



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 851 Newsy Stuff

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

June 23 2012



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USA, MICHIGAN, JUNE 12 2012. 2010 OIL SPILL IN MICHIGAN FAR LARGER THAN OFFICIAL ESTIMATES, EVIDENCE SHOWS DOCUMENTS FROM THE FEDERAL INVESTIGATION INTO THE LARGEST SPILL OF DILUTED BITUMEN IN U.S. HISTORY POINT TO THE NEED FOR A MORE ACCURATE ACCOUNTING.



Initial cleanup of the contaminated zone around the pipeline break area.

The 2010 pipeline spill in Michigan's Kalamazoo River was far larger than the pipeline operator has reported, according to accumulating evidence and documents recently released by federal investigators. The estimate that Enbridge Inc., the pipeline's Canadian operator, has used since a couple months after the spill is 20,082 barrels, or 843,444 gallons. The estimate used by the U.S. Environmental Protection Agency is larger—1 million gallons—but the documented sources indicate that estimate may also be low, by a significant degree. Almost two years after the spill, oil is still being removed from the Kalamazoo River, and 30 miles of the waterway remain closed to the public. The cleanup has been difficult because the line that ruptured was carrying diluted bitumen, or dilbit, an unconventional form of oil derived from Canada's oil sands that has defied traditional oil recovery methods. "I would think Enbridge could sharpen their pencil and come up with a better number," said

Carl Weimer, Executive Director of the Pipeline Safety Trust, an industry watchdog group. "I am always suspicious when the original number sticks around so long, because penalties for Clean Water Act violations are based on how much goes into the water." Within hours after the spill was discovered on July 26th, but before they could conduct an on-site assessment, Enbridge executives estimated the size of the spill: 19,500 barrels, or 819,000 gallons of oil. The company increased the estimate slightly to 20,082 barrels, or 843,444 gallons, a few months later and that is where its estimate has stood ever since. Enbridge spokeswoman Terri Larson told InsideClimate News that the company stands by that number as accurate—even though it is about 15 percent below the EPA's estimate. But even the EPA estimate is uncertain, because it conflicts with other data the agency has made public. The EPA's website says more than 1.1 million gallons of oil have already been recovered during the ongoing cleanup. It also reports that more than 186,000 cubic yards of oil-laden soil and debris have been collected and disposed of, along with 17 million gallons of oil mixed with water. The agency declined to estimate how much oil the debris and the water contained. The question now is how much oil is left in the river. The oil recovery effort near the town of Marshall, Mich., is in its 23rd month, and with costs surpassing \$750 million, the spill ranks as the most expensive oil pipeline accident since the U.S. government began keeping records in 1968. The U.S. Environmental Protection Agency has launched a criminal and civil probe of the accident, and the National Transportation Safety Board is also investigating the spill. Last month the NTSB released some of the documents it has gathered. According to other documents Enbridge has filed with the Federal Energy Regulatory Commission, the company's insurance policy will cover up to \$650 million of pollution liability but does not cover fines and penalties. So far, neither the EPA, nor the Pipeline and Hazardous Materials Safety Administration nor any state or local government agency has imposed any. The spill volume would affect the size of any fines or penalties. For violating the Clean Water Act, Enbridge could be fined as much as \$1,100 for every barrel it spilled. If gross negligence or willful misconduct is proven, the company could be forced to pay as much as \$4,300 per barrel. The documents from the NTSB investigation show that the initial spill estimate was made by an Enbridge engineering supervisor, Vincent Kolbuck. As the company's point man for initiating the emergency response, it was his job to immediately quantify the size of the spill after it was detected on July 26, 2010 and report it to the National Response Center. He was working the phones from Enbridge's Chicago office. To learn what he could as quickly as possible, Kolbuck spoke with the pipeline control room supervisor in Edmonton, Alberta, 1500 miles away. The supervisor had just started the morning shift and was still trying to ascertain what had happened in the control room the night before, when 16 high-priority alarms had sounded. He told Kolbuck that the company's monitoring system could not account for 11,322 barrels of oil that went into Line 6B but did not come out the other end. Kolbuck then got a call from his boss, Tom Fridel, general manager of Enbridge's Chicago regional office, who was already in a car rushing to the site of the accident almost 200 miles away. "I told Tom Fridel this estimate of 11,322 barrels,"



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Kolbuck told federal investigators who interviewed him four days after the spill. "He felt that would probably not be enough because of the time involved in closing valves, takes three to four minutes to close valves." Instead, Fridel told Kolbuck to base his estimate on the amount of oil that could escape from the portion of the pipeline closed off on either side of the rupture. "The distance is 2.95 miles, approximately three miles," Kolbuck said. "I made a calculation on that distance of 19,500 barrels, and Tom said 'Are you sure?' and I said 'Yes.' He said, 'That's going to be our official volume out.'" When Kolbuck got through to the National Response Center at 1:33 p.m., [he reported a 19,500 barrel release](#) of crude oil into a creek leading to the Kalamazoo River. At 6 p.m., that estimate was cited by Enbridge at a briefing for public officials gathered in Marshall. Nine hours later, however, first responders at the site of the spill began questioning Kolbuck's estimate. According to the NTSB documents, a meeting was held at three a.m. on the first, sleepless night of the disaster. It notes: "May need to consider revising the estimated spill amount and obtaining an oil-water indicator to get an accurate measure of oil being retrieved." What wasn't factored into Kolbuck's calculation was that control room operators in Edmonton had restarted the ruptured pipeline twice during the night, before they realized it had developed a six-and-a-half-foot tear. They thought the system alarms were warning of an air bubble that had formed in the line, and they tried to overcome it by increasing the pumping pressure. At 4 a.m. operators restarted the leaking pipeline for an hour. At 7:10 a.m. they started it again for at least 45 minutes. During both those restarts, oil was pushed through the 30-inch diameter line with as much pressure as water through a fire hose. According to Enbridge's [2010 Emergency Response Plan](#), the oil released before a leak is isolated is supposed to be added to spill estimates. But Kolbuck's first-day estimate of the size of the spill didn't include this calculation. The emergency plan says it takes the company's leak detection system five minutes to recognize a rupture and an additional three minutes to shut down the valves that can isolate it. A chart shows that in a worst case scenario, line 6B would discharge 33,627 barrels, or about 1.4 million gallons, in eight minutes. That calculation assumes a "guillotine rupture" in which 100 percent of the volume is released. The manual offers no guidance for calculating the loss of oil from a pipeline buried in a wetland area that was restarted twice for prolonged periods of time after it had ruptured. "The government is not required to accept the estimate provided by Enbridge—nor is Enbridge required to agree to the government's estimate," said Professor David M. Uhlmann, director of the Environmental Law and Policy Program at the University of Michigan Law School. "The number of barrels spilled is a factual issue that would be determined at trial, if one occurred. If there is a settlement, which is the most likely outcome, the number of barrels spilled is a negotiable figure." Throughout the cleanup, the EPA has maintained that the recovery figures it updates regularly on its spill Web site are accurate. Ralph Dollhopf, the EPA incident commander overseeing the cleanup in Michigan, told InsideClimate News he was not comfortable discussing discrepancies pertaining to Enbridge's estimated spill volume because the incident is still being investigated. The NTSB is expected to issue its final report on the oil spill sometime this summer. A spokesman said it will include a spill size estimate based on the results of its investigation.

<http://insideclimatenews.org/news/20120611/Enbridge-oil-spill-michigan-Kalamazoo-tar-sands-epa-ntsb-6b>

MALAYSIA, SARAWAK, KUCHING, JUNE 12 2012. PETRONAS PAVES THE WAY TO INJECT OVERSEAS BUSINESS INTO PDB

Petronas Dagangan Bhd (PDB) recently entered into agreements with its parent company, Petroliaam Nasional Bhd (Petronas) to acquire downstream business, paving the way for the latter to inject overseas business into PDB. HwangDBS Vickers Research Sdn Bhd (HwangDBS Vickers) believed that the planned acquisition of the six companies was set to pave the way for the latter to inject its other overseas business, like the petrol kiosk operations into PDB in the future. "The acquisition is expected to comprise of a liquefied petroleum gas & lubricants business in the Philippines, lubricants business in Thailand, aviation fuel business in Malaysia and LPG business in Vietnam for a total cash consideration of US\$62 million," the research house noted in its report yesterday. It added that, PDB, which was targeting to complete these acquisitions by the fourth quarter of this year, intended to finance the acquisitions by tapping on its cash balance of RM766 million as of end-March 2012. Based on a combined annualised net profit after tax of the acquired businesses of RM3.6 million and net assets of RM209.1 million, HwangDBS Vickers noted that PDB's acquisition works out to be 55 times PE and 0.9 times net asset value. "Of the six companies to be acquired, the operations in the Philippines is the most profitable (RM13.2 million) while Thailand, Malaysia and Vietnam all made losses last year." "The initial net impact on financial year 2012 forecasted earnings would be just 0.5 per cent based on the annualised nine-month earnings contributions," the research house added.

<http://www.theborneopost.com/2012/06/05/petronas-paves-the-way-to-inject-overseas-business-into-pdb/>



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UNITED ARAB EMIRATES, UMM AL QUWAIN, JUNE 12 2012. DIVERS TRY TO PLUG LEAKS IN SUNKEN TANKER >> EFFORTS TO SALVAGE SUNKEN VESSEL'S DIESEL CARGO GAIN URGENCY IN LIGHT OF SPILLS

aghaddir ali



A diver surfaces after attaching harnesses to the sunken ship off the Umm Al Quwain coastline. Expert divers have been at work to plug diesel leakages from the engines as part of a three-phase retrieval plan.

The White Whale, an oil tanker that ran aground in late October, poses a serious risk to coastal marine life in the UAE if it cannot be salvaged or the 1,000 tonnes of diesel stored in its holds safely drained, an official has warned. Lying on the seabed 35 kilometres off the coast in Umm Al Quwain, the vessel continues to leak fuel, according to reports, despite efforts to patch holes in the hull late last year. "It will be catastrophic if any of the diesel tanks burst as it would likely pollute the shoreline and cause contamination and endanger marine life," an official with Khalid Port told Gulf News. The latest attempt to salvage the sunken tanker is now under way with specialist crews at the wreck

site since Wednesday, said Sultan Alwan, the assistant undersecretary for external audit at the Ministry of Environment and Water. A number of previous attempts to salvage the wreck ended in failure but Alwan said he was confident the latest effort would be successful. The ship went down off the coast on October 22 and is currently lying at a depth of 35 metres. A number of documented reports by fishermen in recent days of a film of oil on Gulf waters have raised environmental concerns again in the area around the sunken vessel. A fisherman told Gulf News that the oil slick appeared to be growing larger by the day leading to an advisory by the Ministry of Environment urging commercial fishing vessels to avoid the area. The ministry is now working with a company called Dubai Ship Building and Engineering to recover the sunken ship. "Dubai Ship Building, the company contracted by the ministry to do the salvaging work, is an experienced company committed to removing the ship without any leakages that would cause pollution and damage marine life," Alwan said. "The reason for the earlier delays were just based on the unstable bad weather that brought high waves." Salvage plans called for a ship to be dispatched to the area where, accompanied by smaller vessels, the White Whale could be raised to the surface and towed back to harbour, said an official at the company who declined to be identified. "Every time we set a date for the operation, unfortunately the weather changes the entire plan," said an official yesterday. Word that fuel oil was once again leaking to the surface was disheartening for authorities who quickly initiated steps to patch up the holes in White Whale's hull. Alwan, meanwhile, confirmed that expert divers had been at work to stop diesel leaking from the engines as part of a three-phase retrieval plan.

<http://gulfnews.com/news/gulf/uae/environment/divers-try-to-plug-leaks-in-sunken-tanker-1.1034495>

SLOVAK REPUBLIC, BRATISLAVA, JUNE 13 2012. FUEL SPILLS INTO DANUBE AT SLOVAK PORT OF BRATISLAVA, SME SAYS

radoslav tomek

As much as 13,600 liters (3,588 gallons) of diesel fuel spilled into the Danube river today in the Slovak capital, Bratislava, Sme reported, citing an unidentified official at the Environment Ministry. The fuel leaked into the river during the loading of a tanker at the city's port, the newspaper said. Crews are working at the site of the accident to contain the spill, Sme said.

<http://www.businessweek.com/news/2012-06-12/fuel-spills-into-danube-at-slovak-port-of-bratislava-sme-says>

GAMBIA, BRIKAMA, JUNE 13 2012. TANKER TRUCK CAUSED BRIKAMA ELTON FIRE

amadou jallow

An investigation taskforce committee set up after the fire that ravaged the Brikama Elton station has established that the fire emanated from the engine of a tanker truck that was discharging fuel at the station. The fire damaged the Elton canopy and pumps and spread to some shops in a neighbouring compound. The committee also established that the driver of the tanker truck did not switch off the engine while discharging fuel. The task force committee, comprising representatives from the West Coast Region Disaster Management office, Elton Oil Company, Ministry of Petroleum, the Brikama Area Council as well as the NEA and the National Assembly member for Kombo Central, was tasked to establish the cost of damage in the incident and make recommendations for the prevention and mitigation of such disasters within seven days. The members of the committee said they expect to complete their findings by next week Monday and submit the report to the governor of the region and other



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stakeholders. Governor Lamin Sanneh described the incident as disastrous not only on the side of Elton, but also for the neighbouring Sillah Kunda family. He prayed that such incident doesn't happen again. The managing director of Elton Oil Company, Bakary Jammeh thanked the rescue services and other people for their quick response in putting off the fire. "It is a fact that the products and services we deal with are hazardous that is why we did our best to keep them in a safe place," he said. He stressed that the fire did not extend to neighbouring families because the petrol station was top standard. He said it was fortunate that only the discharging tanker got burnt, sparing the buried tank which contains some thousands litres of petrol. "As a company, we have safety policy and discharge procedures," he added. Buba Ayi Sanneh, the National Assembly member for Kombo Central; Serign Modou Joof, the West Coast Disaster Management Coordinator; and Serign Faye from the Ministry of Petroleum all commended the rescue officers and the community of Brikama for the assistance. Meanwhile, the management of Elton Oil Gambia issued a media release after the incident indicating that Elton outlets are equipped with automatic shutoff valves that prevented the fire from reaching the underground storage tanks, and hence preventing a bigger tragedy. It stated that Elton Oil Gambia is currently working with the Disaster Management Committee of the West Coast Region under the chairmanship of the governor to establish the full cause of the fire and the remedial line of action to take. "The Board of Directors, Management, Staff and their families after first thanking Allah, the Almighty for his benevolence and grace, would remain ever grateful to H.E. The President of the Republic Sheikh Professor Alhaji Dr Yahya AJJ Jammeh who visited the station and sympathised with our staff and all other victims. His Excellency also offered guidance, advice and relief to all the victims and the Emergency Services immediately. In our greatest time of loss his support and concern has reinforced our aspiration to continue in our path of economic patriotism and good corporate citizenship committed to operating to the highest international standards. We would also like to thank the Fire and Rescue Services for their prompt response, dedication and professionalism in dealing with the emergency. The people of Brikama were gallant and graceful; they assisted in limiting the disaster in a disciplined and orderly manner worthy of praise. Finally we want to thank our customers and all Gambians for their sympathy and assure them of our commitment to their safety and well-being," the release concluded.

<http://allafrica.com/stories/201206110538.html>

USA, S.C, NEWBERRY CO, JUNE 13 2012. HIGHWAY BACK OPEN AFTER TANKER CARRYING EXPLOSIVE MATERIAL OVERTURNS

jason old

 **Slideshow [14]** [tanker carrying explosive material overturns](#)

 **Watch the Video** [Tanker Carrying Explosive Material Overturns](#)



A portion of U.S. Highway 76 in Newberry County was closed for several hours and people in the area were asked to leave because an 18-wheeler leaked fertilizer and diesel fuel on the roadway. According to Newberry County Sheriff Lee Foster, the tanker crashed and overturned on Highway 76 near Kinards around 1:45 p.m. All residents and businesses within a half mile of the scene near US 76 and SC 560 were asked to evacuate. The truck was leaking explosive grade ammonium nitrate, which is commonly used as fertilizer, and diesel fuel onto the road, but Foster says the explosive threat is no longer present. Representatives from the Department of Health and Environmental Control were on hand to investigate the incident. Foster said nobody has been

hurt. The South Carolina Highway Patrol is investigating the cause of the accident.

<http://www.wbtv.com/story/18768481/tanker-carrying-explosive-materials-overturns-evacuations-ordered>

CANADA, ONT, JUNE 13 2012. GAS LEAK ON GRAYS ROAD SENDS SIX PEOPLE TO HOSPITAL AS PRECAUTION

The Hamilton fire department has sent six people to hospital after cylinders containing phosphine gas sprung a leak at around 7:30 a.m. Tuesday at a customs warehouse at 400 Grays Rd. The leak caused a small fire that broke out in the warehouse. Fire Safety Officer Dave Christopher said the fire had "self-extinguished" by the time the fire department arrived. The four firefighters and two employees were sent to hospital after completing a decontamination process conducted by a Hazmat team on the scene. Christopher told the Spectator that sending the six people to hospital was just a precautionary measure. The two male employees are believed to be the two who called in the fire initially. The building was evacuated as a safety precaution



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later around 9 a.m. The cylinders belong to Cytec Canada Inc. which produced phosphine and phosphine-based products used for mining and solvent extraction applications and UV photo initiators. The company has been notified and is sending a team down from the company's Welland plant in Niagara Falls to inspect the cylinders. Hazmat teams were on the scene to inspect the building in the morning. There were no foul odors when the team arrived and the building was declared a code green. The scene has been cleared and the Ministry of Environment and Transportation have arrived to investigate.

<http://www.thespec.com/news/local/article/741753--gas-leak-on-grays-road-sends-six-people-to-hospital-as-precaution>

USA, VA, MANASSAS, JUNE 13 2012. HAZMAT CREW BURNS OFF PROPANE LEAK IN MANASSAS



The Prince William County Department Of Fire & Rescue says it had to burn off propane after a leak from a motor home on Monday afternoon. Officials say at approximately 12:30 p.m., fire and rescue responded to the 10800 block of Balls Ford Rd. in Manassas for a possible hazmat incident. Crews found an 80-pound propane cylinder on an RV/motor home was leaking and could not be stopped. They then called for a hazmat unit. The hazmat team determined that the safest way to stop the leak was "through flaring operations," according to officials. They say that flaring or "burning off" propane is a quick, "safe way to evacuate tanks through the use of a flare stand or propane torch without venting raw propane into the atmosphere." The operations went smoothly and by 3:30 a.m. Tuesday the scene was cleared.

<http://wusa9.com/news/article/208462/373/Hazmat-Crew-Burns-Off-Propane-Leak-In-Manassas>

SCOTLAND, FIFE, DALGETY BAY, JUNE 13 2012. SCIENTISTS FIND ANOTHER 'SIGNIFICANTLY RADIOACTIVE' PARTICLE ON BEACH AT DALGETY BAY



dalgety bay beach fife radiation warning sign.

A third significantly radioactive particle has been recovered from a beach at the centre of a contamination scare, it has emerged. Tests are now being carried out on the particle found by scientists in front of the headland at Dalgety Bay, Fife at the end of April. It was discovered outside the area which is cordoned-off to the public, but in a section of beach said to be used infrequently. More than 2000 radioactive particles are thought to have been uncovered since October last year, when high-activity radiation was found at the bay and parts of the beach were closed. The Scottish Environment Protection Agency (Sepa) said the latest particle is the third to measure around 2 MBq, a unit of measurement known as a megabecquerel. It is well below two other "very high activity" sources previously unearthed, which recorded much larger readings of 76MBq and 13MBq. The

environmental body said it chaired a meeting of the Dalgety Bay Forum yesterday, where the discovery was discussed. In a statement, Sepa said: "The forum was also updated on a 2.1MBq source which was located in front of the headland. This is the third source around the 2MBq found. Although significantly higher than the usual activity we would expect to be find, it is lower than the two very high activity particles previously found (76MBq and 13MBq). "Both the MoD's (Ministry of Defence) contractor and Sepa detected it, and Sepa recovered it. It was not in the cordoned-off area but was in a section of the beach that is not often used and is covered over at high tide. "The source, which further demonstrates the need for a comprehensive investigation of the contamination, is currently undergoing testing." Radioactive material was found on the Dalgety Bay foreshore 22 years ago. The contamination is thought to stem from residue of radium-coated instrument panels used on military aircraft which were incinerated and put in landfill in the area at the end of the Second World War. A lump of contaminated metal was found on the beach in October, prompting the closure of part of the foreshore. In April an investigation plan to establish how to clean up the beach was agreed by MoD and Sepa. The environmental body said then that it expects remediation action to follow urgently at the conclusion of the investigation. The timescale for completing the five-stage plan, which includes surveying the area, sampling and analysis, is May 2013. Last month an extension of a ban on gathering seafood and bait from the beach was backed by MSPs. The SNP said the latest discovery raised fears about what other



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contaminated sources exist in areas which are not fenced off. Annabelle Ewing, SNP MSP for Mid Scotland and Fife, said: "This latest find is deeply disturbing and I hope the MoD does what it should and begin a comprehensive investigation into the contamination at the beach. "How do we know there aren't more radioactive particles in areas that people are allowed to go? "No matter what, the safety of the people of Fife must come first. The MoD can no longer continue with its excuses: Dalgety Bay needs thoroughly cleaned up and cleaned up now. "It is bitterly disappointing the situation has been allowed to reach this point. The MoD shouldn't have avoided dealing with this clean-up for over 20 years." An MoD spokesman said: "The Ministry of Defence and Sepa have agreed to an investigation plan aimed at tackling the land contamination issues at Dalgety Bay in Fife. The aim of the MoD's investigation plan is to identify significant pollutant linkages to determine the need for and scope of any further work including remediation. "Whilst MoD is assisting Sepa in fulfilling its statutory duty to identify the presence of significant pollutant linkages, Sepa has yet to complete their determination to identify the appropriate person or person(s) to undertake remediation. "MoD remain committed to assisting Sepa and our collaboration and consultation over the past three months represents a key milestone in understanding the situation at Dalgety Bay and presents a timetable for the investigation."

<http://www.dailyrecord.co.uk/news/scottish-news/2012/06/12/scientists-find-another-significantly-radioactive-particle-on-beach-at-dalgety-bay-86908-23894983/>

USA, CA, TORRANCE, JUNE 13 2012. SMALL FIRE QUICKLY PUT OUT AT EXXON TORRANCE REFINERY -OFFICIAL

A small blaze on Monday afternoon at Exxon Mobil Corp.'s 149,500 barrel per day (bpd) Torrance, California, refinery was quickly extinguished by the plant's in-house firefighting department, said a spokesman for the Torrance Fire Department on Tuesday. "We responded to a fire at the refinery that already had been extinguished," said Capt. Steve Deuel of the Torrance Fire Department. "There was still some product leaking from a line." No injuries were reported due to the fire, Deuel said. An Exxon representative was not immediately available to discuss refinery operations. Vacuum gasoil, an intermediate product, was leaking from the pipeline where the fire broke out, he said. Vacuum gasoil is usually produced by a crude distillation unit and is made into gasoline in a catalytic cracking unit. The line, where the fire broke out, was a transmission pipe not associated with any specific unit, Deuel said. "It ended up being more of a cleanup situation than a fire situation," he said.

<http://uk.reuters.com/article/2012/06/12/refinery-operations-exxon-torrance-idUKL1E8HCDNE20120612>

AUSTRALIA, NEW SOUTH WALES, MUSWELLBROOK, JUNE 13 2012. COUNCIL REJECTS ORICA'S DENMAN AMMONIUM NITRATE STORAGE FACILITY PLAN

joanne mccarthy



Flashback: The MCP Copenhagen leaving Newcastle Harbour

Muswellbrook Shire Council has unanimously rejected Orica's plan to use the former Rosemount Winery site at Denman as an ammonium nitrate storage and distribution facility. The plan to store up to 2000 tonnes of the explosive material at the site was rejected last night after councillors voted not to defer a decision until an extraordinary meeting at Denman in two weeks. Councillors considered Orica's arguments that many industries and companies relied on Orica to supply them with ammonium nitrate, and the former winery was already significantly developed for industrial and commercial purposes. Its proximity on Rosemount Road, six kilometres northwest of Denman, was well located to service the region, Orica said. Existing infrastructure required minimal works to transform it

into a safe storage and distribution facility, and a risk assessment compiled within NSW government guidelines found risks associated with the project were considered to be "acceptable", Orica said. But councillors rejected the proposal as a potential environmental hazard, because of traffic issues and land use conflicts. Last month Orica indicated its initial plan for a facility to store up to 2000 tonnes of ammonium nitrate might be followed by applications to expand the site, but any new proposal would involve a separate application. Last night Newcastle City Council was briefed about Orica plans to expand the Kooragang Island site with a facility possibly costing \$700 million. During the briefing the Kooragang Island site manager Greg Holmes said he could not exclude the possibility of the company having to repeat its controversial storage of ammonium nitrate offshore on a flag of convenience ship.

<http://www.theherald.com.au/news/local/news/general/council-rejects-oricas-denman-storage-facility-plan/2588990.aspx>



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GIBRALTER, NORTH MOLE, JUNE 13 2012. MARITIME CHIEFS PROBE WEEKEND OILS SPILL



Maritime officials in Gibraltar are investigating the cause of an oil spill that occurred during a ship refuelling operation off the North Mole on Friday evening. The refrigerated vessel Frio Dolphin was taking fuel from the bunker tanker Vemaol XX when around three tonnes of fuel was spilt into the sea. "The source of the oil was determined as a bunkering accident which is being investigated and followed up with the relevant parties," the Gibraltar Government said in a statement. The Gibraltar Port Authority [GPA] and the Department of the Environment activated the Gibraltar Oil Spill Contingency Plan and moved swiftly to contain the spill. By Saturday afternoon most of the spill had been

contained to several points inside and adjacent to the harbour. Booms were set up to protect local marinas and other facilities within the harbour. At one point, the slick was heading southwards along the exterior of the South Mole and no effort was spared to protect the northern approach to the Southern Waters of Gibraltar Special Area of Conservation and to the beaches in the area. The response operation drew on assets from various sectors including the GPA, the Gibraltar Maritime Authority, the Gibraltar Tourist Board and the Environment Agency. There was full cooperation between Gibraltar and maritime authorities in Algeciras, which deployed vessels and a helicopter to assist. Throughout the operation, environmental mitigation was given high priority. The operation focused primarily on containment and collection, although a small amount of dispersant was also used. All the recovered oil and soiled materials were returned for proper disposal through the port. Despite the intense cleanup efforts, a number of areas with tar balls were identified and tackled during the course of Sunday. Likewise a certain amount of cleaning to the harbour walls will be required in the coming days. The Gibraltar Government thanked everyone involved in tackling the spill, especially port and environment officials who showed great dedication to the task and managed to control what could have been a much worse situation. It is also grateful to the Algeciras and La Linea Port Authority for the assistance given. "Real cross border co-operation between EU neighbour nations in such matters is crucial in ensuring the important marine environment of the region is preserved," the Government statement said. "The Government will now be considering lessons learnt in order to improve procedures even further to both prevent and deal with oil spills and liability for them."

http://www.chronicle.gi/headlines_details.php?id=25126

FRANCE, PARIS, JUNE 13 2012. WHO CONFIRMS DIESEL FUMES CARCINOGENIC

Click-2-Listen [WHO Classifies Diesel as Carcinogen](#)



In an announcement that caused concern in the auto industry, the France-based International Agency for Research on Cancer (IARC), part of the WHO, reclassified diesel exhausts from its group 2A of probable carcinogens to its group 1 of substances that have definite links to cancer.

Experts at the World Health Organisation (WHO) say diesel engine exhaust fumes can cause cancer in humans. They say they belong in the same potentially deadly category as asbestos, arsenic and mustard gas. After a week-long meeting, the International Agency for Research on Cancer reclassified diesel exhausts from its group of probable carcinogens, to its group of substances that have definite links to cancer. It says diesel emissions cause lung cancer and increase the risk of bladder cancer. They say their decision was unanimous and

based on "compelling" scientific evidence. The director of New York's Clean Fuels and Vehicles Project, Rich Kassel, has told CNN the WHO has confirmed what has been suspected for some time. "Anybody who lives in Beijing, Mexico, New York or any congested city has probably felt the feeling of holding their breath when the bus pulls away from the curb leaving you in a ... puff of black smoke," he said. "This study basically confirms that we're right to hold our breath when the bus pulls away." The pollution that we care about from diesel - buses, trucks and other diesel engines - is technically called particulate matter. We all know it is soot. It's fine, fine particles that are small enough to get past our throat, past our lungs into the deepest part, the deepest of our lungs, where they trigger asthma attacks, bronchitis, emphysema, heart disease and now of course we've learned cancer." The WHO has acknowledged tougher fuel regulation has led to improved diesel quality and trucks do not



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billow big clouds of soot so often anymore. But it says it is not yet clear whether these changes have reduced the risks. The Cancer Council's chief executive, Professor Ian Olver, says the WHO also has not confirmed what levels of exposure cause cancer. "Most of the data in the world relates to occupational exposure, such as diesel equipment in mines, or transport, particularly railway workers, exposed to diesel," he said. "So the first group that we ought to be looking at are those that [are exposed] to the heavy diesel output machinery." Professor Olver says there is no data available for the levels of exposure in cities. "The difficulty is that all the pollutants, whether it is a petrol engine or a diesel engine, are all mixed together and that is why the data upon which this was based had to be the more specialised sort of high-level exposure of various occupations," he said. Andrew Bourne has been in the diesel fuel injection industry for more than 30 years, and runs a diesel business in Toowoomba in Queensland. "We're certainly dealing with emissions every day," he said. "The machines that we see coming through our business have health problems with either the engine or the fuel system and as a result of that, often their emissions are one of the main telltales. But he says although his workplace may be more exposed to exhaust than most - his workers' general health is fine. "It's not as if we actively breathe in exhaust fumes. When we are testing vehicles, we tend to try and avoid it [and have] an open-air area to do that," he said. Mr Bourne says the WHO's announcement is a good reminder. "Perhaps we might be more aware. We already do take measures to protect ourselves from those fumes," he said. "We direct exhaust fumes outside of our building through piping from the exhaust. Perhaps with these findings we might be a little more careful with making sure that we evacuate that gas more actively."

http://www.abc.net.au/news/2012-06-13/diesel-fumes-carcinogenic/4068414?WT.mc_id=newsmail

USA, HELENA, MT, JUNE 14 2012. MONTANA SUES CONOCOPHILLIPS OVER FUEL CLEANUP PAYMENTS

The state of Montana is suing oil giant ConocoPhillips, along with several of its subsidiary and predecessor companies, charging that they received nearly \$5.5 million in state funds related to fuel cleanups while also getting compensated for the cleanups through insurance policies. In a complaint filed June 1 in District Court in Lewis and Clark County, the Montana Petroleum Tank Release Compensation Board claims that it paid the companies for remediation related to leaks at some 82 petroleum storage sites, generally connected with service stations. But the companies meanwhile sued their various insurers, settling for about \$286 million for their costs related to environmental claims around the county, the state claims. The lawsuit said the companies never told the state about their various insurance policies and "secretly" sought repayment from the insurers for their cleanup costs. "In other words, Defendant profited from polluting Montana soil and water, while the State paid \$5,491,119.40 to clean up Defendant's contaminated sites," the complaint says. The board administers the Montana Petroleum Tank Release Cleanup Fund, established in 1989 by the Montana Legislature to cleanup petroleum contamination. By law, it's funded by fee on distributors of three-quarters of a cent per gallon of various kinds of fuel. The complaint doesn't identify exactly when the leaks and related cleanups occurred, but it says at least some of the claims for reimbursement from the fund go back to 1990 and one key lawsuit by one of the companies was filed in 1992. The state also filed evidence of insurance policies initiated as far back as the 1950s. William Rossbach, a Missoula attorney representing the state, did not return phone calls seeking comment. The suit says that in the 1980s, the companies became aware of new federal and state regulations regarding the tanks that would have cost millions of dollars in upgrades and replacement. The companies began divesting themselves of their service stations and convenience stores in Montana to avoid the upgrades and the long-term liabilities from environmental contamination, the suit charges. A spokesman for ConocoPhillips said the company would not comment on ongoing litigation. The company, formed when Conoco merged with Phillips Petroleum in 2002, announced on May 1 it had completed the spinoff of its so-called downstream operations (petroleum sales and distribution), to focus on petroleum exploration and development. A spokeswoman for the downstream spinoff, Phillips 66, said it had no tanks involved in the lawsuit. Other ConocoPhillips subsidiaries and predecessors named as defendants include companies related to Circle K stores (spun off by ConocoPhillips in 2003), Douglas Oil Co., Phillips Petroleum Co., Tosco Corp., the Oil & Shale Corp. and various iterations of CFJ Properties, associated with Flying J truck stops.

http://billingsgazette.com/news/state-and-regional/montana/state-sues-conocophillips-over-fuel-cleanup-payments/article_1634f24d-c4d5-517e-9bd7-a85dbb858669.html

USA, IL, NEW BADEN, JUNE 14 2012. ANHYDROUS AMMONIA HAZMAT SCARE OVERNIGHT IN NEW BADEN, IL

vera culley

A hazardous materials leak overnight in New Baden, IL. Around 11:30 p.m. Tuesday, a farmer on his tractor was pulling two tanks of anhydrous ammonia. Suddenly he caught a whiff of the chemical leaking and then noticed a vapor cloud behind him.



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He called officials who sent a Hazmat team to assess and block off the area. No one was evacuated, but area residents were told to stay inside their homes with windows closed until the vapor cloud disappeared. At one point, the clean up crews scrambled to safety when the winds shifted and started to blow the potentially dangerous gas towards them.

<http://fox2now.com/2012/06/13/hazmat-scare-overnight-in-new-baden-il/>

NEW ZEALAND, WHANGAREI, JUNE 14 2012. CRASHED FUEL TANKER CLOSES SH1

A crashed fuel tanker leaking its load has forced the closure of State Highway One south of Whangarei this afternoon. Police said the tanker collided with a car at Otaika about 4pm. The crash was not serious but the leaking fuel has caused the road to be closed. Traffic is being diverted onto Loop Rd north and south of the spill.

<http://www.odt.co.nz/news/national/213108/crashed-fuel-tanker-closes-sh1>

USA, OH, DAYTON, JUNE 14 2012. STANLEY AVE. TANKER SPILL CLEANUP ONGOING

 **Watch the Video**

- [Tanker Spill Cleanup Ongoing](#)
- [Overturned tanker shuts down road](#)

The overturned tanker has been righted, but Stanley Avenue in both directions will remain shut down for several hours while the cleanup continues Wednesday night. Dayton District Chief Rennes Bowers said that 400 to 500 gallons of Ethanol is believed to have spilled from the tanker truck that crashed near the Interstate 75 overpass at about 2:15 p.m. Ohio EPA is on scene because some of the Ethanol is believed to have escaped into the city's sewer system because of the flushing that was occurring with trying to empty the tanker. The exit from I-75 north to Stanley remains closed. The exit from I-75 south to Stanley is open, with restrictions. The interstate remains open. At 6:30 p.m. firefighters successfully drilled into the side the tank in order to release the remaining fuel into an empty tanker truck. That process was dangerous because of the risk of the fuel igniting if the drill produced any sparks. If a fire had broken out, Dayton police were on hand to immediately shut down I-75, which runs over the area of the spill. The truck reportedly turned on its side after attempting to make a left turn at high speed. The driver was taken to a hospital suffering from minor injuries, according to police. HAZMAT and fire crews were able to contain the small amount of fuel that did spill from the tanker onto the street. Anyone who was not an emergency responder was being held back from the scene because of the possibility of the Ethanol catching fire, and the strong odor. Ethanol is an alcohol-based fuel made by fermenting and distilling starch crops such as corn. It can also be made from trees and grasses.

<http://www.daytondailynews.com/news/dayton-news/stanley-ave-tanker-spill-cleanup-ongoing-1390786.html>

USA, TX, COLLEYVILLE, JUNE 14 2012. SULFURIC ACID SPILLS AT COLLEYVILLE STORAGE WAREHOUSE

 **Watch the Video** [Sulfuric Acid Spills at Colleyville Storage Warehouse](#)

 **Photo's [10]** [Hazardous Materials Cleans Hundreds of Gallons of Sulfuric Acid](#)



A hazardous materials team worked to clean up 275 gallons of corrosive sulfuric acid that spilled Wednesday afternoon at a Colleyville self-storage facility. One person was taken to Baylor Regional Medical Center at Grapevine with chemical burns to the extremities. Two office buildings adjacent to Metroplex Self Storage in the 1800 block of Industrial Boulevard were evacuated, affecting 25 to 30 people. There is a neighborhood within 1,000 feet of the spill, but no residential evacuations were ordered, and officials said there is no health hazard to the general public. According to the International Programme on Chemical Safety, exposure to sulfuric acid can create a burning sensation, sore throat and cough if fumes are inhaled. The chemical is capable of causing

serious burns if exposed to skin. Colleyville firefighters were getting help from colleagues in 10 surrounding cities. The acid reportedly had a 93 percent concentration. Sulfuric acid is widely used in manufacturing, including the production of fertilizers, making other chemicals like hydrochloric acid, and synthetic detergents. It can pose a health risk if inhaled, ingested or when in contact with skin or eyes. Symptoms include skin irritation and burns, pulmonary edema, bronchitis and emphysema, according to the National Institute for Occupational Safety and Health.

<http://www.wfaa.com/news/local/Hundreds-of-gallons-of-sulphuric-acid-spill-in-Colleyville-158950895.html>



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USA, NV, RENO, JUNE 14 2012. I-80 BACK OPEN AFTER TANKER TRUCK CRASH

 [Watch the Video Tanker Truck Crash](#)

Interstate 80 eastbound is back open at North Virginia Street in Reno after a tanker truck carrying diesel crashed early Wednesday morning. Traffic was diverted for about three-and-a-half hours. The truck driver hit a guard rail and rolled over, splitting the gas tank. Diesel spilled on the interstate, and HAZMAT crews are finished cleaning it up. The Nevada Highway Patrol is investigating the crash, but investigators say speed was likely a factor. The driver has been cited for not maintaining a lane.

[http://www.kolotv.com/news/headlines/Tanker Truck Crash on Interstate 80 Traffic Diverted 158864555.html?ref=555](http://www.kolotv.com/news/headlines/Tanker_Truck_Crash_on_Interstate_80_Traffic_Diverted_158864555.html?ref=555)

USA, TX, LA PORTE, MUNE 14 2012. 100-YEAR-OLD BATTLESHIP TEXAS SPRINGS LEAK >> OIL TANKS HADN'T BEEN CLEANED

ramit plushnick-masti

 [Watch the Video 100-Year-Old Battleship Springs a Leak](#)

 [Photo's \[13\] Battleship Texas](#)



100-year-old USS Texas battleship's hull sprung a leak five days ago.

Children shimmy up the barrels of massive cannons on the upper decks of the 100-year-old Battleship Texas, focused on firing at an imaginary enemy and oblivious to the tension in the historic vessel's belly where a crew works on pumping out dozens of gallons of oil-laced water. The battleship where the young tourists roam became flooded over the weekend. Staff arrived Saturday and immediately noticed something was wrong with the ship that fought in World Wars I and II and has served since 1948 as a memorial and museum to those who sacrificed their lives. The vessel was sitting awkwardly in its slip. She was lower in the water and listing to the left. "We got down to the lower portions of the ship and discovered that we had taken on more water than usual in areas that we normally don't," ship manager Andy Smith said. "They started pumping throughout the day Saturday, and it got progressively worse." The situation was so dire by Sunday that the ship's caretaker, the Texas Parks and Wildlife Department, had to find more pumps to help remove the water. Smith said the news got worse on Monday. Water had entered areas that housed old oil tanks used when the ship was still in active duty and serving in every theater in World War II. The Navy had emptied out the oil before handing the vessel over to Texas, but hadn't cleaned out the tanks. Smith realized he had an environmental issue on his hands. He hired a company to skim the oil off the top of the water and set up boom in case any of it landed in Buffalo Bayou and the Houston Ship Channel. Meanwhile,

Smith's pumps are working nonstop to remove the water from the bottom, and at least ensure no more liquids get on the vessel. "It seems like every time we turn around there's more oil because obviously it's very residual but it spreads really nice, especially in this nice Texas heat," Smith said. Until the oil is removed, workers can't get out all the water and look for the source of the problem, which could be several things. It is possible, he said, that the oil will be completely removed by late Wednesday. Then, it should only take a few hours to remove the water, though Smith said he is preparing for the possibility that more water will flow in for a short time after the oil is completely removed due to a change in pressure. Still, he hopes to at least know the source of the problem by Thursday so the crew can begin designing a repair plan. World War II veteran William R. Bradshaw, 87, hopes to be part of the repair effort. On Wednesday, he sat in a shady area of the vessel as rowdy children ran up the ramp. He was waiting to discuss with Smith whether the epoxy his plastics company produces can seal the holes, as it did in 1985 when the battleship had a five-month leak that befuddled the crew. "I've always thought that I would develop a product that would be dedicated to the Navy," Bradshaw said, proud that his company, Bradco Plastics, Inc., has had a part in ensuring future generations can visit the historic ship. "It's kind of like coming home again because when you spend over two years on one at sea, you get all the cruise experience you really want. So it's something that it's nice to come back to." Smith simply wants to get to the point where he can repair the problem and move ahead with a long-term, multimillion-dollar plan to



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build a dry berth for the battleship. "It's a mammoth effort to keep her preserved. She is an artifact. She is a museum, too," Smith said, noting that normally artifacts are preserved in a climate-controlled environment, "on velvet, under glass." "She can't be that way. We actually let people play on the artifact, run around on her, and the artifact interacts with the environment in a lot of negative ways," Smith said. "So we rust, constantly rust. There's deterioration, the sun beating down, hot, cold, all of that has an effect, long-term effect, on the ship."

<http://www.navytimes.com/news/2012/06/ap-battleship-texas-massive-leak-061312/>

USA, CA, LOS ANGELES, JUNE 14 2012. NITROUS OXIDE CYLINDER MAY HAVE SPARKED FATAL SOUTH L.A. BLAST

 **Watch the Video** [Explosion Near Downtown LA Kills 1, Injures 3](#)



Authorities Wednesday night were investigating whether a nitrous oxide cylinder used to fuel pocket rocket mini-bikes [sparked an explosion that left one person dead](#) and three others injured in South Los Angeles. The blast tore through a business by a small market in the [2500 block of South Grand Avenue](#). The business stores nitrous oxide cylinders used to power the popular mini-bikes and go carts, according to a law enforcement source familiar with the investigation of the incident. The site where the blast occurred had no apparent sign and was tucked behind the market fronting Grand Avenue. Investigators were unsure what caused the explosion but were probing whether a worker was filling one of the cylinders, which blew up about 6:40 p.m. Wednesday, according to the source. The victims were identified at two adult males and two adult females. Two of them were in fair condition, the Los Angeles Fire Department said. Rescuers carried out a victim covered in blood who appeared

to have severed limbs, a neighbor at the scene said. LAFD Deputy Chief Mario Rueda said firefighters found cylinders in the establishment, but he declined to say what caused the explosion. He said the victims were found inside the the building. The blast was being investigated by Cal-OSHA, Los Angeles Police Department detectives and Fire Department arson investigators.

<http://latimesblogs.latimes.com/lanow/2012/06/nitrous-oxide-pocket-rocket-explosion-south-la.html>

USA, N.C, MARSHALL, JUNE 14 2012. CONTAMINATED WELLS CAUSE \$30,000

melissa dean

Two water wells have been capped and deemed unusable after town officials detected high levels of groundwater contamination at the sites. Test results have yielded high levels of the contaminant trichloroethylene contained within two well sites which officials had once hoped to tie onto the Marshall water system in an attempt to end the development moratorium. "The two wells, which the town spent grant [money](#) on drilling, and we thought were going to be highly successful and productive, are not going to be," town attorney Larry Leake told Marshall aldermen. "They will be capped and permanently closed." The town spent roughly \$30,000 in grant money to drill and test the failed wells. TCE was discovered at the well sites, located on Derringer Drive and at the old recreation park on Skyway Drive in Marshall, during quality testing of the wells to determine if they could be used as a part of the town's water system. "The two wells will be capped and they will never be a part of the town of Marshall's water system," said Leake. "Let me stress that they have never been a part of the town's water system, and I in no way suggest that there is a problem with any of Marshall's water system." By EPA standards, the maximum health levels for TCE is 5 micrograms per liter of water. When the Derringer site was originally tested in late March, the level was recorded at 32.3 micrograms per liter. The recreational park site tested 34.8 micrograms per liter. A second test was conducted in May with hopes to reveal different results. Results from the second test showed a drastic increase with the recreation park site testing at more than 74 micrograms per liter. According to the Centers for Disease Control, and Prevention, TCE is a toxic, nonflammable, colorless liquid that is used mainly as a solvent to remove grease from metal parts, but it is also an ingredient in adhesives, paint removers, typewriter correction fluids and spot removers. The CDC reports that drinking or breathing high levels of trichloroethylene may cause nervous system effects, liver and lung damage, abnormal heartbeat, coma and possibly death. "The good news is that this in no way affects the quality of water that is being consumed



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by the residents of the town of Marshall," Leake said, adding, however, that without a source of the TCE known, it could be possible the contaminant could jeopardize those in the area with private wells. "We will make an effort to determine the contamination source so that it does not jeopardize anyone that is not a part of the town of Marshall's system," said Leake.

Growth Desired

The wells were drilled in part as an attempt to lift a 2007 state moratorium placed on the expansion of the waterline in Marshall. The moratorium essentially put a halt on new development within the town due to limitation of new water line extensions. The \$30,000 in funds lost in the project is part of a roughly \$2.1 million grant to seek expansions to new sources, additional wells and added water storage through the Community Development Block Grant, NC Rural Center and the Appalachian Regional Commission. According to Leake, the TCE findings will be reported to the North Carolina Department of Environment and Natural Resources for further examination and to find the source of the contaminant which is unknown at this time. "(NCDENR) will be doing an inquiry into where this is coming from," said Leake. "We will make an all-out effort to find the source and to make certain there are no other wells in the area which might be being contaminated." Town engineer Michael Goforth said that he was hopeful that two wells on Walnut Creek can be modified to increase the capacity to be utilized for the town, although it could be at least eight weeks before test results are returned from those sites. "We have already done a full analysis on those wells and they are already permitted by the state," said Goforth. "I don't anticipate any more of these type issues." It is unknown if the two wells could have enough capacity to lift the moratorium.

<http://www.citizen-times.com/article/20120614/NEWS/306140036/Contaminated-wells-cause-30-000-loss-Marshall?odyssey=tab%7Ctopnews%7Ctext%7CFrontpage>

INDIA, ANDHRA PRADESH, VISAKHAPATNAM, JUNE 15 2012. MASSIVE EXPLOSION IN VIZAG STEEL PLANT, 16 DEAD, 20 WORKERS INJURED



In the worst-ever accident in the history of Viskhapatnam Steel Plant (VSP), 16 workers, including some officers, were burnt alive following a huge explosion in the recently commissioned oxygen plant in the steel melting shop III unit on Wednesday night. About 20 workers were injured. The explosion occurred when the officials were conducting a trial run of the oxygen plant. Most of those killed on Wednesday night were contract workers. At the time of the accident, 31 workers, including DGM-level rank officers, were in the shift. Sources say that the death toll is likely to go up as nobody knows as to how many workers stayed close to the oxygen plant at the time of the mishap. After the massive blast, a huge fire raged across the plant. All the workers and officials present in the oxygen plant were charred to death. The oxygen plant was completely gutted as huge flames swept through the unit. The injured suffered 80-90% burns. The

Seven Hills Hospital was filled with the cries of the injured workers screaming in agony. Gajuwaka MLA Venkataramaiah confirmed to TOI that 16 workers had died in the mishap. The steel plant management were not available for comment even a couple of hours after the accident. Trade union leaders allege that maintenance works in the plant have been neglected for well over a year. The new SMS III wing, which was constructed as part of the expansion works of the plant, was commissioned recently. The trade unions and the workers were searching for the bodies at the accident spot while fire fighters were trying to control the fire. Raju, an eye witness, said 10 bodies have been taken out from the charred remains of the gutted plant. "We have never heard of such a tragedy in VSP history," Shankar, a worker, who escaped the fire, said. In the process of steel making, the hot metal is released from the blast furnace (BF), which is then sent to the mixer in the SMS wing to convert the hot metal into blooms. Each SMS wing has an oxygen house or plant. On Wednesday night, the oxygen plant exploded when pressure increased in the pipeline. The machinery in the newly-built SMS wing was erected by a German company, which has not provided expertise or any proper instructional methods to the steel plant, union leader Adinarayana alleged. "There is no supervision of safety or quality in the expansion works," he alleged. Over the last four years, work has been on to increase the capacity of the plant. The last accident took place a month ago in which two workers were killed. In fact, this was fourth accident in the last four months.

Viskhapatnam Steel Plant Mishap

- May 22, 2012 A conveyor belt carrying raw material to new blast furnace completely melted at the sinter plant



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- May 1, 2012 after it caught fire. Production loss Rs 1 crore.
- Feb 6, 2012 Two contract labourers burnt alive and another two sustained serious burns following a blast in the newly- commissioned blast furnace III.
- Apr 10, 2011 Huge quantity of spillage of hot metal in the steel melting shop (SMS), loss Rs 1 crore
- Apr 14, 2011 Major fire broke out in SMS due to liquid steel fall from the ladle carrying out about 140 tonnes, loss Rs 60 crore
- Apr 17, 2011 Huge quantity of hot metal spillage in continuous casting department of SMS, 140 tonnes of liquid still fell on the ground
- May 1, 2011 Major fire in the raw material handling plant, causing damage to the three conveyor belts, loss Rs 20 crore
- June 18, 2011 48-hour production disruption due to twisting of a conveyor belt that transports raw material to blast furnace
- Fire erupted when hot coke fell on one of the two conveyor belts in the coke drying cooling plant, loss Rs 15 lakh

<http://www.watsup.in/massive-explosion-vizag-steel-plant-16-dead/>

USA, N.C, RALEIGH, JUNE 15 2012. WITNESSES REACT AFTER GAS STATION WORKER IS KILLED AFTER BEING RUN OVER

 [Watch the Video Witnesses React after Gas Station Worker is Killed after Being Run Over](#)

- The accident happened at the BP gas station at New Bern Avenue and Corporation Drive in Raleigh.
- Shortly before 12:30 p.m., a driver pulling away from one of the gas pumps hitting the manhole opening, the car's under-carriage then entered the hole and struck Wilson.
- Randy L. Wilson, was employed [Clean Fuels](#) and was working inside a UGST manhole, the manhole cover was next to the opening, which was marked by two orange cones.
- He was pronounced dead at the scene. "He has blood running out of his ears, and we can't tell if he is breathing," the caller told emergency dispatchers.



A man working in an underground well at a gas station in Raleigh was killed after being run over by a vehicle. The incident happened around 12:25 p.m. Wednesday at the BP gas station at 4000 New Bern Avenue. According to the wreck report, 50-year-old Randy Wilson was working inside the manhole. The manhole cover was next to the opening, which was marked by two orange cones. The driver of the vehicle, 52-year-old Deborah Dunkley, had just finished fueling her car and was leaving the gas station when she hit the manhole opening and the under-carriage of her car entered the hole and struck Wilson, according to the report. Wilson died as a result of his injuries. Dunkley left the scene, but was later apprehended by police officers. She has been charged with misdemeanor death by vehicle and with unsafe movement. She was transported to the Wake County Jail. It is not known why she was transported to the hospital.

Witnesses, like Shannon Dillerman, say they are still upset after seeing the

incident. "It's something I am trying to work through it myself right now", said Dillerman. "Something I don't wish on anybody...and certainly don't want to think about anymore." Bobbie Cox said he showed up to the scene right after Wilson was hit. "He was slumped over between the hole and the ground," said Cox. "And then he slid in there. I said 'pull him out, he could be unconscious'." Witnesses are still questioning how Dunkley didn't see Wilson.

Related Links

- [Man killed working on well at store](#)
A man working on an underground well at a Raleigh convenience store has died after he was struck and killed by a vehicle. Officials say 50-year-old Randy Wilson was working on a manhole at the store when he was struck and killed...
- [Worker run over and killed at Raleigh gas station](#)



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A man doing work involving an underground well at convenience store was struck and killed by a vehicle this afternoon, according to Raleigh police. Randy L. Wilson, 50, was working at the BP gas station and convenience store, located at 4000...
- [Witnesses describe scene of gas station hit-and-run](#)
A man who was working on an underground well at a Raleigh gas station was struck by a car and killed Wednesday afternoon, police said. The person who called 911 told dispatchers, "A lady just ran over a man that was in a manhole at the..."

<http://www2.nbc17.com/news/2012/jun/13/7/worker-run-over-and-killed-raleigh-gas-station-ar-2355130/>

USA, TX, ALAMO, JUNE 15 2012. ALAMO TEEN KILLED AFTER BULLET RICOCHETS OFF BUTANE TANK

A 17-year-old South Texas boy is dead after a gunshot he fired at a butane tank ricocheted and hit him in the head. Hidalgo County Sheriff Lupe Trevino tells [The Monitor of McAllen](#) that he believes the shooting of Israel Torres just before midnight Monday near Alamo was accidental and influenced by alcohol. He says he was urging his girlfriend to shoot the .380-caliber, semiautomatic handgun in his family's backyard, but she refused. He withdrew the gun's clip and fired once at a butane tank, hitting himself with the ricochet.

http://www.valleycentral.com/news/story.aspx?id=765087#T9sxJ7U_-So

ENGLAND, ESSEX, CORYTON, JUNE 15 2012. SHELL LOOKS TO BUY CORYTON FOR STORAGE: UNION

Oil giant Royal Dutch Shell, fuel distribution firm Greenery and storage company Vopak are putting together a joint bid to buy the Coryton refinery as a storage terminal, a union official said on Wednesday. The union said it would fight the move, which would put the vast majority of the 900 workforce out of a job, and will step up protests to encourage the government to support a bid to keep it operational. "We're hearing it's a tripartate agreement," said Russ Ball, regional representative for Unite the Union. "It's something we are fighting against, we are going to take our protests at fuel terminals national and we will be protesting outside DECC (the Department for Energy and Climate Change) tomorrow," he said. The purchase would enable the firms to better control fuel distribution to London and the southeast of England. Workers from the Coryton refinery on Monday and Tuesday disrupted the supply of fuel heading to some petrol stations in the southeast of the country. Coryton is currently being wound down as crude supplies run out, and redundancies are expected next week. Shell and Greenery declined to comment. Coryton administrator PricewaterhouseCoopers and Vopak were unavailable for immediate comment.

<http://uk.reuters.com/article/2012/06/13/us-coryton-shell-storage-idUKBRE85C0N420120613>

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS, SAIPAN, JUNE 15 2012. UNDERGROUND STORAGE TANK TRAINING AND CERTIFICATION

The Federal Energy Policy Act enacted by the U.S. Congress in 2005 mandated training for all underground storage tank, or UST, system operators. There are two types of operators who must receive training: a primary operator (Class A/B) and an emergency response operator (Class C). By August 8, 2012, all facilities with UST systems permitted through the Division of Environmental Quality must have trained primary and emergency response operators. It is the responsibility of UST owners to designate a primary operator for each UST facility. The person designated as the primary operator should be an individual who is responsible for the day-to-day aspects of operating, maintaining, and recordkeeping, and has a general knowledge of the



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UST compliance requirements. UST operators are required to obtain certification. The certification training shall be held on Tuesday, July 17 and again on Wednesday, July 18. Participants need only attend one of two days. Seating is limited per day and UST operators must register no later than Tuesday, June 26, 2012. Registration is accepted only via email or fax by submitting a registration form and a pre-survey. These forms can be downloaded at www.deq.gov.mp. After completing the one-day training, each participant can obtain his/her certification by passing a 20-question exam with a score of 80 percent or better. This certification shall be good for two years, unless the facility is not in compliance. The one-day training agenda shall include, but is not limited to the following: Introduction UST Operator Certification overview, Basic UST Technology, Release Detection, Release Response, Spill Containment, Overfill Prevention, Corrosion Protection, and Required Paperwork relating to the Operation and Maintenance of USTs. There is also an online training course for the Class C operators. C operators are on-site employees responsible for addressing emergencies presented by a spill or release from a UST system. Duties of Class C operators include responding to spills and alarms, and contacting Class A or B (management). For more information about the in-person training on July 17 and 18 or the Class C online training, call DEQ at 664-8500 or 8507 or email johnpaulflores@deq.gov.mp.

<http://www.mvariety.com/community-bulletin/47246--underground-storage-tank-training-and-certification-.php>

USA, MD, BALTIMORE, JUNE 15 2012. AS COMPANY TO GIVE \$500,000 IN FRACKING SPILL DEAL >> GANSLER NEGOTIATES FUNDS FOR SUSQUEHANNA RIVER BASIN COMMISSION

A natural gas company has agreed to give \$500,000 to monitor water quality in the Susquehanna River basin after a Pennsylvania well blowout last year spilled "fracking" fluids into a tributary of the river, Maryland Attorney General Douglas F. Gansler announced Thursday. Gansler had formally threatened to sue Chesapeake Energy Corp. for allegedly endangering the health of Marylanders by the April 2011 spill in Bradford County, Pa. The river supplies drinking water to 6.2 million people and is home to sensitive Chesapeake Bay fish populations of American shad and striped bass, Gansler noted. The company agreed after negotiations with the Maryland attorney general's office to donate the funds to the Susquehanna River Basin Commission, which oversees the bay's largest tributary.

<http://www.baltimoresun.com/features/green/blog/bs-md-fracking-susquehanna-20120614,0,1377545.story>

USA, NE, GRAND ISLAND, JUNE 15 2012. LIGHTNING STRIKE IGNITES EXPLOSION NEAR JBS PLANT



Area firefighters fight a blaze near the JBS plant in Grand Island Thursday night. Firefighters were called at approximately 7:50 p.m. with reports of explosions and a large fire east of the plant on Swift Road. A lightning strike ignited chemicals in the holding pool, according to information overheard on the emergency scanner.

A lightning strike was the apparent cause of an explosion and major fire at the JBS plant in Grand Island Thursday night. The Grand Island Fire Department was called at approximately 7:50 p.m. with reports of explosions and a large fire east of the plant on Swift Road. The lightning strike ignited chemicals in the holding pool, according to information overheard on the emergency scanner. Numerous calls came into the newsroom to report the fire, which was reportedly visible from a good distance away. Google map shows the presence of what

appears to be a tarp-covered holding pool or lagoon east of the plant. While the large flames shooting into the air died down fairly quickly, slightly smaller fires seemed to burn a little longer in the lagoon. Independent photographer Matt Dixon reported seeing many motorists driving along the perimeter of the plant in the immediate aftermath of the explosion in an attempt to see the fire. The large parking lot south of the JBS plant remained filled with employee cars after the fire. However, a long line of semi-trucks filled with cattle were parked along the north side of Swift Road, on the south side of the plant and north side of the parking lot. The cattle trucks apparently were not being permitted to enter the plant while firefighters were still on the scene. The trucks lined the east-west Swift Road from Stuhr Road on the west almost to the end of the JBS property line to the east. With nobody other than firefighters and police allowed onto the JBS property, it was impossible to get an official version of the fire from the Grand Island Fire Department.

http://www.theindependent.com/news/local/lightning-strike-ignites-explosion-near-jbs-plant/article_71904c18-e82d-5c3a-babd-96b4afcce206.html



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