arrests?odyssey=tab%7Ctopnews%7Cbc%7Clarge>



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#### SCOTLAND, SOUTH LANARKSHIRE, DECEMBER 21 2012. BUS CRASHES INTO HAMILTON PETROL STATION



No-one was badly hurt but nearby roads were closed as a precaution.

A bus driver suffered minor injuries when his bus crashed into a petrol station in Hamilton, South Lanarkshire. Three women working at the Jet petrol station, on Townhead Road, were all unharmed. There were no passengers on board the bus when the accident happened at about 14:45 on Thursday. Police closed a number of roads in the area as a precaution as officers from Strathclyde Fire and Rescue made the scene safe. The driver was taken to Hairmyres Hospital in East Kilbride but his injuries were not serious.

<http://www.bbc.co.uk/news/uk-scotland-glasgow-west-16636123>

#### CANADA, OTTAWA, JANUARY 21 2012. CONTAMINATED CAPITAL >> SOME OF OTTAWA'S MOST IMPORTANT SPACES ARE PRIORITIES FOR CHEMICAL CLEANUP

don butler



*The Government Conference Centre, Ottawa's former Union Station, has been designated a high priority for cleanup of contaminants.*

More than 300 federally owned properties in the National Capital Region, including such landmarks as the Government Conference Centre and Stornoway, are contaminated by pollutants that could potentially pose a risk to human health or the environment. The 312 sites are among more than 21,000 in Canada that appear on the Federal Contaminated Sites Inventory, an online list maintained by the Treasury Board. Two hundred and fifty-one of the contaminated sites in the NCR are in the City of Ottawa and 51 are in Gatineau. The others are in Chelsea, La Pêche, Russell and Pontiac. Some of the contaminated sites are well known.

They include Le-Breton Flats, the former Bayview landfill, the National Resources

Canada complex on Booth Street, the former Scott Paper site in Gatineau and New Edinburgh's Stanley Park, where the National Capital Commission has spent more than \$1 million in recent years on cleanup. But others have received little or no attention. The Government Conference Centre - Ottawa's former Union Station - which will mark its centenary this June, is one of 19 contaminated sites designated as high priority for action in the capital region. Detailed testing has identified an estimated 2,000 cubic meters of "contaminated media" in the site's soil and groundwater, including heavy metals, petroleum hydrocarbons and PAHs - polycyclic aromatic hydrocarbons, a byproduct of industrial combustion. The contaminants are a residue of the property's former use as a train yard. Public Works and Government Services Canada spent \$164,000 between 2009 and 2011 just to assess the contamination at the Conference Centre. It's now preparing a remediation and risk management plan, which it hopes to implement in 2012-13. Stornoway, the official residence of the leader of the opposition, is on the list as a medium priority, with detailed testing under way. According to the NCC, a leaky reservoir caused some low-level contamination at the mansion in Rockcliffe Park. Even Harrington Lake, the country residence of the prime minister, appears on the list, because a 40-cubic-metre area of soil and groundwater behind the residence is contaminated by petroleum hydrocarbons and BTEXs (benzene, toluene, ethylbenzene and xylene). The NCC, which is responsible for more than half of the contaminated sites in this region, has spent \$60,000 assessing the problem at Harrington Lake since 2007 and has completed a remedial action plan. Prior to 2010-11, it was deemed to be a medium priority, but it's now listed as "not a priority for action." A number of prominent sites along the NCC's Confederation Boulevard ceremonial route appear on the contaminated sites inventory as low priorities for action. They include the Garden of the Provinces, the former U.S. embassy site across from Parliament Hill and the Library and Archives Canada building. Detailed testing is under way at the Garden of the Provinces, which contains an estimated 4,488 cubic metres, 8,970 tons and 0.37 hectares of contaminated material. Remediation and risk management is planned at the U.S. embassy, where an estimated 3,500 cubic metres of groundwater is contaminated with heavy metals, hydrocarbons and PAHs. There are 10,000 cubic metres of the same contaminants at the Library and Archives Canada site. Remediation and risk management has already been completed. Several federally owned parks are on the contaminated sites inventory, including Vincent Massey Park, Commissioner's Park at Dow's Lake, Mooney's Bay Beach area and Parent Beach at Lac Philippe. The Rockcliffe Yacht Club, with more than 4,000 tons of contaminated soil



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on site, is listed as a medium priority. Even the Central Experimental Farm is listed, though it contains just 232 cubic metres of contaminated groundwater. Most federal sites in the inventory were contaminated by past industrial uses whose environmental consequences weren't understood. They range from small areas of soil contaminated by spilled fuel to large abandoned mines. To be listed in the inventory, a federal property must have a concentration of a substance - usually a petroleum product or a metal - that's higher than expected for that region. There must also be evidence that it poses a risk to human health or the environment. In 2010-11, the federal government spent more than \$7.8 million on remediation of contaminated sites in the National Capital Region, and a further \$1.8 million to assess them. Nationally, it spent \$323 million on remediation and \$64.5 million on assessment in the last fiscal year. The NCC is responsible for 166 of the contaminated sites in the region. The Department of National Defence is next, with 30 sites. In 2010-11, the NCC spent just over \$2 million on remediation work and a further \$1.16 million on assessment. Since 1998, the NCC has spent about \$60 million addressing the problem, and expects to spend a further \$42.6 million by 2017, when it hopes to have all its sites "secured." That doesn't necessarily mean that all contaminated material will be removed by that date, however - simply that all necessary studies and remedial work will be completed. In addition to the 19 sites in the capital region listed as high priorities for action, 93 are considered medium priorities and 86 low priorities. A further 46 sites are not considered priorities and 55 have yet to be classified. Four of the high-priority sites, including Bate Island along the Champlain Bridge, are listed as closed in the inventory, meaning no further action is required. But 15 others remain active, including the Government Conference Centre, a section of LeBreton Flats west of Booth Street, four sites near Hurdman Transit Station, two sites at Bayview, the former Scott Paper site and two adjacent properties, the Communications Research Centre on Carling Avenue and a site at the Ottawa airport. Between 2009 and 2011, the federal government spent \$792 million on contaminated sites across Canada, including nearly 590 remediation projects. The work was accelerated by a \$245.5-million infusion of funding from the government's Economic Action Plan.

- To see the full list of contaminated sites, go to [www.tbs-sct.gc.ca/rpm-gbi/site/home\\_accueil-eng.aspx](http://www.tbs-sct.gc.ca/rpm-gbi/site/home_accueil-eng.aspx) and use the search feature.

#### High Priority Sites in Central Ottawa & Gatineau

Most contaminants found on these sites are industrial byproducts generated by past property users. The most common are heavy metals, petroleum hydrocarbons, PAHs, produced as byproducts of fuel burning, and BTEXs (benzene, toluene, ethylbenzene and xylenes, found in petroleum derivatives such as gasoline). Their toxicity varies. For example, some PAHs are carcinogens while others are harmless, while some BTEX compounds can damage the central nervous system.

1. Scott Paper/Weston Lands, 2. Conference Centre, 3. Chaudière Bridge, 4. Laurier Street, east of Eddy, 5. A reserve as defined in the Indian Act, 6. Central LeBreton, 7. Ottawa River Pkwy, north of Bayview Rd. 8. Former Bayview landfill, 9. Bayview, 10. Hurdman West, 11. Hurdman North. Find an interactive version of this map with links to more information at

[www.ottawacitizen.com](http://www.ottawacitizen.com) Source: Treasury Board of Canada Secretariat

<http://www.ottawacitizen.com/travel/Contaminated+capital/6030117/story.html>

#### USA, TX, DALLAS, JANUARY 21 2012. 7-ELEVEN, INC. COMPLETES TRANSACTION WITH EXXONMOBIL >> ACQUIRES 51 NORTH TEXAS LOCATIONS, CONTINUES ACCELERATED STORE GROWTH



7-Eleven, Inc. announced today that it has completed the transaction with ExxonMobil to acquire retail interests in 51 North Texas sites. The transaction concluded Jan. 20; terms of the deal were not disclosed. The 51 sites, all of which are in the greater Dallas/Fort Worth area, include two unused parcels of land. The majority of locations will be rebranded as 7-Eleven® stores. The stations will retain the Exxon gasoline brand, allowing consumers to continue to purchase the same high-quality Exxon fuels and use their ExxonMobil credit cards and Speedpass devices. "This acquisition fits well with our aggressive growth strategy," said Robbie Radant, 7-Eleven's new vice president of mergers and acquisitions. "We met our goal of opening 650 stores in 2011, and with this acquisition 2012 is off to a great start." 7-Eleven will start remodeling and rebranding the locations soon, with the bulk of the work anticipated to be completed by the end of 2012. Each location will carry 7-Eleven signature products, such as Slurpee® and Big Gulp®

beverages, fresh food and grill offerings, along with standard convenience-store items. The stores also will be available for franchise. "7-Eleven has extended job offers to qualified ExxonMobil employees who are affected by this acquisition, and we welcome them to the 7-Eleven team," said Radant. Currently, 7-Eleven, Inc. operates and franchises 340 stores in Texas with



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220 in greater DFW. The company has added 12 7-Eleven stores in North Texas since the start of 2011, of which 10 were in the DFW area.

#### About 7-Eleven, Inc.

7-Eleven, Inc. is the premier name and largest chain in the convenience retailing industry. Based in Dallas, Texas, 7-Eleven operates, franchises or licenses more than 9,100 7-Eleven® stores in North America. Globally, there are more than 44,600 7-Eleven stores in 16 countries. During 2010, 7-Eleven stores worldwide generated total sales close to \$63 billion. 7-Eleven has been honored by a number of companies and organizations recently. Accolades include: #2 on Forbes magazine's 2011 list of Top Franchises for the Money; #4 spot on Entrepreneur magazine's Franchise 500 list for 2009, #3 in Forbes magazine's Top 20 Franchises to Start, and #2 in Franchise Times Top 200 Franchise Companies. Hispanic Magazine named 7-Eleven in its Hispanic Corporate Top 100 Companies that provide the most opportunities to Hispanics. 7-Eleven received the 2010 Retailer of the Year honor from PL Buyer because of the company's private-label brand initiative. 7-Eleven is franchising its stores in the U.S. and expanding through organic growth, acquisitions and its Business Conversion Program. Find out more online at [www.7-Eleven.com](http://www.7-Eleven.com)

<http://www.marketwatch.com/story/7-eleven-inc-completes-transaction-with-exxonmobil-2012-01-20>

#### AUSTRALIA, QUEENSLAND, BROADBEACH, JANUARY 22 2012. MAN FILMED TAKING TANKER JOYRIDE

[Watch the Video](#) [Man Filmed Taking Tanker Joyride](#)



*The man hangs off the back of a tanker transporting hydrochloric acid.*

A young Queensland man has been filmed taking a dangerous highway joyride on the back of a chemical tanker. The incident took place on the Gold Coast Highway near Broadbeach at about 5am this morning, Nine News reports. Witness Chris Bennet, who filmed the dangerous stunt, said the man was casually hanging onto the back of the tanker for more than a kilometre. "He was on the phone, holding onto the ladder with one hand and just sort of waving at me," Mr Bennet said. The man jumped off the tanker at a red light and ran away when the driver realised he'd been carrying an unwanted passenger. Police have been quick to condemn the stunt, saying the man's behaviour was extremely dangerous.

<http://news.ninensn.com.au/national/8406740/queensland-man-filmed-taking-tanker-joyride>

#### USA, MA, WAKEFIELD, JANUARY 22 2012. MASSIVE UNDERGROUND OIL LEAK AT WAKEFIELD CONCRETE CO. >> MORE THAN 1,000 GALLONS OF OIL HAS LEAKED OUT OF AN UNDERGROUND STORAGE TANK ON NEW SALEM STREET.

sara Jacobi



A Wakefield concrete company is in the process of cleaning more than 1,000 gallons of oil out of ground soil and testing the area's water supply and rivers after one of the company's underground tanks gave out last week. According to the Massachusetts Department of Environmental Protection (Mass DEP), [J.G. Maclellan Concrete Company](#), located at 1 New Salem Street in Wakefield, filled a 1,000 gallon underground oil storage tank on Tuesday, January 3rd. By the next day, the entire tank was empty, indicating the oil had leaked out into the ground. The company hired Commonwealth Tank to do an investigation and an excavation of loose underground oil, reportedly finding up to 200 cubic yards of contaminated soil, said Joseph Ferson, spokesman for the Mass DEP. "We've also required that they check the Mill River and underground utility and sewer lines," Ferson said.

"Luckily there's no water supply wells in the area, but it's too early to make a final determination." Ferson added it's also too early in the cleanup process to begin discussing fines against the company for the spill. "Right now they're working on cleanup and recovery of product and addressing the immediate impacts," he said.

<http://wakefield.patch.com/articles/massive-underground-oil-leak-at-wakefield-concrete-co>



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#### USA, TX, PEARSALL, JANUARY 22 2012. REPORT: WELDER'S TORCH IGNITED PEARSALL TANKER FIRE

eric gonzales

 [Watch the Video Welder's Torch Ignites Tanker Fire](#)



The Texas Railroad Commission investigated a fire that broke out Thursday at the High Roller Well facility near Pearsall. They say the preliminary information shows sparks from a welding torch may have ignited vapors around a storage tank, causing an explosion. Three employees for High Roller LLC. were injured in the blast, but High Roller Wells say they are fine and the facility is safe. Pearsall Fire Chief Placido Aguillar says it took them about an hour and a half to put the fire out, and another hour and a half to cool it and make sure it didn't flare up again. "At one point the tank that was burning was starting to turn pretty red on the outside, meaning if we didn't get water on it pretty quick or kept cooling it, anything could

have happened," Aguillar said. Pearsall residents say smoke blew up over town Thursday night. A dead bull could be seen on the fence line adjacent to the plant. The fire chief says he has not gotten any complaints of toxic air and says that officials were monitoring air quality levels just after the fire.

<http://www.kens5.com/news/Railroad-Commission-says-they-may-know-what-caused-the-blast-in-Pearsall-137795488.html>

#### BAHAMAS, MONTAGU, JANUARY 22 2012. CONCERNS THAT FUEL SPILL MAY HAVE KILLED FISH

Fears surfaced yesterday that a fuel spill from a ship could be the reason hundreds of fish washed ashore in east New Providence on Tuesday. The wife of a fisherman who frequents the Montagu area said: "My husband came home after fishing and told me a barge in the middle of the harbour was sinking and men aboard were pumping water off the ship to stop it. He said it was toxic smelling and reeked of gas and fumes." The woman, who wished to remain anonymous, said: "When I heard this morning about all the fish dying, my mind immediately jumped to what my husband told me." The vessel in question has been sinking for "forever and a day," the woman said. On Tuesday night, another source who lives on the harbour told The Tribune there had been either a fuel or oil spill over the weekend. However, he could offer no further details. When contacted for comment, director of marine resources Michael Brennan said water contamination could be the reason for the fish acting "disorientated" and then dying. But, he added, he doesn't believe that contamination was created by ship fuel. "That doesn't seem very likely to me," Mr Brennan said. "It's certainly very possible that a ship could leak fuel but gasoline and diesel are lighter than water so they would both float and wouldn't affect fish at the bottom. "It also dissipates rather rapidly. Although it is injurious to fish, gasoline evaporates quickly - and diesel." Mr Brennan said his department's investigations into what could have caused the fish to die are continuing. He said there are no conclusions to report to the public as yet.

[http://www.tribune242.com/news/01122012\\_bargespill\\_news\\_pg6](http://www.tribune242.com/news/01122012_bargespill_news_pg6)

#### INDIA, MANGALORE, KARNATAKA, JANUARY 22 2012. ONE DEAD, FIVE INJURED IN MANGALORE REFINERY BLAS

 [Photo's Explosion at MRPL - One Dead, Five Injured](#)



*An injured worker is taken to hospital after an explosion at Mangalore Refinery and Petrochemicals Ltd (MRPL) in Mangalore on Saturday.*

One worker was killed and five were injured in a blast inside the Mangalore Refinery and Petrochemicals Limited (MRPL) here on Saturday morning. While Nagesh (26) from Kulai was brought dead to the hospital, Mahesh, Siraj (23), Basheer (24), Shrinivas (33) and Ashwith (23) sustained minor fractures and burns, Deputy Medical Superintendent of Kasturba Medical Hospital, Anand Venugopal, told mediapersons. He said that the condition of the injured was stable. There were different accounts of what caused the blast. According to the workers, Nagesh was carrying out welding work on a pump in a pit related to the Oil Water Sewer (OWS) when the explosion

took place. Another worker said that the blast also caused a fire which was put out by the MRPL's fire tender. Mr. Venugopal said that though Nagesh appeared to have succumbed to a head injury, the cause of death would be clear only after the post mortem report was out. There were no other major injuries on his body. While Mahesh is an MRPL employee, the five other



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victims, including Nagesh, were contract workers engaged by Entech Constructions and Shri Ganesh Constructions. According to MRPL's Deputy General Manager (Corporate Communications), Lekshmi Kumaran, the blast and fire had occurred in a pit next to the Sulphur Recovery Unit II.

#### Previous Accidents

On April 16, 2009, a fire broke out in a cooling tower and on June 5, 2009, a 30-foot-high naphtha tank saw a similar incident. On August 24, 2009, a short-circuit in substation IV of the Oil Movement and Storage area caused closure of nine out of 10 crude-oil refining units for several days. This also caused a fire. On September 2, 2009, there was one in electrical substation number 27. The fire alarm was found not activated on orders from the management in violation of protocol for petroleum refineries.

#### Safety Award

The management has confirmed these incidents within the refinery in 2009. The MRPL was awarded the "Unnatha Suraksha Puraskar" in 2009 and 2010 by the Karnataka Chapter of the National Safety Council of India. The council is an autonomous body set up under the Union Ministry of Labour.

<http://www.thehindu.com/news/national/article2820822.ece>

#### CANADA, VANCOUVER, JANUARY 22 2012. STUDY UNDERWAY TO ASSESS RISKS OF SHIPPING JET FUEL UP FRASER RIVER

sandor gymmati



*A tanker risk study is being undertaken by Port Metro Vancouver as part of the VAFFC proposal to ship jet fuel up the Fraser River. A new marine terminal (bottom) would be located on the north shore of the south arm of the Fraser River, at one of the widest and deepest sections of the river.*

A tanker risk study is underway to determine potential hazards of shipping jet fuel up the Fraser River. The study commissioned by Port Metro Vancouver will be a key factor in a proposal by the Vancouver Airport Fuel Facilities Corporation to ship fuel to a proposed offloading facility on the Richmond side of the river. Owned by a consortium of airlines that use YVR, the Vancouver Airport Fuel Facilities Corporation has put forward a proposal that is now in the environmental assessment phase. The proposal would see jet fuel shipped by barge or tanker to a tank farm on the south arm of the Fraser. An underground pipeline would then send

the fuel to the airport. The corporation recently amended the plan somewhat, proposing to divert part of the pipeline route away from residential areas and pipe beneath the Highway 99 corridor. Currently, jet fuel is pumped to YVR from a Burnaby refinery through a 40-year-old pipeline. In addition, there are about 1,000 tanker truck trips a month between Washington state and the airport. Those trucks travel through Delta using highways 99 and 91. To be completed by March, the tanker risk analysis looks at many different facets of increasing liquid bulk shipments through the river, said Yoss Leclerc, Port Metro Vancouver's harbour master as well as director of operations security. "Even today in the river we already have some aviation fuel and other petroleum products that move in barges, so it's not something new. With the VAFFC new terminal and vessels that aren't barges but tankers, we said we need to assess the risk and potential not only for VAFFC but any other potential project in the future," he told the Optimist in an interview. "We need to know, first of all, if it's feasible, do we have the capability to do it and do we have all the mitigation? This study is to really inform us on tanker traffic in the river." Leclerc said the study will also review all the applicable regulations and operational procedures, current and future traffic in the river, analyze the operation of the proposed fuel terminal, the assessment of tanker vessels and navigational risks, as well as the potential for spills and impacts. "It will also review what are the best practices in the world and will also bring recommendations for safeguards and actions to reduce the risks. This is all on top of the environmental assessments that are taking place through the harmonized (provincial and federal) review," Leclerc said. "We are mandated to facilitate trade, but we have to do it safely and securely. To be able to do that, we have to study and assess the risk." According to the fuel corporation, the vessels will be double-hulled for optimal safety. It says it will also develop a comprehensive spill prevention and emergency response plan and implement best practices with all vessels. Marine transportation of aviation fuel and other petroleum products within the Lower Mainland is not new, according to the fuel consortium, adding the new terminal would receive the vessels that are currently making deliveries to the Westridge Marine Terminal in Burrard Inlet. In addition, barges are currently passing the river



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mouth and transporting bunker fuel on the Fraser River. Vancouver Airport Pipeline Opposition for Richmond (VAPOR), a coalition of mostly Richmond residents, but some from Delta as well, has been lobbying against project. Despite the fuel corporation's recent amendment to the application, VAPOR says the proposal continues to pose a great risk to fish and wildlife populations, their habitat, recreation, navigation, property and public safety in the Fraser River estuary. VAPOR says it has "mobilized a great deal of interest in this matter and the inappropriate and unsatisfactory manner in which its environmental and social impact reviews are being conducted by the federal and provincial governments." The group also notes Richmond has shown the greatest leadership by strongly coming out against any jet fuel transport anywhere into the Fraser River. Delta has been largely guarded in offering a position. Civic staff here told council the number of trucks carrying jet fuel through the municipality is expected to increase to 2,200 round trips a month by 2020. The fuel consortium's project has the potential to remove thousands of tanker trucks from local highways and roads each year, they noted.

<http://www.delta-optimist.com/news/Study+underway+assess+risks+shipping+fuel+Fraser+River/6028907/story.html>

### USA, N.C, CAMP LEJEUNE, JANUARY 22 2012. DOCUMENTARY EXAMINES HOW TOXIC WATER AT THE NATION'S LARGEST MARINE BASE DAMAGED LIVES

 **Watch the Video's**

 [Co-Director Rachel Libert talks to The Conversation about her new film.](#)

 [Papantonio: Military Exposing Troops to Toxic Chemicals](#)

 [Always Faithful. Camp Lejeune Water Contamination](#)



*This 2007 photo shows some of the older base housing at Midway Park neighborhood at Camp Lejeune, N.C.*

Mike Partain didn't believe the rumors about a place called Baby Heaven until he visited a Jacksonville, N.C., graveyard and wandered into a section where newborns were laid to rest. Surrounded by hundreds of tiny marble headstones, he started to cry. A documentary film crew that followed him for a story about water contamination at Camp Lejeune heard his whimpers through a microphone clipped to his clothes. The crew dashed from another part of the graveyard and found him asking, "Why them and not me?" The scene at Jacksonville City Cemetery is among

the more poignant moments in the documentary "[Semper Fi: Always Faithful](#)," about the men, women and children affected over three decades by contaminated water at the nation's largest Marine base. The film made the short list of 15 documentary features being considered for an Oscar; the Academy of Motion Picture Arts and Sciences will cut the list to five Tuesday. "Semper Fi" follows Partain and Jerome "Jerry" Ensminger, the men credited with uncovering records showing that the amount of leaked fuel that led to water contamination was many times greater than the Marine Corps acknowledged. A congressional hearing in 2007 revealed that the camp ignored a directive from the Navy to inspect its water systems for possible contamination and to develop a protocol for the safe disposal of hazardous compounds. The Marine Corps at Lejeune routinely dumped fluids containing harmful chemicals, which leached into groundwater and eventually contaminated a well. For decades, buried tanks also leaked fuel, allowing the chemical benzene, a known carcinogen, into the ground nearby. But Camp Lejeune [failed to study the health risks](#) of its water after toxic compounds were discovered in the early 1980s, and did not notify Marines and their families. Up to a million people who rotated in and out of the base from the late 1950s to the late 1980s relied on the water to drink and bathe. The Marine Corps has said it wasn't aware of the contaminants until the mid-1980s and that contacting the 750,000 to 1 million military personnel and civilians who lived at Camp Lejeune during those decades is too large an undertaking. The federal Agency for Toxic Substances and Disease Registry [sent a survey last year](#) to about 300,000 people who lived or worked at the Marine base before 1986. The agency expects to release the findings in early 2014. "We care about every person who has ever lived or worked at Camp Lejeune," Capt. Kendra Hardesty, a Marine Corps spokeswoman, said last year when the surveys were being sent out. "We are concerned about these individuals and are working hard with the scientific and medical communities to try to find them answers."

#### Death of Daughter

Ensminger, a square-jawed ex-Marine master sergeant, is still haunted by the death of his 9-year-old daughter, Janey, from cancer in 1985. Partain, who was born at the base in 1968, is one of more than 70 men who lived there and now suffer from rare male breast cancer. During four years of filming that ended last year, the two men heard mention of a cemetery near



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Camp Lejeune where hundreds of sick and malformed babies were interred. "I don't think any of us believed it existed," said Rachel Libert, an independent documentary filmmaker who co-directed "Semper Fi" with Tony Hardmon, a veteran cinematographer. Seeing it "was ... very weird," she said. "It was a graphic representation of the issue to see all these graves." As news of the film's Oscar worthiness spread, so did interest in Congress. "Suddenly, people on Capitol Hill were requesting DVDs from us, and links to watch it online," Libert said. "People were taking it more seriously." "I thought it was a very powerful presentation of the story," said Rep. Brad Miller (D-N.C.). He said a friend who lived at the base as a child believes her reproductive problems are tied to the water there, and others have told him they ignored symptoms that turned out to be cancer, not knowing about the water. "If it were not for a handful of Marine veterans, nobody would know about this thing. The Navy has certainly had to be pulled along very unwillingly to acknowledge that there was a problem with the water," Miller said. Miller and Rep. John D. Dingell (D-Mich.) reintroduced legislation last year that would provide medical assistance to hundreds of thousands of civilians and military personnel who spent time at the camp. The bill is stalled in the Veterans' Affairs Committee under Rep. Jeff Miller (R-Fla.). Similar Senate legislation was introduced by Richard Burr (R-N.C.), Charles E. Grassley (R-Iowa), Kay Hagan (D-N.C.) and Bill Nelson (D-Fla.). It is awaiting a vote in the upper chamber.

#### An Agency Report

Many former residents first learned of the water contamination in 1999, when questionnaires arrived in their mailboxes from the Agency for Toxic Substances and Disease Registry. The agency focused on women such as Partain's mother, who were pregnant while living on base between 1968 and 1985. In 2003, the agency issued a report showing 103 cases of birth defects or childhood cancers among nearly 12,600 births in the survey — up to five times the normal rate, researchers said. For the documentary, former residents looked into the camera and said they wondered for years how they got cancer. The film introduced viewers to a healthy looking ex-Marine, Danita Watkins, in 2007 and chronicled her deterioration and death from cancer two years later. "It was the first time I had someone not survive the making of a film," Libert said. Ensminger, who joined the Marines in 1970, started digging into Camp Lejeune's documents after he saw a news report about the contamination. His ex-wife became pregnant with his daughter, Janey, during a stint at the base. She developed cancer at age 6. "I see all these memorandums, all this stuff that was going on. I'm thinking to myself, 'For God's sake, I was right there.'" Ensminger said in a telephone interview. "I spent a quarter century of my life in the Marine Corps," he said. "You talk about being disillusioned. I was walking around in a daze. Many times I had to ask myself, 'Did I throw away 25 years of my life for a lie?'" Partain partnered with Ensminger in 2007. He has found 73 men who lived at the camp and experienced breast cancer, an unusually high number for such a rare illness. "The bad news is I was conceived, carried and born at Camp Lejeune," Partain said. "What happened to me in the womb I will carry for the rest of my life, and will more than likely be the end of my life at some point." When Ensminger and Partain heard tales of a graveyard section called Baby Heaven two years ago, Partain, whose parents left the camp shortly after his birth, went back. Baby Heaven isn't its official name. But local residents called it that, along with Baby Land, as it grew to accommodate more than 700 graves, said Carmen Miracle, the city clerk. Partain stared at the graves of four babies born between 1967 and 1968, within months of his birth. "We could hear him crying before we found him," Libert said. His voiced started to crack again when he talked about the importance of the documentary last week. "It gives the little guy a voice. Now people can hear what we have to say, not just what the Marine Corps says," Partain said. "Lies and coverups hate sunshine. Documentaries like this are our way of bringing sunshine to uncover the truth."

#### Related Links

- [New Lejeune water report raises watchdog hackles](#)  
The release of a 180-page federal agency report detailing drinking water systems aboard Camp Lejeune but redacting information about active wells has raised the hackles of a number of military watchdogs.
- [Navy Pressures Agency into Redacting Information from Camp Lejeune Investigation](#)  
POGO has received grim news about the water contamination scandal at Camp Lejeune--it appears the Department of Navy has successfully pressured a government agency into concealing information about the contamination.
- [Hagan on ATSDR Camp Lejeune Water Contamination Report](#)  
US Senator Kay R. Hagan (NC) commented today on the Camp Lejeune Chapter B report released today by the Agency for Toxic Substances and Disease Registry (ATSDR). "I look forward to reviewing the ATSDR report on Camp Lejeune Water Contamination."

[http://www.washingtonpost.com/national/health-science/documentary-reveals-how-contaminated-water-at-the-nations-largest-marine-base-damaged-lives/2012/01/10/gIQAfpy4GQ\\_story.html](http://www.washingtonpost.com/national/health-science/documentary-reveals-how-contaminated-water-at-the-nations-largest-marine-base-damaged-lives/2012/01/10/gIQAfpy4GQ_story.html)



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#### IRELAND, COUNTY LIMERICK, WEST LIMERICK, JANUARY 22 2012. 1,500 WITHOUT WATER AS LIMERICK CONTAMINATION 'WORSE THAN INITIALLY FEARED'



*Water supplies are affected in parts of Limerick*

Around 1,500 households in west Limerick remain without water today after a volume of oil entered the River Deel and contaminated the water supply. Limerick County Council has said that the extent of the pollution is "worse than initially feared" and has reintroduced water restrictions. The oil came from a commercial property in the area. Homes in towns and villages in Askeaton, Foynes, Shanagolden, Creeves and surrounding areas in west Limerick have had their water supply cut off. Water tankers have been in place since this morning to provide an alternative supply for residents. The Shannon Estuary Water Supply Treatment Plant has been shut down

which is restricting supply on industrial and domestic users, the Council said. "The Council is taking all possible steps to minimise the impact of the pollution incident on the River," said Gerry Behan, Director of Services for Limerick County Council. Behan said that foul play is not believed to have caused the incident. "The Environmental Section of Limerick County Council is investigating the matter, but at this stage we do not believe the spillage was intentional," he said. Eight tankers are in place across west Limerick to serve the affected communities. Five are in Askeaton, two are in Foynes and one is in Shanagolden. It is not yet known how long the water restrictions will last.

#### Related Links

- [Council hopes to restore water supply after shut off in Limerick](http://www.thejournal.ie/1500-without-water-as-limerick-contamination-worse-than-initially-feared-333498-Jan2012/)

<http://www.thejournal.ie/1500-without-water-as-limerick-contamination-worse-than-initially-feared-333498-Jan2012/>

#### USA, V.I. ST. CROIX, JANUARY 22 2012. ANOTHER REFINERY BITES THE DUST

*allen good*

This week, [HES](#) announced the shutdown of its 350 mb/d Hovensa refinery, adding to a growing list of shuttered U.S. refineries. In announcing the closure, Hess cited weakness in demand for refined product and the addition of new capacity in emerging markets, factors we have previously highlighted as threats to poorly positioned U.S. and European refineries. Though able to process discount heavy crudes, Hovensa suffered from higher costs due to its island location, which reduced its competitiveness. The closure should have a slightly positive effect for the remaining U.S. refiners. About 50% of Hovensa's production supplied the East Coast market. As a result, the region, which has experienced several refinery closures over the past year, could see supplies tighten, which would boost margins. Also, the approximately 115 mb/d of heavy and 155 mb/d of medium crudes from Venezuela the refinery processed will likely find their way to the Gulf Coast, potentially widening discounts. For Hess, this adds to the speculation that the company may be moving toward divesting or spinning off its remaining downstream and marketing businesses, in order to become a pure play E&P. We expect this will be a major discussion topic when Hess reports earnings next week.

<http://torontostar.morningstar.ca/globalhome/industry/news.asp?articleid=533786>

#### USA, TX, ARLINGTON, JANUARY 22 2012. TANKER TRUCK OVERTURNS IN ARLINGTON, LEAKS ETHANOL ONTO OVERPASS



A 7,500-gallon fuel truck overturned at Center Street and Ryan Plaza at about 5 p.m. Saturday, leaking ethanol onto the Interstate 30 overpass. Arlington authorities requested hazardous material teams to help with the cleanup. The truck was still leaking ethanol at 7:30 p.m. A fire department spokesman said the driver lost control of the truck while making a turn. The tanker tipped onto its side and ripped a hole deep into the gas tank, causing the spill. Authorities set up a 1,000 foot evacuation zone and closed North Center Street from Interstate 30 to Ryan Plaza. The only building in the evacuation zone is the Texas Health Resources building. Officials said it is mostly empty, except for a 24-hour operating office of the Nuclear

Regulatory Commission. The company that owns the truck, which authorities did not identify, has hired a contractor to help siphon the ethanol. The truck will need to be completely drained before it can be towed. Crews are expected to work until 3



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a.m. Sunday until the scene is cleared. No one was injured in the accident, and the fire department will be further investigating what led to the truck tipping over.

<http://dfw.cbslocal.com/2012/01/21/tanker-truck-overturms-in-arlington-leaks-ethanol-onto-overpass/>

#### PHILIPPINES, ANTIQUE PROVINCE, JANUARY 22 2012. AUTHORITIES RACE TO CONTAIN OIL SPILL FROM SHIP THAT SANK

*gilbert p. felongco,*



*Down It Goes The ill-fated cargo ship MV Seaford 2 takes in water before it sank off the coast of Antique Sunday morning.*

Authorities on Sunday raced against time to prevent oil spill from a cargo vessel that sank off the coast of Western Philippines from damaging coastal areas in the province of Antique. Municipal Disaster Risk Reduction and Management Council Director Alex Preston said in an interview aired over dzXL radio that the cargo vessel Seaford 2 sank off the coast of the village of San Jose in Antique at around 8 am Sunday and the vessel's crew of 17, as well as the skipper, were reported safe. The vessel sank after sustaining damage from an accident of a still undetermined cause. The Seaford 2 was carrying a cargo of some 47,000 sacks of cement to the

port of Culasi in Antique from Iligan City when it was engaged in the mishap. Initial reports said the vessel had encountered some form of mechanical trouble during the voyage around 3 am, causing the ship to stall, take in water and eventually sink. At around mid-morning the vessel's skipper gave the order to the crew to abandon ship. The ship and its cargo went down at around 8 am. Preston said that with the crew already safe, the focus of attention of disaster management officials now is to prevent 7,000 litres of diesel fuel aboard from reaching the nearby shores of San Jose. The fuel aboard the vessel has the potential of damaging a large area of San Jose's coastline he said. Preston said the Philippine Coast Guard is conducting an investigation into the incident while discussing with the shipowners steps to take to prevent the oil spill from causing massive damage.

#### Related Links

- [Cargo ship sinks off Antique](#)

The ill-fated cargo ship MV Seaford 2 takes in water before it sank off the coast of Antique Sunday morning.

- [2 cargo ships sink in Philippines: 32 aboard saved](#)

A cargo ship loaded with cement sank in central Philippines on Sunday and another vessel carrying iron ore went down off the country's eastern coast, the coast guard said. All 32 crewmen from both ships were rescued.

<http://gulffnews.com/news/world/philippines/authorities-race-to-contain-oil-spill-from-ship-that-sank-off-antique-1.969357>

#### USA, TX, ARLINGTON, JANUARY 23 2012. FUEL SPILL CLOSES CENTER STREET IN ARLINGTON >> OVERTURNED TANKER ON CENTER STREET NEAR I-30

Arlington firefighters and emergency crews are on the site of an overturned tanker and fuel spill on Center Street near Interstate 30. Center street is closed completely both directions from Lamar to I-30. The rolled over tanker contained 7500 gallons of gasoline. Firefighters tell NBC 5 it is leaking five gallons of gas per minute. Firefighters are trying to get the leak to stop so they are putting down sand as a barrier to keep the fuel from leaking into a drainage ditch. Hazard crews are also responding to the scene.

<http://www.nbcdw.com/news/local/Fuel-Spill-Closes-Center-Street-in-Arlington-137828389.html>

#### NEW ZEALAND, TIMARU, JANUARY 23 2012. ROW OVER MOTHBALLED CHEVRON TANKS

*hamish rutherford*

Chevron is facing accusations of putting fuel supplies to large parts of the South Island under pressure, refusing to engage in negotiations for mothballed storage tanks in Timaru. The US company, which retails in New Zealand under the Caltex brand, shut down several storage tanks with around 20 million litres of mainly diesel capacity two years ago, with the assets sitting unused since. While fuel is not imported to Timaru – relying instead on coastal deliveries from the New Zealand Refinery in Northland – its strategic importance has increased since February's earthquake, when supplies from Lyttelton were halted. Z



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### Release 2012 – 805 Newsy Stuff

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

**January 30 2012**



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Energy, the New Zealand-owned company currently rebranding the Shell petrol stations, approached Chevron shortly after the closure about buying the infrastructure, which would have cost up to \$20 million to construct. After initial signs of progress, Chevron indicated after the February earthquake that it might reopen the storage, but there has been no sign of progress since. Rob Freeman, Z's supply and distribution manager said the company was prepared to lease the tanks if Chevron wanted to keep its options open, but efforts to find out why talks had foundered had been stonewalled. "The last thing we heard a year ago was they were going to recommission it. They haven't done that, they haven't given us any specific reason as to why that hadn't happened and recently they indicated to us in writing that they wouldn't be having any further discussions about our acquiring or lease of this facility." Freeman said supplies to the region were regularly under pressure. "Any disruption, say a late import vessel, a hiccup at the refinery, or an increase in demand, will show up in potential customer stock-outs. It is very tightly balanced." Freeman said he was "puzzled" by Chevron's actions. Z estimated that it could have the storage tanks in operating condition within a week if a deal was struck. The two companies already have an agreement under which Z supplies Caltex fuel through its own storage in Timaru. "It feels like it's a multinational company with not all of the decisions made locally, and with, potentially, not the best interests of New Zealand infrastructure in those decisions," Freeman said. Wendy Smith, chief executive of the Timaru's Chamber of Commerce, said on occasion Timaru petrol stations had been forced to ration supplies to make sure school buses had enough diesel, and an earthmoving company had trucked supplies from Dunedin, more than 200 kilometres to the south. "It's absolutely unbelievable. You've got tanks sitting there, Z want to utilise them, provide Chevron with extra income. It seems quite staggering that they won't work together on that front." As well as expected growth in agriculture-focused South Canterbury, there was concern about the region's exposure to disruption because of earthquakes, which could affect Lyttelton. Following February's devastating earthquake, Timaru was solely responsible for maintaining supplies to Christchurch. After the December 23 quakes Z sent trucks to Timaru as a precaution. Chevron spokeswoman Sharon Buckland said the company would not discuss commercial negotiations through the media. However, it was reviewing its infrastructure assets across all of New Zealand. While this was going on the company would not be making decisions which could limit its options for the future. Z itself has been caught on the wrong side of diesel shortages itself in the South Island.

<http://www.stuff.co.nz/business/industries/6297131/Row-over-mothballed-Chevron-tanks>

#### **SOUTH AFRICA, VERULAM, JANUARY 23 2012. A FIRE HAS RIPPED THROUGH A PAINT MANUFACTURING PLANT IN VERULAM.**



EThekweni fire fighters were called out to the factory, Paintchem, along Estuary Drive at around 9.25pm last night. Security guards alerted emergency officials after they heard a loud explosion inside the factory. "On approaching from Verulam, we could see that the sky had been lit up by this huge factory fire, which had gone through the roof," said Jesse Yasudas, from eThekweni Fire and Disaster Management. He said firefighters worked for nearly five hours to put out the inferno, which had been burning through a double storey warehouse at the company. Luckily, no one was hurt in the blaze. "There were a series of explosions from the product that was stored in closed containers inside the premises. We used four fire trucks, three water tankers and other specialist vehicles with a hydraulic platform ... we attacked the fire from the air as well as used ground lines." Yasudas says their efforts to tackle the blaze prevented the fire from spreading to others parts of the factory and neighbouring buildings.

Firefighters are still busy damping down the scene. According to Paintchem's website, the company manufactures paints for the automotive, industrial and woodfinish market as well as additional products for these industries. Meanwhile, Reaction Unit SA says it was also called to the scene by its security guards. Spokesperson Prem Balram says they helped evacuate residents living nearby to an industrial park temporarily, due to concerns that the smoke may be hazardous. He says a number of factories adjoining Paintchem have also been closed as a precaution. Balram says although it's still unclear what caused the fire, officials suspect foul play. "It is believed that something was thrown into the factory that caused the thinners and paint to ignite and burnt the factory extensively," he said.

<http://www.ecr.co.za/kagiso/content/en/east-coast-radio/east-coast-radio-news?oid=1518154&sn=Detail&pid=490476&Fire-guts-Verulam-paint-factory>



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## AUSTRALIA, NEW SOUTH WALES, SYDNEY, JANUARY 23 2012. PETROL SWITCH TO LEAVE 750,000 MOTORISTS OUT OF POCKET

james robertson



*Kathleen Cash in her 1998 Daewoo Lanos.*

Up to 750,000 drivers in NSW will be forced to pay at least \$150 more for petrol each year when the government bans regular unleaded petrol in July. NSW is the only government in Australia to ban regular unleaded petrol and replace it with fuel blended with 10 per cent ethanol. But modelling by the University of Queensland and the Victorian Automobile Chamber of Commerce obtained by the Herald's shows 25 per cent of NSW cars cannot use ethanol fuel and will be forced to use premium fuel instead. With support from the Liberal and National parties, the former Labor government passed legislation in 2007 banning unleaded fuel, arguing that ethanol-blended fuel was better for the environment. The Coalition supported the laws despite the fact that among those bearing the extra cost would be nearly 100,000 NSW motorists who drive cars made before 1986, many of whom live in rural Australia. Almost all motorcyclists in NSW and drivers of several popular makes and models, such as all Ford Lasers and many Mazdas made before 2005, will also have to pay more as their vehicles cannot run on ethanol-blended petrol. Anton le Rutte, of the Boat Owners Association of NSW, said most boats would also be unable to use ethanol fuel because it absorbed moisture and disintegrated and had a risk of starting fires in older boats. At an average extra of 10¢ a litre for premium fuel, the average motorist will be paying \$150 more a year. For a car with a 60-litre fuel tank, filling up once a week, it will cost an extra \$300 a year. The study was prepared for the ethanol industry. It used data from 2009 to project that, as of last year, only 75 per cent of 3 million passenger vehicles and motorbikes in NSW would be able to run on ethanol-blended fuel. The extra cost to be borne by motorists was scarcely mentioned in the parliamentary debate on the legislation. Tony Kelly, then the minister for rural affairs, said motorists who had to switch to premium unleaded would "enjoy a higher-octane, cleaner-burning fuel". Andrew Stoner, the Deputy Premier, supported the legislation, despite airing industry concerns that some motorists would have to pay 12¢ a litre more for "nothing other than government policy". The Energy Minister, Chris Hartcher, did not respond to questions about whether he was concerned about the extra costs motorists would face or whether he had considered policies to offset them. Kathleen Cash, a graphic designer from Rosebery, was totally unaware that regular unleaded petrol was being phased out and that she would have to pay more for premium fuel. Ms Cash is thinking about trading in her 1998 Daewoo, which cannot run on ethanol-blended fuel, but her son looks likely to inherit it. "I don't really understand why it's going to cost more for older cars," she said. "I think it's really unfair that people who have older cars have to pay more".

### Related Links

- [Ethanol unfriendly cars](#)

<http://smh.drive.com.au/petrol-switch-to-leave-750000-motorists-out-of-pocket-20120122-1qc96.html>

## USA, ME, MONMOUTH, JANUARY 24 2012. SNOWMOBILE ERUPTS INTO FIREBALL IN MONMOUTH

craig crosby



*Owners of a convenience store were scrambling Monday to restore service to its gasoline pumps after a snowmobile erupted into a fireball there the day before.*

Nobody was hurt in the blaze, but Monmouth Kwik Shop co-owner Kim Willette said her business had taken a hit. "It's put us out of the gas system until I can have the suppression system to recharge," Willette said. Willette said Tuesday afternoon that the store was approved to resume gasoline sales by 5 p.m., Monday. "That's a testament to the great people I have," she said. The fire broke out around 3:30 p.m. Sunday after a 15-year-old Monmouth boy stopped at the Kwik Shop, which is at the intersection of Academy Road and Main Street, to top off his 1999 Rambler snowmobile. Monmouth Fire Chief Andre Poulin said either the boy overfilled the machine or it had a fuel leak. "When he went to start it, it backfired and ignited the snowmobile," Poulin said. The boy jumped off the machine as store employees called the Fire Department and tried unsuccessfully to put the fire out with an extinguisher. "The extinguishing system on the pump island



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protected the pump," Poulin said. "It did not extinguish the snowmobile fire." Flames reached several feet into the air, damaging the pumps and leaving only a scorched remnant of the snowmobile. Poulin said the snowmobile was not insured. The boy's parents picked him up and took the snowmobile away at the same time. The Maine Warden Service was called because the fire involved a snowmobile. Firefighters also called the state's Department of Environmental Protection when fuel threatened to make its way to a nearby storm drain. Firefighters secured the spill until state officials arrived. Willette said an electrician cleared the island lights for use Monday morning, but she was still awaiting a technician to fix the fuel pump and a company to recharge the island fire suppression system. The State Fire Marshal's Office will have to check the system before it returns to use, Willette said. She hopes to turn the pumps back on today. "I don't know what the gas technician will find," Willette said Monday. "I know I have two parts that need to be replaced just from the outside." The store remains open, but gasoline is a big draw and customers have come to depend on it, Willette said. "We work hard to provide them with a decent price in a tough economy," she said. Poulin credited Willette's employees for their response to the fire. "Her staff did a great job," he said. "They did everything they're supposed to do. It shows, because nobody got hurt."

<http://www.pressherald.com/news/Snowmobile-erupts-into-fireball-gas-pumps-damaged.html>

#### CANADA, CALGARY, JANUARY 24 2012. FEARS LINGER FOR FAMILY FORCED FROM HOME BY GAS SPILL

jeremy nolais



*The Hilliers, seen in this 2009 family photo, may wait decades to understand what impact chemicals released from a gas spill near their Calgary home has had on their health.*

More than a year after being forced from their dream home by a major gas spill nearby, a former Calgary family says they are living a nightmare that may last decades. Melinda Hillier, her husband John, their two kids and her teenaged younger brother were all living inside a residence on Bow Crescent NW in April 2010 when they began to notice a strong odour. It was soon revealed that thousands of litres of gas were leaking from an adjacent Gas Plus site, but Melinda said officials dodged questions about possible safety risks. "Me and the boys had headaches and we were sleeping all the time," she said. "It was very concerning." Eight months after the spill, Alberta Environment announced the Hillier's residence

and two others had been condemned amid safety fears over high levels of benzene and other hydrocarbon chemicals present in the homes. The Hilliers eventually moved to the community Citadel but couldn't get comfortable. They have since returned to their original home in Nova Scotia and now visit a clinic for physician-ordered testing every three months for possible lingering effects from the chemicals in their home. "It stresses us out constantly," she said. "We were told (by doctors) it can affect the boys' reproductive organs and we won't even know until they are in their 20s or 30s and decide to have children of their own." But area Ald. Dale Hodges remains skeptical of the risk posed to families on Bow Crescent. "How can anyone predict the health impact 25 years out?" he said. An Alberta Health Services official told Metro last year that health complications associated with benzene only come from long-term exposure, but couldn't specifically state whether the Hilliers were at risk. "It's that unknown that keeps me up at night," Melinda said.

<http://www.metronews.ca/calgary/local/article/1077854--fears-linger-for-family-forced-from-home-by-gas-spill>

#### USA, WI, MILWAUKEE, JANUARY 24 2012. FIREFIGHTERS RESPOND TO DIESEL FUEL SPILL NEAR AIRPORT

gitte laasby

Milwaukee firefighters are responding to a diesel fuel spill that's leaking into the creek near the Mitchell International Airport. Hazmat teams and other units from the Milwaukee Fire Department responded to the incident at S. 1st St. and W. Layton Ave. at 11:23 a.m. Monday after an off-duty firefighter called. Sources said the fuel is believed to be leaking from the airport grounds. Fire chiefs are working with airport officials to determine exactly where the leak is coming from. No further details were immediately available.

<http://www.jsonline.com/news/milwaukee/firefighters-respond-to-diesel-fuel-spill-near-airport-e83tjlb-137903523.html>



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