



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 835 Newsy Stuff

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

May 08 2012



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INDONESIA, JAKARTA, APRIL 29 2012. EXPIRED PERMIT, FIVE SHELL GAS STATIONS SEALED



Due to expired business permit and have not been extended, five Shell gas stations (SPBU) had to be sealed by Jakarta Provincial Government. They located on Jl. Mampang Prapatan, Jl. Gatot Subroto, Jl. Kiai Tapa, Jl. S Parman, and Jl. Suprpto. These five Shell gas stations are not allowed to operate until their business permit extended. "The sealing was done last Tuesday (4/24) because their business permit has expired since about a month ago," said Head of Jakarta Industry and Energy Department, Andi Baso, Friday (4/27). Before conducted the sealing, Andi told his department has sent three warning letters. Unfortunately, the gas station owners ignored them. "We have sent three warning letters but ignored. That's why we sealed those gas stations," stated Andi. Moreover he informed that business permit must be extended every five years. For gas stations, there will be installation test first before they get the permit extension. "It's okay to do business, but do it ethically and obey the regulation. If the permit expired, extend it," stressed Andi. Meanwhile, Head of Jakarta

Building Supervision and Controlling (P2B) Department I Putu Ngurah Indiana said these sealed five Shell gas stations have the building permit (IMB). In fact, based on the record, the permit of gas stations is considered neat. "There must be building permit because it's a big business investment and its investors definitely don't want to lose," he expressed. According to him, Pertamina will not supply fuel if the gas station's permit not complete.

<http://www.beritajakarta.com/2008/en/newsview.aspx?idwil=0&id=23312>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, APRIL 29 2012. ORICA'S FLOATING CHEMICAL STOCKPILE

heath aston & natalie o'brien



"Incredibly bad" ... the MCP Copenhagen yesterday.

A ship carrying 3000 tonnes of explosive material used in mining blasts is floating off the Newcastle coast because the embattled chemical-maker Orica has no place to store it on land. Maritime Union officials who boarded the vessel yesterday described conditions on the Filipino-crewed MCP Copenhagen as the worst they had seen in years and criticised a decision by the Australian Maritime Safety Authority to grant the ship permission to take on such a potentially destructive cargo. The assistant national secretary of the Maritime Union of Australia, Warren Smith, said: "This is an incredibly bad ship with a highly dangerous cargo that could potentially put the people of Newcastle at risk." The vessel, which is carrying 2500 bags of ammonium nitrate, was eventually allowed to be towed out of port. It will stay offshore for seven days before returning to Newcastle. Orica said the load was needed to maintain supply to

Hunter Valley miners while maintenance is carried out at its ammonium nitrate plant at Koorangang Island. The site has been the scene of a series of serious mishaps, including the leaking of hexavalent chromium and ammonia over a nearby residential area. The company was last year forced to shut down its plant and it was only reopened in February. Orica is awaiting approval from Muswellbrook Shire Council to use the former Rosemount winery site on Rosemount Road in Denman as an ammonium nitrate storage and distribution facility that could take up to 2000 tonnes of chemical. Shipping experts said it was unusual for ships to be used as de facto warehouses for chemicals, although products such as grain were sometimes stored this way. A spokeswoman for Orica, Nicole Ekert, described the use of the Greek-owned ship that flies under a Maltese flag as "not common but not uncommon either". She said the company had received the appropriate maritime order, from the Australian Maritime Safety Authority for a single voyage. She also confirmed the ship was carrying 3000 tonnes of ammonium nitrate and would stay off the coast for seven days. The Australian Maritime Safety Authority inspected the MCP Copenhagen last week and found several deficiencies, but a spokesman said none was serious enough to warrant the ship being detained. However, union officials who boarded the boat said they were shocked at the condition of the ship and the crew. Mr Smith said: "This ship has to navigate through the port with poor equipment. You would not want this stuff washing up on the beach." He said the authority issued the ship's captain with notices for eight separate defects on April 26. They included faulty fire



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safety systems, broken navigational systems and radio, and broken sewerage. MUA officials discovered rancid meat and rotten vegetables had been dumped overboard and that one sick crew member was taken to hospital. Mr Smith said it was the "lowest standard FOC (flag of convenience) ship" that union officials had seen in Newcastle in a long time. The Filipino crew of 17 had been rationed just 300 millilitres of drinking water each a day. The captain's paperwork showed that some members of the crew had been working non-stop since March last year. "These are third-world conditions on a third-world ship and Orica as a multibillion-dollar company should think more about the community and about safety because this is outrageous." Under seafarers requirements of the International Transport Workers' Federation, crew members must be paid a minimum \$US1675 a month. An MUA official who boarded the boat, Glen Williams, said crew members were being paid \$US1015.

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<http://www.theage.com.au/environment/oricas-floating-chemical-stockpile-20120428-1xrn8.html>

USA, AK, JUNEAU, APRIL 29 2012. POINT THOMSON SETTLEMENT SHOULD HAVE HAD PUBLIC REVIEW BEFORE APPROVAL >> EXXON NEGOTIATED A GREAT DEAL FOR ITSELF

dermot cole

The four-hour Senate Judiciary Committee hearing Friday prompts several questions about the pros and cons of the settlement made by the Parnell administration with ExxonMobil and the other oil companies. Mark Myers, the veteran Alaska geologist who has worked for private industry and government in key positions, says his reading of the settlement is that Exxon negotiated a great deal for itself. He said he would not have signed off on it. On the other hand, the Parnell administration insists that the deal it negotiated in secret with the companies is a good one for the state. State attorneys say the years of court and administrative proceedings produced more than 35,000 pages of documents and an intense public process. But what counts in the end are the final details in the settlement and those were not clearly identified in advance. It's unfortunate that the state presented the settlement to the Legislature and the public as a done deal, with no room for public comment and no room for anyone outside the administration to question or scrutinize details of the proposal. As a result of that action, there will be no end of second-guessing of this settlement for years to come. The agreement is a dense legal document with many implications for the future that are not necessarily clear or easy to follow. This is true not just for average Alaskans with some knowledge of oil and gas, but for experts, such as Myers. The hearing Friday was only the start of an effort to subject the settlement to scrutiny by someone other than the authors, who are naturally going to defend it and not call attention to any weak points. Among the many key questions are why did the state choose to limit its flexibility in so many ways and why did it give Exxon so much flexibility in future development plans? One example of the state volunteering to limit its options, is the section that says the Department of Natural Resources promises to not oppose any Point Thomson development project the companies put before the Alaska Oil and Gas Conservation Commission if it is "consistent with the terms of this agreement and applicable state law." Questioned about why the state has promised to not object to something that it has not seen yet, Parnell administration leaders have said that the provision is nothing to worry about because of the words "applicable state law." They repeated this at the hearing Friday. They say if a company proposes something that is not legal, then the state



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DNR will be free to oppose it before the oil and gas conservation commission, an agency that is charged with overseeing oil and gas drilling in Alaska. Therefore the provision doesn't really limit DNR's ability to do its job. The problem with that argument and that provision is that it presupposes that anything put forward to the AOGCC that is in line with the settlement and is not illegal must therefore be in the state's best interest. As we all know, just because something is legal, it may not be in our best interest. This settlement restricts the Department of Natural Resources from opposing proposals that are not in the state's best interest, though they may be legal. Other points that need examination are the links to the Alaska Gasline Inducement Act statutory framework and what that means or doesn't mean to future oil and gas taxes and the decision to define a major gas sale as one for 500 million cubic feet of gas per day, which is far below the numbers established in previous policies and documents. Some or all of these questions should have been aired in public and possibly resolved before the deal was announced on March 29.

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ENGLAND, BURNHAM-ON-SEA, APRIL 30 2012. PETROL STATION'S ROOF PEELS AWAY IN 65MPH GALES NEAR BURNHAM



Gales force winds caused the closure of this petrol station near Burnham-On-Sea on Sunday (April 29th) after part of its metal roof started to peel away in the storm.

Fire crews from Burnham-On-Sea were called to the BP garage on the A370 in Lympsham mid-morning amid increasing concern about the structure. "We were called to help make the structure safe," a fire spokesman confirmed to Burnham-On-Sea.com. Part of the underside of canopy, pictured here, had already blown away with other sections unsafe in the gusts. Wooden stakes were also used to help prop up the roof. Earlier, fire crews also investigated wind damage at Burnham's Esso station in Love Lane. The station was temporarily closed for safety reasons. Scores of trees have been blown down in today's gales across the Burnham area, as Burnham-On-Sea.com has reported [here](#).

<http://www.burnham-on-sea.com/news/2012/storm-petrol-station-29-04-12.php>

AUSTRALIA, NEW SOUTH WALES, TUMUT, APRIL 30 2012. TUMUT MILL FINED \$170,000 OVER WORKERS' BURN INJURIES >> SUFFERING SERIOUS CHEMICAL AND THERMAL BURNS

christopher knaus

A paper mill near Canberra was fined \$170,000 over a safety breach in which two workers suffered serious chemical burns. Two employees of the Visy Tumut Kraft Mill, about 100 kilometres west of the ACT, were seriously injured during routine maintenance work in 2008. The men were working on the chip meter, a machine that uses chemicals and extreme heat to turn woodchip into pulp. But as they opened a door on the chip meter, hot steam, chemicals and woodchip poured out, causing "serious chemical and thermal burns" to both employees. NSW WorkCover investigated the incident and issued its findings yesterday. It found the men worked on the chip meter before the chemicals and wood chip were removed. Both men were also allowed to work without chemical suits. Visy failed to provide adequate supervision, training and instruction for the maintenance work, which meant it was not carried out according to company procedures, WorkCover said. "Although the company had a range of safety policies, Visy had failed to adequately enforce those procedures and as a result workers were seriously injured," WorkCover said. The company was fined \$170,000 for breaching occupational health and safety law, and were ordered to pay WorkCover's court costs. A Visy spokesman described the incident as "highly regrettable" and said the company placed the utmost importance on the health and safety of its workers. The mill was hit by a fire in an outdoor storage area on January 22 that shut down operations and burned through 1500 tonnes of waste paper, nearly half the amount kept at the site. That fire smouldered for more than a week, before reigniting on February 2. WorkCover work health and safety division general manager John Watson said the two men hurt in the 2008 incident were lucky to escape without more serious injury. Mr Watson said WorkCover would work with Visy to make sure the incident was not repeated.

<http://www.canberratimes.com.au/act-news/tumut-mill-fined-170000-over-workers-burn-injuries-20120427-1xqlk.html>



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AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, APRIL 30 2012. SPARKS FLY OVER ORICA SHIP PLAN

The state opposition has criticised a decision to allow 3000 tonnes of potentially explosive ammonium nitrate to be stored on a cargo ship off the coast at Newcastle. The material, used in mining, was loaded on the cargo ship MCP Copenhagen seven days ago and taken to sea while chemicals company Orica did maintenance at its Kooragang Island plant, near [Newcastle](#). The opposition and Maritime Union of Australia say the MCP Copenhagen has a poor safety record and questioned allowing her to store so much ammonium nitrate. "The MCP Copenhagen is documented to possess faulty fire-safety systems, broken navigational systems and broken sewerage," opposition spokesman Luke Foley said.

Related Links [Federal body cleared Orica chemical ship](#)

<http://www.dailytelegraph.com.au/news/sydney-news/sparks-fly-over-orca-ship-plan/story-e6freuzi-1226342162575>

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heath aston & natalie o'brien



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<http://www.brisbanetimes.com.au/environment/oricas-floating-chemical-stockpile-20120428-1xrn8.html>



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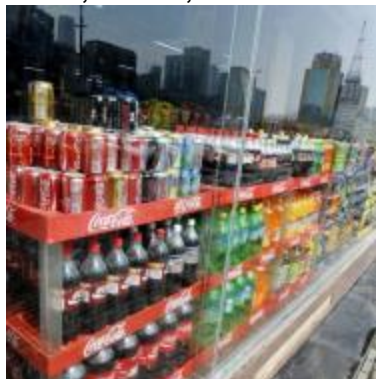
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CHINA, SHANXI, APRIL 30 2012. CHINA SHUTS COKE PLANT AFTER CHLORINE CONTAMINATION REPORTS



China is one of Coca-Cola's most important growth markets, accounting for around 7% of its global volume last year.

Coca-Cola has been ordered to temporarily halt production at a bottling plant in northern China, after media reports of chlorine in its products, according to a government statement. Shanxi province ordered an investigation after reports that a batch of drinks contained water with chlorine, the province's quality bureau said in a statement at the weekend. "An on-site inspection, product testing, consultation of records, interviewing workers and other methods confirmed media reports about the situation were fact," it said. But a spokesperson for Coca-Cola said Monday that the production suspension, which was temporary, was unrelated to food safety or chlorine levels, and arose from other issues found by the government inspection. "The chlorine levels are well below the WHO (World Health Organization), EU, North American and China standards for drinking water," she said. Chlorine is commonly used in water treatment to kill bacteria, but high levels can be hazardous to human health. In a statement, Coca-Cola said it was moving

to address the issues related to quality and production but gave no details. "The quality and production issues being addressed at our bottling plant in Shanxi, China, are isolated to that one location, and the company is moving quickly to resolve them," said the statement provided to AFP. "At no time did these issues affect the safety of our products in the market." A receptionist at Coca-Cola Shanxi Beverages Co. on Monday confirmed to AFP that the plant had already stopped production. The contamination occurred in February when water with small amounts of chlorine accidentally flowed into water used for drinks during maintenance work, the official Xinhua news agency said late Sunday. An anonymous company whistleblower told local media that nine batches of products were contaminated, it said. China has experienced several scares over food safety in recent years, many blamed on lax supervision or producers deliberately cutting corners and deceiving consumers in search of profits. China is one of Coca-Cola's most important growth markets, accounting for around seven percent of its global volume last year, according to the US company. Coca-Cola has said it plans to invest more than \$4 billion in China over the next three years starting from 2012. The company has more than 40 bottling plants in China, where it cooperates with Chinese food giant COFCO and Hong Kong conglomerate Swire Pacific.

http://www.google.com/hostednews/afp/article/ALeqM5ji25j7IM5ZD_1EGBEBflzJyeVq?docId=CNG.dbf0c47a5473a69f8ee5b06a64081dce.21

USA, MI, DETROIT, APRIL 30 2012. DETROIT OIL SPILL REMAINS A MYSTERY 10 YEARS LATER

jim lynch



The spill kept portions of the Rouge River closed for more than two weeks. It forced Canadian residents on Boblo Island to use bottled water for roughly the same amount of time.

The first call came in from one of the control towers at drawbridges along the Rouge River. It was April 10, 2002, and by the time the reports of large amounts of oil in the water reached U.S. Environmental Protection Agency officials, the spill likely had been under way for at least a day. By the time the contaminated flows had stopped, as many as 250,000 gallons of oil had spread over three miles of the Rouge, into the Detroit River and been carried as far south as Lake Erie. Ten years after the spill after millions of taxpayer dollars' worth of cleanup

and after investigators came across what appeared to be a perfect suspect no charges have been filed in what came to be known as The Mystery Spill, and one of the river's worst for those whose livelihoods depend on it. For the past 25 years, Steve Carrothers has worked for the Gaelic Tugboat Co., which keeps its boats at Fordson Island in the Rouge River. "It coated our boats and was just a big, big mess," he said. "I remember seeing it floating away from us out toward the Detroit River." The oil would keep going, causing weeks of cleanup headaches not only for the U.S. officials, but also Canadians. The U.S. Coast Guard spent roughly \$5.6 million in the aftermath of the spill, while the EPA spent \$1.5 million. It kept portions of the Rouge River closed for more than two weeks. It forced Canadian residents on Boblo Island to use bottled water for roughly the same amount of time. And it launched a major investigation that turned up even more than expected. The Rouge River's industrial



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corridor provides no shortage of possible polluters. Officials with the EPA and the Michigan Department of Environmental Quality began their hunt by investigating the possibility it had been dumped by ships along the waterway, but investigators quickly moved into a search for a fixed point of contamination. At the time, there was great confidence that the use of chemical analysis and technology would quickly identify the perpetrator. Richard Charter, a member of the national advocacy group Environmental Defense, said at the time: "Once they have the chemical fingerprint of the spill, it's almost as detailed as the DNA of a human being. It takes some time for that sleuthing, but you can tell in great detail the origin of the oil and what processes it's been through." Jason El-Zein, an investigator with the EPA's emergency response branch in Detroit, said the search started in earnest with EPA and DEQ investigators working their way westward along the river conducting searches at major industrial operations. "We ended up investigating a large number of facilities — between 40 and 50 of them," El-Zein said. "A lot of those facilities in the area used that same kind of oil, and a lot of them had the capacity to store (the amount that had leaked)." On June 18, 2002, investigators found themselves at the door of Comprehensive Environmental Solutions in Dearborn. The company's business was taking in used oil from industrial operations and then treating it before releasing it into the city of Detroit's sanitary sewer system. But roughly a year before the April 2002 spill, the company had been dumping oil straight into the sewer without treatment — a development prosecutors would later prove in court. In that period, U.S. Department of Justice officials contended that Comprehensive Environmental Solutions had dumped an estimated 12 million gallons of untreated oil into the sewer line leading to the Rouge River. The company had removed its two major pieces of treatment equipment in April 2001 but continued to take in the used oil. "It was like a Hollywood set version of what a waste treatment center would look like," Assistant U.S. Attorney Mark Chutkow would say six years later. "It was all for show."

Investigators Confounded

In September 2008, Comprehensive Environmental Solutions pleaded guilty to violations of the Clean Water Act for actions over the course of 2001 and 2002, but not the April 2002 spill itself. The company agreed to pay \$750,000 in fines — \$600,000 in penalties and another \$150,000 for work on the Rouge and Detroit rivers. A month later, jurors convicted two company officials of felony charges related to the dumping. One of those officials, Michael Panyard, of Pleasant Ridge, received a 15-month sentence in federal prison. Another, Charles Long, of Brownstown Township, received a two-year sentence. Those sentences resulted from the investigation of the April 2002 oil spill. And while Comprehensive Environmental Services was charged for a year's worth of illicit dumping, no one ever was charged with causing the 2002 spill. Nor was any party ever identified to pay the millions in cleanup work the spill required. What would confound investigators, but also brought Comprehensive's activities to light, were heavy rains in the days leading up to the spill. They created a combined sewer overflow in the systems leading to the Rouge River. That deluge of water created the oil slicks that first caught the drawbridge operator's eye, but it also mixed the clues investigators tried to follow. "The oil was brought to the river by a combined sewer overflow," said Peter Cassell, a spokesman for EPA's Region 5, which includes Detroit. "Because the oil traveled through the stormwater pipelines, it could have come from anywhere. There just was not sufficient evidence to link or prove any particular company was responsible for the April 2002 spill." Others don't need the smoking gun to draw a conclusion. Bob Burns was just beginning his tenure as the Detroit Riverkeeper when the spill occurred, and he has followed the progress of the investigation over the years. "My beliefs are based on everything that I've read and the sheer amount of oil that came through during the spill," he said. "To me, it most likely came from (Comprehensive)." The EPA's investigation into the April 2002 spill is officially closed. And for Michigan's Department of Environmental Quality, the statute of limitations on water discharge cases is six years, so no future prosecutions are likely. Today, a new treatment company is on the site of Comprehensive Environmental Solutions, and Michigan's Department of Environmental Quality said the firm is under new ownership.

A Costly Gamble

Michael Panyard, 49, is in a tough spot these days, but it's hardly the first time. He's a man with a criminal history stemming from his role in the Comprehensive Environmental Services operation in 2002. And after serving his 15-month sentence, he has found himself almost unemployable. "I'm still looking for a job," he said. "Know anyone who wants to hire someone with nine felonies?" In 2008, as the federal government was heading to trial against Panyard and other company officials, he faced another dilemma: plead guilty and possibly receive a reduced sentence, or continue to proclaim his innocence and take his chances in court. He would go with the second option. The gamble wound up costing him. Regardless, he maintains he and the company did nothing wrong. The federal government's contention that treatment equipment was not on site is untrue, Panyard said. At the time of the raid on the property, Comprehensive was utilizing a dissolved air flotation system to treat the oil wastes coming in. It was new technology at the time, he said, so it was discounted by investigators. Today, he said, it's a piece of equipment commonly found in treatment operations. Jodi Peace, a senior environmental quality analyst with DEQ,



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said dissolved air flotation systems are common at treatment plants now, but was unfamiliar with how the equipment was set up or being used at Comprehensive back in 2001 or 2002. State experts also had testified the nature of the spill indicated that it came from ships — something Panyard said was subsequently ignored by investigators. In addition, the city of Detroit was constantly testing the materials Comprehensive put into the sewer system in 2001 and 2002. If untreated materials were involved, it would have been caught long before the spill. And in the same way the combined sewer overflow in April 2002 wiped away the chemical fingerprint evidence that may have identified the source of the spill, it also wiped away the chance for the company's exoneration. When he decided to plead not guilty, Panyard faced a maximum sentence of 10 years. However, U.S. District Judge Victoria Roberts took into account Panyard's lack of previous run-ins with the law, as well as his Navy service in the first Gulf War, and handed down the 15 months instead. Today, asked if he would take the same approach to his defense, Panyard said: "Do you know how many times I asked myself that during those 15 months? But I have no regrets."

Problems Remain

To Burns, the riverkeeper, the spill was responsible for some positives. The heightened awareness it caused forced companies along the Rouge to look at how they handled their waste and may have generated more attention to the river's condition from the public. And the Rouge has made strides in recent years to move beyond its reputation as a waterway hampered by contamination, said Cyndi Ross, restoration program manager for Friends of the Rouge. "Overall, I think conditions are improving somewhat," she said. "You're not seeing the dissolved oxygen levels drop to the point anymore where we have regular fish kills." Ross and others, however, know serious problems remain. From the decks of Gaelic's tugboats, Carrothers is used to seeing a particular indicator of the Rouge's continued problems. "You get those burps of oil and other stuff coming up to the surface," he said. "It always happens when it rains real hard."

<http://www.detroitnews.com/article/20120430/METRO01/204300332/Detroit-oil-spill-remains-mystery-10-years-later?odyssey=tab%7Ctopnews%7Ctext%7CFRONTPAGE>

BRAZIL, RIO DE JANEIRO, APRIL 30 2012. BRAZIL OIL RIG EVACUATED

jill langlois



Rio de Janeiro's port captain says an inclination of three degrees prompted an evacuation of about 100 workers from the oil platform.

Drilling company Transocean evacuated workers from an oil rig near Rio de Janeiro's coast late Saturday when some water came onboard. About 100 workers were evacuated from a Transocean oil rig off the coast of Rio de Janeiro late Saturday because of a tilting platform. An inclination of three degrees on the oil platform led to the evacuation, [reported the Associated Press](#). No oil was spilled, no one was hurt, and the rig's navigation was not affected. A statement from the port captain's office said the platform was undergoing maintenance when the tilt was noticed. It was caused by water entering a platform pillar and

has been fixed. Workers have returned to the drilling rig in Guanabara Bay, [according to Bloomberg](#). Transocean was still pumping water out of the platform when staff returned, but the situation has been declared safe. Transocean has been sued along with Chevron Corp for \$22 billion, and several of its executives face jail time after two incidents of oil leaking off the coast of Brazil in November and March, [reported Reuters](#). On April 19, a Brazilian prosecutor filed a request to stop Transocean's work in Brazil, saying the company is dangerous to the environment. [GlobalPost previously reported](#) on the November and March oil spills off the coast of Brazil. The Federal Prosecution Office called the leaks an "environmental disaster." "The oil spill has affected the entire maritime ecosystem possibly even resulting in the extinction of species and it has impacted on economic activity in the region, as well as damaging property," the prosecutors said in their earlier filing.

<http://www.globalpost.com/dispatch/news/regions/americas/brazil/120429/transocean-brazil-oil-rig-evacuated>

USA, MT, BILLINGS, APRIL 30 2012. MONTANA LOOKING FOR FISHERY DAMAGE FROM OIL SPILL IN YELLOWSTONE RIVER

The U.S. Fish and [Wildlife](#) Service has collected samples from fish in the Yellowstone River as part of a process to determine whether the fishery was damaged by last year's oil spill and if Exxon Mobil Corp. should pay for restoration work. Workers captured rainbow trout and shorthead redhorse suckers on Wednesday downstream of Laurel where the company's pipeline beneath the river broke last July, resulting in an estimated 63,000 gallons of oil entering the river. Less than 1 percent was



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recovered. The cleanup of the spill last summer cost an estimated \$135 million after pipeline repairs were factored in. "We're pre-assessing right now to see if there is enough evidence to do a full-blown study," said Bob Gibson, spokesman for Montana Fish, [Wildlife](#) and Parks. The state agency caught the fish using a jet boat fitted with shocking equipment that sent an electrical current through the water, stunning the fish that were netted and then given to U.S. Fish and [Wildlife](#) Service technicians. The technicians from the Bozeman Fish Health Center used a portable laboratory at the Duck Creek fishing access. It could be several months before lab tests are analyzed. "It would be premature to say something right now," said Larry Peterman, who is overseeing the fisheries work for the Department of Justice. The trout and suckers were captured because they feed in different parts of the river and will give researchers a better idea of how the oil spill might be affecting the river. Fish, [Wildlife](#) and Parks also collected fish last fall and found some with lesions, bleeding and lost scales. But not all the laboratory testing has been completed and other tests must still be done. Additional fish will be collected later this summer below Laurel and farther downstream. "We'll take tissue, organ and blood samples and down the road those will be analyzed," Peterman said. Mike Ruggles, a fisheries biologist with Fish, [Wildlife](#) and Parks, said any fish harmed in the oil spill have likely already died.

<http://www.therepublic.com/view/story/cdc56caa959d40e684c50d0e2bff149e/MT--Oil-Spill-Fish-Testing/>

NEW ZEALAND, WAIKATO. APRIL 30 2012. DIESEL CLEAN UP STARTS >> TWO LINES OF BOOMS HAVE BEEN SET UP ON THE WAIKATO RIVER.



Waikato regional council senior complaint response officer Blair Campbell sets up a boom to contain the spill.

Two lines of booms have been set up on the Waikato River to contain a large oily slick. Waikato Regional Council staff began deploying the absorbent booms about 2pm after first being alerted to a spill near the St Andrews Golf Course this morning. Council senior complaint response officer Blair Campbell said the spill was identified as a hydrocarbon, mostly likely diesel. He said staff were working with Hamilton City Council staff to locate the source of the spill. The slick, which is about 10 metre wide, is pouring from a storm water drain near the golf course. Arcus St resident Wendy Southall told the Waikato Times it was the third time she has seen diesel spilled into the river. "Isn't it nice when you can't sit outside your own house," she said. Council spokesman Stephen Ward said

the council was continuing to monitor the slick which appeared to be breaking up quite quickly.

Related Links [Diesel spills into Waikato river](#)

<http://www.stuff.co.nz/waikato-times/news/6831625/Diesel-clean-up-starts>

USA, CA, SAN DIEGO, MAY 1 2012. HAZMAT CREWS, USCG RESPOND TO FUEL SPILL IN HARBOR >> DIESEL FUEL SPILL COVERS NEARLY 300 YARDS

Watch the Video

- [Fuel Spills in San Diego Bay](#)
- [Crews Clean Fuel Spill in San Diego Bay](#)



Diesel Fuel Spills at Harbor Island.

The San Diego Fire Department HAZMAT crew and the US Coast Guard responded early Monday morning to a fuel spill at Harbor Island. The diesel fuel spill occurred around 1:30 a.m. at the refueling dock in the 4000 block of Harbor Island Drive, between Tom Ham's Lighthouse and the Hilton. According to the Coast Guard, a boater forgot to put the nozzle back on the pump at the fueling dock. The fuel quickly began to spread to the east and into the boat docks. The Coast Guard estimates about 25 gallons or less spilled into San Diego Bay for about two hours before it was shut off. HAZMAT crews and the Coast Guard put down booms and are currently using skimming gear to clean up the spill. The

Department of Environmental Health is expected to assess the damage sometime Monday.

<http://www.10news.com/news/30976901/detail.html>



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USA, LA, TORBERT, MAY 1 2012. EXXON MOBIL CURRENTLY VACUUMING UP OIL SPILL IN LOUISIANA, 80,000 GALLONS LOST



Exxon Mobil Corp. is being forced to vacuum up more than 80,000 gallons of oil that has spilled in rural Louisiana. The oil spill occurred after a pipeline ruptured in the area. According to Exxon officials the pipeline was shut down on Saturday night shortly after engineers noticed a drop in pressure coming from the pipeline. The oil spill was later discovered on Sunday in Pointe Coupee Parish, an area located to the northwest of Baton Rouge. To soak up the oil Exxon Mobil sent in vacuum trucks to clean up the site and experts have been on the scene to monitor air quality. The company doesn't know what caused the 22-inch pipeline to leak but they report that no injuries have been reported at this time. The pipeline originates in St. James Parish and extends all the way

to northern Louisiana. After discovering the leak [Exxon Mobil](#) notified federal regulators who are now helping coordinate the cleanup effort with the Louisiana Department of Environmental Quality. While not as big of a disaster as the recent BP oil spill in the Gulf of Mexico the accident will likely stoke President Obama's fire regarding the Keystone pipeline which the President recently vetoed over various concerns including the pipelines ability to safely carry oil over long distances. To put this oil spill into perspective, Exxon Mobil has lost nearly 1,900 barrels of oil while last July the Exxon' Silvertip pipeline spilled nearly 1,000 barrels of oil into the Yellowstone River in Montana that that spill cost the company \$135 million clean up costs were added into the equation.

<http://www.inquisitr.com/227661/exxon-mobil-currently-vacuuming-up-oil-spill-in-louisiana-80000-gallons-lost/>

USA, MA, ATTLEBORO, MAY 1 2012. ATTLEBORO TOXIC CLEANUP TO COST 'TENS OF MILLIONS'

jonathan friedman



State and federal environmental officials say financing from the Superfund program is needed to clean up contamination from the former Walton & Lonsbury site on North Avenue in Attleboro. Toxic contamination once thought by environmental authorities to be limited to the immediate vicinity of the former Walton & Lonsbury chrome-plating plant at 78 North Avenue in Attleboro likely traveled many yards to the south. Reversing the damage will cost "tens of millions of dollars" and take many years to accomplish, state and federal environmental officials told a packed house at [Attleboro City Hall](#) on Monday. To pay for the expensive cleanup, the effort must get on the federal [National Priorities List](#), which includes projects eligible for financing from the [Superfund](#) program. State

and federal environmental authorities have determined preliminarily that this project should be placed on the NPL, but there is a public process that would conclude in September 2013 at the earliest. Among the requirements is a letter of support from Gov. Deval Patrick. "This is a very complicated site," said Jay Naparstek, deputy director of the [Department of Environmental Protection](#) during Monday's meeting. "We consider it to be a high risk. It is one of our highest priority sites in the region." The extent of the contamination is not known, said Meghan Cassidy of the [U.S. Environmental Protection Agency](#), although it not believed to have affected areas north of the plant site. Determination of how far-reaching the pollution is would be made through a broad study that could begin after the project gets on the NPL. There is no short-term danger, officials said. But long-term contact with the pollutants could lead to health risks. If it were discovered that there were areas of short-term danger, focus of the project would be shifted to address them. The contamination, which includes lead and chromium as well as degreaser solvents that had been used to clean parts before they were chrome-plated, was spread great distances mostly through flooding, officials said. From 1940 to 1973, the company had dumped the pollutants into a nearby stream, an action that at the time was legal. Federal officials were asked by the state in 2009 to address contamination issues in the immediate vicinity of the plant, which closed in 2007. This led to the demolition of the structure and a cleanup that will end up costing about \$12 million (separate from the "tens of millions" that the additional effort will cost). Recent soil and water sampling led to the determination the pollution went beyond the immediate area. When asked by a resident what precautions should be taken with regards to gardening, Jessica Burkhamer from the [Massachusetts Department of Public Health](#) said all locals should take the same precautions. "Attleboro is an urban area and it has a long industrial history," Burkhamer said. "Even if you had no contamination associated with Walton



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& Lonsbury, it's still safer to use raised beds and bring in soil." Attendees were encouraged to contact their local and state representatives about placing the project on the NPL. The elected officials in turn plan to contact the governor, whose blessing is an absolute requirement to reach NPL status. In addition to numerous area residents, several elected officials were at the meeting, including City Councilors Frank Cook, Richard Conti and Jeremy Denlea as well as state Rep. George T. Ross. "While I am happy to see this project moving forward, we must not forget the dire importance of this cleanup," Denlea told Attleboro-Seekonk Patch. "The health of many Attleboro residents is at risk."

<http://attleboro.patch.com/articles/toxic-cleanup-to-cost-tens-of-millions>

USA, WA, TACOMA, MAY 1 2012. MANSON CONSTRUCTION LEARNS THE PRICE OF SPILLING 177 GALLONS OF DIESEL FUEL INTO THE BLAIR WATERWAY

matt driscoll

It was announced today through a [released statement](#) that Seattle's Manson Construction Co. has been fined \$10,000 by the Washington State Department of Ecology for accidentally spilling 177 gallons of diesel fuel from a 195-foot barge into the Port of Tacoma's Blair Waterway back in October, 2010. The fine was handed down because it's illegal to spill oil or fuel into state waters, and also because the Department of Ecology deemed the spill negligent. Making matters more pressing, parts of the Blair Waterway are included in the Commencement Bay Environmental Protection Agency Superfund site. According to the statement, the Department of Ecology is also billing Mason Construction Co. \$2,800 to pay for costs associated with the cleanup, as state law requires those who spill fuel into state waters to foot the bill for the response. That brings the total Manson Construction owes to a sizeable \$12,800, or a little over the cost of 3,100 gallons of industrial diesel fuel at current prices. The Department of Ecology describes the spill as such: The spill occurred on the morning of Oct. 29, 2010, when the company was transferring fuel from the tug Nancy M to the fuel tank of the barge Andrew. The company failed to monitor the transfer and the tank level of the Andrew, and consequently diesel fuel overflowed from the Andrew's fuel tank vent. The vessels were moored just offshore of the Washington United Terminal at the time of the spill. The barge was being used for a clamshell dredging operation. Dredging resumed during the fuel transfer, leading to a lack of oversight for the fuel transfer. The Department of Ecology statement notes that "quick action by the barge and tug crew" allowed 168 of the 177 gallons spilled to be recovered from the water, but Southwest Regional Office Spill Response Unit Supervisor Jim Sachet also points out that, "anytime that any amount of fuel is spilled into a waterway it causes damage." Eric Haug, President of Manson Construction Company, is also quoted in the prepared statement, saying, "Manson Construction takes environmental quality very seriously and deeply regrets this incident taking place. Manson has taken actions to prevent such accidents in the future." Let's hope. Manson still has the option of appealing the penalty. It's worth nothing that any fine collected goes toward what the Department of Ecology release classifies as, "environmental restoration and enhancement projects."

http://blogs.seattleweekly.com/dailyweekly/2012/05/manson_construction_co_learns.php

ENGLAND, DORSET, MAY 1 2012. FUEL TANKER DRIVER JAILED FOR CRASHING INTO ESTRANGED WIFE'S HOME

steven morris



The fuel tanker driver Hugh Billington was described by the judge as 'wickedly irresponsible' for using his vehicle as a firebomb in the attack in Dorset.

Hugh Billington, 51, sentenced to seven years after driving tanker loaded with kerosene into bungalow in 'act of revenge' A "wickedly irresponsible" husband who tried to firebomb his estranged wife's home by driving a fully laden fuel tanker into the bungalow while she was inside has been jailed for seven years. Hugh Billington, 51, ploughed the 7.5-tonne vehicle through the front wall of his former marital home in a "futile act of revenge" and was also planning to kill himself in the attack. His former wife Christine Billington, 53, who had taken out a restraining order on him, jumped out of a back window to escape. When the crash failed to trigger a blast, Hugh Billington walked round the property spraying kerosene, which he then ignited. He also turned the gas hob on in the kitchen and loosened the fuel valves on the tanker before running away from the blazing building. A passerby, Darren Fletcher, 36, jumped into the flaming cab and reversed the vehicle away from the property in the Dorset village of Wool, probably preventing an even more devastating fire. Jailing Billington, Judge Roger Jarvis said he had been "wickedly irresponsible". He added: "You took a tanker with 2,000 litres



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of kerosene in it and you drove towards what was once your matrimonial home. You drove into the house. "The valves fortunately were not fully opened. If they had been there would have been the most enormous bomb. All of this took place when people were walking past, including children, and that is deeply concerning and it shows just how wickedly irresponsible you were." Billington's 30-year marriage had ended months before the attack. She had made allegations of domestic violence against her husband, a former non-commissioned officer and musician in the Household Cavalry. Dorchester crown court heard that on the morning of 20 January "something snapped" inside Billington and he telephoned his wife, telling her: "You cannot do this." Jennie Rickman, prosecuting, said Billington went to the depot where he worked and took a tanker that was loaded with kerosene. "At 8.30am a witness saw the tanker being driven in an erratic manner," she said. "Some time at about 8.45am Mrs Billington was at home and she heard an almighty crash. She went to see what had happened and could see through the front of her house. The tanker had come through the front of her house and made a hole in the wall. She ran out of the kitchen, over the fence and into a neighbour's home from where the police were contacted. "The defendant went into the property and set fires in rooms of the house and it was apparent that an accelerant was used, most likely to have been kerosene." Rickman said Billington was found by police a few hours later on the edge of woodland and a note saying goodbye to his grownup children was discovered at his work. The damage to the bungalow was put at £235,000. Billington pleaded guilty to a charge of arson being reckless as to whether life was endangered. He also admitted a charge of dangerous driving and the assault of a special constable who tried to stop him as he escaped. Tim Shorter, defending, claimed Billington had shown great remorse for what had happened and had acted through "folly, stupidity and anger". Shorter said: "After it had happened he said something had snapped. He was intending to end his own life and a futile act of revenge." Rickman said afterwards: "This was a very traumatic incident for Mrs Billington who continues to suffer the effects of the events of that day, the loss of her home and the majority of her personal possessions. I hope that following the conclusion of this case Mrs Billington can now start to rebuild her life."

<http://www.guardian.co.uk/uk/2012/apr/30/fuel-tanker-driver-jailed-arson-crash?newsfeed=true>

USA, PA, TRAINER, MAY 2 2012. MONEY MINUTE: DELTA TO BUY JET FUEL FROM ITSELF

david lazarus

 [Watch the Video Delta to Buy Jet Fuel from itself](#)



Swissport Fueling employee Daniel Berg disconnects the main fuel line after refueling this Delta AirLines jet at Phoenix Sky Harbor International Airport.

[Delta Air Lines](#) is buying [its own oil refinery](#) to maintain a steady flow of affordable jet fuel. It's either a brilliant move or an insane one. The carrier says it will spend \$150 million to acquire the refinery from [ConocoPhillips](#), and then an additional \$100 million fixing it up. [Richard Anderson](#), Delta's chief executive, called the acquisition "an innovative approach to managing our largest expense." Jet fuel accounts for about a third of an airline's operating costs. Rising costs have resulted in higher ticket prices for travellers and more than a little turbulence for carriers. It's possible Delta will be seen as a genius for finding a way to hedge its bets when it comes to a key commodity. But it's just as likely the company will be seen as reckless for investing millions of dollars in an industry that is itself prone to loopy boom-and-bust cycles. If it's the former, maybe other

companies -- not just airlines will follow Delta's example. For example, maybe McDonald's will want to buy cattle ranches and potato farms to ensure a steady supply of burgers and fries. Maybe Kellogg's or Coca-Cola will buy sugar plantations. Maybe [Starbucks](#) will buy Brazil. Or maybe we'll have just one big company and it will own everything. And then it will never have to worry again about supply issues. And consumers would obviously benefit. Right?

Related Links

- [Delta buys refinery, become the first airline to make own fuel](#)
Delta Air Lines Inc will buy a Pennsylvania oil refinery from ConocoPhillips for US\$150mil, an audacious bid to save money on fuel costs by investing in a sector shunned by many of the biggest oil firms. Atlanta-based Delta said the first ever...
- [Delta Air Lines buys oil refinery from ConocoPhillips to control fuel bill](#)



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Delta Air Lines has agreed to buy an oil refinery from ConocoPhillips for \$180m (£111m) in an unprecedented effort by an airline to get tighter control over its fuel bill. By Richard Blackden The US carrier said the novel move will save it \$300m a year...

- [The ultimate fuel hedge? Delta buys oil refinery](#)

Delta Air Lines is buying its own oil refinery, a novel step that it says will shave hundreds millions of dollars off its biggest expense — fuel. The airline announced Monday that its subsidiary, Monroe Energy,...

<http://www.latimes.com/business/money/la-fi-mo-money-minute-20120501,0,2468567.story?track=rss>

AUSTRALIA, NEW SOUTH WALES, KANGAROO VALLEY TWP, MAY 2 2012. TANKER DRIVER TRAPPED AFTER CRASHING INTO TREE NEAR KANGAROO VALLEY

Leigh van den Broeke

The driver of a fuel tanker has been freed after being trapped in his vehicle for several hours after it smashed into a tree in the state's south this morning. The fuel tanker collided with a tree at the bottom of the Barrengarri Mountain, on Moss Vale Road, near the [Kangaroo Valley](#) township about 3am. Emergency services worked at the scene for several hours to free the driver from the truck. A NSW Ambulance spokeswoman said the 35-year-old driver was flown to St George Hospital in a serious condition after suffering injuries to his chest and lower legs. The road has now been reopened, however traffic can only pass the incident under alternating stop-slow conditions. An extensive salvage operation to remove the truck continues at the accident site, with motorists advised to exercise caution. Motorists travelling on Moss Vale Road through Kangaroo Valley are advised to expect delays due to a serious truck accident which closed the road earlier this morning.

<http://www.dailytelegraph.com.au/news/sydney-news/tanker-driver-trapped-after-crashing-into-tree-near-kangaroo-valley/story-fnb5f12x-1226343231398>

USA, N.J, RIDGEWOOD, MAY 2 2012. HAZMAT CALLED TO RIDGEWOOD FUEL SPILLS

james kleimann

Police found a large swath of oil and hydraulic fluid in Ridgewood Tuesday morning, prompting the response of the county HazMat unit. Ridgewood [police](#), [fire](#) and the county HazMat unit converged onto Walnut and Dayton streets Tuesday morning to contain what appear to be two separate fuel spills. According to police, a vehicle was found to have discharged a significant amount of oil on Union St. as it passed through Walnut and Dayton streets toward the church on Hope Street. A ruptured fuel pump is believed to be the cause of that spill. Separately, according to police, there was a discharge of what appeared to be hydraulic fluid from a vehicle. Speedy Dry contained the spills before it reached the storm drains, police said. The intersection has since been reopened for traffic. Police first noticed the spill as they were on shift for a traffic detail.

<http://ridgewood.patch.com/articles/hazmat-called-to-ridgewood-fuel-spills>

USA, OH, SANDY TWP, MAY 2 2012. LIGHTNING SUSPECTED IN TANK EXPLOSION, FIRE

A lightning strike or static electricity is believed to have caused an explosion and fire at an oil field storage tank Monday morning. Witnesses reported the explosion could be heard for several miles, Waynesburg Fire Chief Jim Marraccini said. The blast blew the lid off the tank. It was found about 400 feet away along the side of state Route 183, Marraccini said. Firefighters were called at 10:22 a.m. and crews arrived within six minutes. The storage tank is in a field south of state Route 183 and east of Greer Avenue SE, behind the Asbury Chapel AME Church. Marraccini said there was a small fire in the tank, which was extinguished quickly. The tank had split, allowing oil and brine inside the tank to leak. Witnesses reported a storm had passed through the Waynesburg area just before the explosion was heard, Marraccini said, leading to speculation that lightening or static electricity ignited gas near the well. There was no electrical service at the storage tank, he said. Marraccini said the Ohio Environmental Protection agency was called to the scene. State EPA employees consulted with well owners on a clean-up plan for the site. Firefighters with the Waynesburg, Sandy Township and Magnolia volunteer fire departments responded. Marraccini said Waynesburg firefighters remained at the scene until about 1 p.m. after the clean up had started. The tank collected oil, gas and brine from a vertical well that is several hundred feet southeast in the field. Another set of storage tanks about 1,000 feet away also collects oil, gas and brine produced by the well.

<http://www.cantonrep.com/news/x1942600690/Lightning-suspected-in-tank-explosion-fire>



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USA, UT, PROVO, MAY 2 2012. TRAIN DERAILS IN SOUTHEAST PROVO >> RAIL CARS CARRYING 100 % ETHANOL

 **Watch the Video** [Tanker Hauling Ethanol Slides off Tracks](#)

 **Photo's [5]** [Train Tankers Carrying Chemical Derail & tip over in Provo](#)

 **Photo's [6]** [Train Cars Tip in Provo, No Injuries Reported](#)

 **Photo's [6]** [Tanker Hauling Ethanol Slides off Tracks](#)

 **Click-2-Listen** [Marc Giauque reporting](#)



Three train tanker cars overturned Tuesday, May 1, 2012, in Provo at about 1:45 p.m. near 1800 S. 800 East.

A rail car carrying 100 percent ethanol tumbled off tracks in south Provo Tuesday afternoon, pulling two other tanker cars with it. The accident occurred alongside Bullock Lane, several hundred yards northwest of the intersection with Colorado Avenue. Provo Deputy Fire Chief Gary Jolley said the three cars derailed sometime before 1:42 p.m. as they were moving at a slow speed. "The momentum kind of rolled it over," Jolley said. "It's upside down." The tanker cars were part of a long train carrying military vehicles and other hazardous chemicals, though Jolley said there were no leaks from either the derailed cars

or the rest of the train. "It's a tank within a tank designed to withstand an impact," Jolley explained. The derailed cars also pulled a flatbed car onto its side, though it did not completely lead the tracks. The flatbed car was carrying heavy-duty military vehicles and was visible to passersby on 1860 South. Authorities had not identified the cause of the accident by late Tuesday afternoon. However, Jolley speculated that there may have been some sort of failure on the rail lines that led to the accident. Authorities with Utah Railway and Union Pacific had not yet returned calls early Tuesday evening. According to Jolley, rail authorities would likely have to bring in some sort of crane to clean up the wreckage. They also would likely off-load the ethanol into containers, he added. Jolley did not know how much the damage might cost, but estimated that it would take six to seven hours to clean up. He did not have information about the destination or owners of the train. By 3:45 p.m. a Provo fire truck remained on the scene, its ladder reaching over the derailed cars. The first car to derail had rolled off its wheels, while other parts of the wreck remained attached to the rest of the train. Only feet away, a gray horse grazed on new spring grass.

http://www.heraldextra.com/news/local/central/provo/train-derails-in-southeast-provo/article_7c2f3220-93d1-11e1-9a0d-001a4bcf887a.html

USA, OK, MEDFORD, MAY 2 2012. OFFICIALS: TORNADOES SIDESWIPE MEDFORD; ANHYDROUS AMMONIA LEAK STOPPED

james neal

Crews are working to clear debris and restore power in much of Grant County today after a line of storms last night that damaged several homes and businesses, dropped power lines across the county and caused an anhydrous ammonia leak that forced the evacuation of Deer Creek. Grant County Emergency Management Director Max Hess reported at least two tornadoes touched down near Medford, before proceeding to the northeast, but did not directly hit the town. Portions of Grant County also are dealing with flooding currently. Oklahoma State Department of Public Safety reports on its [website](#) U.S. 81 north of Pond Creek is closed due to water over the roadway. Also closed is Oklahoma 11 between Medford and Oklahoma 74. Water was running over Oklahoma 74 north of Garber Monday morning, as well. Oklahoma 11 also has power lines over the roadway in some areas that were felled from the tornado. The tornadoes, which touched down shortly after 9 p.m. on the west and east edges of Medford, narrowly missing a direct hit on the town center. Hess said two storage buildings were destroyed and a house was damaged west of Medford. Windows were broken at several homes, and there were houses with water damage on the east side of Medford. Hess said the town itself "came through it pretty good." "We had some trees down, a carport or two and some antennas damaged, but I think most of that damage was from straight-line winds," Hess said. Another tornado was reported to have touched down near Wakita. Hess said no structures were directly impacted by that tornado. Shortly after the tornado-producing storms moved off to the northeast another storm moved in from the northwest with straight-line winds that measured at greater than 80 mph. The storm, which moved across northern Alfalfa County and into Grant County around 9:30 p.m., added more downed trees and power lines to the damage already caused by the tornadoes.



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Hess said the winds caused more damage in Medford, including wind damage to several downtown businesses. Deer Creek and Pond Creek also sustained damage from the straight-line winds, including downed trees and broken windows on several businesses and homes. Hess said the winds removed part of the roof on the Pond Creek city offices. Homes and business also were reported to have sustained roof and window damage in Manchester. Shortly after the storms passed an anhydrous ammonia leak was discovered at a storage tank facility on the south side of Deer Creek. Hess said wind-blown debris knocked the head off a two inch valve on an anhydrous ammonia storage tank, causing anhydrous ammonia to leak into the air. Citing concern over the health hazards of inhaling anhydrous ammonia, county officials issued an evacuation order around 11:30 p.m. for Deer Creek's 270 residents. Hess said the majority of the evacuated residents sought shelter with friends and relatives for the night, while 17 residents accepted emergency shelter at Deer Creek - Lamont High School in Lamont. American Red Cross spokesman Rusty Surette said Red Cross volunteers were placed on stand-by when the tornado warning was issued, and were ready to respond when the leak was discovered in Deer Creek. While local volunteers were preparing the shelter at DCLA High School workers were able to cap the anhydrous leak. The situation was declared safe and the evacuation lifted shortly after 2 a.m. Work continues today to repair the electrical distribution system in Grant County. Hess said the tornadoes and straight-line winds dropped 25 to 27 utility lines, knocking out power to Medford, Deer Creek, Wakita, Manchester, Lamont, Renfrow and Pond Creek. Pond Creek Chief of Police Tim Barwick reported power was restored to Pond Creek shortly after 4 this morning. OG&E Electric Services listed 1,349 customers still without power this morning in Wakita, Medford and Deer Creek. Hess said power also remained out today in Manchester, Lamont and Renfrow. Alfalfa County Undersheriff Dennis Frisk said Alfalfa County escaped any significant damage last night. Several tornadoes were reported near Jet, but Frisk said none touched down or caused any damage. Straight-line winds estimated at 60 to 80 mph and small hail were reported, but Frisk said his office had received no reports of damage in the county. Red Cross crews will be out today assessing damage in Medford and Deer Creek and also around Blackwell and Tonkawa in Kay County. Surette said any residents affected by last night's storms in need of assistance can contact the American Red Cross office in Enid at 237-5994. The National Weather Service currently is not forecasting rain again until a 20 percent chance Sunday. Skies are forecast to be clear, with high temperatures in the 80s and lows in the 60s for northwest Oklahoma.

<http://enidnews.com/localnews/x157477382/Officials-Tornadoes-sideswipe-Medford-anhydrous-ammonia-leak-stopped>

FINLAND, HELSINKI, MAY 2 2012. GREENPEACE OCCUPIES ICEBREAKER TO BLOCK SHELL ARCTIC DRILLING



Greenpeace activists occupy the icebreaker Nordica in Helsinki harbor, May 1, 2012.

Greenpeace Nordic activists today boarded and occupied a Shell-contracted icebreaker in Helsinki harbor as it was preparing to leave for the Alaskan Arctic. At 10:30 this morning, 20 activists from 13 different countries boarded the icebreaker Nordica and locked themselves down throughout the ship, from the cabins to the top of the mast. "We are calling on the oil giant Shell to abandon its controversial plans to open up the fragile Arctic for oil drilling," Greenpeace said today in a statement protesting the first major offshore drilling in the Arctic since the early 1990s. A letter on the Greenpeace website appealing to Shell to refrain from oil exploitation in the Arctic has been signed by 391,958 people to

date. Greenpeace campaign manager in Finland Tapio Laakso said, "We are here on behalf of the nearly 400,000 people around the world who in just a couple of months have spoken out demanding that Shell cancel its reckless campaign of Arctic destruction." "Oil companies know full well that an oil spill off the Alaskan coast would devastate the environment and prove impossible to clean up," Laakso said. The Nordica is one of two Shell-contracted icebreakers owned by the Finnish government. It is heading to Alaska to join its sister ship, the Fennica, to support the Kulluk and Noble Discoverer, the two drilling vessels en route to the north coast of Alaska to drill five exploratory wells for Shell in the Chukchi and Beaufort Seas later this summer. Shell has said it intends to begin drilling in the two neighbouring seas on or about July 10 and continue until just before ice forms this autumn. Shell has proposed drilling up to six wells in the Chukchi Sea during the next two summer open water seasons within the Burger Prospect, located about 70 miles off the coast in about 140 feet of water. The Obama administration on February 17 approved Shell's oil spill response plan for drilling exploratory wells in the Chukchi Sea. The approval was granted after the U.S. Department of the Interior's Bureau of Safety and Environmental Enforcement, BSEE, required Shell to prepare for a worst case discharge nearly five times that of their previous plan, to include planning for



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adverse weather conditions, and to develop special equipment and strategies that could respond to a loss of well control and a spill. Shell has committed to provide for the availability of a capping stack to shut off any flow of oil if other shut-off systems fail; the capability to capture and collect oil from that stack; and access to a rig capable of drilling a relief well that could kill the well, if necessary. In its statement of approval, the BSEE said "ready availability of a capping stack and an oil collection system are new commitments that apply lessons learned from the Deepwater Horizon tragedy to offshore oil and gas production activities." On March 28, the BSEE approved Shell's oil spill response plan for the Beaufort Sea. "We have conducted an exhaustive review of Shell's response plan for the Beaufort Sea," said BSEE Director James Watson in a statement. "Our focus moving forward will be to hold Shell accountable and to follow up with exercises, reviews and inspections to ensure that all personnel and equipment are positioned and ready." Shell has spent nearly \$4 billion and five years preparing to drill in the Beaufort and Chukchi seas. The company plans to halt drilling operations during the late summer hunt for bowhead whales by native Alaskans. Secretary of the Interior Ken Salazar said in February, "Alaska's energy resources - onshore and offshore, conventional and renewable - hold great promise and economic opportunity for the people of Alaska and across the nation." "In the Arctic frontier, cautious exploration - under the strongest oversight, safety requirements, and emergency response plans ever established - can help us expand our understanding of the area and its resources, and support our goal of continuing to increase safe and responsible domestic oil and gas production. We are taking a cautious approach, one that will help inform the wise decisions of tomorrow," Salazar said. But Greenpeace and its supporters are not satisfied with that assurance. Shell is the first major international oil company to make exploitation of the Arctic a serious corporate focus. If it strikes oil this summer, other global oil giants will quickly follow and spark a dangerous Arctic oil rush, the campaign group warns. "For the first time in our history we are faced with the possibility of a world without ice at the North Pole, without a home for polar bears, narwhals and walrus," said Greenpeace today. "It is fundamentally wrong that Shell is making money drilling for more of the oil that has caused this melting in the first place."

<http://www.ens-newswire.com/ens/may2012/2012-05-01-01.html>

USA, MA, FALMOUTH, MAY 3 2012. FALMOUTH FUEL COMPANY TO PAY \$28K FOR OIL SPILL

mathea morais



Loud Fuel Company, based in Falmouth and its manager Kabraul Tasha, will pay the Massachusetts Department of Environmental Protection \$28,000 in fines per the order of Dukes County Superior Court judge. Tasha spilled 50 gallons of gasoline in Oak Bluffs, and didn't tell anybody about it. According to an article in the [Martha's Vineyard Times](http://www.marthasvineyardtimes.com), on Monday, April 23rd, Tasha plead guilty to failure to report a fuel spill and environmental endangerment. Judge C.J. Moriarty ordered Loud Fuel to pay \$25,000 to the Massachusetts Department of Environmental Protection and fined Tasha \$3,000. The event took place on June 19, 2009, when "Tasha delivered gasoline to the pumps at Jim's Package Store. He attached the fuel hose to a tank that was already full by mistake, started pumping fuel, then left the area. Surveillance video showed fuel spraying out of the filler pipe for about six minutes," reported the Times. However, it was not until employees at the nearby [Nancy's Restaurant](http://www.nancysrestaurant.com) noticed a strong smell of gasoline four days later that the spill was discovered. "These defendants failed to immediately report a release of gasoline, causing damage to nearby businesses and also putting customers and employees at risk of a dangerous explosion," Massachusetts attorney general Martha Coakley said in a news release. "It is important to hold those accountable who do not comply with the environmental laws regarding oil spills so that the community and the public are not put at risk."

Judge Moriarty continued the case against Tasha without a finding for two years, and ordered him to get training on spill prevention and reporting. Loud Fuel was also placed on three years probation by Judge Moriarty and company employees will have to participate in annual spill prevention and reporting training. Loud will also have to pay for annual environmental audits and reimburse Nancy's Restaurant for the property damage caused by the spill.

<http://marthasvineyard.patch.com/articles/falmouth-fuel-company-to-pay-28k-for-oil-spill>



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