



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 811 Newsy Stuff

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JAPAN, OKAYAMA PREFECTURE, KURASHIKI, FEBRUARY 8 2012. FIVE MISSING AFTER REFINERY TUNNEL FLOODS >> POOR VISIBILITY FORCES POLICE DIVERS TO CUT SEARCH SHORT

 **Watch the Video** [5 Workers Missing in Flooded Refinery Tunnel](#)



Flooded out: Divers search for workers who were trapped when an undersea tunnel collapsed Tuesday at a refinery of JX Nippon Oil and Energy Corp. in Kurashiki, Okayama Prefecture.

Five workers went missing Tuesday afternoon after an undersea tunnel caved in and seawater gushed in at JX Nippon Oil & Energy Corp.'s Mizushima oil refinery in Kurashiki, Okayama Prefecture, the company said. Police divers searched for the missing workers after the incident was reported to the fire department at around 12:35 p.m. They suspended the search shortly after 3 p.m. because of poor visibility and dangerous debris. Dark, muddy water littered with debris filled the vertical entrance shaft as emergency workers looked on. The company believed there was only a slight chance the trapped five were still alive. "It's difficult . . .," a JX Nippon official repeated when asked whether the missing workers could be found safe. JX

Nippon identified three of the five as Yoshinobu Fuchihara, 61, Mitsuteru Miyamoto, 39, and Katsuhito Koara, 47. They are employees of the Koshin Kensetsu construction firm based in Chita, Aichi Prefecture. The other two, Haruji Matori, 43, and Akihiro Minamitsubo, 57, are employees of Tokyo construction firm Koei Kengi. The tunnel, which is under construction and will ultimately be U-shaped, has an opening measuring 11 meters in diameter and its vertical section is about 30 meters deep, the company said. At the bottom of the shaft, the tunnel bends and runs parallel with the surface for several hundred meters before it connects to the other vertical shaft. The missing men are believed to have been working in the horizontal section some 140 meters from the vertical shaft, the company said. Another worker, Kenji Kakui, 61, who was working at the bottom of the vertical shaft separately from the trapped five, managed to float to the surface as the seawater gushed in, the company said. Kakui tried running up the spiral stairs on the vertical shaft after hearing someone shout, "Watch out! Run!" But he was eventually caught in the surging water. "It came rushing to me in a matter of a second," Kakui was quoted as telling rescue workers. The tunnel has been under construction since 2010 for a pipeline linking two plants, with its completion scheduled for 2013. In Chita, Koshin Kensetsu officials were worried about the safety of its three workers. The construction firm received the first report of the accident at around 1 p.m., an official said. No updates came from the refiner after that, he added. According to the official, Koshin Kensetsu began digging the undersea tunnel last September in what is known as the shield tunneling method. "All of them are veteran workers with a lot of experience in tunneling work," the official said. "We can only wait for good news."

<http://www.japantimes.co.jp/text/nn20120208a1.html>

CHINA, BEIJING, FEBRUARY 8 2012. NEW YEAR FIREWORKS KILL 1, INJURE 272 IN BEIJING

One person was killed and 272 were injured by firecrackers in Beijing since Jan 22, the eve of the Chinese New Year, municipal authorities said Tuesday. A total of 272 fireworks injury cases and 192 fires caused by fireworks were reported in the first half of the first Chinese lunar month (Jan 22 to Feb 6), which is a drop of 45.7 percent and 5.4 percent, respectively, from last year, said the Beijing Fireworks Administration Office. Beijing lifted its fireworks ban in 2005, allowing people to burn fireworks and firecrackers from 7 am to 11 pm every day throughout the first half of the first lunar month. Starting on Tuesday, there is a three-day fireworks-for-goodies event in Beijing to encourage citizens to turn in unused fireworks. Unsold fireworks will also be recycled, said the office.

http://www.chinadaily.com.cn/usa/china/2012-02/07/content_14552630.htm

NIGERIA, LAGOS, FEBRUARY 8 2012. THE IMPACT OF THE CHEVRON RIG FIRE >> RESIDENTS OF AFFECTED COMMUNITIES SUCCUMB TO ILLNESSES AS AQUA-ORGANISMS DIE

tony tamuno

The Chevron offshore oil rig which started burning weeks ago is still on fire. The situation has led to a lot of fish in the aquatic region dying and floating to the surface. The disaster is also taking its toll on the people in the region, who rely on the water for survival, with clinics swarmed by patients manifesting different reactions as a result of the contamination. "The community here



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has no other source of water apart from the river water, which on its own isn't even safe enough to drink, but the pollution has made the water even worse," Dr. Oladipo Folorunso, a doctor in one of the affected towns, Ikebiri, said. According to him, the illnesses can be attributed to the burning rig, because rising temperatures in water can cause bacteria to thrive. An independent environmental watch group, SkyTruth, said a satellite image showed that the fire at a point was at least 1,340 degrees Fahrenheit (nearly 730 degrees Celsius), hot enough to soften steel. It will be recalled that the fire began on January 16 from a shallow-water gas well for Chevron's Nigerian subsidiary near its North Apoi oil platform. The Oil multinational, Chevron, has not given an estimate on how long the fire will burn. "We cannot predict how long the process will take, but what we can tell you is we will do so as quickly as possible while continuing to maintain safe operations," Chevron said recently. Last week, the company said that it was moving food and supplies to the communities in the area. However in another affected community, Koluama 1, the traditional ruler said Chevron and the federal government were not doing enough to address the problem. "We need the federal government to come in. These relief materials are provided by Chevron because the state government prevailed on Chevron to provide them, but the people are suffering," Jeremiah Leghemo said.

<http://dailytimes.com.ng/article/impact-chevron-rig-fire>

CHINA, SHANGHAI, FEBRUARY 8 2012. CHINA ENVIRONMENTAL ACCIDENTS ON RISE, CHEMICALS INDUSTRY KEY CAUSE, AS COSTS MOUNT

Environmental accidents are on the rise in China, mainly due to chemicals industry-related traffic and industrial mishaps, and the costs of such damage to the economy are rising. China handled 542 environmental accidents in 2011, the newspaper China Daily reported, citing statistics from the Ministry of Environmental Protection and ministry officials. accidents in 2008, 171 in 2009 and 156 in 2010, according to the website of the ministry-affiliated newspaper China Environment News. Almost two-thirds of the disasters resulted from traffic accidents, such as trucks overturning and spilling hazardous loads, and from industrial production, the newspaper reported, citing Ling Jiang, deputy director of the ministry's department of pollution prevention and control. Ministry officials did not immediately respond to phoned and faxed requests for comment Tuesday. Public anger over heavy pollution, explosions at chemical plants, oil spills and other disasters has been mounting, raising pressure on the government to do more to counter environmental damage resulting from three decades of laxly regulated industrialization. The frequency of such mishaps has left many alarmed. On Tuesday, officials in Nantong, a city about 100 kilometers (66 miles) northwest of Shanghai on the Yangtze River, scrambled to douse rumors that a chemical tanker had capsized, contaminating the city water supply. In the meantime, residents rushed to buy bottled water, according to local media reports. Nantong's civil maritime bureau and its water supply company issued notices saying there was no such accident. The source of the rumors was unclear. The Chinese Academy for Environmental Planning, which is affiliated with the ministry, reported recently that its most recent estimate of the annual cost of environmental damage was 1.4 trillion yuan (\$220 billion) in 2009, up 9.2 percent from the year before. Such figures likely exclude costs to public health and lost productivity from farmland contaminated with heavy metals. China has cracked down on production of lead-acid batteries and other products involving heavy metals, though the results of an investigation into a cadmium spill last month suggest many areas have done little to clean up factories that often are major sources of jobs and tax revenues. Authorities said they punished nine local officials in connection with the spill of about 20 tons of highly toxic cadmium into rivers in southwestern China's Guangxi region. Environmental officials say the spill in Guangxi's Hechi city has been contained, but investigations into its cause uncovered many violations of environmental standards. Smelters in the region, a major mining and chemicals production base, reportedly have been ordered to eventually close down or relocate. Initially, officials in Liuzhou, a city of more than 3 million downstream from the spill, said they could rely on groundwater if levels of cadmium in their water supply rose too high. Residents alarmed over possible risks rushed to buy bottled water. But on Tuesday, reports said the city planned to instead build a new reservoir along another river upstream to ensure safer supplies. That news followed reports that the porous karst formations in the region, which are riddled with underground caves, were also contaminated by pollution from smelters, chemicals plants and other industries. More than 200 million rural Chinese lack access to safe drinking water. According to Chen Mingzhong, an official of the Ministry of Water Resources, only 46 percent of the 178,000 kilometers (110,609 miles) of rivers and lakes monitored by the ministry meet environmental standards, which vary depending on the body of water, the China Daily report said. A government target calls for nearly 80 percent of such waterways to meet standards by 2020, with full compliance by 2030. Local officials are subject to punishment for failing to meet those targets, the report said.

http://www.washingtonpost.com/business/reports-china-environmental-accidents-on-rise-chemicals-industry-key-cause-as-costs-mount/2012/02/07/gIQAblOdvQ_story.html



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TAIWAN, TAIPEI, FEBRUARY 8 2012. POLLUTION EXCEEDS LIMITS AT 32 GAS STATIONS, EPA SAYS

lee i-chia



A CPC Corp, Taiwan, gas station on Zhongxiao E Road in Taipei is pictured yesterday. The gas station is one of 32 around Taiwan where groundwater and soil pollution has been found to exceed legal limits.

The Environmental Protection Administration (EPA) yesterday said an investigation into groundwater and soil pollution at 400 gas stations revealed that contamination at 32 sites exceeded standard limits. The EPA launched a nationwide investigation into the pollution of groundwater and soil at more than 2,700 gas stations across the country in 2001 and examinations at 2,250 sites had already been completed before the end of last year, while the whole project is scheduled to be completed before the end of this year. The EPA said 190 polluted sites have been discovered so far, about 8.5 percent of all the gas stations nationwide. The EPA's Soil and Groundwater

Pollution Remediation Fund Management Board yesterday said that in the past two years, the EPA had completed investigations at 400 gas stations that were established between 2003 and 2006, and found that 32 sites were polluted. Among the 32 sites, 12 were located in the north, 14 in the center of the country, five in the south and one in the east. The EPA said seven were gas stations next to freeways and that pollution at three sites in Taipei, Greater Taichung and Nantou County greatly exceeded the limits and that they would be listed for on-site pollution remediation. The soil pollution was mainly caused by petroleum hydrocarbons, while groundwater was mainly contaminated by the organic chemical benzene. The groundwater at the polluted sites was used for washing cars, not as drinking water, the management board said, adding that because of thick layers of cement, the volatile pollutants are unlikely to vaporize into the air and affect health. However, the EPA said it would continue to remedy the situation at the polluted sites and, at the same time, strictly monitor other gas stations.

<http://www.taipeitimes.com/News/taiwan/archives/2012/02/08/2003524972>

USA, PA. LUZERNE CO, SUGARLOAF TWP, FEBRUARY 8 2012. ROPANE TANKER FLIPS, CLOSING ROAD

amanda christman



Firefighters spray water on a propane tanker from Heller's Gas, Bloomsburg, Monday around 9:30 a.m. after the operator lost control, flipping it on its side, at the bridge on Route 93 that crosses the Nescopeck Creek in Sugarloaf Township.

A 3,000-gallon propane tanker flipped onto its side Monday in Sugarloaf Township, releasing gas vapors into the air, injuring the driver and shutting down a two-lane highway for hours. The unidentified driver, whose vehicle was found on the west berm of state Route 93 near the Nescopeck Creek bridge, was taken by ambulance to Geisinger Medical Center in Danville for treatment of lacerations. He was found conscious outside the vehicle by Sugarloaf Township Fire Chief Duane Hildebrand

who arrived shortly after the 9 a.m. dispatch for help by Luzerne County 911. No other injuries were reported. Traffic was shut down on Route 93 from Main Street to East County Road. Conyngham police and fire police directed traffic to detours. Fire personnel and other emergency workers remained at the scene until 3:15 p.m., carefully and cautiously moving as they quelled the gas leak coming from the tanker marked with the business name - Heller's Gas of Bloomsburg- until the leak was plugged and the propane and truck were removed from the scene safely. Sugarloaf police said the driver was heading south when a drink fell on the floor of his cab beneath the gas pedal. As he tried to get to the drink, the vehicle overturned as it hit a tree, scattering pine tree branches onto the road. For hours after the tanker tipped, a white, fog-like mist of propane rose from the disabled vehicle, with firefighters keeping it under control by dousing it with water. Hildebrand said propane is heavier than air, explaining why the mist coming from the tanker hung low to the ground. Luzerne County Emergency Management Director Steve Beganich said because the gas is very cold it froze upon contact with the water, creating ice on the leak and quelling vapors from being released. Beganich said firefighters did an "excellent job" controlling the release of the gas. Beganich said emergency responders had to be careful tending to the leak because they didn't want to make the damage any worse. Once the leak was contained, Beganich said officials had some time to evaluate the leak and find the best way to resolve it. Employing the use of a safety valve, gas company employees removed a pipe on the truck that was leaking the gas and



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repaired it, Sugarloaf Deputy Fire Chief Kevin Buss said. Initial reports from the fire department indicated the company was going to burn off the gas; however, that was not needed because the gas company mechanic fixed the leak. Bekanich said there was a concern of vapor build-up, which is a fire hazard. It didn't happen, as Bekanich said the Department of Environmental Protection and county Emergency Management Agency monitored air quality during the leak and didn't find propane concentrations. He said a hazardous materials team also investigated to ensure spilled fluids were removed. Hildebrand said the propane left in the damaged truck, which was at 80 percent capacity before the crash, was transferred to another truck from the gas company and driven from the scene at 2:30 p.m. The damaged tanker was towed once the propane it was carrying was transferred. Multiple water tanker trucks from many regional fire departments responded, trucking in water to a series of portable ponds on the Route 93 Nescopeck Creek bridge. Firefighters pumped water from those ponds through a 2½-inch hose snaked along the highway to the leaking vapors. Two firefighters held onto the hose, dousing the vapors with the water. Buss said though where the wreck happened on Route 93 is heavily traveled, it isn't heavily populated and no evacuation was necessary. The Pennsylvania Department of Transportation assisted.

<http://standardspeaker.com/news/propane-tanker-flips-closing-road-1.1268235#axzz1lm63PywG>

USA, OH, WELLINGTON, FEBRUARY 8 2012. SUNOCO LOGISTICS LEASES SPACE FOR SPILL HQ

Sunoco Logistics has opened a new base of operations in the village's industrial park following the Jan. 12 gasoline spill stemming from an apparent pipeline break. The company has leased space for six months at 750 Industrial Way, according to company spokesman Joe McGinn. The lease has an extension option if necessary, according to McGinn. Residents are welcome to stop by and also are encouraged to contact the company through its community information hotline at (855) 430-4491. The rupture took place under the parking lot of the Wellington Township building at 105 Maple St. and the company continues to use the township garage in its cleanup efforts, said township Trustee Dale McAvena. McAvena said the township has been issued a claims number by the insurance company dealing with the spill, and he expects the township to be "made whole" when all is said and done. Meanwhile, the majority of gasoline-soaked soil has been removed, although Sunoco is "still removing a little bit here and there," said Wellington Fire Chief Mike Wetherbee. Wetherbee said the company also has laid new pipe as part of the cleanup and repair. The fire chief said the pipeline will be tested before gasoline starts flowing again. "They'll be there for a significant amount of time," Wetherbee said. About 116,700 gallons of gasoline were released during the spill, which occurred off Maple Street by state Route 58 and Brookside Drive. Some of the rollaway bins of contaminated soil were stored at the Lorain County Fairgrounds prior to disposal at Ross Incineration Services. Fairgrounds official expect to be compensated, an employee said.

<http://chronicle.northcoastnow.com/2012/02/07/sunoco-logistics-leases-space-for-spill-hq/>

USA, AZ, PHOENIX, FEBRUARY 8 2012. PETROLEUM REPRESENTATIVES CANDIDLY EXPRESS CONTEMPT FOR RFS2

ron kotrba



From left to right: Michael Ferrante, Massachusetts Oilheat Council; Charles Drevna, American Fuel & Petrochemical Manufacturers Association; and John Maniscalco, New York Oil Heating Association.

A panel of petroleum trade association representatives gathered together for the National Biodiesel Conference's opening general session on Feb. 6. While the group consisted of five oil association representatives, several of whom are outspokenly partial to biodiesel, Charles Drevna, president of the American Fuel & Petrochemical Manufacturers Association (formerly the National Petrochemical and Refiners Association), promptly took center stage with his cut-to-the-quick remarks about biodiesel, ethanol, RIN integrity, the renewable fuel standard (RFS2) and more. Drevna told the biodiesel crowd that RFS2 is very narrow from a biodiesel industry perspective. "But when refiners look at it," he said, "they have to look at the whole thing," meaning the four buckets of conventional, cellulosic, advanced and biomass-based diesel. "And it's not working as intended," Drevna added. When 20-plus percent of the oil industry's market is mandated away, that's not good, he expressed. Then, being forced to buy RINs for a product that doesn't exist (cellulosic ethanol), or a product that lowers gas mileage (corn ethanol) when the government is mandating that automakers increase vehicle mileage, "no wonder we're a little paranoid," Drevna said. "I think



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RFS2 is an anachronism," he said, meaning that in 2007 when the policy was drafted, "we thought we were an energy-poor country." Since then of course, domestic oil and natural gas deposits have been producing record amounts of fossil energy. "Should biodiesel be part of the mix?" he asked. "Abso-positively. Should there be a tax credit? That's another issue." Also on the panel was Dan Gilligan, president of the Petroleum Marketers Association of America, who said he supported the reissuing of a biodiesel tax credit, but only for biodiesel—not ethanol—because biodiesel is such a young fuel, comparatively speaking. Gilligan said from a petroleum refiner's perspective, it's not the biomass-based diesel portion of RFS2 that obligated parties are unhappy with, it's the conventional and cellulosic ethanol buckets. Drevna said, "I have as much chance of buying a unicorn as I do a gallon of cellulosic ethanol. If it were just you guys (biodiesel), we could make it work. But it's not." For conventional ethanol, the E10 blend wall has been reached and the marketing and use of E15 at this point is cloudy at best, Gilligan and Drevna pointed out. Although EPA has issued clearance for newer vehicles to fuel on E15, Drevna said his new automobile's user manual explicitly says it does not recommend ethanol blends above 10 percent, which is lawyer-speak for the automaker will not warranty the use of E15. Drevna mixed no words when he said directly to the EPA regarding RFS2, "You guys screwed this one up." National Biodiesel Board CEO Joe Jobe, who earlier in the morning announced the inter-industry staffing of a RIN integrity task force, asked Drevna if he would participate in the effort, to which Drevna conditionally agreed. "As long as [RFS2] is on the books, we have to make it work," he said, adding, however, that "we have substantive problems with the whole RFS, and you're part of it." Jobe fielded a question from the audience, which asked, "if not this (subsidies and mandates), then what?" meaning, if the oil industry deems subsidies and mandates as the wrong ways to go about developing markets for biofuels, then how should it be done? Drevna's answer: "consumer choice." John Maniscalco, head of the New York Oil Heating Association, said biofuel mandates build straight partnerships between government and the environmental community. Drevna was quick to bring up the shutdown of two refineries on the East Coast, stating that the halt in operations was a result of RFS2 taking away more than 20 percent of the market by 2022. Maniscalco countered that by offering other reasons such as issues surrounding Brent crude and West Texas Intermediate, desulfurization requirements, the age of the refinery equipment and more. Regarding the "RIN debacle," as Drevna put it, he said it's akin to a person going to a stock broker and buying stock only to later find out that the stock was fraudulent. That person is then made to buy the stock again and pay a fine for originally purchasing the bad stock. No one in the biodiesel industry, however, dismisses the seriousness of RIN fraud and what it could do to this industry. "RIN integrity," Gilligan said, "is a crack in the dike."

<http://www.biodieselmagazine.com/articles/8325/petroleum-representatives-candidly-express-contempt-for-rfs2>

AUSTRALIA, VICTORIA, MELBOURNE. FEBRUARY 8 2012. MOBIL YEARS BEHIND ON FUEL SPILL CLEAN-UP

mark russell



Fuel-leakage warning signs and barbed-wire fencing beside the Williamstown cemetery.

Oil giant Mobil has admitted the clean-up of a massive fuel leak in Melbourne's west is years away from completion, despite a court assurance the job would be finished last year. Newport residents had hoped the clean-up of the spill of more than 600,000 litres of unleaded petrol, discovered in 2006, would be finalised in January 2011 - the earliest date predicted by Mobil - and are angry at the delay. Mobil says there are no health risks to residents while the clean-up continues, but many are not convinced. Williamstown, Newport and Spotswood Residents Association's David Williams said residents wanted to know when Mobil work crews would finally pack up and leave the area. "I'm certain we have never been told the full story," Mr

Williams said. "Mobil has been very successful in keeping wraps on it." The fuel leak was discovered in December 2006 after residents living near Champion Road and the Williamstown cemetery complained of a strong petrol smell and health problems, ranging from migraines to vomiting. EPA Victoria investigated and found hundreds of thousands of litres of unleaded petrol had seeped through a corroded steel pipe over a two-year period from 2004, contaminating groundwater and drinking water and putting residents and the local environment at serious risk. In December 2008, Mobil was convicted in the Melbourne Magistrates Court of one charge of causing an environmental hazard and ordered to pay \$350,000 to fund local environmental projects and \$160,000 to EPA Victoria in costs. Mobil told the court the clean-up, which began in January 2007, would take at least four years and cost more than \$13 million. The cost of fixing the corroded pipe was more than \$660,000. The 5.2-kilometre pipeline, built in 1954, runs under Champion Road, between the Yarraville terminal and the oil refinery in Altona.



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When asked about the protracted clean-up, Mobil spokesman Alan Bailey denied the company had ever put a timeline on when it would be completed. "This clean-up is being undertaken in line with EPA requirements and subject to oversight from an independent accredited environmental auditor and will take many years," he told The Sunday Age. Hobson Bay City Council's Peter Gaschk said the council had asked for an update in December on the clean-up and was still awaiting a response from Mobil. EPA Victoria spokeswoman Tanya O'Shea said Mobil had been issued with an ongoing notice to clean up and manage contamination caused by the leaking fuel pipe at Newport in 2006 and was complying with the notice. An EPA-appointed auditor had found no imminent risk of an environmental hazard in the area, no current health concerns from contaminated soil or groundwater, and no air quality issues for residential areas. "EPA's main focus is to ensure the clean-up occurs and that the risk profile of the area remains at an acceptable level," Ms O'Shea said. In a June 2010 report to Newport residents - the latest update by Mobil - the company said remediation work had recovered more than 600,000 litres of petrol and more than 7 million litres of water had been treated at the site since the fuel leak.

<http://www.theage.com.au/victoria/mobil-years-behind-on-fuel-spill-cleanup-20120204-1qyzh.html>

CANADA, TORONTO, FEBRUARY 8 2012. SUNRISE WASN'T ALLOWED TO VIOLATE BAN, INSPECTOR TESTIFIES

ian robertson



Large propane tanks are seen in the midst of wreckage the day after large explosions at the Sunrise Propane facility in Toronto, August 11, 2008. A series of explosions at a Toronto propane depot sent balls of flame soaring into the sky on Sunday and forced thousands of people from their homes.

A propane site inspector never gave Sunrise Energy Group permission to keep pumping the volatile gas between trucks after the practice was banned, he told a court Monday. Repeatedly answering the same question from the defunct firm's lawyer, Don Heyworth testified he went to the Murray Rd. site on Nov. 9, 2006 to make sure co-owner Shay "Sean" Ben-Moshe understood his Ontario Technical Standard and Safety Authority (TSSA) director's new order to discontinue "truck-to-truck" transfers. They would be permitted in "exceptional circumstances," another

TSSA witness testified earlier, during the company's Ontario Court of Justice trial in downtown Toronto. Lawyer Leo Adler has pleaded not guilty to Occupational Health and Safety Act and Environment Protection Act charges on behalf of Sunrise, Ben-Moshe and fellow company director Valery Belahov. The inspector's visit occurred 21 months before the Downsview facility was destroyed Aug. 10, 2008 in an explosion that killed attendant Parminder Singh Saini, 25, destroyed several homes and forced the evacuation of 12,000 people. A deputy fire chief died from a fatal heart attack as crews battled the inferno. The dogged pursuit of Heyworth's testimony was at the heart of the defence's case. Sunrise insists it had his direct or implied OK for truck-to-truck pumping until a 30,000-gallon storage tank was installed, Adler said. "Absolutely not," Heyworth kept replying. After receiving several complaints, he said the TSSA amended federal regulations in October 2006 to halt propane transfers in Ontario, except between trucks and bulk storage tanks. Sunrise's new bulk container was due to be completed in late August 2008. Ben-Moshe "seemed fine" with the order, Heyworth said. The Sunrise co-owner also expressed "no resistance to it" and did not appeal to his boss, he testified. Heyworth never got a chance to examine the new tank, since "the place blew up before the inspection was due." The blast occurred during a truck-to-truck transfer involving a Discount Propane tanker, court heard earlier. After the prohibition order, Heyworth said he issued Sunrise several infraction orders — hoses left unattended between trucks and propane cylinders, plus an attendant who didn't have a training certificate — but saw no truck-to-truck transfers. While admitting being unable to recollect all conversations during his later Sunrise visits, plus making "mistakes" on his computerized logs, he denied Adler's accusation that "you're a veritable disaster on a computer ... almost everything on it was wrong." The trial continues Tuesday.

<http://www.torontosun.com/2012/02/06/sunrise-wasnt-allowed-to-violate-ban-inspector-testifies>

SOUTH AFRICA, CAPETOWN, FEBRUARY 8 2012. BP SELLING LIQUEFIED PETROLEUM GAS ASSETS >> NEW OWNERS WILL BE ABLE TO BUILD ON GOOD ASSETS, AND MARKET POSITIONS TO GROW THE LPG BUSINESSES

siseko njoberi

Oil company BP is selling its liquefied petroleum gas and tank-filling operations in various countries including SA. This is a continuation of the trend of major petroleum companies selling downstream market assets. BP sold its downstream



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businesses in Namibia, Botswana and Zambia last year to integrated midstream and downstream oil group Puma Energy. The company also sold a 50% stake in BP Malawi and BP Tanzania to Puma Energy. The disposal of the assets opens growth opportunities for smaller oil companies looking to entrench themselves in the downstream market, which entails the refining of crude oil, and the selling and distribution of natural gas and products derived from crude oil. Fellow major oil companies Chevron and Shell have also disposed of some of their assets, especially in Africa. In a statement yesterday, BP said it intended selling its liquefied petroleum gas bottles and tank-filling operations in Portugal, the UK, Austria, Poland, the Netherlands, Belgium, Turkey, China and SA, as well as its nonrefinery-integrated wholesale business. Also included in the sale were liquefied petroleum gas storage terminals, bottle-filling plants, customer lists, operating licences and logistics assets, BP said. The company said the decision followed a review of its liquefied petroleum gas portfolio last year. "As a result of the review, it was concluded that BP is not the natural owner long-term of the liquefied petroleum gas bottles and tank-filling business. "It was felt that the business would offer greater opportunities for other companies wanting to invest, allowing BP to continue to focus on its refining and marketing businesses, where it has leading market positions it can sustain and grow in the long term." Tufan Erginbilgic, BP chief operating officer for refining and marketing, said yesterday: "BP intends to remain a key player in the European liquefied petroleum gas autogas sector and through the fuels value chains we will have a strategic fit with our forecourt fuels offer. We will also maintain liquefied petroleum gas wholesale outlets where they support our refineries." In SA, BP Southern Africa is a joint owner with Shell SA of South African Petroleum Refinery. "We believe that new owners will be able to build on these good assets, and market positions to grow the businesses further in the best interests of customers and other stakeholders, including those who work in the business. "We want to develop world-class fuel value chains with an integrated offer to our customers utilising our market positions," Mr Erginbilgic said. The liquefied petroleum gas bottles and tank-filling activities would continue to be managed as a global business until sold.

<http://www.businessday.co.za/articles/Content.aspx?id=164429>

USA, CO, COMMERCE CITY, FEBRUARY 8 2012. SPILL NEAR SUNCOR OIL REFINERY MAY HAVE STARTED A YEAR AGO



Crews making the trench near Sand Creek.

There's a new effort to contain toxic chemicals underground in Commerce City, February 8 2012. CBS4 has learned the spill near the Suncor oil refinery may have started a year ago, not in late November as first reported. The spill site is near Interstate 270. Now Suncor and the state health department are working on containing the gasoline-like material that once seeped into Sand Creek. It took some time to get approval for access onto private property where a trench sits. The property is owned by Metro Wastewater. The goal now is to have the trench contain the toxic materials that are underground.

<http://denver.cbslocal.com/2012/02/07/spill-near-suncor-oil-refinery-may-have-started-a-year-ago/>

USA, CA, SAN BERNADINO, FEBRUARY 8 2012. AIRPORT: SPENCER BARRED FROM MANAGING FUEL

kimberly pierceall



Scot Spencer.

San Bernardino International Airport officials seized control of Scot Spencer's fueling operation Tuesday after he failed to keep enough fuel on site to fill aircraft that may need it, the airport's director confirmed. Last week, the pilot of a plane that was being maintained by Aviation & Defense Inc. at the airport needed fuel before departing, but there was only enough to partly fill the plane's tank. The pilot had to make a stop along the way to re-fuel, said A.J. Wilson, the interim executive director of the San Bernardino International Airport Authority and related Inland Valley Development Agency. Wilson confirmed the action and said that the airport's fueling agreement with Spencer's SBD Properties company requires enough fuel be kept at all times to serve the needs of the airport, an estimated 20,000 gallons. "He probably

had 1,200 gallons," Wilson said, adding he wouldn't know how much was left in the tanks until it was measured. As a result, the airport terminated Spencer's fuel agreement immediately. Spencer's company will still be allowed to sell fuel to planes that



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land at the airport, namely at his Million Air franchise that caters to private pilots. He'll just have to buy the fuel from the airport first and on a cash-up-front basis, Wilson said. The airport, starting Tuesday, will be buying, storing and managing the fuel itself and plans to work with the same fuel vendor Spencer had used, Air BP — a division of British Petroleum. Wilson said jet fuel costs about \$4 to \$4.50 per gallon at the moment. Companies that sell fuel at airports, including Spencer's, make a profit by selling the fuel for a higher price. The airport, as part of its agreements with Spencer, received six cents for every gallon of fuel sold. The airport earned a total of \$46,504 in fuel flow fees in the three months ending December, according to the most recent financial report. Spencer was late in paying about \$90,000 worth of fuel fees last year.

<http://www.pe.com/business/business-headlines/20120207-airport-spencer-barred-from-managing-fuel.ece>

USA, ILL, ROCKFORD, FEBRUARY 8 2012. CITY POISED TO ABSORB CONTAMINATED WELL HOMES

richard s. gubbe

The Codes and Regulations Committee for the Rockford City Council approved the proposed annexation of two "islands" of land parcels near Auburn and Central on Rockford's west side. The area in and around the annexation has been declared property with contaminated well water and coincides with other city water hook-ups. The 4-1 approval vote in a committee meeting held Monday night, Feb. 6, at City Hall cleared the way for full city council passing Feb. 13. "To have water paid for by the USEPA — that is a great thing, a great opportunity for the individuals to get off contaminated wells and have safe drinking water. That's huge," Deputy Director of Community & Economic Development Todd M. Cagnoni told The Rock River Times (TRRT). "It's our opinion that everyone is to have safe drinking water," Cagnoni added. "The annexation will allow the area the opportunity to resolve the outstanding contaminations of the private wells with the availability of City of Rockford water." The annexation of nine parcels of land located on islands of parcels on and north of Auburn Street and Johnston and Soper avenues came about after an annual review of municipal boundaries, Cagnoni said. The land included requirements of being less than 60 acres and is in isolated pockets of parcels already annexed. The proposal includes homes in a zone that was declared by the Illinois Environmental Protection Agency (IEPA) to have over-the-limit quantities of benzene found in the water supply. The area of concern, as identified by the IEPA, encompasses land from Johnston to Alliance and from Auburn to Parkside. Tests of well water by the IEPA and the Winnebago County Health Department last summer and fall found high levels of Volatile Organic Chemicals. The most prominent was benzene, a component of gasoline, which had levels recorded of 1.30 milligrams per liter when the allowable EPA limit is .005. "We've had a number of annexations over the years, and it's not uncommon where the wells and the septic systems have had problems," Cagnoni said. "Typically, it's septic systems rather than pollution." The City of Rockford identifies land pockets each year around city limits that have had some homes connect to the city water supply, thus automatically annexing them. Homes surrounded by city-annexed land can be automatically brought into the city after council approval. The Rockford City Council approval appears a formality after the United States Environment Protection Agency offered to pay for homes with contaminated wells for a free hook-up to city water. After discussions with the USEPA and the IEPA, the city chimed in to offer financially qualifying homes free plumbing repairs if the added water pressure causes damage. A grant through the city's Human Services department will cover the repair costs if the homeowner qualifies. Work will begin next week to hook up 16 homes with contaminated wells to residents on Auburn and Parkside streets and Johnston, Soper and Alliance avenues. The blocks on Alliance, Soper and Johnston are at 1200 and 1300. "These islands are created typically on an annual basis, and we move forward on them as they come forward," Cagnoni said. "We have a city policy when you connect to city water, it's annexed as well. People are not forced to be on city water. These islands were created over the course of the last year. The city homes (around them) requested water in the last year." The USEPA has contracted Stenstrom Companies LTD. of Rockford to connect the homes that have been determined to have benzene-polluted well water testing, as confirmed by the Illinois Environmental Protection Agency last fall. The total project cost is expected to be \$100,000 to the USEPA. The money can be recouped if an offender is identified. The area in the current annexation is 3.19 acres and consists of nine parcels, including six homes, three vacant lots and an industrial lot on Auburn Street. The area is serviced by the Rock River Water Reclamation District. Cagnoni said all homes in that area will be city-owned if the annexation passes. If a homeowner did not take the offer, Cagnoni said they would have had to prove their property had safe water. The annexation is consistent with the city's adopted policy of annexing properties under 60 acres in size. "The annexation is part of the designated ultimate boundary for the City of Rockford," Cagnoni said. "The ultimate boundary allows the city to make decisions concerning services provided and the location of said services such as fire and police protection, water main, and the maintenance and upkeep of public utilities. The adopted annexation policy lessens the tax burden on existing residents by distributing the tax costs across all residents that benefit from being in and near the



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City of Rockford." The Illinois EPA had requested assistance last October from the USEPA to provide alternative drinking water supplies for contaminated well homes in the immediate area where wells exceeded the Maximum Contaminant Level for benzene. The USEPA offered 16 property owners to connect to the City of Rockford Water System last December and also offered to close the contaminated well, paying all costs. "This annexation, in conjunction with the efforts of the City of Rockford, Winnebago County Health Department, Illinois EPA and U.S. EPA is a win-win for the community," Cagnoni said. "The homes and businesses will have access to safe water and resolve an outstanding issue of polluted and contaminated wells. "The city's annexation policy has been in existence since 1984, resulting in the annexation of thousands of acres," Cagnoni added. "We are committed to providing excellence in city services." Rockford Ald. Ann Thompson-Kelly agreed that the passing of the annexation in her 7th Ward Monday, Feb. 6, is expected. "We wanted to make sure we were all on the same page," Thompson-Kelly told TRRT. "We had the ability to provide safe city water to homes nearly surrounded by the city of Rockford. It needs to be done. I commend the staff for wanting to and helping those homeowners who are affected by it." The IEPA is working to determine the source of the contamination. Groundwater in the area flows west to east, according to the IEPA. When contacted Feb. 6, an IEPA spokesman said no source has been identified as of yet. "This investigation is ongoing," spokesman Maggie Carson said. Asked by TRRT when the investigation of the alleged dumping of chemicals in and around Kent Creek to the north of the annexed homes will take place, Carson said, "We are still working on access from the Northwest Community Center to their property west of the former Amerock facility." When asked if she thought the investigation into the alleged dumping — which began last September by TRRT and the IEPA — was moving slowly, Thompson-Kelly said she would not point fingers but rather "find solutions." Thompson-Kelly said the source of contamination of the wells "is being addressed. They have their guidelines, and I appreciate them bringing that attention to the matter. As far as a timeline, I have to work with them." Thompson-Kelly said she is awaiting test results in the area around Kent Creek and added who is to blame is not as important as cleaning up the area. "I think they should address the same issue with other manufacturing here in the community," Thompson-Kelly said. "When you have a city in the '60s, '70s, '80s and '90s when manufacturing was hot and heavy, laws weren't in effect then. Now, we have to address it. If we don't do that, things go neglected." Thompson-Kelly said local, state and federal government officials need to work together to resolve all pollution issues in that area. "I think there are a lot of people who care about this and are doing things about it," she said.

<http://rockrivertimes.com/2012/02/08/city-poised-to-absorb-contaminated-well-homes/>

USA, WASHINGTON, DC, FEBRUARY 8 2012. BSEE AND NOAA TO COMPLETE ARCTIC OIL SPILL RESPONSE MAPPING TOOL

The Bureau of Safety and Environmental Enforcement (BSEE) and the National Oceanic and Atmospheric Administration (NOAA) announced today they are partnering to enhance the Environmental Response Management Application (ERMA®) for the Arctic region by summer 2012. ERMA® is the same interactive online mapping tool used by federal responders during the Deepwater Horizon oil spill. This effort will help address numerous challenges in the Arctic where increasing ship traffic and proposed energy development are increasing the risk of oil spills and chemical releases. "Launching this tool for responders, media and the public during the Deepwater Horizon oil spill was a groundbreaking technical achievement and one of the most significant contributions NOAA provided to the historic, large-scale response," said Monica Medina, NOAA principal deputy under secretary for oceans and atmosphere. "Reconfiguring this application to meet the needs of responders in the remote marine Arctic environment could prove to be the most critical tool in effectively preparing for, responding to, and mitigating situations where limited assets, personnel and facilities exist. We appreciate the Department of the Interior's willingness to support us in this important effort." "This emergency response tool was invaluable when managing the Deepwater Horizon response," said BSEE Director James A. Watson, who served as the federal on-scene coordinator for the U.S. Coast Guard during the disaster. "Adding this tool to the Arctic region would provide a tremendous boost to the current oil spill response capabilities there. We are very pleased to work with NOAA to provide this enhanced capability to those involved in planning and response activities." In developing this project for the Arctic, NOAA, with support from BSEE, will work with state, local and indigenous communities as well as academia and industry to share information on how ERMA® can best support an emergency response and protect the region's unique lifestyle and resources. ERMA® will bring together all of the available information needed for an effective emergency response in the Arctic. In an emergency situation, ERMA® is equipped with near real-time oceanographic observations and weather data from NOAA, and critical information from BSEE and numerous other federal and state response agencies. Responders can further customize the tool with environmental, logistical, and operational data such as fishery closure areas, resources at risk maps, and mariner notices, depending on the need. ERMA®



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integrates and synthesizes real-time and static data into a single interactive map, providing a quick visualization of the situation and improving communication and coordination among responders and environmental stakeholders. NOAA originally began developing Arctic ERMA® to address escalating energy exploration and transportation activity in the region combined with the emerging risk of spills and other accidents. BSEE is partnering with NOAA to complete the project, with the goal of having the tool available to the response community ahead of any future drilling in federal waters offshore Alaska. When operational, Arctic ERMA® will contain information such as the extent and concentration of sea ice, locations of ports and pipelines, and vulnerable environmental resources for spill responders to make rapid, science-informed response decisions. The Gulf ERMA® was developed through a joint partnership between NOAA and the University of New Hampshire's Coastal Response Research Center. The Gulf ERMA® was designed by NOAA's Office of Response and Restoration, the University of New Hampshire, and the U.S. Environmental Protection Agency. Since 2007, NOAA and the University of New Hampshire's Coastal Response Research Center have worked with hazardous material response agencies and partners throughout the United States to develop, test, and refine the ERMA® application to meet the needs of various regions. ERMA® sites are also in developmental or testing phases for New England, the Caribbean, Pacific Islands, and Pacific Northwest. The public can view the tool online, which currently covers the Gulf of Mexico region, by visiting <http://gomex.erma.noaa.gov/erma.html>. Today's announcement is part of the ongoing efforts of the Interagency Working Group on Coordination of Domestic Energy Development and Permitting in Alaska, which was established by President Obama in July 2011. Chaired by Department of the Interior Deputy Secretary David J. Hayes, the working group coordinates the efforts of federal agencies responsible for overseeing the safe and responsible development of onshore and offshore energy in Alaska. The group's goal is to improve the federal government's efficiency, ensuring that resource development projects in Alaska comply with health, safety, and environmental protection standards while reducing our dependence on foreign oil. For more information, go to <http://www.doi.gov/alaskaenergy>.

<http://www.enewspf.com/latest-news/science-a-environmental/30723-bsee-and-noaa-to-complete-arctic-oil-spill-response-mapping-tool.html>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, FEBRUARY 8 2012. OIL SPILL AT SHELL'S CLYDE REFINERY

There has been an oil spill at Shell's Clyde refinery in western Sydney. An unknown amount of a petroleum-based product spilled into Duck Creek at Clyde around 4pm (AEDT) on Wednesday, Fire and Rescue NSW said. No residents were in danger from the spillage, Superintendent Rick Parkes told AAP. A Shell spokesman said heavy rainfall meant the storm water overflow system was unable to contain all of the rain water, causing an overflow. "Unfortunately, the overflow material contained oil," the spokesman said in a statement. "The refinery responded as soon as we were made aware of the situation and quickly deployed oil spill clean-up equipment. "Clean-up activities are currently underway." A Fire and Rescue Hazmat (Hazardous Materials) team and a Sydney Ports tugboat are on their way to the scene. The Environment Protection Authority (EPA) has been informed.

[Related Links](#) [Oil spills from Sydney refinery](#)

<http://news.ninensn.com.au/national/8416193/oil-spill-at-shells-clyde-refinery>

USA, VA, SMITHFIELD, FEBRUARY 8 2012. TRACTOR-TRAILER ACCIDENT, FUEL SPILL, AFFECT TRAFFIC IN SMITHFIELD

mike holtzclaw



Emergency crews clean up a hazardous material spill after a tractor-trailer wreck in Smithfield.

A tractor-trailer driver has been charged with reckless driving after an accident involving a hazardous material spill that caused traffic buildups Tuesday morning on state route 10 in [Smithfield](#). The accident, on westbound route 10 (Benn's Church Road) at Tan Road, was reported by [Virginia Department of Transportation](#) at 10 a.m. State trooper Ronnie Harvey said the driver lost control and went off the road, causing the rig to flip and become detached from the trailer. The driver, 55-year-old Clarence Ruffin from Hancock Ave [Portsmouth](#), was taken to [Riverside Regional Medical Center](#) with injuries that were not life-threatening. He was charged with reckless driving and failing to maintain proper



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control of a motor vehicle, said Sgt. Michelle Anaya of Virginia State Police. The truck, owned by [Suffolk](#)-based Griffin Oil Co., spilled about 200 gallons of heating oil from one of its compartments, a Griffin spokesman said. All westbound lanes of route 10 are blocked, but eastbound lanes are being used in alternating patterns to accommodate traffic in both directions. Teams from VDOT, state police and local law enforcement are on the scene to work on the clean-up. Route 10 was reopened on Tuesday afternoon.

<http://www.dailypress.com/news/traffic/dp-nws-smithfield-wreck.0,1820434.story>

MEXICO, MEXICO CITY, FEBRUARY 8 2012. MEXICO DETECTS STOLEN FUEL AT GAS STATION

mark stevenson



Mexican officials said Monday they have found a new distribution point for thousands of gallons of gasoline stolen from state-owned pipelines: a seemingly normal gas station with official logos. Thieves in Mexico had long been thought to unload stolen oil products on shadowy black markets. But it now appears the thefts have taken on a new sophistication, using a gas station that until 2010 had a concession from the state-owned Petroleos Mexicanos company, known as Pemex, to legally sell gas. A Pemex official who was not authorized to be quoted by name said Monday that it was the first time that stolen fuel has been detected being sold through a gas station. In the past, primitive illicit fueling stations with improvised tanks had been discovered in fields, vacant lots and industrial buildings, presumably to supply fuel to private fleets. But in a raid over the weekend in the northern city of Monterrey, the federal Attorney General's Office said it found about 12,690 gallons (48,000 liters) of stolen gasoline at the station, worth about \$77,000. The station came under suspicion because it had not had a legitimate delivery of gas in some time. Photos of the station showed that it had the normal

green, red and white signs borne by all Pemex gas stations throughout Mexico. Pemex licenses the stations to be run by private concessionaires, who must buy fuel from the company. The Attorney General's Office said the Monterrey station's concession had been canceled in 2010. The company is taking the threat seriously enough that it is starting a nationwide, random audit of stations throughout the country, in part because the volume of oil products being stolen appears to be too large to move through primitive, improvised outlets. The company says it lost about 2.99 million barrels, or about 125 million gallons, of oil products in the first 11 months of 2011, the latest figures available. That represented about a full day's worth of total production for the company, and marked a 52-percent increase over the 1.96 million barrels stolen in the same period of 2010. According to a U.S. court case, Mexican gangs trafficked some stolen crude over the border to U.S. refineries, and in June 2011, Pemex filed a lawsuit against nine U.S. companies and two individuals for alleged involvement in buying or processing Mexican oil products stolen by gangs. Thieves have also sold unrefined fuels to bulk users such as brick kilns and factories, but the amount of gasoline being stolen would be inappropriate for such uses, or even private truck fleets. Pemex said the task force will use mobile labs to test stations' gasoline to detect whether it was illicitly mixed or transported. It will also review tax and commercial records to detect whether any station is selling more gas than it has ordered. But the 1,324 illegal taps and break-ins at Pemex pipelines discovered in 2011 are only part of the complex series of attacks on the company. A Mexican legislator said Monday that an oil spill in early January in the Gulf coast state of Veracruz was intentionally caused to create a pollution emergency, in order to generate income and contracts for clean-up work. Federal Congressman Antonio Benitez Lucho toured the Pemex plant where the spill originated and said a primitive cut had been made in a valve head, a hole knocked in a containment wall and a thick hose laid to the edge of the Coatzacoalcos river, which empties into the Gulf of Mexico. In early January, about 63,400 gallons (240,000 liters) of crude spilled from the valve plant, blackening the river's shores and threatening wildlife. "There was no doubt that it was deliberate," Benitez Lucho said. "I think they spilled the crude so that the companies that do clean-up and remediation work ... could get quick, fast-track contracts," he said. "They are million-dollar companies that charge huge amounts for clean-up and remediation, and I think that is the motive." The office of the Federal Attorney General for Environmental Protection said the case was still under investigation.

<http://abcnews.go.com/Business/wireStory/mexico-detects-stolen-fuel-gas-station-15474555#.TzJOLMUzC8A>



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CANADA, B.C, SHAWNIGAN LAKE, FEBRUARY 8 2012. REPORT ON VANCOUVER ISLAND EXPLOSION CRITICIZES BLASTING COMPANY

katie derosa

A report released Tuesday by B.C.'s Ministry of Mines paints a picture as to what went wrong when three people were struck by flying rocks after a disastrous explosion at a Shawnigan Lake blasting company in September. One woman lost an arm and two men were hit on the head with rocks that flew more than 300 metres after the blast at Mid-Island Aggregates on the afternoon of Sept. 20, 2011. Ed Taje, senior inspector of mines who led the investigation, found the drill holes were overloaded based on the rock structure of about 4,000 cubic metres. Taje found the rock shattered in a horizontal direction, which sent jagged pieces flying into what should have been a safe zone. The company did not follow proper procedure in initiating the blast, the report said. The blast machine initially failed, but when a second one was brought in, inadequate warning was given before the blast. Witnesses at the site and business owners on nearby South Shawnigan Lake Road said they did not receive notification of the blast and when they heard it, it didn't sound right. The inspector determined the blast was not electronically monitored and the required 24-hour notification was not given. "After the failure of the first attempt to fire the blast, there was no evidence to demonstrate that a safe work procedure for working with misfires was in place," Taje wrote. The mine has been suspended since September and will remain so until the mine manager, Russ Cameron, meets with the board of examiners and retakes his blasting exam. The mine has reopened but is being operated by another certified blaster. Cameron will "not be allowed to resume drilling and blasting until a blast plan, prepared by an independent explosives consultant, has been filed with the regional inspector," the report said. Taje said accurate drill logs must be maintained for all holes drilled in a blast pattern. Cameron must also notify residents within 1,000 metres of any blasts. Betty Hopkins, then 57, lost her right arm when she tried to shield herself from flying rock. Dan Butts, 49, survived by wearing a hard hat but suffered a skull fracture and brain damage from being hit by rock. David Clark, 46, suffered minor injuries. Shawnigan Lake RCMP are conducting a separate investigation under the criminal code.

<http://www.vancouversun.com/Report+Vancouver+Island+explosion+criticizes+blasting+company/6121028/story.html>

USA, CT, HARTFORD, DEEP BEGINS PHASE-OUT OF VAPOR CONTROL SYSTEMS AT GAS STATIONS

The Connecticut Department of Energy and Environmental Protection (DEEP) today announced that Connecticut is taking the first step toward phasing out the systems on gasoline pumps designed to capture gasoline fumes – known as "Stage II Gasoline Vapor Recovery Systems" – which have been a fixture on gasoline pumps here since 1992. Motorists would recognize these vapor recovery systems as the rubber sleeves over the gas pump nozzle – although newer gas pumps use a vacuum system that works without the rubber sleeve. These systems were intended to capture gasoline fumes from gasoline tanks that are released every time we fill the tank. Gasoline fumes are a form of air pollution that can contribute to the formation of smog. Cars and trucks manufactured since 1998 have built-in gasoline vapor recovery equipment. As these newer vehicles replace older vehicles without this technology, there is a decreasing need for gasoline pumps to be equipped with vapor recovery systems. The first step in this effort to phase out the systems on gasoline pumps designed to capture gasoline fumes is to end the requirements for the installation of these systems at newly constructed gasoline stations, providing a cost savings of approximately \$33,000 for an average size station. Future efforts will include phasing out vapor recovery systems at existing gasoline stations, and refocusing efforts to control vapor losses from gasoline tanker trucks – known as the "Stage I Gasoline Vapor Recovery Program." "The responsible elimination of these now obsolete vapor recovery systems is a good example of how we are striving to leverage the benefits of new technology to reduce the regulatory costs of our clean air programs," said DEEP Commissioner Daniel C. Esty. "These and other efforts to modernize the regulatory process – while still maintaining high environmental standards – will help make Connecticut a less costly place to do business and a better place to live." As part of DEEP's ongoing efforts to identify unnecessary regulatory burdens and at the direction of the Legislature during the recent jobs session, the agency undertook an intensive study of gasoline vapor recovery in Connecticut. Draft findings announced today show the gasoline vapor control program is rapidly becoming obsolete and will cease providing benefits as early as the summer of 2012. The draft report is available here. As a result, DEEP plans to phase out the use of this control technology. DEEP will begin working with the U. S. Environmental Protection Agency and interested stakeholders to review the findings in the draft report. DEEP will solicit comment on the draft report, evaluate decommissioning options and recommend a preferred approach. As part of this effort, DEEP will also examine potential improvements to the Stage I program.

<http://blogs.thehour.com/greenoutdoors/?p=1299>



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REPUBLIC OF CAMEROON, FAKO DIVISION, MUTENGENE, FEBRUARY 8 2012. OIL TANKER CRUSHES 3 PEOPLE TO DEATH

laure nganlay

Residents of Tiko Road, Mutengene in Fako Division of the South West Region are still to recover from the shock of a tragic incident that befell them on Monday, February 6, 2012. While the usually crowded roundabout was bustling with the day's activities, little did the people expect any accident. Eye witness accounts hold that at about 3 pm, a palm oil tanker of about 40 tonnes, had brake failure. About 150 metres from the main roundabout, the tanker crushed two stationed vehicles alongside other objects that stood on its way. A few metres from a petrol station along the Tiko-Mutengene road, business structures were completely swept off before it finally overturned and came to a stop. As at press time, the exact number of victims was unknown. However, three deaths were recorded - two kids and a man. Meanwhile, the driver and his conductor or 'motor boy' were taken to hospital. Other victims were rushed to nearby hospitals. Soon after the accident, the Secretary General in the South West Governor's Office, Quetong Handerson Kongeh and his close aides, rushed to the scene. They were accompanied by the Regional Delegate for Transport and health officials. The movement of people and vehicles was equally controlled by security men. Through collective efforts by Chariot Construction Limited, the BIR and SONARA, cranes were dispatched to the spot. At exactly 1:30 am, the fallen vehicle was lifted to its normal position by a SONARA crane. The aim was to verify if some people were still trapped under. After the close to 10-hour ordeal, the search party found no other victim under the fallen oil tanker. Mr. Quetong attributed the accident to the busy nature of the roundabout. He deplored roadside activities like selling, packing and offloading, amongst others. He called on the people to learn their lesson and rather make use of the Motor Park and the Main Market. Prior to the accident, the Divisional Officer of Tiko, Ungitoh Zachary, had repeatedly warned traders and the general public to desist from selling along the street. A day before the accident, an oil tanker collided with a lorry near the Police College (Mutengene) and all its oil spilled on to the tar.

<http://allafrica.com/stories/201202080921.html>

USA, MT, LAUREL, FEBRUARY 9 2012. LAUREL MAN SUSTAINS MINOR BURNS IN CAR FIRE



Bright flames and black smoke billowed into the sky Thursday, Feb. 2, when an attempt to prepare a car for salvage resulted in a fire that totaled the vehicle, a trailer, and caused minor burn injuries for one man.

According to Laurel Volunteer Fire Department (LVFD) Chief Brent Peters, around 11:30 am. Thursday morning, a Laurel man was preparing a car for salvage by drilling a hole in the fuel tank to drain the residual gasoline. "Once the hole was made, vapors and the gasoline ignited, with the drill being the source of ignition," said LVFD Chief Brent Peters. "When fire crews arrived there was liquid gasoline still pouring out of the gas tank and the rear half of the vehicle." The fire quickly engulfed the gray late model sedan and the trailer on which it was mounted for transport. A Ford F150 pickup truck hooked to the trailer was not

damaged. The vehicles were parked curbside on the intersection of West Sixth Street and Fifth Avenue. It took fire crews 10 to 15 minutes to completely extinguish the fire. Eight LVFD firefighters responded in a fire engine and one command rig. Two Laurel Police Department officers blocked public access to the area. Laurel Volunteer Ambulance EMTs were at the scene to treat the victim for minor burns. Damages are estimated at \$2,500 for the trailer and the salvage value of the car.

http://www.laureloutlook.com/news/article_9a01b722-5278-11e1-9d46-0019bb2963f4.html

GHANA, ACCRA, FEBRUARY 9 2012. CHEATING AT PUMP STATIONS BEGINS WITH OMCS

isaac kwakye

The alleged adjustment of fuel pumps at some of the fuel filling stations in the country, with the sole aim of cheating the consumer, has been blamed on major players in the industry. Information picked up by The Chronicle indicate that some of the fuel station managers have adjusted their fuel pumps, to enable them recoup the money stolen from them by the Oil Marketing Companies (OMCs) and tanker owners and drivers. The Chronicle gathered that though flow meters are used at the Tema Oil Refinery (TOR) to measure petrol and other fuel products loaded into petrol tankers for onward distribution to the filling stations, the same standard, which is internationally recognised, is not applied when the fuel is being discharged at the filling stations. This reporter was told that sometime back, the fuel station managers wrote a petition to the National Petroleum



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Dangerous Goods - Hazardous Materials Group & Network

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

February 17 2012



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Authority (NPA), urging the latter to compel the OMCs to use flow meters when discharging the product at the retail unit, instead of the measurement bar they had adopted. The NPA, subsequently, wrote a memo to the OMCs about the complaints it had received, and urged the companies to resort to the use of flow meters. The OMCs reportedly wrote back to the NPA, indicating that they could not afford the cost of the flow meters, and that ended the matter, as the petroleum regulating body failed to compel the former to acquire the flow meters to eliminate the cheating the station managers were complaining of. A source, which spoke to The Chronicle, argued that the OMCs were unwilling to acquire the flow meters, because they are benefiting from the petrol stolen from the station managers, and that acquiring the equipment would block their illegal source of income. The source alleged that after the petrol or diesel had been loaded at TOR, the petrol tanker drivers are under obligation to drive to their main yard, apparently to siphon some of the fuel, before proceeding to the fuel stations to discharge the product. Some of the fuel station managers who spoke to The Chronicle said though a seal is usually put on the tankers, after loading fuel at TOR, it is always left ajar, and that the proper locking of the seal is done after the tanker driver had visited the main yard of his employers. These nefarious activities, The Chronicle was told, is causing the fuel station managers to lose between GH¢3,000 and GH¢4,000 per 36,000 litres of petrol, which cost GH¢60,000. Despite this naked robbery, the fuel station managers have remained quiet, for fear of being victimised by the OMCs. According to the source, any fuel station manager who dares protest against the illegal siphoning of the fuel, will have his or her station taken away from him, and assigned a new station that is not well patronised. Meanwhile, the managers also take loans from the banks to run the business, since the OMCs do not pay for the fuel they supply them. To avoid running at a loss, and be able to repay the loans they have taken from the banks, the fuel stations resort to cheating consumers by adjusting the fuel pumps. Several attempts made by The Chronicle to get the NPA comment on the issue, proved futile. It has, however, been established that the use of flow meters to discharge fuel products at the fuel stations is an internationally accepted standard, which is being used in Togo, Nigeria, and other West African countries, except Ghana. The issue of flow meters became a prominent feature in the middle of last year, when those being used by the Jubilee partners in measuring oil they export, reportedly broke down. Stakeholders were of the view that if nothing was done to remedy the situation, our oil would be stolen, because the alleged use of the measurement bar could not give an exact measurement of the oil loaded into the cargo ships, and those on the Floating, Production, Storage and Offloading (FPSO) Kwame Nkrumah. A stakeholder, who also spoke to The Chronicle, contended that the oil industry in Ghana was fraught with irregularities, and that if the government failed to put its feet on the ground, the mafia group operating in the sector would collapse the economy. According to him, a couple of years ago, a number of petrol tankers were arrested in a special operation by the security agencies for carting fuel from TOR without paying a pesewa to the state. Unfortunately, he continued, this case did not end anywhere, and this seems to have given the criminals operating in the sector the boost to dupe consumers and the state.

<http://www.modernghana.com/news/376956/1/cheating-at-pump-stations-begins-with-omcs.html>

SCOTLAND, ABERDEEN, FEBRUARY 9 2012. GAS LEAK PROMPTS GANNET EVACUATION

rob watts



Evacuation: Shell has taken some crew off Gannet Alpha platform after gas leak.

Shell has evacuated non-essential workers from its Gannet Alpha platform after a gas leak, Upstream can reveal. Shell confirmed today a small release of natural gas occurred beneath the platform on Monday afternoon. Gannet, 180 kilometres east of Aberdeen, was the site of the UK's worst oil spill in a decade last August when 1300 barrels of crude leaked into the sea from a crack in a flowline connecting the Gannet F satellite field to Gannet Alpha. Shell said today: "The platform was down-manned of all non-essential personnel as a precaution on Monday evening. "This resulted in the platform being shut down, and an investigation is underway to establish the cause of the release." The Health & Safety Executive (HSE) said it is aware of the incident and is investigating. HSE said: "Inspectors will be on board the installation once the blow-down (depressurisation of the platform) is complete."

Shell said a sheen had also been reported on the sea surface close to the platform but flyovers by spotter planes, including one on Wednesday, failed to find any evidence of this. Shell is still awaiting the outcome of an investigation by the UK authorities into last August's oil leak. In September, former UK energy secretary Chris Huhne said the findings would be sent



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to the Procurator Fiscal, Scotland's public prosecutor, to consider whether a prosecution will take place. Gannet is operated by Shell on behalf of itself and partner Esso Exploration & Production.

<http://www.upstreamonline.com/live/article302245.ece:upstream.dinar>

UK, LONDON – HUFFINGTON POST, FEBRUARY 9 2012. PICTURE OF THE DAY: EGYPTIAN FUEL TANKER IN HILARIOUS ARABIC FAIL

andrea mann



Oh dear, oh dear, oh dear. Or as they say in Arabic: oh dear, oh dear, oh dear.

This photo appeared on [the Facebook wall of Sahil Anand](#), who uploaded it with the caption: "A contract company out here was asked to stencil on the side of a fuel tanker: 'Diesel Fuel' in Arabic and 'No Smoking' in Arabic. This is what came back..." Oh dear. Anand lives in Dubai, but as he explains to Huffington Post UK: "The photo was sent to me by a client of mine who's based in Egypt. I keep complaining about the daily battles I have working in the UAE - and after that picture he made my work look like a piece of cake." A piece of cake, indeed. Wait -

anyone know what the Arabic/Arbic is for that?

http://www.huffingtonpost.co.uk/2012/02/06/arabic-fuel-tanker-fail_n_1256624.html?ref=uk

WALES, RHOSCROWTHER, HUNDETON, FEBRUARY 9 2012. CHEVRON BLAST: TWO QUESTIONED OVER PEMBROKE REFINERY DEATHS



The police interview is part of the long running investigation into the blast that killed four people in 2011.

Two people have been questioned over potential manslaughter offences after a fatal explosion at an oil refinery in Pembroke, Dyfed-Powys Police say. Four people were killed last June in a blast at the site, which at the time was owned by oil company Chevron. Julie Schmitz, 54, a fire guard from Pembroke, died alongside Dennis Riley, 52, Robert Broome, 48, and Andrew Jenkins, 33, all from Milford Haven. Police say questioning is part of the ongoing investigation into the blast.

"Dyfed-Powys Police can confirm that on Tuesday, the 7th of February 2012, they

interviewed a second employee of Valero Energy Limited under caution at Haverfordwest police station in connection with the explosion at the refinery in Pembroke," said a spokesperson. "This person was interviewed in relation to potential offences of manslaughter by gross negligence." Earlier on Wednesday the force confirmed that a male employee of Valero Energy Limited had been interviewed on a similar basis on January 24.

Maintenance Work

The deaths happened when a 730 cubic metre storage tank exploded, damaging a vessel next to it. A fifth person was also seriously injured in the blast. At the time of the incident, the refinery was operated by Chevron, although a deal had already been struck to sell the plant to Valero. "These developments are very much part of the continuing joint police and Health & Safety Executive investigation which is of an extremely complex nature, and no conclusions should be drawn from it at this stage," added the police spokesperson. An inquest into the four deaths was opened and adjourned over the summer, while the full inquiry into the explosion continues.

Related Links

- [Cameron: 'Lessons from explosion'](#)
- [Refinery blast victim son speaks](#)
- [Pembroke oil refinery deal done](#)
- [Refinery blast inquests adjourned](#)
- [Four killed in oil refinery blast](#)

<http://www.bbc.co.uk/news/uk-wales-south-west-wales-16949100>



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