



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 818 Newsy Stuff

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

**March 05 2012**



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#### USA, W.VA, RICHMOND, FEBRUARY 24 2012. W.VA. ISSUES 253 VIOLATIONS IN DEADLY MINE EXPLOSION

vicki smith

 [Watch the Video Mine Superintendent Charged with Conspiracy in W.Va. Blast](#)



*West Virginia Mine Tragedy: People participate in a candlelight vigil on April 10, 2010 to honor the coal miners that were killed, a few days before in Montcoal, West Virginia.*

West Virginia mine safety officials issued 253 violations in their investigation of the Upper Big Branch disaster and targeted at least two foremen, saying their failures might have exacerbated the unsafe conditions underground before the explosion that killed 29 men. The violations are included in a report released Thursday by the state Office of Miners' Health, Safety and Training. It's the fourth and final report on the nation's worst coal mining disaster in four decades at Massey Energy's mine near Montcoal. The report comes the day after federal prosecutors charged the mine's former superintendent with fraud and signaled they are going after other Massey employees, likely higher up the management ladder. The state's conclusions about the cause of the explosion largely mirror those of previous reports: The machine cutting through sandstone to reach coal created the heat or spark that methane needed to ignite. Broken water sprayers then failed to stop the fireball from turning into a much more powerful series of explosions fueled by

coal dust. The report said foremen Ricky J. Foster and Terry W. Moore repeatedly failed to clean conveyor belts and apply rock dust to certain areas in the mine from December 2009 until the explosion on April 5, 2010. Mine operators use pulverized limestone to cover and neutralize highly explosive coal dust. Contact information for the foremen or their attorneys was not immediately available. State mine safety director C.A. Phillips said a third employee also has been targeted for individual violations, but he would not identify that person. By law, each of the three can be fined no more than \$250. Regulators have moved to decertify one of the miners, but Phillips would not say which. Nor could his staff immediately tally up the proposed fines against Richmond-based Massey Energy, now owned by Alpha Natural Resources. However, the violations include 22 "special assessments," which could result in fines of up to \$10,000 apiece, and one automatic \$100,000 penalty for failing to report the explosion within 15 minutes. One of the "most disturbing facts" state investigators said they learned about rock-dusting practices at Upper Big Branch was the failure to treat one side of the longwall mining machine during the eight months it operated. Some 5,400 feet of the 6,700-foot-long coal panel was mined between September 2009 and April 2010 "without any record of rock dust being applied," the report said. Both foremen signed safety inspection logs to indicate they were aware of coal dust accumulation and the need for rock dusting, the report said, but there is no record suggesting either fixed the problems. The log books also had "lack of clarity and full disclosure" about the extent of the hazards underground. More detail could have helped workers on subsequent shifts protect themselves, the report said. "Individuals involved in the day-to-day decision-making at the mine must be held accountable regardless of their title," the report concluded. "The mine foreman is the highest-ranking official that current state law addresses."

#### Related Links

- [West Virginia: Inquiry Focuses on Mine Foremen](#)  
New York Times - State mine safety officials issued 253 violations in their investigation of the Upper Big Branch disaster and singled out at least two foremen in the explosion that killed 29 men. The violations are in a final report released Thursday by the state...
- [Probe targets foremen in 2010 W.Va. mine disaster](#)  
Houston Chronicle - West Virginia mine safety officials issued 253 violations in their investigation of the Upper Big Branch disaster and targeted at least two foremen, saying their failures may have exacerbated the unsafe conditions...
- [Supervisor charged in W. Va. mine disaster](#)



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Boston Globe - Federal prosecutors filed charges yesterday against Gary May, a superintendent of the West Virginia coal mine where an explosion left 29 workers dead in 2010. May is the third mine supervisor to have been charged in...

- [Ex-mine official charged in fatal W. Virginia blast](#)

Reuters - The former superintendent of the West Virginia coal mine where 29 workers died in a 2010 explosion was charged on Wednesday with felony conspiracy for tipping off employees to safety inspections and...

- [State Releases UBB Report](#)

WCHS - A final probe into the Upper Big Branch Mine Disaster seems to be in agreement with all previous investigations about a cause. The state Office of Miner's Health, Safety, and Training released its findings Thursday involving the April 5, 2010 explosion...

<http://www2.timesdispatch.com/business/2012/feb/24/wva-issues-253-violations-deadly-mine-explosion-ar-1711843/>

### USA, WA, SEATTLE, FEBRUARY 24 2012. TRAIN DERAILS, OIL SPILL CONTAINED >> SOME 3,000 GALLONS OF DIESEL FUEL SPILLED THURSDAY MORNING AFTER A LOCOMOTIVE DERAILED AND ITS FUEL TANK RUPTURED.



*Interbay train workers inspect a switcher that earlier had tipped over, causing a fuel spill.*

Three thousand or so gallons of spilled diesel fuel provided a scare Thursday morning, but the fuel was mostly contained in a railside ditch, officials said. The spill occurred at about 7:50 a.m. after a locomotive traveling at less than 5 mph derailed in the Interbay train yard, BNSF Railway spokesman Gus Melonas said. The derailed train's fuel tank struck a section of rail and ruptured. While most of the diesel was contained in a nearby ditch, some did make it into storm drains and entered the West Point Treatment Plant, said Larry Altose, a spokesman for the state Department of Ecology. There were concerns early in the day that the fuel might reach Elliott Bay. But plant operators, notified of the situation, separated and contained the oil, Altose said. The plant's normal operations were not impacted. Meanwhile, the train was re-railed by 11 a.m., Melonas said. No one was injured in the incident, he said. Investigators did not yet know the cause of the derailment Thursday evening. Department of Ecology officials were evaluating the effect of the spill and determining whether further cleanup in the ditch would be necessary, Altose said. There is minimal risk to the public, he said.

[http://seattletimes.nwsources.com/html/localnews/20120224\\_oilspill24m.html](http://seattletimes.nwsources.com/html/localnews/20120224_oilspill24m.html)

### USA, N.Y, LOCKPORT, FEBRUARY 24 2012. SCHUMER: DEMANDS IMPROVEMENTS IN INFORMING FIRST RESPONDERS WITH INDUSTRIAL FIRES

• [Watch the Video](#) [Leader Wants Reform After Factory Fires](#)

Thursday, at the Erie County Emergency Services Training and Operations Center in Cheektowaga, New York Senator Charles E. Schumer called on the Environmental Protection Agency to work with Western New York factories to ensure that area residents and first responders are better protected in the event of an industrial fire. According to a news release issued Thursday, Schumer urged the EPA to streamline and improve the reporting process under which industrial plants and businesses detail which chemicals are on their premises, so that local authorities and first responders are aware of risks in the event of a fire or other emergencies. By law, companies are required to provide, through the EPA, local officials and first responders with updated information about the types and quantities of hazardous materials they have on site. However, the process can be complex and the requirements are often unclear. Schumer stated that the development of a straightforward EPA reporting process would make it easier for businesses to accurately, regularly and completely report the types and locations of chemicals within their facility, which would help first responders to develop the safest and most efficient strategies in the event of a fire at those facilities. Improving the system would also ensure that first responders can accurately assess the threat to area residents, so authorities can take proper precautions in the event of an emergency. Schumer's call comes after several industrial fires in Western New York in the past year. In the wake of these fires, first responders and area residents received limited and conflicting information about the potential environmental risks due to burning chemicals and other



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materials. "Our brave first responders put their lives on the line each day while responding to emergency situations and fires, and we must make sure that they have every tool in the chest to ensure their own safety, and the safety of Western New York residents and workers," said Schumer. "Several industrial fires in Western New York have shed light on the fact that first responders often don't have accurate information about the types, quantities and locations of hazardous materials that these businesses have on site, which puts the safety of the firefighters, the business, its workers, and local residents at serious risk. That is why I'm calling on the Environmental Protection Agency to take a more hands-on approach when it comes to ensuring businesses accurately and completely comply with their chemical reporting requirements, and also to streamline that process, so that Western New York businesses and plants understand and fully comply with the reporting system before it is too late." Schumer was joined by members of the Erie County Hazmat Team, Cheektowaga firefighters, representatives of the Buffalo Fire Department's Hazmat Team, and Fire Commissioner Garnell Whitfield as he announced his push to streamline the reporting requirements of chemicals in industrial plants. Schumer noted that without complete information it can be difficult for first responders to make proper scene assessments and critical time can be lost while fighting fires. Additionally, first responders need full and complete information in order to make sound decisions about evacuating residents or issuing orders for residents to stay inside. The Emergency Planning and Community Right to Know Act requires facilities to submit an Emergency and Hazardous Chemical Inventory Form to the Local Emergency Planning Committee (LEPC), the State Emergency Response Commission (SERC) and the local fire department annually, listing which hazardous materials are stored on site. This requirement is implemented through the EPA, and companies must either provide a Tier I or Tier II form to meet these requirements. Over the past three years, New York State has gone to an E-Plan system, in which companies can file their forms online and first responders, the LEPC and the EPA can have access. Schumer noted that in many instances in Western New York, first responders are met with sudden emergency situation at businesses and industrial facilities, often to find that the most recent Tier II form is unavailable, or not up-to-date on the E-Plan system. One such reason for this is that the guidelines and manner in which these companies must file these forms is often unclear and complicated. For example, only certain facilities are required to file a Tier II form instead of a Tier I form, and that decision is based on the quantity and type of materials that facility has within its plant and may also be dependent upon regional reporting requirements. Therefore, there can be confusion and discrepancy as to which facilities are required to file which forms, and often industrial plants and businesses are not aware of this reporting process until it is too late when a fire begins on site. As a result, during several fires in Western New York, first responders have not had a full list of all of the potentially hazardous chemicals on site, and in other cases they have known which chemicals are on the plants premises but have not known exactly where they are. Schumer noted that first responders have told his office that a full and accurate list of chemicals and their locations is a deciding factor in how they approach a fire situation. Given the impact on first responders and local residents' health and safety, Schumer called on the EPA to take a lead role in improving the reporting system to ensure first responders are properly prepared when a fire strikes. Schumer highlighted several instances in which first responders received conflicting or limited information during industrial fires in Western New York in the past year. One such fire occurred on July 17, 2011 at Niagara Lubricants. When first responders arrived on the scene at Niagara Lubricants, they did not have a complete picture of the potentially hazardous materials inside, and firefighters spent 17 hours pouring water and foam on the fire, which sent heavy black smoke and noxious fumes into the air. The EPA initiated a prompt investigation, and since that time Schumer has pushed the EPA to release the results of their investigation into the blaze, so that the community and local officials can understand where information was lacking and what precautions can be taken to ensure that firefighters have all of the information they need to most effectively battle a fire. Schumer also called on the EPA to use the lessons learned from the Niagara Lubricants fire to make improvements to the reporting system. First responders also told Schumer's office that more information was needed to fight the Goldman Titanium fire that occurred last year. Schumer stressed that improvements to this system are especially important in Western New York – where often times industrial facilities and residential neighborhoods are in close proximity to one another. In the summer of 2011, Stollberg Inc., in Niagara and Salerno Paint & Paper in Buffalo all experienced large fires, in addition to the fires at Niagara Lubricants and Goldman Titanium. While the Local Emergency Planning Committee and the fire fighters are making every effort to ensure the system is kept up to date, federal oversight is needed to strengthen and complete the effort. Schumer is urging the EPA to play a more active role in addressing the gaps in this information by providing a streamlined reporting process for companies, so that they have the tools they need to clearly understand the reporting system and its requirements. Schumer also noted the benefit of an annual EPA-hosted seminar ahead of the March 1st filing deadline for Tier II forms, and suggested that the agency send representatives to Western New York factories to ensure that those businesses are meeting safety requirements. Schumer also noted that it is important for the EPA to work



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with first responders to ensure that their forms provide the best and most useful information for their life-saving work. This will help ensure the safety of local residents, employees, first responders, and property.

<http://www.wkbw.com/news/local/Schumer-Confusing-Following-WNY-Factor-Fires-Demands-Improvements-in-Informing-First-Responders-140209433.html>

### USA, MA, SOMERVILLE, FEBRUARY 25 2012. OFFICER RESCUES MEN TRAPPED IN AUTO BODY SHOP BLAZE >> GASOLINE TANK BEING SERVICED CATCHES FIRE

 **Watch the Videos**

- [Customers Help Rescue 2 Workers from Fire](#)
- [Officer Saves Workers from Fire](#)



A police officer rescued workers from a fire at an auto body shop in Somerville on Friday. The blaze broke out shortly after 9 a.m. at Fellsway Auto on McGrath Highway. Firefighters arrived to a chaotic scene when two of the victims were trapped inside the burning building. A Somerville police officer noticed the flames and called in the fire. The officer, along with two bystanders, smashed the front windows of the building and pulled the workers to safety. "It was one of those half drop-down windows. Well, he pulled the kid through the window -- he was skinny enough to come through - then we heard somebody banging on the window, somebody else was inside. He couldn't even get his head out the window. Myself and...we broke the windows -- I took my nightstick out and started breaking the windows. He

picked up a piece of metal, cleared out the glass and we all got them out," said the officer. The four victims were brought to Massachusetts General Hospital. The fire chief says they are being treated for burns, cuts and smoke inhalation. The cause of the fire has not been determined, but the fire chief said it appears to be accidental. Damage to the building is estimated at \$300,000.

<http://www1.whdh.com/news/articles/local/boston/12006780038469/officer-rescues-men-trapped-in-auto-body-shop-blaze/>

### USA, TX, GALVESTON, FEBRUARY 25 2012. 5 INJURIES IN GALVESTON FUEL TANK FIRE

 **Watch the Video** [Texas Rattled By Oil Tank Explosion](#)

 **Watch the Video** [Oil Tank Blast Shakes Galveston, Texas](#)



An oil tank fire that erupted Thursday night in Galveston has been extinguished. Chief Jeff Smith with the Galveston Fire Department says firefighters needed almost 11 hours to put out the flames at the Texas International Terminal near the Galveston Ship Channel. "We had a long night," says Chief Smith. An explosion Thursday night apparently touched off the fire in a crude oil tank at a facility previously known as Galveston Bay Biodiesel on Old Port Industrial Road. Chief Smith says four workers suffered minor injuries and one firefighter had to be treated for heat exhaustion. A shelter-in-place was issued for Texas A&M-Galveston after two tanks burst into flames on waterfront property, but was lifted after firefighters contained the flames. Safety personnel from BP Texas City assisted more than 30

firefighters who were dispatched to the three-alarm fire.

<http://www.myfoxhouston.com/dpp/news/local/120224-galveston-fuel-tank-fire>

### NIGERIA, LAGOS, FEBRUARY 25 2012. MILE 2 TANKER FIRE - I SAW PEOPLE BEING ROASTED LIKE ANIMALS – UNION CHIEF

*chioma igbokwe & gilbert ekezie*

One week after a 33, 000-litre fuel tanker fell and exploded at Mile 2 area of Lagos, the dust and emotion the tragedy raised have not settled. Indeed, transport stakeholders are still talking about it, while victims are counting their losses. The petrol-



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laden tanker, with registration number XB370ATN, which was heading to Oshodi, from Orile axis, fell on its side that early morning. The spilled content exploded and caught fire. Investigation showed that the lorry lost one of its tyres and in the process, the driver swerved into a pothole and the vehicle fell. Three people, Kazeem Gbadamosi, Saheed Ajetumobi and Ayinla Taoreed Alade, a father of two, were burnt to death in the ensuing fire. About 39 vehicles were razed. Checks revealed that two of the victims, Gbadamosi and Ajetumobi, who stayed at Iyana Iba, off Lagos-Badagry expressway, closed for the day job, but could not go home due to traffic jam. The duo decided to pass the night inside their vehicles at the motor park. But they did not know that death was imminent that night. Saturday Sun learnt that when the fire started at 1am, the victims were asleep and could not help themselves. They were burnt in their vehicles, among the thirty-nine vehicles destroyed by the inferno. It was learnt that many people, especially the inter-state transporters, who leave Lagos early, were among those sleeping at the park when the inferno happened. Speaking with Saturday Sun on the tragedy, General Secretary of the National Union of Road Transporters Workers, Amuwo Odofin Branch, Lagos State Council, Alhaji Bola Hassan, expressed shock. He narrated how the incident roasted the victims beyond recognition. "The incident was terrible. We were surprised to have witnessed it. Three of our members lost their lives. In fact, I was shocked to have seen human beings roasted like animals. It was really a disaster," he said. He blamed the incident on the carelessness of the tanker driver. "How did he make such a big mistake? Everyone that plies the road knows that there is a big pothole on that spot and when they get there, they dodge it, but he foolishly and carelessly entered the supposed visible pothole which later resulted into loss of lives and damage of yet to be assessed property," he said. The NURTW scribe said that about 39 vehicles at the park burnt. "The burnt vehicles, included two new Hummer buses and an ambulance belonging to a private medical practitioner in Lagos." Hassan stated that immediately the incident happened, government officials from the Lagos State Ministry of Health came to the scene to see things and promised to return to assess the level of damage. "The Lagos State government officials came and assured us that they would assess the extent of damage. But after waiting for some days without hearing from them, we decided to follow it up with a letter. There after, they scheduled an appointment with us," he said. He expressed optimism that outcome of the proposed meeting would be favourable to all the victims of the fire. "We hope that the government would do something positive to the families of the deceased as well as those whose vehicles were destroyed by the fire," he said. We learnt that many of the commercial drivers, who parked their vehicles after close of work on the day of the incident returned following day to find the remains of their sources of livelihood. A driver with one transport company at the area attempted jumping into his burning bus, for which he took a loan of N2.8million to purchase. A total of eight Toyota Hiace mini buses, estimated at N6 million were among the burnt vehicles. Also burnt were two Space wagons, eight LT buses, a towing vehicle and 16 salon cars. Meanwhile, some commuters who spoke on the incident blamed the inability of government to repair the pothole that has been lingering for years. According to Steve, a commercial bus driver: "No one should blame the tanker driver because anyone could have slipped into that pothole. Rather they should repair that spot. I do not know why government had to wait for accidents of such to happen before they could do what is right. I heard that the tanker driver ran away. In fact, I do not blame the tanker driver for running away because he would have been thrown into the fire." He pointed that out no right thinking person would come up to say that he owns the truck. Because the damage was too much." Describing the incident as unfortunate, another danfo driver, Olushola Yekini, said the late Kazeem was a hard working and dedicated person, who refused to get involved in illegal activities to make ends meet.

<http://www.sunnewsonline.com/webpages/features/living/2012/feb/25/living-25-02-2012-003.html>

### INDIA, WEST BENGAL, JALPAIGURI, FEBRUARY 26 2012. OIL TANKER CATCHES FIRE INSIDE PETROL PUMP

*pinak priya bhattacharya*

The prompt response of fire fighters helped avert an explosion at a [petrol pump](#) on Saturday afternoon. The incident occurred when an oil tanker caught fire at the petrol pump on Deshbandhu Chittaranjan Road in Jalpaiguri. The tanker was emptying oil into the pump's storage tank when the front portion caught fire due to short circuit in the engine. By the time workers at the petrol pump managed to stop transfer of the fuel, the front portion of the tanker was completely in flames. Several vehicles were inside the pump and few were also being filled when the incident happened. People who had come to refill their vehicles fled the spot. According to eyewitnesses, two fire engines reached the spot within three minutes of being informed. While a group of fire fighters tried to douse the flames, another team got busy in blocking all fuel channels in the pump. Once the flames were tamed, the tanker was pushed out of the pump when it slammed into a fire engine. But thankfully that did not have any adverse effect. The flames were extinguished after the tanker was pushed out onto the road. Within half an hour the situation was brought under control. Frenzy ruled the business locality on seeing the vehicle on fire. Shopkeepers on both



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sides of the road downed shutters and ran to safer places. Even a private bank authority closed down their bank and ATM counter fearing an explosion. "Had there been an explosion, the whole area would have been on fire. When we saw the tanker up in flames, we thought there was no chance to avert the explosion. But the fire fighters did a great job," said Baidya Karmakar, owner of a jewellery shop located just opposite to the petrol pump.

<http://timesofindia.indiatimes.com/city/kolkata/Oil-tanker-catches-fire-inside-petrol-pump/articleshow/12037641.cms>

#### ENGLAND, OLDBURY, FEBRUARY 26 2012. FIREFIGHTERS AVERT DISASTER IN OLDBURY DURING FUEL TANKER LORRY FIRE

The bravery of firefighters averted a potential disaster in [Oldbury](#) when a lorry carrying a fuel tanker went up in flames. Firefighters were called to Bromford Road, Oldbury, on yesterday afternoon after a severe blaze engulfed the lorry cab. A spokesman for the West Midlands Fire Service said: "We were called to a vehicle fire in Oldbury where there was a severe fire in the cab of a 3,000 gallon road tanker loaded with 1,600 gallons of waste fuel." After tackling the blaze with four jets a delicate operation had to be carried out to tip the cab up and ensure the fire didn't spread to the fuel tanker. The spokesman added: "The fire was an accident and crews from Oldbury attended."

[http://www.halesowennews.co.uk/news/9552426.Firefighters\\_avert\\_disaster\\_in\\_Oldbury\\_during\\_fuel\\_tanker\\_lorry\\_fire/](http://www.halesowennews.co.uk/news/9552426.Firefighters_avert_disaster_in_Oldbury_during_fuel_tanker_lorry_fire/)


#### ANTARCTIC, KING GEORGE ISLAND, ADMIRALTY BAY, FEBRUARY 26 2012. DIESEL-LADEN BRAZIL BARGE SINKS IN ANTARCTICA [Comandante Ferraz Brazilian Antarctic Base]



*In this photo released by Armada de Chile, fire and smoke rise from Brazil's Comandante Ferraz station in Almirantazgo Bay, in the South Shetland Islands of Antarctica, Saturday Feb. 25, 2012. In an emailed statement, the Brazilian navy said the fire broke out Saturday morning in the machine room that houses the energy generators of the station where one man suffered non-life threatening injuries, and at least two people were reported missing.*

A barge shuttling diesel to a Brazilian base in Antarctica sank during a storm in December, the Estado de Sao Paulo newspaper reported on Saturday, an incident it says the government has tried to conceal while attempting to recover the vessel. The paper said the barge sank to a depth of 40 meters (131 feet) after capsizing while being towed to shore with its cargo of 10,000

liters (2,600 gallons) of diesel, equivalent to 63 barrels. No one was aboard the barge when it sank and so far none of the fuel has leaked, the paper said. It did not reveal how it obtained the information. The paper said the incident was deliberately being kept confidential by the four ministries belonging to its Antarctica mission known as Proantar. A Navy press officer was unable to immediately confirm or deny the report but said it would make a statement later on Saturday. The barge is about 900 meters (984 yards) from the shore where Brazil's Comandante Ferraz Antarctica Station is located. A Brazilian naval rescue ship designed to recover submarines and a separate ship chartered by Brazilian state-controlled oil company Petrobras will reach the site next week to attempt to haul the barge to the surface, the paper said. It said the fuel was a special non-coagulating diesel produced by Petrobras for freezing Antarctic conditions. The paper said images from a robotic submarine camera showed no signs of leakage from the double-skinned barge. Separately, the Navy said in a statement on Saturday that two of its members stationed at the Antarctica base were missing after a fire in the early hours of Saturday, while another was injured in the blaze that had still not been extinguished. The Estado de S. Paulo, quoting scientists stationed at the base, instead said two sergeants had been killed in the fire.

 **Related Stories** [Diesel-Laden Brazil Barge Sinks in Antarctica -Report](#)

 **Related Links**

- [Blast at Antarctic research base](#)
- [Two missing in blast at Brazil's Antarctic base](#)
- [Two missing after Antarctic research station fire](#)
- [Fire breaks out in Brazilian Antarctic base](#)
- [Two missing as fire guts Brazil's Antarctic research station](#)

[http://www.moneycontrol.com/news/wire-news/diesel-laden-brazil-barge-sinksantarctica-report\\_673300.html](http://www.moneycontrol.com/news/wire-news/diesel-laden-brazil-barge-sinksantarctica-report_673300.html)



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#### USA, TX, SABINE JETTIES, FEBRUARY 26 2012. COAST GUARD RESPONDS TO VESSEL GROUNDING NEAR SABINE JETTIES



From United States Coast Guard - Watchstanders from Sector Houston-Galveston received a call on Channel 16 at 6:17 a.m. reporting that the M/V Miss Pearl ran aground on the west side of the Sabine jetties. It was also reported that the four-person crew had suffered various injuries. A 45-foot Response Boat-Medium and crew from Station Sabine and a MH-65C Dolphin rescue helicopter from Air Station Houston were dispatched to the scene to assist. The crew of the rescue helicopter hoisted the four crewmembers to safety and transported them to awaiting EMS at the Beaumont Airport. The RBM and the rescue helicopter remain onscene with pollution investigators from Marine Safety Unit Port Arthur to assess the fuel spill that resulted from the grounding. Approximately 4,000 gallons of diesel fuel was spilled and

pollution response and salvage efforts are ongoing. "The Coast Guard is working with the vessel owner and will supervise and direct cleanup efforts," said Capt. Joe Paitl, commanding officer of MSU Port Arthur. "Our number one priority is the safety of everyone involved in the recovery and cleanup operations. Our goal is to salvage the vessel while mitigating environmental and economic impacts." The cause of the grounding is under investigation.

<http://www.kfdm.com/news/sabine-47227-grounding-jetties.html>

#### USA, N.Y, LEROY, FEBRUARY 26 2012. EPA STARTS REMOVING LEROY BARRELS

 **Watch the Video**

- [EPA starts removing LeRoy barrels](#)
- [EPA Removing Drums from Derailment Site in LeRoy](#)

The U.S. Environmental Protection Agency is removing 235 barrels from a superfund site in Genesee County. That site has come under renewed scrutiny after some investigators said environmental factors could be behind a Tourette's-like illness affecting over a dozen girls in LeRoy. In 1970 a train derailment there dumped 30,000 gallons of trichloroethene into the ground just miles from the school. Congresswoman Kathy Hochul says the EPA has tested all of the barrels and they are non-hazardous, but they want to remove the barrels as part of the cleanup process. All of barrels will be gone by the end of the week and disposed of at a Michigan landfill. Meanwhile, environmental activist Erin Brockovich said her team is still investigating the area. She says that she's hearing of even more people in the area now showing similar signs of health issues. But the team is also looking beyond this train derailment site to include a nearby quarry, six fracking wells at the high school, and contamination in local wells. The Brockovich team plans to announce the complete results of their tests in the coming weeks.

<http://www.wivb.com/dpp/news/local/wivb-leroy-epa-starts-removing-leroy-barrels-ns>

#### MALTA, VALETTA, FEBRUARY 26 2012. 17 FIREWORKS LICENCE HOLDERS TO RECEIVE TRAINING OVERSEAS



A legal notice which will enable the issuing of a temporary licence for foreign licence fireworks enthusiasts, particularly EU nationals, to operate from Malta factory has been issued. The notice, published today, was announced by Home Affairs Minister Carm Mifsud Bonnici during the launch of a pyrotechnics training course at the Qormi council. Through the project, 17 licence holders will be trained overseas so that they would then be able to train around another 160 licence holders. The project, which will cost around €270,000, is partially funded by the European Union. The minister said the foreigners' licence will remain valid until the conclusion of the event for which it would have been issued.

Another new regulation is further clarifying the duties of the factory licence. The legal notice is also introducing a regulation enabling the suspension of licences when a factory breaches the Explosives Ordinance.

<http://www.timesofmalta.com/articles/view/20120224/local/17-fireworks-licence-holders-to-receive-training-overseas.408315>



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#### USA, WASHINGTON, DC, FEBRUARY 26 2012. U.S.DOT BANS HAND-HELD CELL PHONE USE BY DRIVERS OF BUSES AND LARGE TRUCKS >>TODAY'S ACTION IS THE LATEST BY THE DEPARTMENT TO END DISTRACTED DRIVING

*candice tolliver burns*

U.S. Transportation Secretary Ray LaHood today announced a final rule specifically prohibiting interstate truck and bus drivers from using hand-held cell phones while operating their vehicles. The joint rule from the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) is the latest action by the U.S. Department of Transportation to end distracted driving. "When drivers of large trucks, buses and hazardous materials take their eyes off the road for even a few seconds, the outcome can be deadly," said Transportation Secretary Ray LaHood. "I hope that this rule will save lives by helping commercial drivers stay laser-focused on safety at all times while behind the wheel." The final rule prohibits commercial drivers from using a hand-held mobile telephone while operating a commercial truck or bus. Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense and disqualification from operating a commercial motor vehicle for multiple offenses. Additionally, states will suspend a driver's commercial driver's license (CDL) after two or more serious traffic violations. Commercial truck and bus companies that allow their drivers to use hand-held cell phones while driving will face a maximum penalty of \$11,000. Approximately four million commercial drivers would be affected by this final rule. "This final rule represents a giant leap for safety," said FMCSA Administrator Anne S. Ferro. "It's just too dangerous for drivers to use a hand-held cell phone while operating a commercial vehicle. Drivers must keep their eyes on the road, hands on the wheel and head in the game when operating on our roads. Lives are at stake." While driver distraction studies have produced mixed results, FMCSA research shows that using a hand-held cell phone while driving requires a commercial driver to take several risky steps beyond what is required for using a hands-free mobile phone, including searching and reaching for the phone. Commercial drivers reaching for an object, such as a cell phone, are three times more likely to be involved in a crash or other safety-critical event. Dialing a hand-held cell phone makes it six times more likely that commercial drivers will be involved in a crash or other safety-critical event. In September 2010, FMCSA issued a regulation banning text messaging while operating a commercial truck or bus and PHMSA followed with a companion regulation in February 2011, banning texting by intrastate hazardous materials drivers. "Needless injuries and deaths happen when people are distracted behind the wheel," said PHMSA Administrator Cynthia Quarterman. "Our final rule would improve safety and reduce risks of hazmat in transportation." Nearly 5474 people died and half a million were injured in crashes involving a distracted driver in 2009. Distraction-related fatalities represented 16 percent of overall traffic fatalities in 2009, according to National Highway Traffic Safety Administration (NHTSA) research. Many of the largest truck and bus companies, such as UPS, Covenant Transport, Wal-Mart, Peter Pan and Greyhound already have company policies in place banning their drivers from using hand-held phones. The final hand-held cell phone ban rule can be accessed [here](#). To learn more about the U.S. Department of Transportation's efforts to stop distracted driving, please visit <http://www.distracted.gov>

[Frequently Asked Questions \(FAQ\) - Ban on Hand Held Cellular Phones](#)

<http://www.fmcsa.dot.gov/about/news-releases/2011/Secretary-LaHood-Announces-Step-towards-Safer-Highways.aspx>

#### CANADA, B.C, SAANICH, FEBRUARY 26 2012. FEARS FOR WILDLIFE AFTER ANOTHER VANCOUVER ISLAND CREEK SPILL



*A boom was placed across polluted Colquitz Creek at Vanalman Avenue Friday.*

Home-heating oil has again spilled into Colquitz Creek and there are fears that salmon smolts, herring and a resident beaver could be harmed. The spill of an estimated 634 litres of oil, noticed Thursday, came from a home on Brookridge Place, which backs on to Colquitz Creek, officially named Colquitz River. "It's heartbreaking and, this time, it is in the stem of the creek where there is significant spawning habitat," said Christopher Bos, a member of the Colquitz stewardship team. Three months ago, Colquitz was hit by a fish-killing spill of 1,000 litres of home-heating oil. The clean-up was not completed until this month. Saanich public works crews responded to the latest spill as soon as the first call was made to Saanich Fire Department.



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Seven booms have been placed across the river, public works manager Mike Ippen said. The spill was easily traced to the home, he said. "The property owner was very co-operative. There was an accidental break of the line between the tank and the house, but he wasn't aware of it," Ippen said. The homeowner, who is responsible for all clean-up costs, has brought in an engineering company and the main drain connection has been plugged to prevent more oil from leaking, Ippen said. The cleanup is being overseen by the province. Graham Knox, provincial manager of environmental emergencies, said the oil washed into the creek from home perimeter drains. There are no signs of any effects on fish and heavy rain is diluting the oil, Knox said. "It's not a solution, but it is a help," he said. It is likely that some oil reached the Gorge Waterway, where herring are spawning, but it would have been diluted, Knox said. Bos hopes the quick response by Saanich helped, but is unsure about the impact, saying it might be years before the effect of oil on coho smolts is known. "They are making their way down the creek into the estuary and that section will be subjected to oil. They are very delicate at this point, just two or three inches long," Bos said. "Yesterday, we were able to smell the oil and there was a surface sheen. We also saw the beaver that lives in the watershed." If oil gets on the beaver's fur he is likely to ingest it, Bos said. Spawning herring are one of the biggest worries. "If oil is flowing into Colquitz it's a concern," said Stefan Beckmann of the federal Department of Fisheries and Oceans. "There are potential impacts in the ocean." Since September last year, there have been 11 reported spills of home-heating oil on Vancouver Island, six of which were in Saanich, said Knox, who pleaded for people to check older oil tanks and lines. Cleanup costs to the homeowner from a leaky tank can be upwards of \$50,000 and often is not covered by insurance. A spill also makes it more difficult to sell a house or renew a mortgage, Knox said. An oil leak can literally lead to financial ruin, Bos said. "We do have to address this problem of aging oil tanks at some point," he said. "There are hundreds and hundreds of them in Greater Victoria and this could happen again tomorrow morning, God forbid."

<http://www.theprovince.com/news/Fears+wildlife+after+another+Vancouver+Island+creek+spill/6209943/story.html>

#### USA, ARK, HOT SPRINGS, FEBRUARY 26 2012. FEDS SEIZE TONS OF FIREWORKS IN GARLAND COUNTY

*don thomason*

Agents with the U.S. Bureau of Alcohol, Tobacco, Firearms and Explosives seized a reported 7.5 tons of display fireworks Wednesday from a storage site at 817 Lakeshore Drive after a search warrant was executed. Grover Crossland, agent in charge of the bureau's regional office in Little Rock, said Thursday that the fireworks, which were hauled away in at least two tractor-trailer trucks, were owned by Spa Fireworks on Higdon Ferry Road. While Spa Fireworks has a retail location there, Crossland said the fireworks inside the store are "consumer stuff and that's not what we were there for." "All I can tell you is that it was a federal violation in what he did and that was the cause of the seizure," Crossland said. Austin Banks, ATF public information officer in the New Orleans district office, said Thursday that a "regulatory visit or inspection" of the company led to the investigation and seizure of the reported 7.5 tons of U.S. Department of Transportation class 1.3G fireworks "as a result of various violations." Spa Fireworks, now incorporated as Spa Display Fireworks LLC, is owned by Tom Daniel, the District 6 city director. The company produces several public fireworks shows each year around the state using the more powerful fireworks, which require ATF licenses and permits. On Thursday, Daniel refuted the ATF's statement of the quantity of fireworks seized. "There was not that much there," he said. "That's not right. They must be going with kilograms and haven't changed that to pounds." Daniel said the alleged violations were not related to the merchandise. "It's more or less like a clerical deal. When they came to inspect ... until I get something written from them, I really can't say anything, because the only thing I have right now is a copy of what they took and the search warrant." He also said the alleged violations were not related to the storage of the fireworks. "They were stored in federally approved bunkers. There's nothing wrong with where they were or what they were." Banks said no arrests were made or citations issued Wednesday. "That would all go through the U.S. attorney's office," he said. The Arkansas State Police Arson and Bomb team assisted in the operation, Banks said.

[http://thecabin.net/news/2012-02-25/feds-seize-tons-fireworks-garland-county#.T0nJyvE\\_8WQ](http://thecabin.net/news/2012-02-25/feds-seize-tons-fireworks-garland-county#.T0nJyvE_8WQ)

#### USA, PA, PITTSBURGH, FEBRUARY 26 2012. DRILLING-RELATED LEAKS BECOMING 'MORE AND MORE OF AN ISSUE'

*timothy puko*

A drilling-related leak into a stream last week prompted the state Fish and Boat Commission's eighth investigation since last fall into leaks from Butler County-area pipeline projects, according to spokesman Rick Levis. It has fined two companies \$13,500 for sediment leaks that threatened aquatic life in the area, part of a problem that has plagued the state as drilling operations ramp up, commission officials said. "It's becoming more and more of an issue," said Tom Kamerzel, who directs the



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commission's law enforcement bureau in Harrisburg. "Early on, there were very few protocols the industry was following. They would just drill and keep drilling, and (drilling mud) would work its way into waterways." With a wet, hilly topography here, it's very hard to keep Pennsylvania's streams crystal clear whenever pipeline companies bore underneath them, commission and industry officials said. Regulators prefer pipeline companies bore under streams, but high pressure from underground boring can easily force drilling mud into creeks, threatening aquatic life. "Any time you bore, you have a chance of having a surface discharge," said Michael Brinkmeyer, general manager of Keystone Midstream Services LLC, the latest company to come under investigation. "We try to use best practices and when we have an incident, we try to (tell) the authorities right away." Keystone's contractors were boring 60 feet underground Tuesday to install new pipe when pressure on the saturated ground forced water and the drilling clay bentonite up through natural fissures into an unnamed tributary of Crab Run in Lancaster in Butler County, Brinkmeyer and state environmental regulators said. The clay gathered in Crab Run as thick as one-fourth of an inch, dissipating more than two miles downstream, Levis said Friday. The commission and Department of Environmental Protection investigators found no dead fish as of Friday but are still monitoring the stream, spokesmen said. Regulators will monitor the project until it's completed, department spokesman Kevin Sunday said. Bentonite is commonly used during boring to push cuttings to the surface. While it's not toxic, any sediment leaking into streams can kill fish and aquatic life by clogging their gills, burying them or burying their eggs, scientists said. The native brook trout, a species of great concern, buries its eggs at just this time of year, said David Argent, professor of wildlife and fisheries sciences at California University of Pennsylvania. "This could be extremely detrimental to aquatic life," Argent said. The problem has been rare in the state's southwest region but much bigger in the northcentral area, where there are more creeks and streams, said Lawrence Furlong, the commission's assistant regional supervisor in the southwest. Problems have been building in Butler and Lawrence counties, part of the commission's northwest region, since the drilling boom started to spread there in early 2011, said Tom Tarkowski, assistant regional supervisor in Meadville. The commission fined XTO Energy, owned by Exxon Mobil Corp., a total of \$6,000 for two separate incidents of sediment pollution in Butler County, Levis said. It fined EMATS Inc., a pipeline company, \$7,500 for improper sediment controls and sediment entering a pond, Levis said. Officials at those companies could not be reached Friday evening. Levis said he could not comment on the five other pending cases. Bentonite "isn't a horrible dangerous substance. The industry is doing everything it can to minimize this," said Cathy Landry, spokeswoman for the Interstate Natural Gas Association of America. Pipeline companies have grown more responsible, Kamerzel said. When leaks happen now, companies are more likely to stop boring and contact regulators for oversight and assistance, as they're supposed to. Keystone alerted regulators immediately after the leaks started and has cooperated, Brinkmeyer and state officials said.

[http://www.pittsburghlive.com/x/pittsburghtrib/news/s\\_783609.html](http://www.pittsburghlive.com/x/pittsburghtrib/news/s_783609.html)

#### USA, WASHINGTON DC, FEBRUARY 26 2012. US SUPREME COURT WILL HEAR SHELL NIGERIA ABUSE CASE

*nico colombant*

The U.S. Supreme Court will hear arguments Tuesday on whether or not corporations can be held liable for complicity in human rights abuses outside the country. The specific case on dock concerns the torture and execution of activists in Nigeria and the alleged involvement of oil giant Shell. The Supreme Court case is Esther Kiobel versus the Royal Dutch Shell petroleum company. Kiobel is the widow of one of nine anti-Shell protest leaders executed in Nigeria by the military in 1995. Shell, headquartered in the Netherlands, and registered in Britain, is the fifth largest company in the world. On the side of the plaintiffs, Jennifer Green, a professor of law from the University of Minnesota, explains Tuesday's importance. "The issue before the court is whether a corporation is basically immune for human rights abuses and we think the most significant principle is that corporations that are doing business in the United States are bound by U.S. law and U.S. law includes the prohibition of human rights violations. So when a corporation is complicit in those violations, it can be held liable under the Alien Tort Statute," she said. The 1789 statute remained almost completely unused until the 1980s, but since then it has come up more and more. It allows courts to hear cases brought up by foreigners for violations of international laws and U.S. treaties. A U.S.-based member of the 1990s protests in the southern Ogoni region of Nigeria, Ben Ikari, plans to organize protests outside the Supreme Court Tuesday. He says he feels proud of his long struggle against environmental degradation caused by oil companies. "The Ogoni case even from the non-violent struggle we started has been a kind of boost to other oppressed people in Nigeria, even Africa in general, extending even to the world. People now they can face or they can challenge multinational corporations such as Shell, strong, mighty, rich corporations such as Shell, and so that fear has been taken away," he said. Similar cases filed by relatives of Ogoni protest leader Ken Saro-Wiwa resulted in a 2009 \$15.5 million



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settlement by Shell for the plaintiffs and Ogoni people. The settlement was reached after 13 years of legal wrangling just before the scheduled start of a jury trial in a New York federal court. Shell officials vigorously denied any involvement in the killings or in any human rights abuses, but said they acknowledged plaintiffs and others had suffered. In terms of the current Kiobel case, the Supreme Court will only decide whether it can proceed in the U.S. judicial system. At that point, Marco Simon, the legal director of Earthrights International, says there would still be many hurdles. "Shell could argue that the case should be heard in Nigeria, it could argue that the plaintiffs have not submitted sufficient evidence to prove that Shell was involved in the human rights abuses at issue," he said. There was no immediate response by Shell officials for a comment for this report. Lawyers for the oil company have previously said there should not be corporate liability in such cases because, if so, companies may become less inclined to work in countries where human rights abuses regularly take place. The British, Dutch and German governments, as well as the U.S. Chamber of Commerce and other multinational corporations have also supported Shell, saying what happened in Nigeria has no connection to the United States. The administration of President Barack Obama and international human rights organizations have come out supporting the argument of corporate liability. A Supreme Court decision is expected by the end of June.

<http://www.voanews.com/english/news/usa/US-Supreme-Court-Will-Hear-Shell-Nigeria-Abuse-Case-140437183.html>

### USA, LA, NEW ORLEANS, FEBRUARY 26 2012. BP'S LIABILITY FOR GULF OIL SPILL COULD REACH \$52 BILLION

cain burdeau



*In this April 21, 2010 file photo taken in the Gulf of Mexico more than 50 miles southeast of Venice on Louisiana's tip, the Deepwater Horizon oil rig is seen burning.*

On the cusp of a trial over the catastrophic 2010 oil spill in the Gulf of Mexico, phalanxes of lawyers, executives and public officials have spent the waning days in settlement talks. Holed up in small groups inside law offices, war rooms and hotel suites in New Orleans and Washington, they are trying to put a number on what BP and its partners in the doomed Macondo well project should pay to make up for the worst offshore spill in U.S. history. It is a complex equation, and the answer is proving elusive. The federal government, Gulf states, plaintiffs' attorneys, BP PLC, rig owner Transocean

Ltd. and cementer Halliburton Energy Services Inc. have been in simultaneous and separate negotiations in New Orleans, according to a person with direct knowledge of the talks and others who had been briefed on them. Trial is set for Monday, and by Friday, no deal had been reached, several people familiar with the negotiations told The Associated Press on condition of anonymity. The biggest stumbling block appeared to be the sheer size and sprawling uncertainty over the unprecedented dollar amounts at stake. Financial analysts estimate BP's potential settlement payout at \$15 billion to roughly \$30 billion. The company itself estimated it would cost about \$41 billion in the weeks after the explosion to account for all of its costs, including clean up, compensating businesses, and paying fines and ecological damage. "This one is off the charts in terms of size and significance," said Eric Schaeffer, the director of the Environmental Integrity Project in Washington and former head of the Environmental Protection Agency's Office of Regulatory Enforcement. BP has to weigh its chances of getting off cheaper by piecing together a sweeping settlement or put its fate in the hands of one man, a federal judge who will hear testimony in lieu of a jury. If the judge sides with plaintiffs on the amount of oil spilled and determines BP was grossly negligent, the company conceivably could face up to \$52 billion in environmental fines and compensation alone, according to an AP analysis. While such a scenario is unlikely, it illustrates the broad range and staggering sums at play. No matter what, the case is all but guaranteed to set records as the most expensive environmental disaster in history, far surpassing the Exxon Valdez disaster in Alaska in 1989. Exxon ultimately settled with the U.S. government for \$1 billion, which would be about \$1.8 billion today. If BP settles, it's almost certain to dwarf previous deals the U.S. has reached with corporate offenders in any industry. That record now stands at \$2.3 billion against Pfizer Inc. in 2009 to settle claims over the painkiller Bextra, according to the Justice Department. And once the civil case is resolved, depending on the scope of any settlement, BP still could face criminal fines; penalties for violations of oil pollution, clean water and wildlife protection laws; and still-pending economic losses due to the partial shutdown of the Gulf. Morgan Stanley analysts estimated criminal fines would come in between \$5 billion and \$15 billion in any eventual settlement. Robert Wiygul, an environmental lawyer in New Orleans who represents spill plaintiffs but is not involved in the settlement talks, said putting a dollar figure on what is the right sum for BP to pay is extremely difficult.



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"There is going to be a lot of voodoo there," he said. The bill will be commensurate to the magnitude of the disaster: An epic engineering failure that highlighted the dangers of drilling in extreme conditions kilometres from shore and kilometres under water. The April 20, 2010, blowout of BP's deepwater Macondo well killed 11 workers and injured 17. The burning drilling rig Deepwater Horizon toppled and sank to the Gulf floor, where it sits today. It took engineers 85 days to permanently cap the well. By then, more than 757 million litres of oil had leaked from the well and covered much of the northern half of the Gulf of Mexico — endangering fisheries, killing marine life and shutting down offshore oil drilling operations. About 1,450 kilometres of shoreline were fouled and beaches were closed for months. The spill forced U.S. President Barack Obama in June 2010 to make his first Oval Office speech, in which he called the BP spill "the worst environmental disaster the nation has ever faced." Under the Clean Water Act, which is designed to punish companies and prevent future spills, a polluter pays a minimum of \$1,100 per barrel of spilled oil; the fines nearly quadruple for companies found guilty of grossly negligent behaviour. Under this statute, BP could owe \$5 billion to \$21 billion. Trans-ocean and Anadarko Petroleum Corp., a minority owner of the Macondo well, also face paying hefty fines. One of the biggest questions facing U.S. District Judge Carl Barbier, a maritime law expert presiding over the trial, will be to determine if BP was guilty of gross negligence. Under the Oil Pollution Act, companies must pay to restore what they fouled. Based on criteria from what Exxon paid after the 1989 Exxon Valdez spill, BP could pay about \$31 billion, or \$148 per gallon, to cover the ecosystem damage to the Gulf. Exxon paid \$900 million for 41.6 million litres of spilled oil, or about \$81 per gallon. Adjusted for inflation, that's \$148 per gallon. Experts said Barbier will weigh a number of factors in determining what BP should pay to restore damaged natural resources, and BP's liability under the Oil Pollution Act could be much higher or much lower than what Exxon paid per gallon. BP likely will argue that it should be much lower because it has spent billions on cleanup already and provided \$1 billion for early ecosystem restoration. It's also likely the company will argue the spill's effects were minimized by the Gulf's warm waters, oil-eating bacteria and other factors.

#### Timeline of a Disaster

April 20 2010: Explosion on the Deepwater Horizon kills 11 men and pours four million barrels of oil into the Gulf of Mexico

April 22 2010: Deepwater Horizon rig sinks

May 29 2010: 'Top kill' attempt to block the leak fails

June 16 2010: BP promises a \$20bn fund for victims of the spill, agreed on at a meeting with Barack Obama

June 17 2010: Tony Hayward, then BP's chief executive, gives evidence to US Congress

August 10 2010: A judicial panel orders that 77 cases connected to the spill should be brought together and transferred to the Eastern District of Louisiana under Judge Carl Barbier

October 1 2010: Bob Dudley replaces Tony Hayward as BP chief executive

April 20 2011: BP sues Transocean and Halliburton, alleging they caused the spill. Those companies also sued BP

October 17 2011: BP reaches an agreement with Anadarko Petroleum to resolve claims over the spill. Anadarko, which had a 25 per cent stake in the Macondo well, agrees to pay BP \$4bn

October 31 2011: Depositions of experts for the trial begin

December 5 2011: BP accuses Halliburton of intentionally destroying evidence

December 16 2011: Depositions of experts for the trial end

January 26 2012: [Judge Carl Barbier rules on the dispute](http://thechronicleherald.ca/world/67321-bp-s-liability-gulf-oil-spill-could-reach-52-billion) between BP and Transocean, saying BP must pay all compensatory damages to spill victims but Transocean is still potentially liable for official penalties and punitive damages

January 31 2012: Dispute between BP and Halliburton is resolved in the same way

February 2012: Litigation now brings together 116,000 claimants

February 27 2012: Scheduled date for the trial to begin

<http://thechronicleherald.ca/world/67321-bp-s-liability-gulf-oil-spill-could-reach-52-billion>

#### PHILIPPINES, LA UNION, SAN FERNANDO CITY, FEBRUARY 26 2012. SAN FERNANDO CITY OIL SPILL TOTALLY CLEANED

*jennilyne c. role*

The Philippine Coast Guard Northern Luzon has reported that the Tier 1 oil spill along the coastline of Poro Point Pier, Bgy. Poro on February 21, Tuesday, is now 100 percent cleaned. The oil spill incident was caused by Chevron Bulk Plant while



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 818 Newsy Stuff

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

**March 05 2012**



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receiving automotive diesel oil (ADO) product from M/T Panglao Island. The motor tanker was supposed to transfer two million liters of ADO using the receiving pipe line to Chevron Bulk Plant, but after more than two hours of operation, it was stopped due to the evident spill of diesel oil in the sea. The receiving pipeline has a leak that caused the oil spill. "The volume of the oil spill is not more than 10,000 liters which is categorically classified as a Tier 1 Spill, and no further damage to marine life was reported," Capt. George Ursabia, Jr., Commander of the Coast Guard District Northwestern Luzon said. The Chevron Oil Company contained the oil spill by rigging out a 400-meter oil spill boom and made use of an oil skimmer in recovering the contained spilled ADO from the sea to a lowry truck, with the assistance of the Shell Oil Company and the supervision of the Philippine Coast Guard. An emergency meeting of the Provincial Disaster Risk Reduction Management Council was conducted on February 22 with representatives from the Chevron Batangas and Manila Office  
<http://www.pia.gov.ph/news/index.php?article=301330153624>

#### UNITED ARAB EMIRATES, DIBBA, FEBRUARY 27 2012. DIBBA BEACHES HIT AGAIN BY OIL POLLUTION >> REPORT SAYS LARGE SLICK SPOTTED IN WATER AND IS CAUSING PUNGENT ODOR



A beach resort area in the eastern port of Dibba has again been hit by oil pollution as ships cleaning their tanks appear to be still violating local laws and dumping oil sludge into the water. The slick has been spotted in the water off Fakeet tourism area, prompting authorities to go on alert to deal with a possible pollution of the beach. The Sharjah-based Arabic language daily, which reported the slick, published a picture showing some cliffs in the area have already been hit by the pollution. It said the slick was detected on Sunday afternoon. "We received a report that an oil slick has been seen in Fakeet area...we are now on alert in case the slick reaches the beach," said Hassan Salim Al Yamahi, director general of Dibba Municipality. He said the slick was still in the water but is being pushed by strong currents towards the beach, adding that natural reserves in the area are safe. Yamahi did not

mention the source of that slick but Dibba, just north of Fujairah, and other areas on the eastern UAE coast have been a victim of persistent pollution incidents caused by sludge-dumping by tankers. Dibba is located just outside the strategic Hormuz Strait, the Gulf's only gateway through which more than 20 per cent of the world's oil exports pass. The UAE and other Gulf states have enacted laws banning throwing waste and oil sludge into the water by the hundreds of tankers playing the region. But many vessels have been reported to be still violating that ban. Sludge-dumping, oil pipeline and terminal leakages, and tanker accidents have turned the Gulf into the most polluted area in the world. Fujairah, the only UAE emirate outside Hormuz, has taken advantage of its location to become a major depot for supplying tankers with fuel. Hundreds of oil tankers and other vessels pass through Hormuz daily to transport crude, gas and other goods from and to the region.

<http://www.emirates247.com/news/emirates/dibba-beaches-hit-again-by-oil-pollution-2012-02-27-1.445378>

#### AUSTRALIA, VICTORIA, MELBOURNE, FEBRUARY 27 2012. HAZMAT ANNOUNCES MAJOR SPONSOR



The Environment Protection Authority (EPA) NSW has joined the HAZMAT 2012 conference and exhibition as Major sponsor. This is an ideal opportunity for industry members to learn about this new government department. We're sure their involvement will be beneficial to everyone one involved.

##### Registration and Program Open!

HazMat 2012 is the key hazardous materials, chemical management and dangerous goods conference and exhibition in Australia. This year will see a focus on protecting the community and how the industry is addressing environmental and public concerns of safety. Held over two days, presentations by leading industry experts and an international keynote speakers will cover current and future issues. There are also industry workshops the day prior to the conference held by John Frangos and Richard



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Greenwood. Download the [Registration & Program brochure](#) for the full program, pricing and more information. You can also download the [Speaker Profiles directory](#) for more information about the presenters. Please note the Early Bird rates expire on Friday 30 March.

#### Sponsorship & Exhibition Opportunities Still Available!

Opportunities are now open for organisations wishing to associate themselves with the conference. With attendance of several hundred delegates from this niche industry you would have a captive audience relevant to your business. This has proved beneficial to many organisations who continue to return each year.

Download the [Sponsorship and Exhibition brochure](#) for more information and to register your interest.

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#### AUSTRALIA, TASMANIA, ULVERSTONE, FEBRUARY 27 2012. SPILL ALERT AS BARGE SINKS



*There were concerns diesel and hydraulic oil would leak from the barge.*

The sinking of a barge in Ulverstone's Leven River in the state's north-west at the weekend sparked concerns about a spill. The barge was being used in preparation work for construction of the new Leven River railway bridge. Senior Sergeant Gary Williams says there were about 200 litres each of hydraulic oil and diesel on board. He says a small amount of diesel leaked from the barge and swimmers were told to leave the water. "Obviously we didn't want people swimming and getting some contamination from the diesel." Police were also concerned about the potential for underwater cables to snap because of increased tension. A Tasrail spokeswoman says it consulted the Environment Protection Authority and was confident the barge could be retrieved without any environmental risks. It is not yet known if the

incident was caused by vandals.

<http://www.abc.net.au/news/2012-02-27/spill-alert-as-barge-sinks/3854558?section=tas>

#### ENGLAND, ESSEX, FEBRUARY 28 2012. FIREFIGHTERS TACKLE BLAZE AT WORLD'S BIGGEST BIOMASS POWER STATION



*Smoke billows from Tilbury Power Station in Essex.*

More than 100 firefighters were yesterday tackling a severe blaze at the world's largest biomass power station. Smoke could be seen belching out of the site for miles around after thousands of tonnes of wood pellets caught alight at the top of a 200ft tower. The blaze could take days to bring under control, after it broke out yesterday morning in a fuel storage area at Tilbury Power Station in Essex, which lies beside the Thames. Chief Fire Officer David Johnson said the fire involved between 4,000 and 6,000 tonnes of biomass – pellets made from compacted sawdust or other wood waste - high up in the power station building. He said there were 120 firefighters working to bring the flames under control. They were faced with "extremely difficult access". Foam was being used to try to douse the flames. "We expect this to

be a protracted incident going on for some hours, if not days," he added. He said conditions inside were "extremely hot, extremely smoky and very punishing". A spokesman for Essex County Fire and Rescue Service said firefighters were called to the "severe" blaze at the power station at 7.46am. The site, which was previously a coal-fired power station, has recently converted to generate energy from 100% sustainable biomass. It is owned by RWE nPower. The firm said it had begun an investigation into the fire but the cause was not yet known. A spokesman said: "We are just hoping there is no major structural damage." The power station, which has been closed as firefighters tackle the blaze, provides about 1% of the electricity to the National Grid but it is not thought that the blaze will have any effect on overall supply. All members of staff were evacuated



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safely. There were no plans to evacuate residents living nearby and they have been told there is no danger from the smoke but advised to close their windows.

<http://www.telegraph.co.uk/earth/energy/biofuels/9108965/Firefighters-tackle-blaze-at-worlds-biggest-biomass-power-station.html>

#### **NIGERIA, BAYELSA STATE, KOLUAMA 2, FEBRUARY 28 2012. NIGERIA PRESIDENT VISITS VILLAGE NEAR CHEVRON GAS RIG FIRE THAT HAS RAGED FOR WEEKS**



*Children play in Koluama 2 village, Nigeria, Monday, Feb. 27, 2012. President Goodluck Jonathan visited the community Monday, the nearest settlement to a Chevron Corp. offshore gas rig site that remains on fire after an apparent industrial accident Jan. 16, 2012. Jonathan sought to assure residents in his visit, but many remain worried about the environmental impact of the ongoing blaze.*

Nigeria's president attempted to calm anger in villages Monday near a Chevron Corp. offshore natural gas rig that has been engulfed in a raging fire for weeks, though no official could say when the inferno will be extinguished. President Goodluck Jonathan offered few specifics in his speech to those from surrounding communities who crowded into a meeting hall in the village of Koluama 2, instead reminding those gathered he too hailed from the region. While villagers greeted him with cheers, he entered the hall under a handwritten sign that demanded "Chevron must go" and some youths promised to attack the San Ramon, California-based company's assets in the area if their demands weren't met. "How will our people benefit from this given to us by God?" the community asked in a joint statement read to the president, referring to the abundance of oil and gas in the region. Koluama 2, a village along the Atlantic Ocean in Jonathan's native Bayelsa state, awoke Jan. 16 to a series of explosions from Chevron's KS Endeavor natural gas rig, which sits only 10 kilometres (6 miles) from shore. Two workers died in the blast, who officials on Monday identified as nationals of India and France. In the time since, the raging fire from an unstopped natural gas leak at the site has softened the steel of the rig, causing it to collapse into the ocean. The fire can be seen clearly off the white sand beach at Koluama 2, as can another rig put in place to try and drill a relief well to stop the fire. Chevron says it continues to investigate what started the fire but is not offering any estimate on how long it will burn. Nigeria's government believes a "gas kick" — a major buildup of gas pressure from drilling — was responsible for the blaze. Levi Ajuonoma, a spokesman for the state-run Nigerian National Petroleum Corp., told journalists gathered at Koluama 2 for Jonathan's visit that the government continues to work closely with Chevron. Foreign oil firms like Chevron must partner with the state-run firm to pump oil out of Nigeria, an OPEC nation that remains a top energy supplier to the U.S. "This is not a kitchen fire," Ajuonoma said. "This is a major, major gas fire." Locals have complained about rashes, breathing difficulty and gastrointestinal problems since the fire began. Chevron has said its own tests have found no air pollution from the blaze, though it acknowledges some fish have been killed from the fire. Fishing remains how many in the surrounding communities earn a living. Andrew Fawthrop, the managing director of Chevron's Nigerian subsidiary, said his company planned to begin work this week on improving the medical clinic serving Koluama 2. His short remarks during the meeting with Jonathan drew grumbles from an audience that already put up placards reading "Our lives are in serious danger" and "Hunger Hunger Hunger." Jonathan told the crowd the government would look into getting more relief material and jobs for the local community, but offered no specifics in his speech. "I assure you the federal government is totally committed," he said. But as Jonathan's helicopter took off from the community, local youths gathered there said they'd give Chevron a week to offer compensation they thought was appropriate before taking action against their facilities in the area. Threats against foreign oil firms working in the Niger Delta remain common, despite the 2009 amnesty deal that largely ended militant activity in the region. Foreign firms have pumped oil out of the delta for more than 50 years. Despite the billions of dollars flowing into Nigeria's government, many in the delta remain desperately poor, living in polluted waters without access to proper medical care, an education or work. Nigeria produces about 2.4 million barrels of crude oil a day, making it Africa's top producer. Chevron had hoped its KS Endeavor gas rig would usher in a new push for gas in the country.

<http://www.canadianbusiness.com/article/72908--nigeria-president-visits-village-near-chevron-gas-rig-fire-that-has-raged-for-weeks>



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