



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 862 Newsy Stuff

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July 26 2012



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USA, N.Y, DOWNSVILLE, JULY 11 2012. DIVERS FIND SECOND LEAKING FUEL PIPE AT BOTTOM OF PEPACTION RESERVOIR

Just as divers hired by the New York City Department of Environmental Protection safely drained 2,500 gallons of diesel fuel from a tank under the floor of the Pepaction Reservoir days ago, they found another pipe and when they tested that, found suspected gasoline in it. That, too, is going to be drained from what is believed to be in an old tank. DEP Deputy Commissioner Paul Rush said they suspect the fuels were in tanks that were buried under the reservoir when it was built in the 1930s. Officials believe that may be the case after they studied construction documents and photos from when the reservoir was built 80 years ago and they found, in a photo, what looks like fuel tanks. "That was near the vicinity near where work was staged to actually construct the East Delaware Tunnel from Pepaction Reservoir to Rondout Reservoir; that's where the upper portal is and we found a photo that did show that there was some fueling equipment in that area and that could have been left behind or forgotten about in the construction process," he said. DEP officials say there is no danger to the public by the leaking fuel or drainage and containment procedures. Due to the extended time that the Pepaction diversion will remain off-line, beginning Tuesday a greater portion of water will be released from the reservoir. The change, DEP officials said, will ensure that the Delaware River flow requirements will continue to be met and at the same time maintain the overall balance of the water supply system.

http://www.midhudsonnews.com/News/2012/July/10/Pepaction_oil-10Jul12.htm

USA, MI, MARSHALL TWP, JULY 11 2012. ENBRIDGE HANDLED OIL SPILL LIKE 'KEYSTONE COPS': SAFETY BOARD

vanessa lu, mitch potter

 **Related Story** [NTSB - Enbridge, Inc. Hazardous Liquid Pipeline Rupture Report](#)



A worker skims oil off the Kalamazoo River after a pipeline ruptured in Marshall, Mich., on July 27, 2010.

A "tragic and needless" 2010 pipeline rupture in Michigan became exponentially worse after an astonishing 17-hour delay to stop the flow of oil, raising concerns about proposed pipelines from Keystone XL to the Northern Gateway. Canada's Enbridge Inc. was in the hot seat Tuesday as regulators in Washington delivered a withering broadside, warning that disasters like the oil spill in the Kalamazoo River will continue until the pipeline industry pursues safety "with the same vigour as they pursue profits." Environmental groups on both sides of the border seized upon the findings, calling the report a watershed moment in their efforts to limit wholesale expansion of Alberta oilsands. Likening the Calgary company's management of the

disaster to the "Keystone Cops," National Transportation Safety Board Chairman Debbie Hersman said Enbridge failed to adequately address well-known corrosion problems as far back as 2005. Enbridge also twice attempted to restart the flow in aging pipeline 6B after the rupture, ultimately pumping at least 840,000 gallons of diluted Alberta crude into a sensitive Michigan watershed. A cascade of "human error" ranging from lack of communication between Enbridge and local law enforcement in Michigan to the company's repeated misreading of vital sensor data to an inept spill response conspired for what would eventually become a billion-dollar cleanup operation, the NTSB said in a draft report adopted at the end of the three-hour hearing in Washington. The continuing pipeline debate looms large over the upcoming U.S. election, with Republicans hammering President Barack Obama for stalling approval of the Keystone XL line, backed by Enbridge rival Calgary-based TransCanada. Keystone XL would deliver crude oil from the oilsands in Alberta to Texas, while Enbridge's Northern Gateway would take crude from Alberta to northern British Columbia, where it would then be loaded on tankers destined for Asia. In deconstructing the Michigan spill, lead NTSB investigator Matt Nicholson testified that Enbridge was aware of as many as 15,000 defects along line 6B, many stemming from corrosion problems exacerbated by a failing membrane that wrapped the 1960s-era steel pipe. The company contracted out the job of detecting the worst problems, excavating more than 900 sites to conduct repairs, he said. But a misinterpretation of data led Enbridge to overlook the site that eventually burst near Marshall, Mich., Nicholson said. The NTSB findings also faulted regulatory oversight, saying U.S.



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rules cede too much authority to private companies to self-police — a dynamic akin to “the fox guarding the henhouse,” in the words of board chair Hersman. But Nicholson emphasized Enbridge was not alone in its approach to safety, saying the company’s systems were not “state of the art, not bottom of the barrel, either. “When we talked to people in the (Edmonton) control room, we saw a company that was confident they weren’t cutting corners — they believed they had a safe system ... they were willing to spend money,” said Nicholson. But like much of the industry, Enbridge approached safety with a “checklist” mentality, NTSB officials testified, believing that ticking boxes rather than taking a “macro view” and embracing of culture of “continual reassessment” as the best way to absorb lessons from previous spills. Enbridge faces the prospect of a \$3.7 million fine from the U.S. Department of Transportation — a pittance compared to clean up costs and reputational damage. In a statement Tuesday, Enbridge stressed it has “taken full responsibility for the incident since the beginning” and has already implemented a range of “incremental improvements aimed at preventing a similar accident from happening again in future.” But the company said it would not comment on specific details of the NTSB’s draft findings until the board issues its final report, expected in the coming weeks. Among the reforms, Enbridge in January cut the ribbon on a new Edmonton control centre which incorporates lessons from its internal investigation into the Kalamazoo spill with what the company calls a state-of-the-art response, including a new team dedicated to leak detection and response. “Safety has always been core to our operations,” Enbridge said. But the excoriating tone of the NTSB hearing in Washington left critics riddled with doubt. “How can we trust Enbridge to build two pipelines safely across nearly 800 rivers and streams in Alberta and British Columbia?” said Nikki Skuce, senior energy campaigner with ForestEthics. “Enbridge has the audacity to tell us that our coast will be safer with their oil supertankers travelling the treacherous waters off the northwest coast — this from a company who can’t even turn off a pipeline for 17 hours after an alarm goes off,” said Skuce. “This should be the nail in the coffin for the Northern Gateway pipeline,” said Greenpeace Canada spokesman Keith Stewart. “What we saw from the U.S. regulator was that existing standards aren’t good enough and they’re not being met.” He pointed to the company’s documents for the proposed Northern Gateway, vowing to shut down a spill within 10 minutes, yet this spill wasn’t shut down for 17 hours, stretching over three work shifts. “This was not carefully couched bland language. This was straight talk. Enbridge failed, and a government regulator failed,” he said of the findings. Pete Erickson, hereditary chief of Nakazdli in British Columbia, thinks this ruling will give opponents of the Northern Gateway ammunition to stop Enbridge’s plan. “The risk is far too, too high,” he said. “They come around and throw money at us. We tell them you don’t understand. We don’t believe you have the technology or the will to make this a safe project. There’s no way to do it.” Many First Nations groups, especially in B.C., are opposed the pipeline, citing environmental concerns. Warren Mabee, director of the Queen’s Institute of Energy and Environmental Policy, believes this ruling will give pipeline opponents ammunition, but it’s too early to say whether they can block the projects. “I think there is no distinction in the public’s mind between a brand-new pipeline that might have the top-of-line best safety features and the existing pipeline network,” he said. Mabee argued it will be up to the companies who want to build pipelines along with governments to reassure the public. “I am sure the company is going to be awfully proactive in terms of preventing future spills,” Mabee said. “The truth is they have a pretty strong incentive as the fox now to make sure those hens are kept safe, because the costs are so high.” In Toronto, Enbridge shares closed at \$40.18, down 13 cents, while TransCanada closed at \$43.15, down 8 cents.

What Happened?

On Sunday, July 25, 2010, at 5:58 p.m., a segment of a 30-inch-diameter pipeline known as Line 6B ruptured in a wetland in Marshall, Michigan. The rupture of the pipeline, owned and operated by Enbridge Inc., occurred during the last stages of a planned shutdown and was not discovered or addressed for over 17 hours. During that time, Enbridge twice pumped additional oil (81 per cent of the total release) into Line 6B during two startups. An estimated 843,444 gallons of crude oil were released. The oil saturated the surrounding wetlands and flowed into the Talmadge Creek and the Kalamazoo River. Cleanup efforts continue, with costs exceeding \$767 million (U.S.). About 320 people reported symptoms consistent with crude oil exposure.

Related Stories

- [Michigan Oil Spill Blamed on Pipeline Firm, Regulators](#)
- [Enbridge On the Defensive with \\$5-Million Advertising Blitz](#)
- [Preventable Errors Led to Pipeline Spill, Inquiry Finds](#)
- [Firm Blamed in the Costliest Onshore Oil Spill Ever](#)

<http://www.thestar.com/business/article/1224151--enbridge-knew-of-flaws-5-years-before-oil-spill-safety-board>



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USA, MI, TRANSVERSE, JULY 11 2012. FIREWORKS ACCIDENT CLAIMS MAN'S TESTICLE

Every year around July 4th, there are gruesome fireworks injuries. Last year, a man blew off his head. This year, a man blew off a part of his genitals. A northern Michigan man thought he set off a firework last week, but the firework did not explode as expected. As the man went to check on the suspected dud, the firework went off just as the man stood over it, reports MLive. The mortar shell exploded between the unidentified man's leg and took off one of his testicles. The accident happened in Grand Traverse County, and the man was rushed to the hospital. His current condition was not reported. This year, several serious fireworks injuries have been reported throughout the state, reports MLive. A possible cause may be that the Michigan legislature recently legalized more powerful and dangerous fireworks. While some municipalities have banned certain more powerful fireworks made legal by the state, Acme Township, where the accident occurred, did not pass such a restriction. You have to be careful when setting off fireworks and you have to be especially careful when there is a suspected dud. If it is revealed that the injured man was careless or drunk when he set off the firework, he may have little legal recourse as he was partly responsible for the accident. However, if it is revealed that the firework was defective in any way, the injured man may be able to sue the fireworks manufacturer. Fireworks are inherently dangerous objects. But when a firework is defectively made, the injured party may be able to bring a product liability lawsuit against the manufacturer. To prove a product was defective, you normally would have to show that it was assembled defectively or that it's design was defective to begin with. If you or someone you know has suffered a fireworks injury and you suspect that the firework was defective, you may want to contact a product liability attorney to learn your rights.

<http://www.reuters.com/article/2012/07/10/tagblogsfindlawcom2012-injured-idUS131470241520120710>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, JULY 11 2012. ORICA PLEADS GUILTY

Orica has pleaded guilty to breaching its Environmental Protection Licence last year when ammonium nitrate was discharged from its Kooragang Island plant. On June 29, the company faced the Land and Environment Court over four pollution breaches, each of which could attract fines of up to \$1 million. The court heard Orica failed to operate one of its ammonium nitrate plants in a competent manner, leading to a discharge of ammonium nitrate on March 22, 2011. It is alleged the discharge arose from a blockage that allowed the chemical to waft across Kooragang Island and the Hunter River, causing workers at Mayfield Wharf to cease work and take shelter indoors. In addition to pleading guilty to this charge last month, Orica has previously pleaded guilty to charges relating to three other pollution-related incidents that occurred in 2010-11. The Environment Protection Authority alleges the incidents include an eroded pipe leaking nitric acid into the water and air on October 19, 2010, the release of ammonia gas from a pipe after maintenance workers hit it with a jackhammer on June 17, 2011, and the discharge of toxic chemical Chromium VI over Stockton on August 8, 2011. All four matters are being heard together and will return to court in July. Orica refused to comment about the charges, but released a statement saying it had started a program to improve safety, health and environmental performance at the plant. The program would involve an upgrade to site infrastructure, reviewing and improving systems and procedures and investment in new technology, the statement said.

<http://www.newcastlestar.com.au/news/local/news/general/orica-pleads-guilty/2619015.aspx>

USA, MA, ACTON, JULY 11 2012. DEP FINES ACTON COMPANY FOR BROOK SPILL

An Acton-based businesses faces \$4,000 in penalties for a diesel fuel spill resulting from bridge repair activities in Becket, according to the state Department of Environmental Protection. The state assessed the penalty against MIG Corp. of Acton for a release of diesel fuel to a branch of Walker Brook that occurred as a result of bridge repair activities in Becket, according to a press release. The discharge of diesel fuel to surface water is a violation of the Massachusetts Clean Water Act, DEP officials said. The alleged spill occurred on April 5, when the department's emergency response staff received a call about an oily sheen appearing on the water of a branch of Walker Brook near where the brook crosses Route 20, near the junction with Route 8 and Bonny Rigg Hill Road in Becket. An investigation confirmed the presence of petroleum sheen in the brook with diesel fuel contamination observed within the roadway right-of-way and along the stream bank. Responders used placed absorbing agents in the brook to contain the spill. An investigation including interviews of state Department of Transportation and MIG Corp. personnel, and determined that a trailer-mounted pump had previously been placed at the site to draw-down the brook and facilitate bridge repair. The company must also retrain personnel on the appropriate response to spills of oil and hazardous materials, and purchase spill response equipment to be stored at its roadway construction projects.

<http://www.wickedlocal.com/boxborough/news/x1992159372/DEP-fines-Acton-company-for-brook-spill#axzz20JnPuH1>



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USA, WA, SEKIU, JULY 11 2012. ABOUT 100 GALLONS OF DIESEL FUEL SPILLED NEAR SEKIU

arwyn rice

About 100 gallons of diesel spill were spilled near Sekiu this morning, and some drained into Clallam Bay. Starting at about 10 a.m., personnel from the state Department of Ecology, Coast Guard and Clallam County Fire District 5 assisted in cleaning up at Olson's Resort. The spill occurred when construction crews attempted to siphon fuel from a truck but lost control of the transfer hose, Ecology spokeswoman Linda Kent said in a prepared statement. An Olson's Resort representative said that the cleanup was essentially complete by about 5 p.m., and that the spill did not affect the resort's business. State and federal authorities sent responders and investigators to the site. "The spill is largely contained at this time, and responders are working to plan cleanup strategies," Kent said in the statement issued late Tuesday. "Some of the spilled fuel went into a storm drain and reached the water in a nearby bay," she added. The Coast Guard conducted flights to determine the magnitude of the spill while absorbent pads, a boom and other containment equipment were put into place. No visible oil sheen was reported by air crews. "All oil spills cause environmental damage, regardless of size," Kent said. "Oil is toxic to the environment and the damage starts as soon as the oil hits water," she added. "A single quart of oil has the potential to foul more than 100,000 gallons of water."

<http://www.peninsuladailynews.com/article/20120710/NEWS/120719999/about-100-gallons-of-diesel-fuel-spilled-near-sekiu>

USA, WASHINGTON DC, JULY 11 2012. CSB RELEASES NEW SAFETY VIDEO ON INHERENTLY SAFETY DESIGN AND TECHNOLOGY: "INHERENTLY SAFER: THE FUTURE OF RISK REDUCTION" EXAMINES HOW INDUSTRY CAN ELIMINATE OR REDUCE HAZARDS



The US Chemical Safety Board today released a new safety video that examines the concept of inherent safety and its application across industry; "[Inherently Safer: The Future of Risk Reduction](#)" stems from the August 28, 2008, explosion that killed two workers and injured eight others at the Bayer CropScience chemical plant in Institute, West Virginia. As a result of ongoing concern regarding the safety of the facility Congress directed the CSB to commission the National Academy of Sciences (NAS) to study the feasibility of reducing or eliminating the inventory of methyl isocyanate (MIC) stored at the Bayer plant. [The NAS study](#) explored how the concept of "Inherent Safety" could be applied at the Bayer facility. The NAS panel noted that the goal of inherently safer design is not only to prevent an accident, but to reduce the consequences of an accident should one occur. The elevenminute video features interviews with NAS panel members and

staff as well as commentary from the CSB Chair and investigators. The video is available to stream or download on www.CSB.gov and may be viewed on the CSB's YouTube channel, USCSB (www.youtube.com/uscsb). DVD copies of the CSB's safety videos can be requested by completing the [online request form](#). In the video CSB Chairperson Rafael Moure-Eraso discusses the findings from the CSB's investigation and the catastrophic consequences that the 2008 accident could have had on the surrounding community, "The CSB determined that the explosion at Bayer could have caused a release of MIC into the nearby community. And it raised a question – was there an inherently safer alternative to storing and using this highly toxic chemical?" The NAS report found that while Bayer and previous owners of the site incorporated some considerations of inherently safer technology, these companies "did not perform systematic and complete inherently safer process assessments on the processes for manufacturing MIC or the carbamate pesticides at the Institute site." Thus large amounts of MIC, phosgene, and other toxic materials were produced or stored at the site for decades. The video discusses the four main components of inherently safer design as identified by the NAS study. They are substitute, minimize, moderate and simplify and are described as:

- Substitute: replacing one material with another that is less hazardous
- Minimize: reducing the amount of hazardous material in the process
- Moderate: using less hazardous process conditions such as lower pressures or temperatures
- Simplify: designing processes to be less complicated, and therefore less prone to failure.



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The video includes an interview with industry expert Dennis Hendershot, "Inherently safer design is a philosophy for design and operation of any technology, including chemical processing. It's not a specific technology or a set of tools and activities, but it's really an approach to design and it's a way of thinking." On March 18, 2011, Bayer announced that it would not seek to restart MIC production at the plant and would end the manufacturing of carbamate pesticides deemed hazardous by the World Health Organization. The Bayer plant no longer produces or stores MIC. But the CSB believes the NAS study and other publications illustrate how the chemical industry could benefit from incorporating the principles of inherently safer design into making decisions – decisions which will satisfy the interests of chemical companies, workers, and members of the communities near their plants. The video concludes with a call from CSB Chairperson Rafael Moure-Eraso for industry to look towards the future, "The principles of inherently safer processing can be an effective way for chemical companies to eliminate or reduce hazards, prevent accidents, and protect nearby communities. The CSB is an independent federal agency charged with investigating industrial chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems."

www.csb.gov

USA, N.Y, HIGH FALLS, JULY 11 2012. A CLEAN NEW LIFE FOR GRIMY GAS STATIONS

ronda kayser



A \$1 million renovation turned a former gas station on 11th Street in Long Island City into the Breadbox Cafe.

The gas station in this [Hudson Valley](#) hamlet sat empty for years, leaching petroleum into the soil and well water. But a renovation that will transform the abandoned station into a yoga studio, wellness center and a charging station for [electric cars](#) has turned the eyesore into a symbol of this struggling community's revival. The station's decline mirrors that of many others across the country. Thousands of gas stations have closed in the last two decades, leaving many communities saddled with vacant or abandoned properties. Because gas stations are often built on busy street corners, boarded-up stations have marred the

entrances to many bustling business districts in American towns and cities. More than 50,000 stations have closed since 1991 when there were nearly 200,000 nationwide, according to the National Association of Convenience Stores. The high cost of [oil](#) has made it hard to turn a profit selling gas, pushing station owners into selling snacks and soda at their convenience stores. With big-box retailers like Walmart and Costco now in the gas business, attracting customers has become even harder. Simply put, mom and pop stations that once thrived just by selling gas and fixing cars in the repair shop can no longer compete. No numbers are available on how many closed stations remain vacant, but despite problems, the properties can be attractive to developers, especially if they are at desirable intersections. "If you own the real estate, there's no better time to get out — everybody wants that convenient location," said Jeff Lenard, a spokesman for the convenience store association. "You could be sitting on a gold mine." But converting these sites can be challenging. They often are on small lots and may be contaminated by petroleum leaking from underground storage tanks, as was the case in High Falls. Petroleum brownfields — ground contaminated or thought to be contaminated by fuel — make up half of the 450,000 brownfields in the country, according to the Environmental Protection Agency. As gas stations close, towns must grapple with what to do with this land. If fuel has migrated into groundwater or a neighboring lot, costs can balloon. State and federal money available to municipalities to clean abandoned sites is limited. Federal regulations require private owners and operators to clean any spills on their property. Still, some developers are reluctant to buy old stations because of the risk that contamination could be found later and they would be stuck with the cleanup bill. "Gas stations are the gateway to a community," said Robert Colangelo executive director of the National Brownfield Association. "So it's very important to get these things cleaned up." In High Falls, a \$300,000 renovation is changing a derelict structure to a colonial-style strip of yellow storefronts with white trim that will be completed this summer. Then, charging pumps for electric cars will be installed where two gas pumps once stood. The quick-charge pumps will offer free charging to store customers and anyone else. A wind turbine affixed to a 30-foot ledge behind the station and solar panels atop the ledge will generate the electricity. The five service bays have been converted to shops, and the garage doors replaced with storefront windows. The second floor has been turned into 2,200 square feet of office space offering views of the nearby falls. "People who come to a town like this, they're looking for a memory to take home with them,"



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said Mark Robinson, who owns the property with Ronald F. Faia. "I've always loved old gas stations," he added. "It's a view into American history." In a village that once was home to Marc Chagall and the setting for some scenes in "Splendor in the Grass" a former neighborhood blight has become a new downtown center. "It's so nice. It's part of the revitalization of High Falls," said Michael Warren, town supervisor for Marbletown, which encompasses the hamlet. But it is not always easy to persuade developers to invest in a property that may need costly environmental cleanup. The High Falls station cost the [New York State](#) Department of Environmental Conservation more than \$100,000 to clean up in 2001, seven years before Mr. Robinson bought it. "Whenever you see a for sale sign, it never says 'brownfields for sale,' " Mr. Colangelo said. While rural communities struggle to fill empty stations, [New York City](#) has a different problem. Property values are so high that stations are being converted to more profitable uses, like high-rise buildings, giving drivers fewer places to fill their tanks. The city had 809 gas stations in 2011, down from 872 in 2006, according to the Department of Consumer Affairs. Of the remaining gas stations, only 44 are in [Manhattan](#). In 2009, Eyal Shuster, a developer, spent \$1 million to convert a defunct Long Island City service station into the Breadbox Cafe, which his wife, Tal, manages. A Getty gas station next door, however, is still operating. Mr. Shuster and his development partner, Moshe Mizrahi, hope to eventually build a high-rise building above the restaurant and demolish the Getty gas station. On a rainy afternoon in June, the 48-seat restaurant was full of customers. From the street, the boxy single-story building still resembles a service station, despite the quirky addition of 1,600 rolling pins on the facade. New garage doors with large glass panes roll back, opening out onto a wooden patio. Inside, zinc countertops and mahogany paneling give the space a modern look. "The main challenge is changing people's perception," said the restaurant's architect, Eran Chen, a principal at ODA-Architecture. "How do you create an attractive food space in a place that used to service cars?" While gas stations might be an eyesore in some communities, in others they are treasured slices of Americana. A St. Louis developer met fierce resistance when he considered demolishing a 1968 Phillips 66 station. The building has an enormous flying saucer-shaped roof. Although it has not been a gas station since the 1980s — its latest incarnation was as a Del Taco restaurant that closed in 2011 — residents saw the building as a piece of the city's architectural history. Rather than build anew, the developer Richard K. Yackey will begin a \$1 million renovation this month on the property, which has 3,200 square feet of usable space. The roof, which is 12,000 square feet, will cost \$100,000 to replace. When construction is complete next year, the station will house a Chipotle restaurant and a Starbucks and have a 1,300 square feet addition. "If you do the math, it doesn't make a lot of sense economically," Mr. Yackey said, adding that constructing a building on the property would have provided him with more space to lease. Because many old gas stations sit on small, three-quarter-acre lots, they often have to be expanded to be marketable. Buyers of old stations often angle to get the neighboring lot. But that, too, can be fraught with complications. "Any time you're putting multiple parcels together it becomes more difficult because you're dealing with another seller," said Joseph S. Botta, president of Pineville Properties, which has redeveloped several gas stations in the Philadelphia area. In Roxborough, a section of northwest Philadelphia, developers drew the ire of local residents when they knocked down two houses next to a former Mobil gas station to make way for a TD Bank that opened last November. "Neighbors get very concerned when you're knocking down residential houses for commercial uses," said Michael J. Cooley, vice president of real estate for the Provco Group, which built the bank. But developers who cannot expand can be left with a property they cannot use. Mr. Botta said he bought eight gas stations from Lehigh Gas Corporation for \$11.5 million in 2008. By June 2011, unable to expand the lots, he sold four back to Lehigh. Mr. Botta said, "When you have a small parcel and you can't acquire any ground, you can only build so much."

http://www.nytimes.com/2012/07/11/realestate/commercial/a-clean-new-life-for-grimy-gas-stations.html?_r=1

USA, UT, SALT LAKE CITY, JULY 11 2012. UTAH SUING CONOCOPHILLIPS FOR FRAUD OVER CLEANUP FUNDS >> LAWSUIT » AGENCY SEEKS \$25 MILLION IN DAMAGES AND REIMBURSEMENT.

judy fahys

Utah's environmental cleanup office is suing Houston-based ConocoPhillips Co. for fraud over money from a state fund that the company used to clean up underground storage tank leaks at 35 service stations. Although it should have gotten the cleanup money from its private insurers, ConocoPhillips dipped into the state's Underground Storage Tank Fund and then failed to reimburse the \$8.4 million it received, the state alleges. And now the Utah Division of Environmental Response and Remediation (DERR), in its 3rd District Court lawsuit, wants \$25 million in punitive damages and reimbursement. Janet Grothe, spokeswoman for Phillips 66, declined to discuss the case. "As a matter of policy, we don't comment on legal issues," said Grothe, whose company split into two business units in May, with ConocoPhillips serving as the exploration arm and Phillips 66 functioning as the production arm. Brent Everett, director of the DERR, the state agency that oversees the tank



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program, said the fund is the primary source of cleanup money for many small gas station owners and operators. Overall, about 75 percent of Utah's gas stations participate in the fund. The idea, he said, is to deal with tanks that contaminate the soil with leaked petroleum products. Owners and operators are required to chip in the first \$10,000 for cleanups. The fund then pays for costs up to \$2 million. Before 2010, when the Legislature boosted the coverage cap, the limit was \$1 million. Some station operators, however, have used the tank program as a backup or supplemental source of funding when their own insurance companies fail to cover the full cost of a cleanup. The ConocoPhillips case is Utah's first effort to address what it sees as double dipping, although other states have filed cases like this, Everett said. "It was something we heard could be happening, and we decided to look into it. "We had some discussions [with ConocoPhillips]," Everett said, adding that the lawsuit is the last resort for the state to resolve the problem. "The fund needs to be reimbursed."

At a Glance Utah's Fund — and those of Other States

Petroleum companies that participate in Utah's Underground Storage Tank Fund chip in one-quarter cent for every gallon they dispense. The fund's current cash balance is \$11.8 million, and another fund of about \$3 million covers cleanups at abandoned petroleum leak sites. The Legislature limits the size of the fund to \$20 million. So far, the trust fund has spent \$96 million on a total of 586 cleanups, including 170 that are incomplete. Massachusetts already has settled a similar case against Sunoco, while South Dakota has filed suit against BP, and Ohio is investigating five gas-station companies for the same alleged offense. In Colorado, ConocoPhillips is embroiled in a similar controversy over \$70 million used from that state's underground tank fund.

<http://www.sltrib.com/sltrib/money/54468443-79/conocophillips-fund-state-cleanup.html.csp>

BRAZIL, BRASILIA, JULY 12 2012. CHEVRON BRAZIL SPILL REPORT EXPECTED NEXT WEEK-REGULATOR

leonardo goy

- Regulator's report may influence proceedings against Chevron
- Police lab says spill caused no harm to marine life - papers
- Prosecutor calls police lab report 'a farce'
- Oil regulator mulls raising fines for violations

Brazil's oil regulator said on Wednesday it expects to release a report next week on the causes of a November oil spill in an offshore field operated by Chevron Corp, an accident that led to criminal charges and civil suits seeking nearly \$20 billion in damages. The report from the ANP, as the regulator is known, is expected to provide the official government explanation of the accident, which spilled about 3,000 barrels of oil into the Atlantic Ocean northeast of Rio de Janeiro. The report may influence civil and criminal proceedings against Chevron, the second-largest U.S. oil company, its drilling contractor, Transocean, and 17 of their employees. The report may also form the basis of new fines against the two companies. Chevron and Transocean have already been hit with citations that could result in more than \$50 million in fines from the ANP, Brazil's environment protection agency Ibama, and other government bodies. The ANP is considering raising its fine schedule as a result of the Chevron spill, though any changes would not apply to the current case, the oil regulator's director general, Magda Chambriard, told senators at hearings in Brasilia. The agency wants to raise maximum fines for some oil drilling and production rule violations to 30 million reais (\$14.7 million) per violation from 2 million reais, she said. With the addition of proposed aggravating factors, the top fine could rise to 150 million reais, she added. "We are confident that (Transocean) acted responsibly and quickly, following the highest industry standards," said Guy Cantwell, Transocean's communications chief in Houston. Chevron's head of communications, Kurt Glaubitz, said protecting the environment is "a core Chevron value." "Continuous monitoring of the incident area shows no discernible environmental impact to marine life or human health," Glaubitz said in an e-mail. Brazil's O Globo and Folha de S. Paulo daily newspapers reported on Wednesday that the Federal Police lab in Rio de Janeiro had found that the spill did not kill or harm marine life. The lab report, completed in April but never made public, was obtained by O Globo and Folha this week, the newspapers said, without explaining how they got the information. Brazilian courts and police typically do not allow the public access to criminal investigations and court proceedings until a verdict is reached. Despite the sealed proceedings, prosecutors and police often leak information to the media in high-profile cases. Nearly all Brazilian legal proceedings are conducted in writing rather than through open testimony in court. Some of the spilled oil could have been absorbed into the ocean floor, Folha reported, citing Rosemari de Oliveira Almeida and Emiliano Santos Rodrigues, the authors of the lab report. Federal prosecutor Eduardo Santos de Oliveira, who launched the criminal and civil cases against Chevron, Transocean and the 17 employees and executives, called the report "a



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farce," O Globo said. The report does not invalidate conflicting studies from Brazil's environmental and oil agencies about the spill's impact on marine life, the newspapers said. The ANP and Brazil's environmental protection agency Ibama have said there was damage, Folha reported. But Silvio Jablonski, a senior ANP official, told a Brazilian Senate hearing in March that Chevron was "not negligent" and that the spill "caused no discernable damage to the environment." Santos de Oliveira is seeking 40 billion reais (\$19.6 billion) in civil damages from Chevron and Transocean. He has described the spill as one of the worst ecological disasters in Brazil's history. Globo and Folha said the Federal Police officer in charge of the case, Fabio Scliar, declined to comment on the police lab report.

<http://www.reuters.com/article/2012/07/11/chevron-report-timing-idUSL2E8IB7PC20120711>

USA, CA, SAN CLEMENTE, JULY 11 2012. HAWAII-BOUND MODEL BOAT KANALOA STRUCK BY OIL TANKER

Photo's [4] [Hawaii-bound model boat Kanaloa struck by oil tanker](#)



The Kanaloa, a Regional Occupational Program model sailboat, is named for the Hawaiian sea god. It has two masts, is 7 feet long and weighs 92 pounds.

Project built by an ROP class at San Clemente High School and launched Monday from Capistrano Beach on its second attempt to sail for Hawaii is hit by a cargo ship this morning off San Diego County and recovered by a tugboat that's taking it to Long Beach. A 7-foot-long model boat launched Monday by a Regional Occupational Program class on its second attempt to sail for Hawaii was struck by an oil tanker Wednesday morning off the coast of San Diego County, according to the class instructor. The Kanaloa, a 92-pound, twin-masted monohull, was recovered by the captain of a tugboat that had been escorting the cargo ship, said Malcolm Wilson, who teaches [Capistrano-Laguna Beach ROP](#) model-making classes at San Clemente High School. Wilson said the captain called him about 6:30 a.m. Wednesday, using contact information stored on the model boat. The

Kanaloa was hit about a half-hour earlier, Wilson said. At 8 a.m., the Kanaloa's onboard GPS device transmitted its location aboard the tugboat as 24 miles off the coast of Carlsbad and heading north. Wilson plans to meet the tugboat in Long Beach on Wednesday to retrieve the small sailboat, which the tugboat captain said has a damaged jib and mast but is otherwise intact. The Kanaloa, named after the Hawaiian sea god, was originally launched June 12 from Capistrano Beach along with two other model boats the ROP class designed to sail as far as the Hawaiian Islands. But all three ran aground shortly afterward in San Diego County. Wilson and student project leader Maurice Bollhorn, 16, a junior at Tesoro High School, relaunched the Kanaloa on Monday afternoon. One of the other model boats, the 6-foot, 30-pound trimaran Team America, was relaunched June 27 but ended up in San Diego on Friday after being picked up by a commercial fishing boat 30 miles southeast of San Clemente Island. The third boat, the 6-foot, 60-pound monohull Humuhumunukunua'pua'a, has not been relaunched since running ashore June 13 on the beach at Camp Pendleton.

<http://www.ocregister.com/news/model-363156-wilson-san.html>

AUSTRALIA, VICTORIA, FISKVILLE, JULY 12 2012. COUNTRY FIRE AUTHORITY ADMITS CANCER ERRORS

nathan partenza



CFA recruits at the training site in Fiskville.

The Country Fire Authority last night released a long-awaited report into a suspected cancer cluster at its Fiskville training facility — and admitted it had made errors. The independent report, by Professor Rob Joy, examines the use of chemicals for live firefighting training at the site between 1971 and 1999. Health concerns were first raised last December, after firefighters claimed they had developed cancer from chemical exposure at the site, near Ballan, west of Melbourne. Firefighters used to burn a range of waste oils containing toxic chemicals as part of their training. Concerns were also raised about the quality of recycled water used to put the fires out. Professor Joy's six-month inquiry involved 324 interviews, accessed around four million documents and cost \$4 million.



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"What took place at Fiskville, and to a lesser extent at our other regional training grounds, was not good enough and we regret what happened," said CFA chief executive Mick Bourke in a statement last night. "The report finds that events and practices that took place then, would not be acceptable today." Mr Bourke said he was committed to making changes to ensure the "ongoing health and safety" of firefighters but the report found the CFA was late to adopt important health and safety practices. "Personally, I found the fact the CFA was slow to take the opportunity for improvements disappointing," he said. "A lack of rigorous systems and processes still needs addressing in the CFA today and I want this report to be a catalyst for this to take place." Mr Bourke said the report was a "crucial first step in determining if past practices had links to ill health in members". "It gives us a much better understanding of chemicals used at Fiskville, how they were used and stored and which groups of people had the highest risk of exposure to them." Mr Bourke said the next step would be a "health impact study" to examine past practices and potential health risks. But he said the report found that for the "vast majority" of people who trained at or visited the Fiskville facility, their exposure levels likely posed "low to negligible risk". Full-time firefighting instructors may have been at "high risk" and volunteer and regional instructors had "medium risk" of exposure. Mr Bourke said that the report identified the need for further water and soil testing, and possibly decontaminating the site. But the site would not be closed. The CFA received Professor Joy's report a fortnight ago, but opted to release it publicly last night, along with its response.

<http://www.theage.com.au/victoria/cfa-admits-cancer-errors-20120712-21wrf.html>

ENGLAND, DOVER, JULY 12 2012. UNEXPLODED WWII BOMB SAFELY DETONATED OFF KENT COAST

An unexploded wartime German bomb found off the coast of Kent has been safely detonated, coastguards have said. The 500lb (226kg) device was discovered by a dredger in Dover harbour on Monday but it could not be made safe as the tidal conditions were not right. Dover Coastguard worked with a four-man Royal Navy bomb disposal team from Portsmouth to move it to a remote area. A spokeswoman said it was detonated at 08:45 BST, three-and-a-half miles (5.6km) east of Deal Pier. The World War II explosive was 3.3ft (1m) in length and was said to have had fins which had rusted off.

'Poor Condition'

Warnings were broadcast to vessels in the area before the explosion, and a one-mile cordon was put in place during the operation. No major shipping movements in the area were affected. Royal Navy spokesman Lt Dan Herridge said the explosion was carried out at a depth of 49ft (15m) and caused a 50ft (15.2m) high plume. He said: "We don't come across this size of bomb that often. "This one was in poor condition and we could not tell if the fuses were intact or not, so the safest option was to take it out away from the busy shipping lanes and dispose of it as soon as we could."

<http://www.bbc.co.uk/news/uk-england-kent-18765547>

USA, HI, KAILUA-KONA, JULY 12 2012. ALOHA PETROLEUM GETS \$32,500 FINE FOR STORAGE TANK VIOLATIONS

The state has fined Aloha Petroleum Ltd. \$32,500 for underground storage tank violations, the Department of Health said today. Aloha Petroleum, the registered owner and operator of the Island Mini Mart fuel service station in Kailua-Kona on Hawaii island, failed to monitor five underground tanks that routinely contain petroleum or hazardous substances at least every 30 days between June 2010 and August 2010; didn't notify DOH within 30 days that the underground tanks were temporarily out of use between May 2010 and August 2010; and failed to immediately notify DOH that the tanks were put back into service, the department said. The violations were noted during a routine inspection conducted on May 17, 2011. Aloha Petroleum said in a statement that it monitors its fuel storage tanks daily via a computerized leak detection system located at each of its retail fuel locations. It said the Kailua-Kona location identified by the state was undergoing renovation from

May 17 – Aug. 18, 2010, the location was closed during this time and the electrical power was intermittent during the renovation period. "During the periods electrical power was unavailable, the leak detection system was inoperable, and the longest period electricity was unavailable was 35 days," Aloha Petroleum said. "There were no releases of fuel at any time during or after the renovation period, and the alleged violations against Aloha are housekeeping in nature." Aloha Petroleum said it has taken steps to ensure these housekeeping errors do not happen again and has requested a meeting with the DOH to discuss the situation and explain its corrective actions. Hawaii law requires owners and operators of underground storage tanks to provide a release method that can detect emissions from any portion of the tank and the connected underground piping that routinely contains product. The systems must be monitored at least every 30 days.

<http://www.staradvertiser.com/news/breaking/162138315.html>



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ENGLAND, LONDON, JULY 12 2012. RR936 - BUNCEFIELD INVESTIGATION - LIQUID FLOW AND VAPOUR PRODUCTION

 [Document Full report](#)

This report on the liquid flow from the overfilled tank leading to the formation of flammable vapour in the Buncefield Incident was prepared for the HSE incident investigation. The purpose of the work was to provide a connection between the loss of containment and the formation of a flammable vapour cloud. Practical and numerical investigations have demonstrated that the bulk of fuel vaporisation and entrainment of air occurred during the cascading of fuel from the top of the tank into the bund. The work involved the construction of a full scale replica of a section of top of the tank involved at Buncefield and also a full height section of the tank wall. Liquid flow experiments were carried out. The overall liquid flow results in a relatively fine spray, with droplets a few millimetres in diameter. Numerical analysis of heat, mass and momentum transfer (between droplets in the fuel cascade and the air that surrounds them) has shown that the fuel cascade drives a significant downward flow of air. The air is contaminated by high concentrations of light hydrocarbons and is cooled. Final temperatures and concentrations within liquid and vapour are likely to be very close to equilibrium values. This report and the work it describes were funded by the Health and Safety Executive (HSE). Its contents, including any opinions and/or conclusions expressed, are those of the authors alone and do not necessarily reflect HSE policy.

<http://www.hse.gov.uk/research/rrhtm/rr936.htm>

THAILAND, PHUKET, JULY 12 2012. SMUGGLERS CAUGHT WITH TANKER OF DIESEL

tanyaluk sakoot

 [Photo's \[5\] Phuket Fuel Fraudsters: One Down, Six More to Go at Sea](#)



Customs officials show the seized tanker to reporters this morning (July 11).

Customs officials hit black gold on Monday afternoon (July 9) when they seized a tanker with 230,000 litres of smuggled diesel on board, 10 nautical miles (18.5 km) off Racha Noi Island. Arrested on board the 141-ton Noknaan Naam 16 were the skipper, a Burmese named as Li-au, and six Burmese crewmen. The diesel, if sold at the pumps in Phuket, would fetch about B7 million. The value of the tanker was estimated at B8 million. Diesel sells in Malaysia for about B18.60, compared with B32-35 in Thailand, resulting in big profits for smugglers who can successfully bring diesel from Malaysia into Thailand. Most of the smuggled fuel aboard tankers such as the Noknaan Naam 16 is sold to Thai fishing boats. Rakop Srisuppaad, head of Customs Investigations in Phuket, said the smuggling of oil in this case was believed to be a criminal conspiracy involving people from three countries, with a Thai-owned tanker, a Burmese crew and diesel from Malaysia. He declined to name the owner of the tanker because the investigation is ongoing. "We believe this is a big diesel smuggling operation involving another six vessels that we have so far not been able to catch."

<http://www.thephuketnews.com/smugglers-caught-with-tanker-of-diesel-31960.php>

GHANA, AXIM, JULY 12 2012. PREMIX FUEL DISTRIBUTION CENTERS ARE ACCIDENTS WAITING

Presidential Candidate of the Convention People's Party for the 2012 election, Dr Abu Sakara has attributed the recent premix fuel explosion at Axim to lack of safety standard. Dr. Sakara, who visited the site of the explosion to see first hand the situation at ground zero, observed that three rusty tanks which were half submerged were directly next to a row of small retail sheds along a narrow road on the sea front. Furthermore the distribution point offered no restrictions in access to the throng of people that had gathered there to receive premix fuel after a fuel tanker had discharged its contents. Dr. Sakara commented that the rudimentary conditions under which premix fuel was being handled fell far short of safety standards for handling of inflammable petroleum products. He also noted that the unrestricted access to the distribution points made it possible for so many people to be injured and killed by the incident. "These are accidents waiting to happen" he said, referring to similar conditions that prevail at other premix distribution points in fishing communities. When asked what solutions he recommends to avoid such occurrences at premix fuel distribution points in future: Dr. Sakara said that in the short term, the concerned government agencies must educate the distributors and fishing communities about the safe handling of petroleum products. He added that the relevant authorities must also ensure that the distribution points meet and comply with safety basic



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standards. He advised that District Chief executives and Parliamentarians of fishing communities should take an active interest to support the improvement of infrastructure at premix distribution points. Dr. Sakara went on to add that medium to long term solutions were also needed to protect the livelihoods of fishing communities. He observed that the distribution of premix fuel is an attempt to subsidize the cost of ever decreasing catches of fish with each fishing trip out to sea. The CPP 2012 Presidential Candidate said that if nothing is done to reverse the trend of decreasing fish stock off our coastline, there will come a day when subsidized premix fuel will be useless to fisher folk, because their objective is to catch fish and not to take joy rides in the sea only to come back with empty nets!

<http://www.ghanaweb.com/GhanaHomePage/NewsArchive/artikel.php?ID=244466>

SOUTH AFRICA, PRETORIA, ATTERBURY, JULY 12 2012. MOM, SON FOUND DEAD IN CAR >> HYDROGEN SULPHIDE

karabo seanego



Police and paramedics inspect the car in which Emily Makhubane, 30, and her eight-year-old son Jason were found dead at the Atterbury Value Mart.

Fumes from a highly concentrated cocktail of chemicals are believed to have led to the deaths of a 30-year-old woman and her eight-year-old son in a car in the parking lot of a shopping centre. Emily Makhubane, 30, and her eight-year-old son, Jason, were found in a grey Chevrolet Aveo by security guards at the Atterbury Value Mart who went to investigate why the car was parked in the parking lot early on Wednesday. The guards knocked at the windows of the car and became suspicious when the woman and boy did not respond. They alerted the police. Officers arrived with emergency services personnel, who managed to open one of the car doors and were assailed by a foul smell like rotten eggs. A chemical mixture was discovered in a bucket on the back seat. The two front seats were in a reclining position and the woman and her son were covered with blankets. The

scene soon attracted the attention of shoppers, many of whom tried to find out what the officers were doing. Police spokeswoman Warrant Officer Annabel Middleton said that no note had been found in the vehicle. "We will be investigating why this tragedy happened," Middleton said. No crime was suspected at this stage. However, an inquest docket and a murder case had been opened, Middleton said. Netcare911 spokesman Jeffrey Wicks said: "The woman and child were declared dead at the scene." Police were trying to establish on Wednesday what chemicals had been mixed in the bucket. Initial suggestions were that household chemicals could have been mixed with hydrogen sulphide. According to information from Wikipedia, hydrogen sulphide <http://www.vngas.com/pdf/g94.pdf> at higher levels can irritate mucous membranes and cause headache, fatigue, dizziness, and even memory loss and bronchitis with repeated exposure. Mixed with other chemicals, hydrogen sulphide can apparently lead to death. Makhubane's younger sister broke down at the police station when she was shown the car in which the mother and son died. The family said they did not know what might have led Makhubane to fill the car with chemical fumes. "When we saw her (on Tuesday) she was fine and seemed happy," her mother said. "We don't know what to tell you at this stage because we don't know why she did this."

Related Links [Woman, son gassed](#)

<http://www.iol.co.za/news/crime-courts/mom-son-found-dead-in-car-1.1334838>

INDIA, MUMBAI, JULY 12 2012. UNREGULATED PEST CONTROL PROBLEMATIC: EXPERTS

rito paul

The deaths of Versova residents Rehab and Rameez Chougule on Thursday due to aluminium phosphide poisoning has brought the issue of pest control safety to the fore. The Chougules had done pest control in their apartment and had apparently neglected to air out the room. Aluminium phosphide is a highly poisonous fumigant that is used on grains and according to experts shouldn't have been used inside the apartment. Jayant Dandawate, vice president of operations and technical at Pest Control India (PCI) says, "According to the rules set by the government in the National Standards on Phytosanitation Measures you are not allowed to use aluminium phosphide in residential areas or in closed environments". The storage and usage of this chemical too needs special accreditation from the Directorate of Plant Protection Quarantine



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and Storage under the Ministry of Agriculture. "People who use this fumigant have to be specially trained and taught to use the equipments," he adds. Priya Sule, assistant general manager of HR at PCI says that though the government has rules to regulate the use of such chemicals, there are many unregulated pest control service providers who offer their services without having proper accreditations or training. "In India, when it comes to pest control, people tend to go for the cheapest option which can be problematic," she said. She added that licensed pest control companies don't use such strong chemicals inside residences — most of the chemicals used are not harmful to human beings. "If you have a cockroach infestation for example we use a gel-based treatment which is harmful only to cockroaches. If we do have to use strong chemicals, we ensure the customer knows the safety measures that they have to follow." Rehab and Rameez died due to cerebro-pulmonary edema, a condition where the lungs fill with liquid restricting oxygen flow in the body causing the victim to die. Dr KC Mohanty, HoD of chest medicine at KJ Somaiya hospital said that the chemicals used for pest control can contain harmful petroleum based products apart from heavy metals and sulphur which can cause a pulmonary edema.

http://www.dnaindia.com/mumbai/report_unregulated-pest-control-problematic-experts_1712153

USA, TX, JEFFERSON CO, JULY 12 2012. WIDOW BRINGS BENZENE SUIT ON LATE HUSBAND'S BEHALF

david yates

The widow of Ricky Perrio has filed a lawsuit against three companies she claims exposed her late husband to the toxic chemical benzene. Diana Perrio filed the suit against Atlantic Richfield, Beazer East and Equistar GP on July 5 in Jefferson County District Court. According to the lawsuit, from 1967 to 1983 Perrio worked for the defendants as a mechanic and was regularly exposed to benzene while at their Port Arthur facilities. As a result, he developed chronic lymphocytic leukemia and died. The suit alleges the defendants knew of the dangers of benzene and maliciously chose not to warn Perrio. The plaintiff is suing for exemplary damages. Beaumont attorney Tina Bradley of Hobson & Bradley represents her. Judge Gary Sanderson, 60th District Court, is assigned to the case. Case No. B192-652

<http://www.setexasrecord.com/news/245243-widow-brings-benzene-suit-on-late-husbands-behalf>

NIGERIA, RIVERS STATE, AHOADA, OKOBE, JULY 13 2012. NIGERIA PETROL TANKER FIRE KILLS 95

owolabi tife & austin ekeinde

- Casualties were trying to scoop up spilt fuel
- Fuel tanker crashes common on poorly maintained roads



Nigerians at the scene of a petrol tanker explosion near Okogbe, southern Nigeria.

At least 95 men, women and children were killed on Thursday in Nigeria after a petrol tanker crashed and caught fire as people crowded around it to try and scoop up fuel, officials said. Fuel tanker crashes are common on Nigeria's poorly maintained roads, and in a region where most people live on less than \$2 a day the chance to collect spilt petrol was too much of a temptation, despite the high risk of fires. "The tanker driver was trying to avoid a head-on collision with two oncoming vehicles. He lost control and spilled its contents," said Ben Ugwuogbulam, a Rivers State police spokesman. "The villagers trooped out to scoop the spilled fuel. The driver even warned them to leave the scene and

suddenly there was fire ... the casualty figure is 95 bodies, while many more are receiving treatment in hospital." The National Emergency Management Agency also said 95 people had been killed, adding that 18 were injured and in hospital. Charred bodies lay in piles at the crash site, limbs stripped to the bone by the flames. Soldiers and emergency workers lifted the remains into trucks as bystanders took pictures with their mobile phones. The chief medical officer at a nearby hospital, who asked not to be named, said he had neither the medicine nor the equipment to treat patients with severe burns. "The doctors are not attending to us, they can only give a drip to the victims and now we have to take our brother away before he dies," Sunday Akpara, whose brother was burned in the fire, told Reuters. President Goodluck Jonathan issued a statement ordering relief to be sent to the wounded. "President Jonathan is particularly distraught by the fact that once again, so many Nigerian lives have been lost in an avoidable fuel fire disaster," the statement said. The east-west road where the crash happened runs across the oil-producing region and has been scheduled for development for almost a decade. Each year, money is allocated



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for the road in the federal budget. Nigeria, Africa's biggest oil producer, is plagued by corruption and inefficiency. Most years, only about half of its budgeted programmes are actually implemented.

Below are the Biggest Oil Accidents in the West African country:

17 October 1998	More than 1 000 people die at Jesse, in the southeastern state of Delta, when a pipeline explodes as people try to steal fuel.
20 March 2000	About 50 people are killed when a fuel pipeline explodes in Abia state in southeast Nigeria, as people are scavenging for fuel from the burst pipeline when it erupts into flames.
10 July 2000	Nearly 300 people die at Warri, Delta state, in a fire caused by a pipeline explosion as they siphoned off fuel.
30 November 2000	Around 60 Nigerians die when an explosion rips through a fractured pipeline outside Lagos as hundreds illegally siphoned off fuel.
19 June 2003	125 people are killed by a pipeline explosion in the village of Ovim in Abia state, where they were trying to collect petrol.
16 September 2004	Nearly 60 are killed when a pipeline explodes on the outskirts of Lagos.
12 May 2006	Between 150 and 200 die in a pipeline inferno at a beach near Lagos.
26 Dec 2006	At least 280 die in a blast at a pipeline as people steal petrol in the Abule Egba district of northern Lagos.
26 March 2007	At least 93 are killed when an upturned oil tanker bursts into flames as it was being looted in Kaduna State in northern Nigeria.
15 May 2008	An oil pipeline blast on the outskirts of Lagos kill at least 15 according to the authorities and 100 according to the Red Cross, after an excavator at a road construction site accidentally bursts the pipeline.
9 October 2009	Up to 80 people are burned alive in the southern state of Anambra when a fuel tanker truck explodes.
2 April 2011	A fuel tanker overturns at an army checkpoint in the central state of Plateau, sparking an inferno in which about 50 people are killed.
12 July 2012	More than 100 people who rushed to scoop up fuel after a Nigerian petrol tanker tipped over are killed when the vehicle and pools of spilled oil catch fire.

<http://af.reuters.com/article/energyOilNews/idAFL6E8IC6LT20120712?sp=true>

CANADA, NU, RESOLUTE BAY, NUNAVUMMIUT, JULY 13 2012. CONSULTANTS TO MEASURE EXTENT OF RESOLUTE FUEL SPILL >> CAUSE OF SPILL STILL UNKNOWN



About 87,000 litres of gasoline spilled from this fuel tank farm in the hamlet of Resolute, Nunavut, last winter.

This summer, Nunavummiut will finally learn the environmental impact of a fuel spill in Resolute, Nunavut, last winter. Around 87,000 litres of gasoline spilled out of the community's tank farm. This week, consultants hired by the territorial government will be in the community. Grant Scott, with the territory's Department of Community and Government Services, said the consultants will check on dye tests they laid on the snow earlier this year. "If the dye shows up somewhere... then they'll know if there was any leakage of fuel anywhere because the dye will tell them that," he said. Scott expects the consultants to have a final report about

the spill in a couple weeks. Tabitha Mullin, the community's mayor, said she knows it was difficult to determine the impact of the spill under all the snow and ice. But now that the snow has melted, she's worried. "I have a concern, a little bit of concern where it's going to our ocean. Because the whales will be coming in, and there's a lot of cod around and there's some seals," she said. The consultants will check to see if any gasoline evaporated into the bermed area and they will also assess the soil and melt water

Related Links

- [Environmental effects of Resolute Bay fuel spill unknown](#)



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- [Cleanup work on Resolute spill yet to begin](#)
- [Massive fuel spill cleanup underway in Resolute](#)

<http://www.cbc.ca/news/canada/north/story/2012/07/12/north-resolute-spill-assessment.html>

USA, GA, ROSWELL, JULY 13 2012. 2 OFFICERS INJURED AFTER WOMAN SETS OFF CHEMICAL REACTION IN ROSWELL

 [Watch the Video Officers Injured After Woman Sets Off Chemical Reaction](#)



Hazmat crews are responding to a situation at an apartment in Roswell. Two police officers were hospitalized after a woman allegedly tried to kill herself with a chemical mixture at a Roswell apartment on Thursday, officials said. The woman made a chemical cocktail out of household cleaners at the Ashley Forest Apartments on Nesbitt Ferry and Ashley Forest Drive, according to the Roswell Police Department. Two officers were able to get the woman out, but inhaled some chemicals in doing so. Those officers and the woman were all transported to the hospital. The woman's 12-year-old daughter, who was in the home at the time, also suffered injuries from the chemicals. The officers were released from the hospital and are expected to be OK. There was no word on the woman's

condition. Hazmat crews from Alpharetta were on the scene to assist in the cleanup.

<http://www.myfoxatlanta.com/story/19012545/hazmat-crews-respond-to-situation>

USA, TX, TEXAS CITY, JULY 13 2012. BP TEXAS CITY REFINERY: COMPANY TO PAY ADDITIONAL \$13 MILLION FOR 2005 EXPLOSION

 [Photo's \[5\] BP Texas City blast](#)



Oil giant BP has agreed to pay an additional \$13 million to settle charges of failing to fix safety violations at its Texas City oil refinery after a 2005 explosion killed 15 workers. The settlement announced Thursday is the latest move toward resolving hundreds of violations at the plant alleged by the federal Occupational Safety and Health Administration. BP had already paid \$50 million in 2010 to settle some of the OSHA violations. The government had been seeking a total of \$80 million in penalties, the largest fine in its history. Resolving the fines could help BP in its effort to sell the Texas City refinery, now the nation's sixth largest. The settlement comes as BP attempts to restore its global reputation and resolve litigation over the massive 2010 oil spill in the Gulf of Mexico. "Their behavior has significantly improved in terms of safety since then, and I think this will send a strong message out to the industry as well," said Jordan Barab, deputy assistant secretary for OSHA. Iain Conn, BP's global head of refining and marketing, said

the company is committed to safety and to "a strong relationship" with OSHA. The settlement resolves all but 30 of more than 700 violations discovered at the plant in 2009. Barab said he expects the rest to be litigated or settled in the future but stressed that there are no further imminent dangers at the refinery. Of the remaining citations, 110 were withdrawn and most of the others were reclassified as less severe under the settlement. The fines were assessed after OSHA said the company failed to comply with the original terms of a 2005 agreement to take corrective measures following the deadly blast four years earlier. OSHA also said BP had committed hundreds of new violations when it failed to follow industry practices in its pressure relief safety systems. Under the terms of the settlement, BP must file a report by the end of the year showing that it has corrected all safety violations. Overall, the company has paid more than \$2 billion to settle lawsuits and fines stemming from the 2005 explosion. It also has spent more than \$1 billion on safety and infrastructure improvements at the Texas City refinery and another \$500 million to make fixes under a 2010 settlement agreement with OSHA. BP is the second largest producer of oil and gas in the United States. Brent Coon, an attorney who represented workers and families who sued BP after the explosion, praised OSHA for putting additional pressure on BP to speed up safety improvements at the refinery. But he said the Justice Department's failure to prosecute management personnel individually "has allowed the company to act with less haste than it



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would have otherwise." "BP unjustifiably failed to comply with well-established industry standards for safe operations in process safety management in order to save money, and at some point management itself should be forced to answer for it," Coon said in a prepared statement. Barab said one of the main sticking points until now had been BP's failure to install a system for shutting down or controlling any leaks or other incidents at the refinery. He said the company has now begun installing a sophisticated program that meets OSHA's expectations.

Time-Line

- Sept. 22, 2005 U.S. Occupational Safety and Health Administration (OSHA) hits BP with a then-record \$21.3 million fine for safety violations from the 2005 blast. BP admits responsibility for the blast, agrees to 660 safety improvements.
- Nov. 9, 2006 BP reaches legal settlement with Eva Rowe, whose mother and father were killed in the 2005 explosion. As part of the agreement with Rowe, BP will pay \$32 million to colleges and hospitals, the first in over \$2 billion in payments to settle legal claims from the blast.
- March 12, 2009 BP pleads guilty to one federal criminal charge for environmental violations stemming from 2005 blast. Pays \$50 million fine to U.S. Department of Justice.
- Oct. 29, 2009 OSHA says BP should pay a record \$87.4 million in fines for alleged new safety violations at the Texas City refinery and for allegedly failing to meet deadline from 2005 agreement. OSHA said BP had failed to fix 270 safety citations found after the blast. Another 439 new violations were found in a 2009 inspection of the refinery. BP says it will contest the fines.
- Aug. 12, 2010 As it contends with Macondo oil spill in the Gulf of Mexico, BP agrees to pay \$50.6 million to OSHA to settle the 270 safety citations from the 2005 blast. Begins talks to settle new citations.
- July 12, 2012 U.S. Labor Department says BP, OSHA reach settlement on 409 of the 439 outstanding citations from 2009 for \$13 million. The remaining 30 are under discussion.

http://www.huffingtonpost.com/2012/07/12/bp-texas-city-refinery-fines_n_1668173.html

AUSTRALIA, VICTORIA, POINT COOK, JULY 12 2012. TOXIC BURNS HAUNT AIR FORCE FIREMEN



Pat Mildren, a former RAAF chief instructor, was worried about the safety of firefighters who worked and trained at the site.

Firefighters exposed to toxic chemicals at the Royal Australian Air Force base at Point Cook are receiving compensation payouts for cancer. The Department of Veterans' Affairs is paying out tens of thousands of dollars to victims who have been diagnosed with cancer and other illnesses as a result of the dangerous waste that was burned as a cheap fuel. And the Department of Defence is spending \$27 million to clean up 950,000 litres of chemicals still buried on the site. A Federal Government document reveals some of the chemicals are leaching into groundwater and are contaminating nearby Port Phillip Bay. At least 120 types of

chemicals are still on the former fire training grounds at Point Cook, though they are not regarded as a risk to human or marine health. Rose Gillow, who lives in Tyers, near Traralgon, lost her firefighter husband Trevor, 66, to cancer three years ago. The DVA gave her a compensation payout this year after contacting her about his work at Point Cook. "The money won't bring him back," Mrs Gillow said. "He was diagnosed with lung cancer and three months later, minus one day, he died. He never got to see his triplet grandsons play AFL footy." Pat Mildren, who was a chief instructor at Point Cook in 1977, said he was worried about the health of RAAF firefighters who worked and trained at the site. "We used to burn anything and everything that we could get our hands on," he said. "They only let us use breathing apparatus on one day of the year, or in case there was an extreme danger to life." Mr Mildren, 73, who now lives in Townsville, said the RAAF firefighters also trained at the CFA's Fiskville base, and would share drums of chemicals to be used as fuel for training burns. He said some Point Cook firefighters who sought compensation were refused by the DVA. A spokeswoman for Veterans' Affairs Minister Warren Snowdon said legislation was passed last year to ensure RAAF firefighters could get compensation. "Defence and the Department of Veterans' Affairs are looking at the claims raised," she said.

Related Links [Shut Fiskville Site Indefinitely](#), [Say Firefighters](#)

<http://www.heraldsun.com.au/news/victoria/toxic-burns-haunt-air-force-firemen/story-e6frf7kx-1226424906715>



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