



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2012 – 840 Newsy Stuff

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

**May 23 2012**



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#### **NIGERIA, LAGOS, MAY 13 2012. TWO NIGERIAN OIL FIRMS TAKE OVER SHELL IN KENYA**

*ben ndubuwa*



Two Nigerian oil and gas firms Helios Investment Partners and Vitrol Holding BV are set to buy over Royal Dutch Shell Plc business in Kenya. This deal is expected to bring about Kenya Shell petroleum trading business changing ownership in the next three weeks and its country chairman Jimmy Mugerwa is expected to step down. Leadership Sunday gathered that Helios Investment Partners are owned by Tope Lawani and Babatunde Soyoye and the company's gross investment in capital is over \$1.7billion. The new Kenya business is to be known as Vivo Energy in which the two Nigerian companies will hold 40 per cent while Shell will still retain about 20 per cent of the new business deal. Shell businesses in Burkina Faso, Guinea, Cote d'Ivoire,

Morocco, Senegal, Cape Verde, Mauritius, Tunisia, Madagascar and Mali have transitioned to Vivo Energy Brand. Kenya, Uganda, Ghana and Egypt are expected to join the Vivo Energy group this year. According to the companies, the take over of shell business in Kenya will last over the next three weeks. With the take over, Shell will join multinationals like Agips, Mobil and Chevron that sold their assets in Kenya and other African countries as a result of dwindling returns and difficult business environment. Meanwhile Shell has announced a significant cut in its Nigerian oil production due to pipeline damage caused by theft, and warned that it might not meet contractual obligations as a result. 'The Shell Petroleum Development Company of Nigeria Ltd (SPDC) declared force majeure on outstanding cargoes of Bonny Light', Shell said. The action according to Shell is due to production deferment caused by incessant crude theft and illegal bunkering on Nembe Creek Trunkline. A shutdown of the line for repairs by the Anglo-Dutch oil giant will cut output by 60,000 b/d in Nigeria. Shell did not give a date for when the repairs would be completed. SPDC is Shell's Nigerian local arm. The trunkline is a major conveyor of production to the Bonny export terminal in southern Nigeria. A declaration of force majeure frees a company from commercial obligations due to circumstances beyond its control. Oil theft has been a growing problem in Nigeria, and Shell chief executive Peter Voser said last month that there have been estimates that 150,000 barrels of oil and condensate is stolen in the country each day. The theft often causes damage to pipelines, resulting in production halts. 'The oil theft and illegal refining is on a large scale, with tank farms, barge building operations and barges shuttling crude to waiting tankers offshore' Voser said. Nigeria has been producing between 2.0 and 2.4 million barrels per day in recent months.

<http://leadership.ng/nga/articles/24502/2012/05/13/two-nigerian-oil-firms-take-over-shell-kenya.html>

#### **USA, WYO, CHEYENNE, MAY 13 2012. OIL FIRE ERUPTS EAST OF TOWN; NONE HURT**

 **Watch the Video** [Oil Well Catches Fire](#)



A fire with flames 100 to 200 feet high erupted Friday at an oil well east of Cheyenne owned by SM Energy. The fire at 1781 County Road 136 started in an oil treater containing 20 to 250 gallons of an oil and water mixture, Laramie County Fire District 2 spokesman Lew Simpson said. The treater overflowed and was ignited. An oil treater removes sediment and water from crude oil before it is transported to refineries. "It ignited, and it was threatening about 42,000 gallons of other oil fuel stored nearby," Simpson said. "We managed to control it n we shut off the fuel to the fire." About 60 firefighters responded to the scene from several agencies, including six Laramie County fire districts, the Torrington Fire Department and F.E. Warren Air Force Base. Firefighters from the local Frontier Oil refinery also helped out. The fire was extinguished in about an hour. No injuries were reported. As of 2 p.m., firefighters were still on the scene pouring water on the main storage tank to cool it down. "We're just doing some

preventative stuff and assisting with the investigation," Simpson said. "It should take a couple of hours. We're starting to release units and change out personnel." Simpson said a call was received at about 10 a.m., and crews arrived about 20 minutes later. "We had trouble trying to get to the location because it is remote," he said. Laramie County planning director Gary Kranse said the county tries to map out the location of the wells so first-responders know their exact location. But he said the county is unable to record the location of all the wells. "Not all the companies have been real good about getting us the addresses," he said. Kranse did not know if SM Energy's well address was listed. He added that the county's database also



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does not include some of the older wells. According to the Wyoming Oil and Gas Conservation Commission's database, the well was completed in November 2010. It has been producing oil and gas since then. According to SM Energy's 2011 fourth-quarter earnings report, the well was producing an average of 280 barrels of oil equivalent per day. The spilled oil was contained in storage dykes around the tanks, so none of the oil leaked. James Edward, manager of investor relations for SM Energy, said the company does not yet know the cause of the fire. "At this time we are just making sure we are handling everything from an environmental and safety standpoint," he said. He said the company is investigating the incident, but he did not have a timeframe for when they would know more.

[http://www.wyomingnews.com/articles/2012/05/12/news/01top\\_05-12-12.txt](http://www.wyomingnews.com/articles/2012/05/12/news/01top_05-12-12.txt)

### PAKISTAN, FAISALABAD, MAY 13 2012. GAS LEAK: 12 BURNED IN VAN ACCIDENT



Witnesses said fire erupted in the van near Sufi Mor.

As many as 12 people were burned as a passenger van caught fire following a gas leak in Jhang on Friday night. The injured were taken to Jhang district headquarters (DHQ) hospital where doctors referred six to the burn unit at Allied Hospital in Faisalabad. Dr Ali Naqi, who is treating the patients at Allied Hospital, described the condition of two of them as critical. He said the rest were now out of danger but would remain at the hospital for a few days. Witnesses said fire erupted in the van near Sufi Mor. It was headed towards Jhang from Bhowana. A Rescue 1122 team put out the fire and rescued passengers. They were identified as Khuda Yar, Tahir Shah, Habib Ullah, Kausar Bibi, Saddam, Malaika, Ali, Saddam Husain, Azizur Rehman, Waseem and Sajjad.

<http://tribune.com.pk/story/378045/gas-leak-12-burned-in-van-accident/>

### AUSTRALIA, QUEENSLAND, COOLUM BEACH, MAY 13 2012. EMERGENCY SERVICES CONTAIN SERVO GAS LEAK

[Watch the Video Gas Leak Forces 40 to Evacuate](#)

[Map: Coolum Beach 4573](#)



[Police evacuated three blocks around the United 24 service station.](#)

Emergency services have contained a gas leak at a service station on the Sunshine Coast in south-east Queensland that prompted authorities to evacuate the surrounding areas. Authorities said an 8,000 litre tank was leaking LPG at a United 24 service station on David Low Way at Coolum late on Saturday night. Police evacuated the service station and blocked surrounding roads amid fears the leaking gas may ignite, triggering a major explosion. Three blocks around the service station were evacuated, including homes, units, businesses and the Coolum police station itself. Up to a dozen fire crews were called to the scene.

<http://www.abc.net.au/news/2012-05-12/houses-evacuated-as-police-investigate-service-station-gas-leak/4007898>

### NIGERIA, PORT HARCOURT, MAY 13 2012. SHELL RESPONSIBLE FOR FRESH OIL SPILL –OGONIS >> IT'S NOT TRUE –SPDC

Shell Petroleum Development Company Nigeria Limited (SPDC) has admitted liability for the oil spill that devastated farmlands, swamps and streams in Kegbara Dere in Ogoni, south-eastern Niger Delta of Nigeria, on May 7 this year. But SPDC spokesman, Mr Precious Okolobo, has denied this. A statement signed by chairman of Kegbara Dere Town Governing Council, Bari-ara Kpalap, said a joint investigation report on the spill with reference No. 811617 had blamed it on corrosion of deep-seated high-pressure 28-inch Bomu-Bonny Trans Niger Pipeline owned and operated by SPDC. According to the



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community, the report indicted the oil major, accusing it of operational negligence. It said the Joint Investigation and Verification (JIV) exercise was conducted on May 9, 2012, by representatives of Shell, the Department of Petroleum Resources (DPR), the National Oil Spill Detection and Response Agency (NOSDRA), the Federal Ministry of Environment, the Rivers State Ministry of Environment, the Nigeria Police Force (NPF), the Gokana Local Government Council and Kegbara Dere community, with the aim of determining the cause and to assess risks and related matters. The chairman, who was reacting to the outcome of the JIV, said the report was being studied. He said, "Although, we are still studying the report, we have been vindicated by the result of the investigation, which has been accepted by Shell, that contrary to insinuations, pre-JIV by SPDC officials and even published claims in The Netherlands by Shell, hinging the spill on sabotage, equipment failure and negligence were confirmed as causes of the incident. An earlier similar investigation by the team on May 7, 2012, in respect of an April 19, 2012 Bomu manifold spill incident in the community with reference No. 807267, equipment failure, was also confirmed to be the cause. These have no doubt strengthened our position that the bulk of oil spill incidents in the area and indeed the entire Niger Delta region are as a result of operational failures and recklessness." Kpala continued: "The pipe was laid in the late 1950s, and with the incessant spills, we are in no doubt about the questionable integrity of the pipe. We stand by the findings of the investigating team, which found it to be weak, having outlived its lifespan. We are thus calling for urgent similar investigation to determine the cause of the spill in the community on May 3, 2012." "We are also calling on Shell to urgently engage the community's governing council in dialogue with a view to resolving issues surrounding impacts generated by the spill, including clean up plans, relief and medical packages for victims. Delaying dialogue with the leaders in the present circumstance, in my opinion, would be unhelpful." We condemn in strong terms the resort to falsehood and blackmail by Shell. Although, we are not surprised, coming at a time when SPDC has been laying claim to reform of her attitude and corporate conduct, we find it difficult to rationalise this approach, which exposes an attempt to escape liability. Since the outcome of the JIV has not been faulted, we call on the Nigerian public and the international community, especially those in The Netherlands to discountenance the spurious reports credited to Shell alleging sabotage. The community condemned what it called the unprovoked militarisation and torture of innocent and harmless natives by heavily armed soldiers that protect the company even when there was no disruption of the exercise as confirmed by all the participants. It would be recalled that the spill had occurred about 8 a.m. on the above date. The spill, which took place about 200 metres south of Bomu Oil Field manifold station in Kegbara Dere, was oozing crude oil from the corroded pipe at an estimated rate of about 120-150 litres a minute.

<http://www.sunnewsonline.com/webpages/news/national/2012/may/13/national-13-05-2012-007.html>

#### USA, NE, LINCOLN, MAY 13 2-12. SOME NEBRASKA 2 LANES REOPENED AFTER CHEMICAL SPILL

 **Watch the Video** [Westbound Highway 2 still Closed after Chemical Spill](#)



*Firefighters work to clean up a chemical spill after a pair of large trucks collided near the intersection of Nebraska 2 and South 27th Street on Saturday, May 12, 2012.*

A small crash involving a pair of large trucks led authorities to stop traffic on a stretch of Nebraska 2 for several hours Saturday. Lincoln Fire and Rescue Capt. Eric Jones said a semitrailer hit the back of a large flatbed truck at about 3:30 p.m. just east of South 27th Street, causing one of 16 250-gallon tanks inside the semi to rupture. Boiler cleaner leaked from the tank onto the roadway. Not immediately sure what chemical was leaking, a hazardous materials team set up

a perimeter that included the Rock Island Trail bridge, which crosses the highway directly above the spill site. Jones said the possibility of dangerous vapors was a concern. The westbound lanes of Nebraska 2 were expected to stay closed for several hours as crews worked to clean the chemical and remove the truck. The eastbound lanes were reopened within about an hour. Westbound lanes had not been reopened by 8 p.m. Saturday. Boiler cleaner can be washed away with water, Jones said, but the Southern Refrigerated Transport Inc. semitrailer would need to be unloaded before being moved. Jones said the Lincoln/Lancaster County Health Department hired an outside contractor to clean the spill and that the cleanup process would be complete by Saturday night. He said fire officials were overseeing the cleanup.

[http://journalstar.com/news/local/some-nebraska-lanes-reopened-after-chemical-spill/article\\_667da177-d4a1-5e15-abf2-a6b64b6619d0.html](http://journalstar.com/news/local/some-nebraska-lanes-reopened-after-chemical-spill/article_667da177-d4a1-5e15-abf2-a6b64b6619d0.html)



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#### ENGLAND, FARNWORTH, MAY 13 2012. FIREFIGHTERS ESCAPE INJURY IN GAS CYLINDER EXPLOSION AT FARNWORTH FACTORY BLAZE

Firefighters were taken to hospital after being caught in an explosion while tackling a factory fire early today. The four men were thrown from their feet and suffered temporary hearing loss when a fire they were tackling in Farnworth suddenly exploded. They had scaled a wall to tackle the blaze in a yard beside a factory on Cross Street just after 1am when the drama happened. It is believed acetylene cylinders which had been 'carelessly discarded' in the yard exploded after being heated up in the fire. The blast could be heard across Farnworth and in parts of Salford. The men were taken to Royal Bolton Hospital for treatment. However, all of them felt well enough to resume their duties. They are now back home after finishing their shift. A spokesman for Greater Manchester County Fire Service said: "The fire, a pile of rubbish in the yard, unfortunately contained carelessly discarded acetylene cylinders. Crews used a large jet to extinguish the fire and cool the cylinders from a safe distance. "An assistance message was quickly sent and an ambulance mobilised to the incident. More fire engines were sent alongside a specialist hazardous materials officer and an accident investigation officer. "The four firefighters, all from Farnworth station, were assessed on scene by paramedics and later transferred to hospital for further medical assessment. "Fortunately, following assessment at Bolton Royal Infirmary, the firefighters returned to station and resumed normal duties." The fire service and police have launched a joint investigation into the blaze.

[http://menmedia.co.uk/manchestereveningnews/news/s/1494139\\_firefighters-escape-injury-in-gas-cylinder-explosion-at-farnworth-factory-blaze](http://menmedia.co.uk/manchestereveningnews/news/s/1494139_firefighters-escape-injury-in-gas-cylinder-explosion-at-farnworth-factory-blaze)

#### SOUTH AFRICA, CAPE TOWN, CLIFTON, MAY 13 2012. RISK OF OIL SPILL FROM STRICKEN TRAWLER



The Japanese fishing trawler, Eihatsu Maru, lies stranded off the ultra-exclusive Clifton third Beach, in Cape Town, on May 12, 2012. Tourists on a plush Cape Town-beach were met with a strange sight today when a 50-meter (164-foot) Japanese fishing boat ran aground close to the shore in the early morning dense mist. The trawler Eihatsu Maru supposedly got stuck 35 meters from the upmarket Clifton Beach, driven by the incoming tide in Table Bay at the foot of the iconic Table Mountain, according to the National Sea Rescue Institute (NSRI).

There is a risk of oil spilling from the 50m fishing trawler that ran aground off Clifton, the city's disaster risk management centre said on Sunday. There is a risk of oil spilling from the 50m fishing trawler that ran aground off Cape Town's Clifton beach, the city's disaster risk management centre said on Sunday. The

Eihatsu Maru—which reportedly has 90 tonnes of fuel and ammonia on board—ran aground at about 5.15am on Saturday. "The situation poses a risk of a possible oil spillage and oil contamination of the coastline that will result in significant costs," disaster risk management centre spokesperson Wilfred Solomons-Johannes told the Mail & Guardian on Sunday. He said the owners of the vessel will be held responsible for the costs of any potential damage to the coastline or toxic spillage. "They [the owners] have so far been very cooperative and have appointed a local agent to manage the process for them," he said. Of the 28 Taiwanese crew members and dog on board, 19 were evacuated on Saturday. The dog remained on board on the insistence of its owner, the captain. "There has to be personnel on board as there are still operational components in working order on the vessel," Solomons-Johannes said. It was not known under what circumstances the trawler ran aground. Its engines remained in working order and generators continued to work. The thick fog was suspected to have played a role.

<http://mg.co.za/article/2012-05-13-risk-of-oil-spill-from-stricken-trawler>

#### USA, ALA, ORANGE BEACH, MAY 13 2012 COAST GUARD: PERDIDO OIL SHEEN NOT RELATED TO BP'S DEEPWATER HORIZON SPILL

cory pippin

[Watch the Video Perdido Oil Sheen not related To BP's Spill](#)

The discovery of an oil sheen off the coast of Orange Beach May 5, gave many locals a feeling of de-jà vu, including Orange Beach Mayor Tony Kennon. "The putrid smell that comes from a tar mat when it's broken open is very distinctive. If you've ever smelled it and we have from the tar mat's on the beach. We know what we're dealing with," Kennon said. Tests on the oil



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sheen determined it was not from the 2010 BP Oil Spill, but Kennon says the results just don't add up. "It's the worst time for this to happen, right before the summer season. We're ready to move on. But the facts are; there was oil sheen coming from essentially nowhere, the coast guard investigated earlier and could not find a source from a fuel dock or vessel and there was a putrid smell that doesn't come from regular fuel spills," said Kennon. Kennon also says BP's sample of the oil was taken nearly seven hours after the oil sheen was reported in a marina around boats. While BP has denied responsibility, it says it offers its continued support. "I guess for BP to whole-heartedly deny based on one sample taken in the middle of the back of a marina and be so nice to tell us they're here for us. Well we've heard that song and dance for two years. We want some investigation. We want sampling, coring and we just want to know what we're dealing with," Kennon said. Kennon says the Alabama Department of Environmental Management as well as the Coast Guard has previously warned of potential tarmats where the sheen was found. "The last thing I want to do is be here complaining. I'm hoping maybe I'm wrong, but we have to assume the worst and hope for the best. And I hope nothing's there, I hope I'm wrong," said Kennon. Officials say they met with the Federal On Scene Coordinator with the Coast Guard and feel confident that that more investigation into the source of the oil sheen will be coming.

[http://www.fox10tv.com/dpp/news/local\\_news/baldwin\\_county/USCG-oil-mat-not-from-BP-spill](http://www.fox10tv.com/dpp/news/local_news/baldwin_county/USCG-oil-mat-not-from-BP-spill)

#### USA, WA, SEATTLE, MAY 14 2012. MAN BREAKS LEG IN FALL FROM OLD GASWORKS PARK STORAGE TANK



Seattle firefighters rescued a man who fell from an old gas storage tank and fractured his leg at Gasworks Parks early Saturday. At about 2 a.m., the man in his 20s apparently jumped a barbed wire fence, walked past two no trespassing signs, climbed up the structure, then fell 15-to-20 feet onto an iron platform. "There's a reason these fences are up. There's a reason there are trespassing signs up. This a dangerous place and unfortunately, this gentlemen suffered some injuries for avoiding those signs which were there to protect him," said Kyle Moore with the Seattle Fire Dept. Firefighters put the injured man in a basket and lowered him 50-feet to the ground. Paramedics transported the man to Harborview Medical Center, where he's listed in stable condition

<http://www.nwcn.com/home/?fId=151261595&fPath=/news/local&fDomain=10212>

#### USA, PA, LACKAWANNA COUNTY, MAY 14 2012. ONE DEAD AFTER TANKER TRUCK COLLISION

*mike vojtko*



A Sunday morning car crash in Lackawanna County has left a woman dead and a man in the hospital. State police said the car crash happened around 3:00 a.m. on Interstate 81 near the Scott Township exit. Traffic was shut down in the northbound lanes for four hours until crews could clear the wreckage. Authorities said Jason Wood, of Scranton, and passenger Jeri Todd, 28, of Scranton, were traveling northbound when their vehicle began to slide into the left lane where it collided into a tanker truck. The impact caused both people to be ejected from the vehicle. Wood was taken to the hospital with moderate injuries. Todd was killed. Troopers said both were not wearing seat belts at the time of the crash. The truck driver, who was belted, was not injured. State

police are investigating the cause of the crash.

<http://wnep.com/2012/05/13/one-dead-after-tanker-truck-collision/>

#### AUSTRALIA, NEW SOUTH WALES, PORT BOTANY, MAY 14 2012. CARGO SHIP ACID LEAK AT PORT BOTANY

**Map:** [Port Botany 2036](#)

Hazardous materials crews are preparing to remove a shipping container that has been leaking acid from a cargo ship at Port Botany, in Sydney's south. The leak of nitric acid was discovered by crew on the ship while it was still out at sea. HAZMAT crews were waiting for the ship when it berthed and have been working to move other containers from around the one that is leaking. Superintendent Ian Krimmer from Fire and Rescue New South Wales says it will not be clear how serious the leak is until the container has been taken off the ship. "We're in the process of sealing that large shipping container off," he said.



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"Now that shipping container will be removed from the vessel and placed on the port. "Fire crews will then move in and open that container and try and determine just how serious this breach is."

<http://www.abc.net.au/news/2012-05-14/cargo-ship-acid-leak-at-port-botany/4009216>

#### USA, TX, PORT ARTHUR, MAY 14 2012. SHELL REPORTS FIRE, UNPLANNED UNIT OUTAGE AT MOTIVA PORT ARTHUR REFINERY

rose marton-vitale

[Watch the Video Fire Reported at Motiva](#)



Shell Oil said a unit was shut unplanned on Saturday at its joint venture Motiva refinery in Port Arthur, Texas, after a relatively brief fire at an associated heater. A filing to the Texas Commission on Environmental Quality, or TCEQ, said the R2 heater outlet check-valve caught fire which resulted in the shutdown of a lube hydrocracking unit at around 7:45 a.m. CDT on Saturday. "(The) Unit was Shut down and depressured to (the) flare system per Emergency shutdown procedures. (The) Plant emergency response team responded and extinguished the fire. (The) Unit was isolated and secured," the filing to the TCEQ said. The extent of the damage to the unit wasn't specified in the filing; it is unclear when it will be returned to service. A company representative wasn't immediately available to comment. The Motiva refinery is a joint-venture with Saudi Refining; the total throughput capacity is rated at 310,000 barrels a day.

<http://www.nasdaq.com/article/correct-shell-reports-fire-unplanned-unit-outage-at-motiva-port-arthur-refinery-20120513-00031>

#### MALAYSIA, KUALA LUMPUR, MAY 14 2012. CHEVRON WOOS INVESTORS TO BUILD NEW CALTEX STATIONS

Chevron Malaysia Ltd, which seeks to open up to 100 new Caltex petrol stations in Malaysia by 2015, is actively looking for investors to establish, own and operate the stations to help meet its goal under a revamped business model. This year alone, the second-largest US oil major aims to open at least 15 new stations in the country, six of which are now in various stages of construction. "We need to accelerate between now and 2015 to meet our target to have 100 new service stations by 2015, over and above our current 420 sites," Chevron Malaysia country chairman for Malaysia, Singapore and Cambodia, Jeremy Oh Beng Chuan, told SunBiz in an interview. It has identified west coast locations such as the Klang Valley, Penang, Butterworth, Prai, Johor Baru and Malacca to set up new petrol stations and hopes to work with prospective investors through two programmes: retailer-owned retailer-operated (RORO) and branded marketer. "Under the RORO programme, the operator or retailer invests in the property, building, pumps, underground tanks and basic service equipment. Caltex provides the standard service station design/layout drawings and signage," said Oh. "For retailers, this (RORO) class of trade gives them greater ownership of the business and adds to their earnings growth," he added. Besides the competitive financial returns, the company's value proposition is its "reasonably good and compelling financial package for retailers, which involves additional incentives or discounts and on a case-by-case basis, we also provide grants", said Oh. "We also work with our partner banks for the acquisition of credit cards at the service stations. In addition, we have our proprietary fleet card programme called StarCard as a payment option for a company's fuel expenses." Another plus of the RORO programme is that retailers have the flexibility of customising their own "backcourt" offerings, whether it is operating a convenience store, a fast-food outlet or a car wash, in their petrol stations. The branded marketer class of trade, meanwhile, refers to an owner which operates multiple sites under the Caltex brand. "We have four branded marketers in this country. They and the RORO retailers collectively account for 60-70% of our total network of stations," said Oh. The remaining stations are under the company-owned, retailer-operated (CORO) franchise. However, Chevron Malaysia has in the past four to five years been divesting its sites from the CORO class of trade to RORO as part of a strategy to focus on its core competencies, that is, to ensure safe and reliable delivery of fuel and lubricants to customers. "The divestment also allows us to better manage our Caltex branded retail network," said Oh, adding that the company's revamped business model is not only employed in Malaysia, but also in New Zealand, Thailand and the Philippines. "Eventually, we hope to divest our CORO Caltex service stations to our existing



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retailers to give them the opportunity to co-own the business with us," he said. "However, there are some CORO sites that we cannot divest because of the agreement we have with the landowners. For example, the highway sites. "The target is to have 94% of our network in the RORO and branded marketer classes of trade by 2015, and the remaining 6% in the CORO class of trade, which we will continue to support as we do today." Acknowledging that the company is a relatively small player in the Malaysian market, Oh said it remains fully committed to its investments here. "Over the past several years, Chevron Malaysia has performed well and that augurs well for us to continue our growth momentum. The revenue is very sizeable as we don't just supply fuel to our Caltex branded stations, but to our industrial and commercial customers like fleet owners, ports and wholesalers. If you combine these business channels together, the volume is huge," said Oh, adding that Chevron's share of the total fuel market in the country is between 10% and 12%. "We are also in close proximity to our joint venture refinery in Singapore (Singapore Refining Co Pte Ltd), which ensures us reliability of supply," he added.

<http://www.thesundaily.my/news/377344>

#### INDIA, MUMBAI, MAY 14 2012. SHIP EXPLOSIONS CAST DOUBTS ON MBPT'S FIREFIGHTING APPARATUS

With two explosions on Korean chemical vessel Royal Diamond-7 within a week in March, the efficiency of the firefighting apparatus at the Mumbai Port Trust (MbPT) has come under the scanner. The Korean ship had come to Mumbai from Taiwan on March 16 and was to go to Kandla Port in Gujarat via Mumbai. There was an explosion on the ship on March 17, which injured three men. On March 24, while 14 Indian workers and six foreigners were working on the ship, another explosion killed a Korean national and injured six. Despite MbPT's efforts, 16,000 litres of foam had to be used strategically by BMC firefighters helped bring the fire under control. The civic workers, however, could assist only as the ship was parked at the jetty and was not in the high seas. Mohan Chandran, public relations officer, MbPT, said the port had an auxiliary set up which was capable of handling and countering any eventuality. "We seek help from other companies only when required. A panel has submitted a report following the Royal Diamond-7 fire. Required steps will be taken based on the recommendations in the report," he claimed. Sources, however, alleged that the lack of will of the higher-ups in upgrading the existing system was partly responsible for the problem. Moreover, several posts of the port's fire department have been lying vacant for long. Also, the procurement of fire tenders and ambulances is entangled in a tedious tendering process, they alleged. "On some occasions, the injured are rushed to the hospital in jeeps, as no ambulances are available at Pir Pau and Haji Bunder jetties," sources alleged. Though the MbPT is capable of fighting fire in the seas, in case of big accidents and strained apparatus, help is sought from the fire brigade, Tata Fire Services, Ageies and the BARC. Of all the jetties, only Butcher Island and Princess Dock have advanced firefighting equipment, which is used in case of an eventuality. In fact, three of the four fire tenders at Butcher Island, too, are constantly under repair and should be disposed of, said the source. But, instead of upgrading the resources, the port authorities got an RTO extension to use one of the outdated vehicles till July 31. Explaining the reason behind it, port fire and safety officer PP Bhonde said, "We have floated tenders for new fire engines. As the rule permits only the use of Euro IV engines in Mumbai, we are facing a problem. So, we requested the high court to allow us to use the existing fleet till we get new vehicles."

<http://www.hindustantimes.com/India-news/Mumbai/Ship-explosions-cast-doubts-on-MbPT-s-firefighting-apparatus/Article1-855339.aspx>

#### UK, SOUTHAMPTON, MAY 15 2012. BOSS TOLD WORKER TO USE DISC CUTTER ON FULL GAS TANK

A worker was badly burned after being told to remove the top of a propane gas tank with a disc cutter, a court heard. The 29-year-old who was in his boss's house suffered injuries to his arm and body after flammable gases caught fire. The incident occurred at the home of company director Jamie Jewell, who was told to pay more than £4,000 in fines and costs. It followed an investigation by the Health and Safety Executive (HSE), which says the employee was lucky not to have been killed. The worker, who lives in [Winchester](#), had to take three weeks off work and was restricted to light duties for a further month. [Southampton](#) magistrates heard that Jewell did not know enough about the hazards of handling propane gas to carry out the work competently or supervise others. Jewell, a director of [Totton](#)-based Suffix Pre-Cast, admitted breaching the 1974 Health and Safety at Work Act. He was fined £2,000 and ordered to pay costs of £2,451. The incident, which involved a full tank of propane gas, occurred at Jewell's [Calmore](#) home on September 2 last year. Speaking after the hearing, HSE inspector Ray Kelly said: "This incident should never have happened and it was only a matter of good fortune that the worker was not killed. "It was irresponsible of the defendant to take an employee to his house."

[http://www.dailyecho.co.uk/news/9704159.Boss\\_told\\_worker\\_to\\_use\\_disc\\_cutter\\_on\\_full\\_gas\\_tank/](http://www.dailyecho.co.uk/news/9704159.Boss_told_worker_to_use_disc_cutter_on_full_gas_tank/)



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#### AUSTRALIA, QUEENSLAND, ROCKHAMPTON, MAY 15 2012. DIESEL SPILL CLOSES DAWSON HIGHWAY

Update 8.45pm: The diesel from petrol carrier involved in a truck crash on the Dawson Hwy this afternoon has been decanted. A Queensland Fire and Rescue Service spokeswoman said the diesel had been placed into another truck. She said fire crews and other emergency service personnel were still at the scene cleaning up. 6PM: Police are at the scene of a serious traffic crash which has closed the Dawson Highway near Biloela. Preliminary information suggests around 4.30pm, a truck and a tanker collided, causing diesel to spill for 2.5 kilometres along the highway. Due to the extent of the spillage, the highway has been closed roughly 20 kilometres east of Biloela. Diversions are currently in place for light vehicles along Old Coal Road. No diversions are possible for heavy traffic. No one is believed to have been injured in the incident.

<http://www.themorningbulletin.com.au/story/2012/05/14/diesel-spill-closes-dawson-highway/>

#### AUSTRALIA, VICTORIA, ALTONA, MAY 15 2012. COUNCIL CONCERN OVER SOIL PROCESSES

vanessa chircop

Hobsons Bay City Council will request the Minister for Environment Tony Burke and Minister for Planning Matthew Guy to 'call in' the Innova Soil Technology Works Approval and Planning Permit appeals following the council's refusal to issue a planning permit to the proposed soil remediation facility. At the last council meeting, councillors moved to request the Minister establish an Advisory Committee to develop a policy framework for the appropriate location and long term operation of permanent and semi-permanent soil remediation facilities in Victoria. Hobsons Bay Director Planning and Environment, Peter Gaschk said there is a policy vacuum regarding soil remediation facilities that needs to be addressed. "There needs to be some proper policy frameworks established," he said. "The real issue in this case... trying to determine where the most appropriate site should be for a permanent soil remediation facility and what sort of buffer distances, and what other operating requirements should be placed. "There's been a lot of discussion, (but) there hasn't been any policy framework put in place." Mr Gaschk added that gaps in the policy need to be filled in order to make a better decision on the Innova application. Some councillors raised concerns about inviting the Minister to 'call in' the matter, saying they were worried the Minister might just deal with the approval instead of setting up an Advisory Committee. Despite the concerns the motion was passed unanimously.

<http://www.starnewsgroup.com.au/star/williamstown-altona-laverton/348/story/151403.html>

#### AUSTRALIA, SOUTH AUSTRALIA, HENDON, MAY 15 2012. HENDON RESIDENTS TOLD TO STOP USING BORES AFTER TOXIC GROUNDWATER RESULTS RETURNED 20 YEARS AGO

bryan littlely

 [Watch the Video Bore Water Worries for Hendon Residents](#)



Christine Schevchenko of Albert Park waters her garden. Her property has no bore so she doesn't have concerns about the quality of the water she uses.

A 20-year-old report showing toxic groundwater posed a danger to 2900 Hendon residents was lost by the environmental consultants who produced it. But the owner of the site the Environment Protection Authority has linked to the contamination scare, Port Adelaide Enfield Mayor Gary Johanson, says the EPA knew about the danger despite not having all the details. Coffey Partners International presented only two of the three reports it had to government agencies in 1992 when its staff tested groundwater in the Hendon area and found contamination. Those two reports, however, clearly state the source of the contamination was likely to have come from a tannery in Albert Park, rather than the former ammunitions manufacturing site, now owned by Mr Johanson. The EPA ruled out Mr Johanson's paint warehouse as the source of the contamination. He took over the site in 1995. Mr Johanson, who was unsuccessful in his bid for election in the State Government seat of Port Adelaide in last year's by-election, yesterday questioned why the issue was raised during his election campaign. "The first phone call (from the EPA) I got about this matter was in December last year during the campaign," Mr Johanson said. "(The EPA) have questions to answer over why they sat on a report for 20 years. The reports (copies of which the EPA had) clearly state that off-site testing should have been done to find the source of the contamination, which was not my building site." Coffey Partners International no longer had a copy of the third report when the EPA learnt of its existence last December while reviewing historic files. "We went to Coffey last year and said there seems to be a third report ... they were unable to locate it," EPA director of science and assessment Peter Dolan



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said. The EPA received the lost report, from Mr Johanson, on May 2. It shows additional off-site testing in 1992 found that groundwater was contaminated with volatile chlorinated hydrocarbons at levels above the Australian Drinking Water Guidelines. "Our first priority is to ensure residents have been informed not to use the groundwater for any purpose," Mr Dolan said.

#### Related Links

- [Toxic report lost for two decades](#)
- [Tests on homes near toxic site](#)
- [Holden issues water warning](#)
- [Holden waste sparks warning](#)
- [Holden warns of contaminated groundwater](#)

<http://www.adelaidenow.com.au/news/south-australia/hendon-residents-told-to-stop-using-bores-after-toxic-groundwater-results-returned-20-years-ago/story-e6frea83-1226355883509>

#### USA, MA, NEW BEDFORD, MAY 15 2012. CONTAMINATED SOIL AT PARKER STREET POSES NO RISK, SAYS CONSULTANT

ariel wittenberg

The city's environmental consultant, TRC Environmental Corp., has determined that soil contaminated with petroleum hydrocarbons at the intersection of Parker Street and Hathaway Boulevard poses "no significant risk" to humans. The contaminated soil was discovered in December 2011 when contractors digging a trench for a natural gas pipeline to supply the high school's fieldhouse saw stained soil with a petroleum-like odor. The project has since been completed and city Environmental Planner Cheryl Henlin said it was unclear if the soil was contaminated because it was part of the Parker Street Waste Site or if it was caused by a "roadway release." Discovery of the contaminated soil should not have an impact on construction crews preforming work at the site in the future, Henlin said. The Massachusetts Department of Environmental Protection is already monitoring the Parker Street Waste Site due to its contamination with polychlorinated biphenyls (PCBs), and the city must submit a "Utility Release Abatement Measure" form seeking DEP approval for any work done at the site. The discovery of petroleum-contaminated soil does not change that practice. "Just because there is contamination at a site doesn't mean you can't dig there," Henlin said. "But you do need to tell them how you plan to handle the soil so they know it is in accordance with regulations." The report of TRC's findings is available online at the city's Parker Street Waste Site website. The report is open to public comments until May 31.

<http://www.southcoasttoday.com/apps/pbcs.dll/article?AID=/20120515/NEWS/205150334/-1/NEWS>

#### AUSTRALIA, WEST AUSTRALIA, PERTH, MAY 15 2012. PTTEP SETS FUNDS ASIDE FOR SPILLS

peter klinger



##### PTTEP sets funds aside for spills.

Thailand's PTTEP, the owner of the Montara project which caused one of Australia's worst oil spills, has joined 11 other oil and gas giants in committing \$25.2 million towards an industry program to deal with future uncontrolled oil and gas leaks. Under the umbrella of the Australian Petroleum Production and Exploration Association, the 12 companies will commit the funds over five years to ensure access to a subsea first response toolkit (SFRT) that will address the risk of any uncontrolled discharge from offshore wells. The SFRT will consist of specialised equipment to be located in Australia and contracted through the industry-funded Australian Marine Oil Spill Centre (AMOSC) for immediate mobilisation if there is an incident. The SFRT contains all equipment needed to clean the area around the wellhead, enable intervention and prepare for relief well drilling and safe installation of a capping device. All Australian offshore operators will be able to access the SFRT on an affordable basis. PTTEP is joined in the foundation program by Woodside Petroleum, Royal Dutch Shell, Apache, Chevron, BHP Billiton, ConocoPhillips, Eni, INPEX, Santos, ExxonMobil and BP. Each partner has committed \$2.1



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million. "The continued development of offshore oil and gas is essential for Australia's prosperity and energy security, but the industry must ensure we have access to the latest systems, technology and expertise to achieve the highest standards for our environment and safety performance," APPEA chief executive David Byers said today. "The funding and development of a SFRT not only demonstrates the industry's technological advancement, but also its commitment to continuous improvement and world's best practice. "This investment will enable the Australian oil and gas industry to manage a subsea uncontrolled hydrocarbons release incident without delay and with maximum efficiency." Mr Byers said the Montara and Macondo offshore oil spill disasters, and subsequent inquiry recommendations, had highlighted the need for the international offshore petroleum exploration and production industry to create a capability for fast and effective response to uncontrolled hydrocarbons releases.

<http://au.news.yahoo.com/thewest/business/a/-/wa/13676522/pttep-sets-funds-aside-for-spills/>

#### **NIGERIA, LAGOS, MAY 15 2012. FUEL TANKER CRASHES NEAR ARMY BARRACK BY LAGOS AIRPORT WAY**

*The fuel tanker that crashed*



A petrol tanker driver on Monday lost control of and crashed into the median in front of the army barrack at the bridge connecting the Murtala Muhammed Airport along Lagos-Abeokuta Expressway. The content of the tanker was emptied at the Lagos airport junction, but there was no explosion as at the time the Lagos State Fire Services arrived the scene and started spraying the vehicle with liquid chemical. The accident which occurred at about 3.15 pm, according to eyewitnesses was as a result of over speeding by the driver. An eyewitness simply identified herself as Kemi who was at the junction attempting to cross the Lagos Abeokuta Expressway when the accident occurred said if the vehicle had exploded, she would have been consumed by the fire. "I was standing at that junction trying to cross the road to the other side where I would board a bus to

Agege. As I was standing, I just heard a big bang and what I saw next was a petrol tanker landing by my side, and before I knew what was happening, the fuel from the tanker had reached my side. I had to run thinking it would explode into flame. But I thank God that it did not. If it had happened, I would have been consumed by the flames from the explosion," she said. Another eyewitness, Mr. Favour Ikechuckwu who wanted to cross the express way, said he saw the fuel tanker coming on high speed, but he had to run for his life when he discovered that the vehicle had lost control. He said that immediately the vehicle fell down, the driver jumped down and attempted to run away, but he was given a chase by some soldiers from the barrack close to the scene of the accident. He said: "I was here waiting to cross the expressway. I was even making call on my hand phone when I noticed that the trailer was approaching on high speed, but before one could say Jack Robinson, the vehicle had lost control and fallen down while fuel was pouring out and we all had to run. "There were many people around here using naked light, but we thank G."

<http://www.worldstagegroup.com/worldstagenew/index.php?active=news&newscid=4791&catid=2>

#### **USA, FLA, HOLLYWOOD, MAY 15 2012. DRUM FILLED WITH UNKNOWN SUBSTANCE REMOVED; ROAD REOPENED**

[Watch the Video Drum filled with unknown substance removed](#)



Hollywood Fire Rescue workers place a smoking drum found on North Ocean. Crews have reopened a section of a South Florida road after a 55-gallon drum containing an unknown substance caused a HazMat situation. HazMat crews were called out to the scene Monday morning after smoke and an unknown liquid were seen leaking from the drum that washed ashore along Hollywood Beach Sunday morning. Officials temporarily closed down both northbound and southbound A1A, between Minnesota and Indiana Streets, as HazMat crews investigated the drum. The road closure meant fewer customers for businesses in the area. "It's horrible. Everything's backed up. Nobody is coming in, because nobody can get through. Nobody wants to be down here," said Jason Pierandozzi of Joe's Tiki Bar. Rooftop Resort estimated a 75 percent decline in



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business due to the incident. "It's been horrible. We're usually pretty busy on a Monday and nothing today," said Kelly Walters. Officials evacuated the immediate area after the substance began smoking and boiling. HazMat officials were able to neutralize the chemical with a solution, allowing for the safe removal of the drum. Crews escorted the drum to a waste management facility in Davie late Monday night, to test the chemical inside the object. "No one will take that product if it's still emitting a toxin, so what we've done is neutralize the product," explained Chief Mark Steele of the Hollywood Fire Rescue. "The product is now being put in what is called an over pack drum. Once it's in the over pack drum, we're making arrangements for it to be picked up by a company that will take now a product that's neutralized." Crews have cleaned up the scene and officials have since reopened A1A. Business owners are glad everything has returned to normal. "We've got the drinks going, cold drinks. Happy hour: can't beat it," said Pierandozzi. Miami-Dade Fire Rescue has no idea what the substance is, but know that it was beginning to detonate on its own. Officials are awaiting results.

<http://www.wsvn.com/news/articles/local/21007474693983/drum-filled-with-unknown-substance-removed-road-reopened/>

#### AUSTRALIA, QUEENSLAND, BILOELA, MAY 15 2012. HIGHWAY REOPENED AFTER FUEL SPILL



*The hole torn in the fuel tanker following the accident on the Dawson Highway on Monday afternoon.*

One lane of the Dawson Highway east of Biloea has been re-opened to traffic following a fuel spill on Monday afternoon. A police spokesperson said the highway was closed on Monday afternoon after a "tanker-worth" of diesel covered 2.5km of the highway. Preliminary information suggests around 4.30pm, a truck transporting a bulldozer and a fuel tanker collided, causing the diesel to spill. The blade of the dozer ripped a long hole in the tanker as the two vehicles passed on the highway. Due to the extent of the spillage, the highway was closed roughly 20 kilometres east of Biloea. No one is believed to have been injured in the incident. Crew worked through the night to clean up the spill

and the highway is partially re-opened under the guidance of traffic controllers.

<http://www.centraltelegraph.com.au/story/2012/05/15/truck-crash-closes-biloela-highway/>

#### AUSTRALIA, VICTORIA, MELBOURNE - NATIONAL OFFSHORE PETROLEUM SAFETY AND ENVIRONMENTAL MANAGEMENT AUTHORITY (NOPSEMA), MAY 15 2012. REPORT FLAGS SAFETY LESSONS FOR OFFSHORE PETROLEUM INDUSTRY

National offshore petroleum regulator demands continuing vigilance to protect workers and the environment NOPSEMA, Australia's national independent regulator for offshore petroleum health and safety, well integrity and environmental management, today released the latest health and safety performance report for Australia's offshore petroleum industry. The report contains data of inspections, investigations and information collected from 35 operators and 209 facilities operating in Commonwealth waters (and relevant coastal waters) to December 2011. Health and safety categories covered in the report include injuries, complaints, investigations and enforcements. The authoritative report identifies signs of progress in industry safety performance. For example:

- no fatalities were recorded during the reporting period (July 2010-December 2011)
- the rate of major injuries has been decreasing since 2008

Recalling the lives lost in the BP Macondo blowout in the Gulf of Mexico in April 2010 and the impact of the PTT EP Montara blowout in the Timor Sea in 2009, NOPSEMA CEO Jane Cutler warned that industry could not afford to be complacent at any stage of offshore petroleum exploration and production. "Strong safety performance is fundamental to restoring confidence in an industry that has seen the tragic consequences of inadequate risk prevention." The Offshore Health and Safety Performance Report identifies design, procedures and preventive maintenance as the top three root causes of accidents and dangerous occurrences. Ms Cutler acknowledged the role of the regulator in driving continuous improvement in minimising risks to workers, noting an increase in inspections and enforcement actions in 2011. "From the early design stages of a facility to the end of its lifecycle, it is up to operators and industry regulators alike to be vigilant in their commitment to the safety of people working offshore." In the interests of sharing safety lessons for industry, the report documents 57 incidents investigated in the 18 months to 31 December 2011, including accidents involving injuries to workers and dangerous



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occurrences that could have caused death or serious injury. The report reveals there were three major hydrocarbon gas releases reported in 2011. "Uncontrolled hydrocarbon releases are of particular concern due to their potential to cause ignition. Preventing releases of this nature should continue to be a top priority for operators", Ms Cutler said. NOPSEMA was established in January 2012 following the Final Government Response to the Report of the Montara Commission of Inquiry (2011) and a decision to extend the health and safety remit of the National Offshore Petroleum Safety Authority (NOPSA) to include well integrity and environmental management. NOPSEMA superseded NOPSA as the single national regulator for offshore facilities and activities in Commonwealth waters, as well as designated coastal waters where powers have been conferred. The Offshore Health and Safety Performance Report can be accessed at [www.nopsema.gov.au](http://www.nopsema.gov.au) Contact: Alison Carter, NOPSEMA Communications, email: [alison.carter@nopsema.gov.au](mailto:alison.carter@nopsema.gov.au), ph: +61 (08) 6188 8752, mob: +61 (0)407 076 041.

<http://www.nopsema.gov.au/assets/media/Media-Release-Report-flags-safety-lessons-for-offshore-petroleum-industry-11-May-2012.pdf>

### USA, AR, EL DORADO, MAY 15 2012. BLOWN TRANSFORMER CAUSES GAS AND ACID TANKS TO EXPLODE >> THE PLANT ALSO PRODUCES CONCENTRATED NITRIC ACID (CNA), SULFURIC ACID, WEAK NITRIC ACID, LIQUID AND SOLID AMMONIUM NITRATES FOR COMMERCIAL EXPLOSIVES

 **Watch the Video** [Explosion at Chemical Plant in El Dorado](#)

Cleanup got underway Tuesday afternoon at the El Dorado Chemical Plant in El Dorado, Arkansas after an early morning explosion and fire. The explosion reportedly happened around 4 a.m. The plant's located in the 4500 block of N. West Ave. in Eldorado. The plant's site manager said that a reactor in the plant's nitric acid facility exploded, blew out windows, damaged the facility and sent debris across the site. Some of that debris, plant personnel said, struck the sulfuric acid plant and caused a wide spread sulfuric acid fire. Some employees were reportedly on site at the time of the explosion, but fortunately, none were injured. Plant officials say 150 people are employed at the plant, which specializes in producing agricultural chemicals for fertilizing. An investigation into the cause is ongoing.

<http://www.ksla.com/story/18421086/gas-tank>

### USA, WA, WHIDBEY ISLAND, MAY 15 2012. FUEL SPILL CLOSES PENN COVE SHELLFISH HARVEST

*elisabeth murray*



*Smoke continues to billow from the burning vessel on Sunday morning. Penn Cove mussel pens can be seen in the foreground.*

Penn Cove has been closed to all shellfish harvesting following a diesel fuel spill from a derelict crabbing boat that burned and sank near the mussel rafts in Penn Cove. How long the harvest closure will last is anyone's guess. "The closure could be a couple of weeks, but it depends upon the test results," Washington Department of Health spokeswoman Kate Lynch said late Tuesday. The closure affects not only recreational harvest – a popular activity for both locals and off-Island visitors – but also commercial harvest at Coupeville's iconic mussel farm. Penn Cove Shellfish owner Ian Jefferds said he is angry and frustrated about a state policy that kept the 128-foot Deep Sea from being removed when it was first identified as a potential problem. The boat was illegally moored in the cove

after being towed here in December 2011. The environmental crisis began at about 11 p.m. Saturday, when firefighters began battling a blaze aboard the steel-hull vessel. Fireboats doused the boat with water and foam throughout the night and all day Sunday, only to watch the vessel sink just before 6 p.m. The vessel went down in about 60 feet of water just north of the mussel farm, where by 2 a.m. Monday it had begun leaking oil and fuel. By Tuesday afternoon, divers had recovered some 2,100 gallons of fuel from the sunken vessel's tanks. But because they had been unable to plug one fuel tank vent, diesel was still flowing from the boat. Along scenic Madrona Way, just above the shoreline, the springtime air reeked of spilled diesel. Pollution-containment booms above the vessel on the water's surface are being used to corral contaminants, including diesel fuel that until late Tuesday was bubbling up to the surface at a rate of about 2 gallons per minute. With an environmental disaster looming so close to his mussel farm, Jefferds canceled regular daily harvests at a cost of \$45,000 per day in sales,



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he said. "I am not planning on harvesting the entire week," he said. How long the shellfish harvest closure will last is unknown. On Wednesday, a fuel sheen could be seen spreading as far east as the Coupeville Wharf, 1.5 miles away. On Saturday, local residents and visitors will gather at the wharf as they attend the town's annual Penn Cove Water Festival – a celebration of the history and ecology of pristine Penn Cove. Water Festival board member Kyle Waterman said his group has no plans to call off any part of the event, including the Native American canoe races that draw entries from tribes all over the Northwest and British Columbia. Waterman said the group is concerned about the impact not only on the marine environment, but also on the mussel farm. "Penn Cove Shellfish has always been a major supporter of our canoe races and our belief that we need to do everything to preserve our waterways," he said in an e-mail. "Now it is time to see how we can help support the farm." Once the fuel sheen dissipates, state Health officials will begin taking tissue samples from local shellfish to test for contaminants, Lynch said. Sampling will continue until evidence of petroleum is no longer present. Specialists will then conduct a sensory test, tasting and smelling the shellfish to see if they can detect contaminants, Lynch said. "These are filter-feeding shellfish, and as they feed it will go out of their system," she said.

#### Derelict Vessel

The disaster this week has been months in the making. Since last December, Jefferds has been nagging the state Department of Resources to take action to get the Deep Sea removed from Penn Cove after its owner, Rory Westmoreland, illegally left it tied to a buoy a quarter mile north of the company's mussel rafts. Contacted on Monday, Westmoreland described the burning and sinking of the Deep Sea as "unfortunate." On Sunday, with the flaming, sinking boat belching acrid smoke that wafted southwest across Ebey's Prairie, emergency responders arrived from Central Whidbey Fire Rescue, Camano Island Fire Rescue, the Island County Sheriff and the U.S. Coast Guard. Also responding were spill-prevention personnel from the state Department of Ecology and the Island County Department of Emergency Management. Teams from North Whidbey Fire and Rescue and South Whidbey Fire and Rescue were also on hand to lend support. Everett-based oil-spill response contractor National Response Corporation towed floating booms to the site to contain the pollution, and Ballard Diving and Salvage was hired to vacuum fuel from the sunken vessel's tanks and try to prevent more from escaping. Raising and removing the sunken vessel will be considerably more expensive – and difficult – than it would have been to just tow it away when it was still afloat. Costs for cleanup and removal combined could reach several hundred thousand dollars. But collecting the money may not be simple or straightforward. Westmoreland insists he no longer owns the boat and it's someone else's problem. "This is a legal thing," he said. "(The new owner) was trying to back out of buying the boat." But as far as the state Department of Natural Resources is concerned, Westmoreland remains the vessel's owner. Toni Droscher, communications manager for the Washington Department of Natural Resources Aquatics Division, said Westmoreland's buyer apparently backed out before the sale was made official. "To the best of our knowledge the sale did not go through," she said. The agency had been trying to get Westmoreland to remove the boat from Penn Cove for months, fining him \$84 for each day the vessel remained in place. At this point, he owes more than \$5,250 in fines – a drop in the bucket compared to the amount he may be forced to pay for cleanup. Until state and federal officials can extract some cash from Westmoreland, the cost of spill cleanup response will be covered by the federal Oil Spill Liability Trust Fund, which comes from a 1980s tax on imported oil. Superfund money also may come into play. On Tuesday, Natural Resources officials sent out a press release in which they insisted they did everything they could to get Westmoreland to remove the Deep Sea from Penn Cove. The release said that since January, they had contacted him nearly two dozen times to find out why the boat was still anchored in Penn Cove. After determining the boat wasn't leaking fuel or oil, and didn't appear to be in danger of sinking, Natural Resources officials attempted to work with the owner to get him to move the boat, Droscher said. Thanks to state budget cuts, the agency didn't have the resources to enforce state law by towing the vessel out of the cove, she said. The department already has a list of 220 reported derelict vessels around the state. Those that are not a navigational or pollution risk don't warrant immediate action, she said. But now that the Deep Sea is at the bottom of Penn Cove, leaking poisonous petroleum in an area internationally known for high-quality shellfish, its status on that list has changed. "It has moved up in priority," Droscher said. Westmoreland could face misdemeanor charges for trespassing and leaving a derelict vessel, as well as federal pollution charges.

#### Testing for Toxicity

Jefferds said his workers have been testing the water to detect any pollutants that might taint his shellfish harvest. State Health Department shellfish growing area manager Bob Woolrich said his agency will monitor test results to make sure shellfish taken from Penn Cove are safe. "(Jefferds) decided to close down harvesting to assure his customers of the safety of the shellfish, but it was not ordered by the state," Woolrich said Monday, before the state closed the cove to harvest. "There is no evidence that the shellfish has been contaminated." Jefferds said he hopes the timing of the disaster may help dissipate the



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fuel. "We're coming up on some of the biggest tides of the year," he said. A team from Ecology is assessing the damage to the environment, Ecology spokesman Larry Altose said. Penn Cove is home to sensitive shellfish beds as well as important fish, bird and marine mammal habitat, so there's a lot at risk, he said. In the meantime, Penn Cove Shellfish has shifted harvesting activities to its mussel farm on Hood Canal. While some Coupeville workers have been left idle until local harvesting resumes, others have been sent to help at the farm near Quilcene. "We want customers to see that everything that can be done is being done," Jefferds said. Jefferds said he hopes the disaster will force state officials to change the way they handle derelict vessels in Washington waters – especially when they threaten a business that harvests marine life destined for the dinner table. "I am frustrated that the boat was here for as long as it was," he said. "Maybe they will rethink their policy because of what happened. Time will tell." An assessment of the environmental damage caused by the spill is expected later this month.

<http://www.whidbeyexaminer.com/main.asp?SectionID=1&SubSectionID=1&ArticleID=7721>

### USA, TN, CEDAR HILL, MAY 16 2012. TANKER TRUCK COLLIDES WITH CAR, 2 INJURED

A Hollingsworth Oil tanker truck crashed into a passenger vehicle this morning in Cedar Hill, injuring both drivers – one critically – and blocking Highway 41 for several hours. At approximately 4:30 a.m., the tanker truck collided with a Volkswagen Jetta on Highway 41 in front of Jo Byrns Elementary School, according to Robertson County Rescue Squad Chief Brian Edwards. The weather was foggy and made it difficult for the drivers to spot each other, Edwards said, but the exact cause of the crash has not been determined. The driver of the Volkswagen was transported via Life Flight helicopter to Vanderbilt University Medical Center with critical injuries, and the driver of the truck was also transported to the hospital with non-life threatening injuries. The crash caused a diesel fuel spill, but the truck's haul was not damaged. "The actual tanker trailer was not compromised," Edwards said. "The fuel spill came from the truck's fuel tank." Hazardous cleanup crews responded on the scene, and the tanker was finally pulled from the road at around 10:15 a.m. Crews reopened the road for traffic at 10:30 a.m., Edwards said.

<http://www.tennessean.com/article/20120515/ROBERTSON01/305150050/Tanker-truck-collides-with-car-2-injured>

### SPAIN, BARCELONA, MAY 16 2012. ANGER MOUNTS OVER F1 TRACK SAFETY >> FUEL SAFETY PROBABLY NEEDS TO BE LOOKED AT A BIT MORE CLOSELY."



*Inferno: mechanics battle a blaze in the williams garage after the spanish grand prix.*

The Williams crew member most seriously injured in the fire which engulfed their garage after Sunday's Spanish Grand Prix remained in hospital in Barcelona on Monday as serious questions were raised about the emergency services at the Circuit de Catalunya. Martin Betts, 50, known in the paddock as Barney, was airlifted to hospital after suffering second-degree burns to 15 percent of his body, the worst affected areas being his hands and legs. Bob Fearnley, Force India's deputy team principal, was fiercely critical of the response at the circuit. He had to fight past two track officials to enter the medical centre to check on one of his employees who had rushed to the aid of Sir Frank Williams, who is confined to a wheelchair Fearnley said: "Incompetent would be a very polite way of saying what these people have

done here.

**"There's no training, no procedures."**

"I went down to see how my man was and I had to fight my way in. We need to look seriously at the training of people at the circuits. I'm not impressed at all." Those views were echoed by experienced Formula One photographer James Moy. He had been taking pictures of Pastor Maldonado's victory celebrations in the Williams garage moments before the explosion in the fuel storage area. "I reckon it probably took any circuit staff or firemen at least 12 minutes to get there," said Moy. "The only people there at that time were mechanics, fighting a fire in shorts and T-shirts."

Heroic Actions

But for the heroic actions of the Williams crew and those of their competitors the consequences could have been far worse. BBC technical analyst Gary Anderson pointed out: "There's a lot of fuel stored in the garages - there could be 20 or 30 litres in the rig after the race and another couple of hundred in the garage. Fuel safety probably needs to be looked at a bit more



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closely." According to a Spanish news agency, fire crews on duty inside the track perimeter left shortly after the race and those who attended the blaze, which occurred about 90 minutes after the chequered flag, came from another checkpoint close to the track. Betts' condition was described on Monday night by a hospital spokesperson as 'serious but stable'. He will remain in the burns unit for 'at least another two days' before he can be moved to a hospital in England. Fortunately, Betts, who has worked for Williams for 14 years, has not suffered respiratory problems despite the pit lane and paddock being smothered in acrid black smoke.

#### About 30 People Were Treated for Smoke Inhalation.

Williams confirmed that Betts, who describes himself as a 'garage operative' and is responsible for building the pit garage at every race, is expected to return home later this week and said: "His family are in constant communication and he is in good spirits." A further two Williams team members have been released after recovering from smoke inhalation. Four members of the team have also left hospital, including one who has had his broken right thumb put in plaster ahead of an operation on his return home. The Force India worker has also been released. Thanking their competitors for rushing to their aid, Williams chief operations engineer Mark Gillan said: "We were overwhelmed by the support. It was really impressive. It was a serious issue and I am very grateful indeed. "What happened after a great result is very disappointing, but things were limited by the fast response of our team and everyone who helped.

#### Genuine Cameraderie

Williams added: "While the incident was unexpected and definitely most undesirable, it has demonstrated the genuine cohesiveness, camaraderie and spirit of co-operation that exists within the Formula One paddock. "The astonishing response from the teams and other paddock personnel was immediate, unconditional and overwhelming." Gillan admitted vital equipment had been lost in the blaze. Bruno Senna's car was in the garage as it was engulfed, but Gillan insisted the team would be ready to race in Monaco in a fortnight. He said: "We had a lot of damage and we have lost a lot of equipment, including IT equipment. We will have everything we need to run operationally at Monaco, but we may be missing a few extras." The McLaren team yesterday offered any necessary help to their rivals

<http://www.iol.co.za/motoring/f1-grand-prix/anger-mounts-over-f1-track-safety-1.1296745>

#### USA, MI, LANSING, MAY 16 2012. BALANCE NEEDED IN CLEANUP EFFORTS >> MICHIGAN MUST BE MORE EFFICIENT AND MORE EFFECTIVE ABOUT HANDLING CONTAMINATION FROM OLD UNDERGROUND TANKS.

When it comes to dealing with the environmental challenges of underground tanks, Michigan needs both a dose of practicality and a long-term outlook. A recent U.S. Environmental Protection Agency report suggested that Michigan was among the nation's most inefficient states for dealing with a backlog of contamination sites caused by leaking underground tanks. Indeed, the report said it would take Michigan 90 years to clear its backlog of known sites. Under Gov. Rick Snyder, the state has made changes that will help reduce 7,100 leaking underground storage tank sites, known as LUST sites, being monitored. Some 1,300 of those are considered a risk to human health. As part of the effort to reduce its backlog, the state will use EPA standards to close sites that are low risk. It also will change rules for private contractors who assess and clean such sites. And the DEQ will use a 90-day window to consider closure reports submitted by property owners; if DEQ fails to reject or approve a report within that time, the case closes automatically. Business leaders are hailing the changes as a more realistic approach to addressing the problem. Environmentalists worry that the new system will let problem sites escape state attention. Getting rid of contamination is costly; doing a shoddy job of it is costlier. That's because the spread of contamination often is problematic and therefore more expensive to clean up than the original problem. Still, some say the old state process made property owners' costs two or three times higher than the national average for such work. The net result was a slow down in clean up efforts an equally unacceptable problem. The best course for Michigan is to balance the concerns of both sides. By creating a method for quickly handling low-risk cases, Michigan should free resources to concentrate on the most serious sites. At the same time, the state must be discerning about how it addresses those higher-risk sites. And the state must get serious about funding efforts to clean dangerous sites where owners can't be identified or are refusing to act. The state has a cleanup fund, but has diverted most of the money for other purposes in recent years. Gov. Snyder proposed increasing that fund from \$20 million to \$30 million for the 2012 fiscal year. Continuing to increase that fund and spend it wisely must be priorities.

[http://www.lansingstatejournal.com/article/20120515/OPINION01/305150022/Balance-needed-cleanup-efforts?odyssey=mod%7Cnewswell%7Ctext%7COpinions%7Cp&nclink\\_check=1](http://www.lansingstatejournal.com/article/20120515/OPINION01/305150022/Balance-needed-cleanup-efforts?odyssey=mod%7Cnewswell%7Ctext%7COpinions%7Cp&nclink_check=1)



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