



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 868 Newsy Stuff

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INDONESIA, JAKARTA, JULY 28 2012. AUSTRALIAN OIL DISASTER 'COSTING INDONESIANS BILLIONS'

george roberts



WWF vision of the Montara oil spill from 2009.

A study has found that contamination from one of Australia's worst oil spills is still costing Indonesian fishing villages more than \$1.5 billion per year. The Montara oil platform was in Australia's exclusive economic zone, but when the [well head blew out in August 2009](#), the slick drifted across the Timor Sea to Indonesia. Now the Centre for Energy and Environmental Studies in Jakarta has produced an interim report on the damage. It has found the oil and chemical dispersants used are still affecting marine ecosystems and costing coastal communities more than \$1.5 billion per year in lost earnings. The centre's director, Doctor Mukhtasor, says Australia, Indonesia and the Thai government-owned company involved are obligated to fund a full investigation and work out compensation. A west Timor

community spokesman, Ferdi Tamoni, says the loss of livelihood is also driving local fisherman into people smuggling.

Related Links

- [Oil rig workers feeling compensation frustration](#)
- [Locals to tackle Christmas Island shipwreck spill](#)
- [New watchdogs to monitor oil industry](#)

<http://www.abc.net.au/news/2012-07-26/australian-oil-disaster-costing-indonesians-billions/4155474>

USA, CLAIMS JOURNAL.COM, JULY 28 2012. GAS PIPELINE SAFETY VALVES RESISTED

garance burke & matthew brown

The bulldozer was clearing land outside a day care center in Hapeville, Ga., when it broke open a buried 1-inch pipeline. The escaping gas ignited into a fireball that killed nine people, including seven children settling down for their afternoon naps. That was 1968. Since then, there have been at least 270 similar accidents across the country that could have been prevented or made less dangerous by a valve that cuts off leaking gas and costs as little as \$10-\$15 for homes and small businesses and \$200-\$300 for larger buildings, an Associated Press investigation found. Yet nearly 90 percent of the nation's gas service lines aren't fitted with the valves. Despite persistent government recommendations, the gas industry has argued that they are unreliable and cost too much to install – \$207 million over 50 years in one industry-commissioned study, more than \$1 billion in another estimate. In the meantime, the accidents continued: Since Hapeville, at least 67 people have been killed and more than 350 hurt in accidents where the valves could have helped but weren't installed. Six people were killed in a Minnesota store blast in 1972. A 25-story Manhattan building was destroyed in 1974, injuring 70 people. Four people died and six buildings were leveled in an explosion in 1998 in St. Cloud, Minn. "There were lives lost that did not need to be lost," said Robert Hall, deputy director of the National Transportation Safety Board, which is responsible for investigating pipeline accidents. The NTSB recommended the valves 16 times, but only in 2009, under pressure from Congress, was a rule approved – to make the devices mandatory only on lines leading to new, single-family homes. Now, regulators are considering expanding that to new or replaced pipelines serving millions of multifamily homes and commercial buildings. And the utilities are objecting. "NTSB has made excess flow valves some kind of holy war where they think everything should have a valve on it," said Don Stursma, an official at the Iowa Utilities Board who sits on an advisory board to the Pipeline and Hazardous Materials Safety Administration. Pipeline agency officials say they will decide whether to push ahead with the new rules sometime next year. The valves are designed to trip automatically when there is a break in a service line, the narrow-diameter pipes that serve individual homes and businesses. A sudden rush of escaping gas pushes a small, spring-loaded stopper inside the valve, plugging the line. Without them, gas can leak unchecked into a building or house, pooling until an ignition source – turning on the stove, a pilot light in the water heater, even an electrical spark from a cellphone – triggers an explosion



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or fire. The most complete government records, covering 2004 to the present, showed 187 accidents that potentially could have been avoided or mitigated, according to the AP's review. That includes 148 cases the U.S. Transportation Department said could have been averted or diminished if valves were in place. The department released details on those accidents in response to a public records request from the AP. Applying the agency's criteria, the AP found 39 more. Another 84 cases were identified by NTSB investigators or mentioned in Transportation Department studies. There are more than 66 million natural gas service lines in the U.S., but only about one in 10 had excess flow valves, according to the government's most recent data. Almost 46 million new service lines have been installed since 1970 – about 39 million without excess flow valves. That's about 39 million "missed opportunities," as Hall put it. The federal pipeline safety agency, which sets pipeline rules, announced last year that it was considering requiring the valves for multifamily dwellings and commercial buildings. The agency believes the 2009 mandate for safety valves on single-family homes "only partially addressed" the [NTSB's recommendations](#), agency spokeswoman Jeannie Layson said in a written statement. Before the agency decides whether to go ahead with new rules, officials want to survey companies about how much it might cost them to place excess flow valves on service lines for buildings along with new, single-family homes, Layson said. Manufacturers and utilities say the cost per valve could be as low as \$10-\$15 for homes, retail businesses and restaurants. For larger buildings, such as large commercial or small industrial businesses and institutional buildings such as libraries, the cost can climb to \$200-\$300, according to GasBreaker Inc., a Pennsylvania-based manufacturer. Government and industry estimates on overall costs have varied greatly:

- In 1974, consultants to the Transportation Department said installing valves on new lines was not only economically and technically feasible, but would improve public safety. They recommended more study, however.
- In 1991, an industry-commissioned study put the price tag at \$207 million over 50 years to outfit new and renewed lines, an estimate that included the price of the device, its installation and the potential cost of digging up pipes to repair bad valves.
- In 1995, when Congress was debating whether to mandate the valves, an industry executive estimated the cost would top \$1 billion. The proposal was dropped.

All sides in the debate agree that installing the valves retroactively would be too expensive. But NTSB's Hall said industry resistance has blocked the valves' installation even on new service lines where costs would be largely limited to the price of the device. The American Gas Association and several other industry groups warn there are still too many unknowns, including how the valves would function in large-scale settings where demand for gas could jump in different seasons. The association said a federal pipeline safety agency study "grossly understates the economic, technical, and operational complexities" of broadening the valves' use to large-volume customers such as hotels, restaurants and hospitals. The association would support valves on certain larger customers that draw a fixed amount of natural gas, vice president Christina Sames wrote. She cautioned against a broader mandate, saying that schools, hospitals, restaurants and some apartments that can draw varying amounts of gas are "critical" customers where an inadvertent trip of a valve would threaten safety or hurt business. Hall said excluding such customers would leave unprotected those places more likely to have large concentrations of people, raising the potential for greater damage in an accident. The dispute over valves for service lines comes amid a broader debate over pipeline safety sparked by a [2010 explosion in San Bruno, Calif.](#) that killed eight people and a blast last year in Allentown, Pa., that killed five. Those accidents also triggered calls for emergency shut-off valves, but they involved larger pipelines not covered in the government's proposed service line rules. Individual utilities said they should be trusted to decide when and where to install the service line valves. A device manufacturer, however, said some utilities' reluctance stems from a lack of experience with the devices. "We have sold millions of these and, if these problems were a reality, we as a manufacturer would be called to task on them," GasBreaker CEO John McGowan Jr. said. San Francisco-based Pacific Gas & Electric Co., one of the nation's largest gas companies, has installed excess flow valves on fewer than 3 percent of its 3.4 million service lines, government data from 2011 shows. Anthony Earley, PG&E's CEO, said he objects to widespread use of valves because customers can be inconvenienced if gas is shut off in response to a false trigger. "Once you trip a gas valve and shut off gas, you can't just turn the gas back on," he said. The company plans to install additional valves on new or replaced lines for single-family homes in the coming years. Steve Miner, a manager of operations at Vermont Gas Services, said the valves are impractical at schools or hospitals because they can limit gas flow, possibly "starving" large boilers or furnaces that need a steady flow to run properly. Beyond those cases, Miner said, he would have "no problem" with expanding the mandates. "I think they are the best thing out there," Miner said. "I'm the one who has to go on these emergency calls and



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it's a nice feeling when you know the (excess flow valve) is on that service." So the debate continues, and so do the questions of those who lost loved ones. When a crew of cable installers in St. Cloud, Minn., struck a downtown gas line in 1998, the pipe leaked for 39 minutes until something ignited the gas. A pizzeria, apartment units, a law office and a bar were destroyed. Among the dead was Robert Jacobs, a gas company worker and father of two. "I would think putting those valves on lines going to apartments or businesses would be very important, but the companies say it's too expensive," said his wife of 23 years, Jean Jacobs. "But how do you put a price tag on a life?"

<http://www.claimsjournal.com/news/national/2012/07/25/210707.htm>

USA, PA, PHILADELPHIA, JULY 28 2012. TALISMAN ENERGY TO PAY \$62,000 PENALTY FOR VIOLATIONS AT 52 NATURAL GAS FACILITIES IN PA.

Talisman Energy USA Inc. will pay a \$62,457 penalty to settle alleged violations of hazardous chemical reporting requirements at 52 hydraulic fracturing facilities throughout Pennsylvania that include natural gas well sites and compressor stations, the U.S. Environmental Protection Agency announced today. Talisman discovered the violations and self-disclosed them to the EPA. The Emergency Planning and Community Right-to-Know Act (EPCRA) requires companies that store specified amounts of hazardous chemicals to submit material safety data and lists of chemicals on site with state and local emergency response agencies and the local fire departments. The safety data describes health risks associated with the chemicals and safe handling instructions. The lists of chemicals set forth the types and quantities of chemicals present on site. Compliance with these requirements is important for the health and safety of facility occupants and first responders in the event of discharge or accidental exposure to hazardous chemicals. The required information also provides valuable information to emergency planners. The settlement reflects Talisman's good faith cooperation with EPA, and its compliance efforts in self-disclosing and swiftly correcting the violations. As part of the settlement, the company neither admitted nor denied the alleged violations. In a consent agreement with EPA, the company has agreed to pay the \$62,457 penalty for failing to file required chemical information for one or more of the past three years at each of the facilities included in the settlement.

<http://www.epa.gov/emergencies/content/epcra/index.htm>

USA, WI, GRAND MARSH, JULY 28 2012. ENBRIDGE SUFFERS NEW OIL LEAK, SHUTS KEY PIPELINE

jeffrey jones



An Aug. 26, 2010 close-up view of the section of Enbridge pipe from Marshall in the trench containing the rupture, which is about 6-feet-5 inches and is 4 1/2 inches at the widest location.

Canada's Enbridge Inc. said an oil spill in Wisconsin had forced it to shut down part of the main pipeline system delivering Canadian crude to U.S. refiners on Friday, a fresh blow for a firm already facing fierce criticism from regulators. Almost two years to the day after a major spill on a different part of its network, Enbridge shut down Line 14 after a leak that it estimated at around 1,200 barrels of oil. The 318,000 barrel per day (bpd) line, part of the Lakehead system, carries light crude oil to Chicago-area refineries. "Enbridge is treating this situation as a top priority," said Richard Adams, vice president of U.S. Operations at Enbridge. "We are bringing all necessary resources to bear." The cause of Friday's spill was undetermined and Enbridge Energy Partners said it had no estimate on when flows would resume.

Line 14 is one of four lines that ship mainly Canadian crude via Lakehead, a 2.5 million bpd network that is the principle route for Canadian exports. The news will not help Enbridge build public trust in its network, which has come under scrutiny following several high-profile incidents, including a spill in Alberta last month and a massive leak in Michigan two years ago. Just weeks ago, the U.S. National Transportation Safety Board delivered a scathing report of Enbridge's handling of the July 2010 rupture of its Line 6B near Marshall, Michigan, which led to more than 20,000 barrels of crude leaking into the Kalamazoo River. U.S. pipeline regulators fined it \$3.7 million for the spill, their largest ever penalty. The incidents have caused furor just as the company seeks approval for its C\$6 billion Northern Gateway pipeline to Canada's West Coast from Alberta amid staunch opposition from environmental groups and native communities that warn against oil spills on land and in coastal waters. This month, Enbridge Chief Executive Pat Daniel acknowledged in an interview with Reuters that the criticism of the company, especially from the U.S. regulator, makes it more difficult to convince Canadians to support Northern



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Gateway. "It really raises some serious questions about the system, and we really have to take a hard look at this," said Dan Woynilowicz, spokesman for the Pembina Institute, a Canadian-based energy and environment think tank. The spate of incidents shows the need for regulators to take a much more active role in investigation and enforcement, possibly including more physical checks by regulators of data submitted by operators, he said. This month, under growing public pressure, Alberta said it would launch a probe into its pipeline network.

Keystone Cops

In its report earlier this month, the NTSB said it found a complete breakdown of company safety measures, and that Enbridge employees performed like "Keystone Kops" trying to contain it. The rupture, which went undetected for 17 hours, spilled more than 20,000 barrels of heavy crude. The board said the main failure was due to multiple small "corrosion-fatigue cracks" that grew over time to create a breach in the pipe over 80 inches long. It said Enbridge knew for years that the section of pipe was vulnerable. The Pipeline and Hazardous Materials Safety Administration, or PHMSA, said its probe uncovered two dozen regulation violations related to the leak, which spawned a massive clean up that the company has estimated will cost more than \$700 million. In response to the report, Enbridge said it believed its personnel were trying to do the "right thing" at the time. Enbridge said Line 14 was a 24-inch diameter pipe that was installed in 1998, making it a relatively new line. In most cases, smaller pipeline leaks can be repaired quickly allowing operations to resume pumping, although regulators may require significant work if they find any cause for alarm. Following the leak two years ago Line 6B was shut for over two months. No injury was reported at the line, which is near Grand Marsh, Wisconsin, Enbridge said.

(reporting by neha alawadhi in bangalore, additional reporting by jeff jones in calgary, writing by jonathan leff; editing by sanjeev miglani)

Related Links

- [Feds to inspect Enbridge's Edmonton control room](#)
Federal regulators are reviewing the operations of Enbridge's pipeline operations control room in Edmonton after staff was characterized as "Keystone Kops" by the United States National Transportation Safety Board. The US board found the Edmonton...
- [Enbridge: pipeline has leaked about 1200 barrels of crude in Wisconsin](#)
Enbridge is reporting a leak from one of its pipelines--and says the initial estimate of the amount of oil leaked is about 1200 barrels near Grand Marsh, Wisconsin. On its website, the company says this afternoon, the Enbridge Pipelines Control Centre...
- [Enbridge shuts large Canada-US pipeline after spill](#)
Canada's Enbridge Inc, already under fire from US regulators over a massive oil spill two years ago, said on Friday it had shut a key pipeline indefinitely after an oil leak in Wisconsin. Line 14, a 318000 barrel per day (bpd) leg of the major Lakehead...
- [Enbridge pipeline in Wisconsin ruptures](#)
Enbridge said that a drop in pressure in Line 14 near Grand Marsh, Wis. was detected around 2:45 pm CMT Friday. The line was immediately shut down and isolated. Emergency crews were then sent to the site. About 1200 barrels were released into a field...
- [Crude Oil Leak Contained On Enbridge Energy Partners' Line 14 - Quick Facts](#)
Enbridge Energy Partners, LP reported this afternoon that a crude oil leak from Line 14 at the site near Grand Marsh, Wisconsin has been contained. Enbridge Pipelines control center operators shut down Line 14 after they...

<http://af.reuters.com/article/energyOilNews/idAFL2E8IS0F620120728>

USA, ME, SOUTH PORTLAND, JULY 28 2012. 15 PERCENT ETHANOL-BASED FUEL COULD HAVE 'DISASTROUS' EFFECTS ON BOATS, MARINA OWNER SAYS

dylan martin



In order to educate boat owners about the dangers of using 15 percent ethanol-based fuel approved by the U.S. Environmental Protection Agency, the National Marine Manufacturers Association is distributing 100,000 E15 warning labels to its member boat manufacturers to place on their boats.

Ten percent ethanol-based fuel has been harsh enough on some boats in Maine, but the 15 percent ethanol-based fuel approved by the U.S. Environmental Protection Agency in June could be "disastrous" to boat



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owners when it enters the market, a local marina owner said Thursday. In order to educate boat owners about the dangers of using 15 percent ethanol-based fuel approved by the U.S. Environmental Protection Agency, the National Marine Manufacturers Association is distributing 100,000 E15 warning labels to its member boat manufacturers to place on their boats. Other representatives of Maine marinas agreed. Daniel Lilley, owner of Sunset Marina in South Portland, said he has seen numerous boats experience problems with 10 percent ethanol-based fuel, so he's worried about what will happen when the 15 percent solvent is introduced. In some boats, ethanol-based fuel can cause thousands of dollars in damage to engines, carburetors, fuel tanks and other parts, the marina owner said. "It's a Catch-22. [Ethanol-based fuel] is more environmentally friendly but it creates the need for more repairs," Lilley said. That, he noted, can then lead to increased emissions from repair trucks that need to be on the road more often. The marina owner said "thousands of dollars are being spent" to address ethanol-based fuel-related problems with boats. The issues range from engine corrosion to complete engine failure, Lilley said, and they're not just limited to boats. "It includes anything with a smaller combustion engine," the marina owner said. Other marina workers echoed Lilley's concerns, including Jim Petersen and Steve York of Port Harbor Marine, which has several locations in Maine. "The problems are vast and widespread," said York, a boat sales representative at Port Harbor's Holden location. Before oil companies were required by the U.S. Energy Policy Act of 2005 to mix ethanol with gasoline, York said his company had to clean and dismantle only six to 12 boat carburetors a year. But after President George W. Bush signed the bill into law, York said the number increased to 150 a year on average. "It's very frustrating," he said. York and Petersen said moisture absorption in the fuel tank is one of the main issues boats face when using ethanol-based fuel. This happens because hydrogen bonds cause ethanol to attract water from the air. And once enough moisture collects inside the tank, the two said the engine can shut down. "When you start to have issues with the moisture, it can leave you stranded" in the middle of the ocean, said Petersen, director of service at Port Harbor's South Portland location. In order to educate boat owners about the dangers of using E15, the National Marine Manufacturers Association is distributing 100,000 E15 warning labels to its member boat manufacturers to place on their boats. The hope is that boat owners will take notice and avoid using the higher percentage ethanol-based fuel by mistake, according to a press release issued Tuesday. "If it's at the same pump as E10, people have the risk of putting E15 into their boats," said Lauren Dunn, a spokeswoman for the marine group. The National Marine Manufacturers Association opposes the introduction of E15 fuel into the marketplace, according to the press release, but Dunn said its main concern is to educate people about misfueling. A representative from EPA was not immediately available for comment, but according to its website, retail gas stations will be required to have a warning label over any E15 pumps to inform people about what vehicles can and cannot accept the new fuel.

<http://www.theforecaster.net/news/cape-elizabeth/0001/11/30/15-percent-ethanol-based-fuel-could-have-disastrous/130910>

USA, FLA, MELBOURNE, JULY 28 2012. EPA LAUNCHES CHEMICAL CLEANUP IN WEST MELBOURNE >> SCORES OF CONTAINERS SAT UNSECURED IN TRAILERS, TRUCKS IN WEST MELBOURNE

jim waymer

 **Photo's [15]** [EPA Launches Chemical Cleanup](#)



Federal environmental and military officials plan to clean up an estimated 3,500 containers of hazardous chemicals left in abandoned tractor trailers off John Rodes Boulevard. Some of the chemicals link back to the Navy, officials said, and may be more than 20 years old. It's uncertain at this point whether the chemicals have contaminated any groundwater in the area.

What They Found

Here are some of the chemicals found at 1080 John Rodes Blvd., West Melbourne:

- 90 quart containers of Flexform coating compound (epoxy)
- 270 two-gallon containers of potassium hydroxide
- 15 one-quart containers of polyamide (used in automobiles, textiles and carpet)
- 154 one-pint containers of lube oil
- 100 one-pint containers of resin
- 414 lube oil containers contained in 23 boxes (18 containers per box)



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- 64 drums of two-part epoxy adhesive and 20 drums of exo-tetrahydrocyclopentadiene.
- 150 aerosol cans of corrosion prevention cleaner
- 1,200 one-gallon containers of epoxy adhesive

Source: July 13 letter from Tetra Tech, Summary of Emergency Response Activities; FLORIDA TODAY research

The soles of his shoes melted when a general contractor happened upon thousands of chemical containers stashed inside trailers off Dike Road in 2010. There were so many, state investigators had planned to bring in the U.S. Environmental Protection Agency to help. But before EPA could take action, the trailers mysteriously disappeared. Now, state investigators say some of the same chemical-filled trailers have become part of an estimated \$110,000 federal cleanup this month just down the road, at 1080 S. John Rodes Blvd. in West Melbourne. U.S. Department of Defense officials are investigating whether some of the chemicals came from Navy or other military facilities and are trying to figure out who should be responsible for the cleanup. Some 3,500 containers of hazardous substances sat unsecured in the seven trailers and two box trucks on the north side of the John Rodes property for an unknown period of time. Flammable liquids, strong acids and bases seeped underneath the trailers, near a drainage canal and within 100 yards of residential areas Sheridan Lakes to the south and Greenwood Village to the east. Interstate 95 runs about 500 yards to the west. U.S. Environmental Protection Agency officials secured the site earlier this month. The agency is in talks with the military to determine when the chemicals can be hauled to a hazardous waste landfill out of state. It's uncertain whether any chemicals seeped into the groundwater. "If we'd had a fire out there, our concern was 'nobody knew the stuff was there,'" said Janine Kraemer, an environmental manager for the Florida Department of Environmental Protection in Orlando, who's inspected the site. "We do believe some has leaked onto the ground but we don't have any evidence that it's leaked into the canal." Graffiti on some of the trailers left traces that trespassers had come close to the chemicals, some of which oozed from drum lids and leaked from pin-sized holes in the containers. "It's all secured at this point," Kraemer added. "The leaks that we've seen have been contained to right under the trailers." But DEP inspectors found so many chemical containers and drums at the site they decided to call in EPA's National Response Center Emergency Response and Removal Branch in Tallahassee to help. On July 13, EPA responders put a chain-link and barbed-wire fence around the trailers and "no trespassing" signs at the property's gate. Labels on some of the chemicals traced them back to the Navy, according to DEP documents, and some of the substances may be more than 20 years old. Wayne Dickinson, a Brevard County resident, would buy chemicals from the U.S. Defense Logistics Agency, according to Thomas Lubozynski, DEP's waste program administrator. "DLA, using its Defense Reutilization and Marketing Offices, would sell chemicals that the Department of Defense or other government agencies, such as NASA, could no longer use," Lubozynski said by email. "Oftentimes the chemicals were still useful, but had passed their stated expiration date," Lubozynski said. "Dickinson could sell the chemicals to others who were willing to use them. The discovered chemicals were ones that he had not been able to sell, even though he had owned them for many years." None have been documented as from the space program. "We didn't see any labels that said NASA on them," Kraemer said. No landfill in Florida can accept such hazardous material, Kraemer said, so they must be shipped out of state to a hazardous waste landfill. Among the waste was 20 drums of exo-tetrahydrocyclopentadiene — a chemical used as high-power fuel, as well as in pesticides, medicines, photosensitive and IT materials. One of the main chemicals found was potassium hydroxide, also called potash lye. The Navy uses it in submarines to clean the resins in treatment systems that distill seawater through reverse osmosis, among other uses. "We're premature in figuring if it's in the groundwater or not," Chris Russel, of EPA's emergency response and removal branch, said of the chemicals. "There really wasn't that many that were leaking," he said of the containers. "Our concern was some kids could get in there and start playing around." DEP officials say the situation dates back to 2010, when the agency received a complaint of improper storage of tires and abandoned hazardous waste. According to a complaint filed with DEP in July 2010 by a relative of the property owner, Dickinson had been leasing property at 293 Dike Road. The owners were worried cars, tires and other items at the site were not permitted by the lease agreement and were code violations. The owner ultimately initiated eviction proceedings, the complaint said, and hired a general contractor to remove the waste tires and scrap metal. The contractor found unlabeled drums, and the soles of his shoes melted when he entered one of the trailers. During that investigation, the chemicals disappeared. DEP officials said they asked Dickinson what happened with the chemicals, and to provide documentation that they were disposed of properly. He never did, DEP's Kraemer said. Dickinson hired an attorney and refused to answer any questions in 2010, but admitted during the July 11, 2012 site inspection to moving them to the John Rodes site, Kraemer said. Calls from FLORIDA TODAY to Dickinson and the Melbourne attorney who has represented him were not returned. Owners of the John Rodes property, Michael C. Smith and Mireille Smith, also could not be reached for



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comment Friday. On Feb. 17 of this year, an owner of another nearby property on Dike Road discovered two people on his property dumping containers of potassium hydroxide. West Melbourne police arrested the men thought responsible but prosecutors dropped the case because of lack of evidence, according to DEP documents. The military cleaned up that site after the owners traced the chemicals back to the Navy. Officials are in the process of determining where all the chemicals originated and who should be responsible for paying for the cleanup. Dickinson, according to DEP, said he could not afford the removal cost of the chemicals. The materials had been advertised on the craigslist website earlier this month, including an offer of free 55-gallon drums of epoxy paints and glues, listing a phone number and saying call "Wayne" for information. DEP has an open case pending against Dickinson, for potential hazardous waste violations. "He did not get a permit" to store the waste, Kraemer said.

http://www.floridatoday.com/article/20120728/NEWS01/307280017/EPA-launches-chemical-cleanup-West-Melbourne?nclink_check=1

USA, MN, MINNEAPOLIS, JULY 28 2012. MPLS FIRE DEPT. RESPONDS TO BENZENE LEAK AT RAIL YARD

The Minneapolis Fire Department was called to a rail yard at 35th and Main Street Northeast around 2 a.m Friday to check out a possible chemical spill, but they determined there was no danger. A worker smelled an odor and felt dizzy, so the yard called for help. Hazmat crews determined that a pressure release valve had released a small amount of benzene, but there was no spill.

<http://kstp.com/article/stories/s2706168.shtml>

USA, ME, MEXICO, JULY 28 2012. MEXICO GAS STATION FIRE-EXTINGUISHING SYSTEM DUMPS DRY CHEMICAL ON CUSTOMERS

terry karkos



Silas Sherry of Andover wipes white dust off his Dodge Grand Caravan Sport minivan Friday while covered with a sodium bicarbonate-based fire-extinguishing agent.

Five people were evaluated for exposure to dry chemicals Friday morning after a fire-suppressant system malfunctioned at the Mexico Food Trend/Circle K Shell station. Nozzles over the pumps in the fuel-station canopy blasted out a huge cloud at 10:15 a.m. that enveloped people and vehicles with [ANSUL PLUS-FIFTY C](#), fire and Med-Care Ambulance officials said. It is a sodium bicarbonate-based dry chemical agent with chemical additives that can cause skin and eye irritation, said Chris Moretto, Med-Care assistant chief. But none of the people exposed had any symptoms, he said. "There was no fire or anything that set it off," Mexico fire Chief Gary Wentzell said. "I guess it was just a malfunction." The store manager declined to comment. A Ford Ranger pickup, a Dodge Grand Caravan

Sport minivan and a Dodge Neon were blanketed in white powder. Other vehicles parked at the convenience store or nearby had powder on and inside them. The powder also covered a large area under the station canopy and the eastbound lane of U.S. Route 2 beside the station. For people caught in the cloud, it was a frightening experience, initially touching off fears that fuel was on fire or that the suppressant powder was toxic. They described it as smoke. Silas Sherry of Andover, who had just swiped his credit card at the pump and was about to fuel up his minivan, said he thought there was a fire. "I thought the thing was going to blow," Sherry said. "I put my card in, I took my card out, I got the gas hose, and then it dumped on us, and I ran and left the gas hose down," he said. "There was an enormous cloud of smoke that must have been 50 feet in diameter. I've never seen anything like that in my life." One woman, who didn't want to be identified, said she stopped for fuel and to put air in her tires. "The smoke just rained down, and then you couldn't see anything," she said. "The smoke came everywhere. You had to get out of it, because it was hard to breathe." Wentzell said it wasn't a big deal, "but a couple of people were very upset when we first got here, which is understandable." One person has asthma and breathed in some powder, and he worried that the chemicals might cause an asthma attack, the chief said. Firefighters shut down the station to incoming vehicles and cordoned it off until a cleaning crew could arrive. No gas could be pumped until the fire-suppressant system was recharged, Wentzell said. To help allay fears of toxic-chemical exposure, Med-Care had specification sheets faxed in from ANSUL Inc. on the suppressant, and showed them to people caught in the powder dump. Firefighters dusted off people and vehicles, then



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drove the vehicles to the local car wash to clean and return them. Sherry was taken to the fire station to shower. A Mexico firefighter gave the family with children a ride to their cleaned car in a fire truck to help calm them down.

<http://bangordailynews.com/2012/07/28/news/lewiston-auburn/mexico-gas-station-fire-extinguishing-system-dumps-dry-chemical-on-customers/>

INDIA, KASHMIR, ANANTNAG, JULY 29 2012. 3 KILLED, 5 INJURED AS GAS CYLINDER IN BUS EXPLODES IN KASHMIR

A gas cylinder explosion inside a tourist bus today resulted in death of three tourists from Maharashtra and injuries to five others at Bijbehara in South Kashmir's Anantnag district, police said. The explosion took place inside the bus at Bijbehara, 45 kms from here, resulting in death of two women and injuries to six others, they said. Four of the injured—all women—have been referred to a hospital here in critical condition. Although a gas cylinder had exploded inside the bus, a forensic team has been sent to investigate into other possibilities, they added.

<http://www.indiatvnews.com/news/india/-killed-injured-as-gas-cylinder-in-bus-explodes-in-kashmir-17162.html>

CANADA, B.C, VANCOUVER, JULY 29 2012. BITUMEN FLOATS IN OCEAN, PIPELINE FIRM INSISTS

jeff nagel



Port Metro Vancouver harbour master Yoss Leclerc with Kinder Morgan spokesman Mike Davis, appearing before the Metro Vancouver port cities committee July 26.

Kinder Morgan officials are denying that heavy oil sands bitumen – already carried by tanker through Vancouver harbour – would sink if it ever spilled in the ocean. Grilled by Metro Vancouver politicians Thursday, company reps called it misinformation in the media that diluted bitumen sinks in water, making a marine spill cleanup virtually impossible. "The diluted bitumen and other products don't sink," said Mike Davis, Kinder Morgan Canada's director of marine development and engineering. "They're less dense than sea water. They float." He added any heavy crude oil could eventually sink if it "weathers" on the surface for too long, but

added there's no indication that would happen if a bitumen spill was boomed and cleaned within a reasonable period of time. Mayors at the Metro port cities committee said later they were surprised to hear the claim – and skeptical. So was B.C. Environment Minister Terry Lake when asked for comment. "The prevailing view is that bitumen will sink rather than float," Lake said, but added more information might be needed. The province's newly released [technical report](#) on heavy oil pipelines specifically lists bitumen's different properties – and its potential to sink and complicate cleanup – as a source of higher risk. Davis said the first trial shipments of bitumen from Alberta's oil sands via the [Trans Mountain pipeline](#) through the Lower Mainland began in the 1980s. He estimated between 20 and 30 per cent of the 300,000 barrels per day now flowing down the pipeline is either diluted bitumen or similar types of heavy crude oil. If federal regulators approve the company's plan to twin the 60-year-old pipeline and increase the capacity to 750,000 barrels, an estimated 300 tankers a year would go through Vancouver, up from about 70 now. Kinder Morgan reps outlined tanker safety measures that include double hulls, segmented holds, two local pilots in command, the use of tethered tugs and a system to vet and inspect tankers for safety. On land, Davis said staff fly the length of the pipeline in the Lower Mainland once a week and drive its length every two days in search of problems – in addition to the use of a leak detection system monitored out of Edmonton. He also said the company wants feedback from Metro cities on what sort of legacy benefits they envision, a statement mayors saw as a prelude to cash offers to encourage their support. North Vancouver City Mayor Darrell Mussatto challenged Kinder Morgan to agree to an independent audit of spill response times on both land and water – something Davis wouldn't immediately commit to but said may be considered through the coming National Energy Board hearings. Several mayors said they have little comfort in the emergency response capability after the incident in Burnaby in 2007, when oil gushed out of the pipeline after an excavator struck it. Burnaby Mayor Derek Corrigan noted the spill response agency – Western Canada Marine Response Corp. – has just 22 full-time staff and eight part-time workers and would rely heavily on other vessels and fishermen in event of a spill. Delta Mayor Lois Jackson said she's worried there could be finger pointing between Kinder Morgan and shippers as to who is responsible for a spill at or near the Burnaby terminal. Davis said booms are set up around tankers when they load, meaning any spill at the terminal would be contained. He called the 2007 spill's circumstances unique. "They have to have a much,



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much more robust plan to deal with the potential eventualities," Burnaby Mayor Derek Corrigan said later. "I continue to be very concerned about emergency response plans and protocols within Burrard Inlet," said Belcarra Mayor Ralph Drew. "I am still to be convinced that what is there is adequate for what's being transported today let alone future scaled-up shipments." Metro has not yet taken any position on the twinning project, although Vancouver, Burnaby and some other city councils have already opposed it.

<http://www.northshoreoutlook.com/news/164093686.html>

USA, GA, ATLANTA, JULY 29 2012. TRAFFIC SNARLED ON DOWNTOWN CONNECTOR AFTER TANKER OVERTURNS

 **Watch the Video**

- [Traffic Snarled on Downtown Connector after Tanker Overtuns](#)
- [Tanker Crash Clogs Traffic](#)

 **Photo's [8] Tanker Overtuns**



Traffic was backed up for miles on the Downtown Connector after a tanker overturned on Interstate 75/85 just south of Langford Parkway on Friday. The tanker was hauling 4,400 gallons of sulfate aluminate, a corrosive chemical liquid, when it ran into a car in the northbound lane around 1:15 p.m., according to an Atlanta Fire Department captain. The tanker then overcorrected and hit another vehicle, causing the tanker to overturn, the fire captain said. Crews closed all five northbound lanes of the Downtown Connector for three hours after the accident. Lanes were opened after 4 p.m. There were no injuries reported. SkyFOX 5 showed traffic backed up for miles on both sides of the Connector as crews worked to clear the scene. The tanker leaked 40 gallons of sulfate aluminate onto

the road. The driver of the tanker, whose name has not been released, will be charged with following too closely, according to the Georgia State Patrol.

<http://www.myfoxatlanta.com/story/19132458/downtown-connector-closed-after-tanker-overtuns>

USA, MI, MARSHALL, JULY 29 2012. TWO YEARS AFTER OIL SPILL, TOWN AND ITS CREEK ARE RESHAPED >> MANY PEOPLE DIDN'T EVEN KNOW THERE WAS AN OIL PIPELINE RUNNING THROUGH THEIR TOWN. THEN A BREAK IN A NEARBY MARSH RELEASED OVER 800,000 GALLONS OF TOXIC SLUDGE.

matt pearce



An oil-covered Canada goose makes its way along the Kalamazoo River in July 2010. The state recently lifted a moratorium on eating fish caught in the area.

Life has returned here, and it hasn't. The water in Talmadge Creek runs clear now, and small schools of minnows shoot after each other, ducking behind creek rocks that seem too awkwardly settled to have been placed there by nature. That's because they weren't. In the two years since one of the worst inland oil spills in U.S. history — when a pipeline break in a nearby marsh sent 819,000 gallons of toxic sludge sliding into the Talmadge and then down more than 30 miles of the Kalamazoo River — cleanup workers have dredged and rebuilt this creek from the bottom. Now, Talmadge Creek is slowly headed back to normal, inasmuch as

normal is possible. The same could be said for the human ecosystem and the empty homes still surrounding the spill area. The disaster itself was overshadowed by the [BP oil spill](#) in the Gulf of Mexico that same summer, but it offers lessons for other communities and for other pipeline companies eager to tap Canada's lucrative oil sands market for American dollars. "We believe that these companies are not unique," Deborah Hersman, chairwoman of the [National Transportation Safety Board](#), said recently of the corporate and regulatory failures that have allowed such spills to happen. "People need to read these reports and understand our recommendations with an eye toward the future." Government investigators concluded that the pipeline's Canadian owner, [Enbridge Inc.](#), knew about the crack that led to the spill five years before the accident. They also found that when the break did occur, employees mistakenly continued to pump oil into parts of southern Michigan. Like the



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proposed Keystone XL pipeline, Enbridge's pipeline carried a heavy crude oil called diluted bitumen, derived from tar sand oil in Canada. As lighter chemicals in the oil vaporized, it settled at the bottom of the Kalamazoo River, out of reach for an easy cleanup. Before the spill, many residents weren't even aware a pipeline ran through their community. By the time they smelled the fumes and Enbridge trucks took over the roads, the damage had been done. Within a day, Marshall became an oil town in the worst way imaginable.

'We Lost Our Neighbors'

In the long two years of evaluating and dredging and apologizing that followed, Enbridge, like BP in the gulf, staked its image on the well-being of the affected communities, right down to the identical promises to "make things right." Officials shut down 39 miles of the Kalamazoo River for nearly two years as Enbridge threw thousands of employees and contractors at the cleanup process. The workers filled local hotels and eateries as the company backed community projects, even joining the Marshall Chamber of Commerce. The company also bought about 150 homes near the spill, altering the social landscape as much as the reinvented Talmadge Creek. Shrouds of weeds now surround the oil-inundated houses of the homeowners who sold to Enbridge. "It was just a tough emotional experience," nearby resident Carol Kellogg said of the spill and the Enbridge offer to buy her home. In the end, she turned it down. "From the get-go, [my husband] said, 'We're not moving,' and I said, 'Well, let's wait for the appraisal.' It can divide a family. We saw that happen." She added, "We lost our neighbors. Now it's quiet." Ralph Dollhopf, the [Environmental Protection Agency](http://www.epa.gov)'s on-scene cleanup coordinator, says the ongoing spill cleanup has become more passive. Instead of dragging the river for sludge, officials now wait for tiny bits of the oil, buried in the muck at the bottom of the Kalamazoo River, to move downriver to natural sediment accumulation points. There, workers gather them up for disposal. "When you are too invasive with cleanup activity, you run the risk of injuring ecosystems, farm areas, habitat, critical vegetation, bank stability — all of which can lead to the demise of the river system or even cause more damage than the oil itself," Dollhopf said. At the end of June, a week after officials reopened the Kalamazoo River, the Michigan Department of Community Health lifted a do-not-eat order for fish caught in the affected stretch of the river, ending a two-year moratorium. The department says the remaining oil doesn't pose any long-term [cancer](http://www.cancer.gov) or health risks other than a little skin irritation if touched. But Rita Chapman, who monitors clean-water issues for the Michigan chapter of the Sierra Club, disagreed with the reopening of the river. "They say that only 40 miles of the river was affected," she said. "But do we know that? The Kalamazoo flows roughly 80 miles to Lake Michigan, and Lake Michigan provides drinking water for millions of people." An Enbridge spokesman said oil cleanup kiosks had been installed along the river and that cleanup would continue. "The public could see oil sheen or flecks of oil in the river, even after sections open," Enbridge spokesman Jason Manshum said in a written statement. "However, remaining oil found in the river is not hazardous upon incidental contact according to the results of a study conducted by the Michigan Department of Community Health." But a short-term study isn't enough for Susan Connolly, a local resident concerned about the spill's long-term impact. She turned health advocate after her children, 2 and 4 at the time, started throwing up and developing rashes when the spill hit less than a mile from their day-care center. She's been advocating for a long-term study on the health effects of diluted bitumen but hasn't gotten one yet. "This type of spill has never happened before. People have not been exposed to these concentrations of tar sands before," Connolly said. She added, "I hope other communities will learn how we've been impacted here in Michigan. There will be other spills. It's not a matter of if, but when."

Getting Back on the Water

Those out on the Kalamazoo River seem more ambivalent about those greater calls for caution, with boaters and families resuming regular summer life on the river as temperatures this July occasionally tipped into the 100s. Around Marshall, many seemed content with the results of the massive cleanup effort, if still a little wary. On a recent afternoon, one visitor to the river, Michael Kent, arrived with his kayak. Nearby was a large, new pavilion where a home inundated by fumes once stood; in front was a sign saying the landing was meant "to enhance the community's experience on the Kalamazoo River." Kent said he liked the new boating pavilion but knew a payoff when he saw one. "I call it 'giving the seal a fish,'" Kent said, strapping his gear to his kayak for a paddling trip — headed upriver from the spill site. "I mean, this is a great park; I love it. But the first time somebody steps in a puddle of muck, it'll start all over again" — all the worrying and the acrimony that seems to have receded a little from this community. Kent shrugged. "I'm glad they're doing this stuff rather than just cleaning up the river," he said. And then he picked up his kayak and headed out on the water.

<http://www.latimes.com/news/nationworld/nation/la-na-michigan-spill-20120729,0,7317140,full.story>



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NIGERIA, KADUNA, JULY 29 2012. KEPA REJECTS KADUNA REFINERY REPORT ON TOXIC WASTE

The Kaduna State Protection Authority (KEPA) on Saturday rejected the Kaduna Refinery and Petrol-chemical Company (KRPC) report on alleged dumping of Toxic Waste at the neighbouring Rido community in Kaduna. The General Manager of KEPA, Aminu Sani, said the report which stated that the authority had exonerated the refinery from the controversial toxic waste dump was false. Sani said no official report was released by KEPA regarding the issue. He said the Confirmatory Laboratory Analysis Test on the toxic waste was still ongoing. Sani denied the reports published in the dailies, adding: "they were false and were not officially obtained from KEPA. "In the letter we presented to the NNPC/KRPC, KEPA did not state that it has exonerated anyone involved in the issue because sample test on the toxic waste was inconclusive." Reacting to the issue, the Kaduna NNPC/KRPC Public Relations Manager, Alhaji Idris Abdullahi, said that the authority issued a signed letter stating that "The NNPC/KRPC has been exonerated from the alleged toxic waste dump at Rido Community." "We were surprised when KEPA told us that they are withdrawing their letter on the issue."

<http://www.businessdayonline.com/NG/index.php/news/76-hot-topic/41905-kepa-rejects-kaduna-refinery-report-on-toxic-waste>

MALAYSIA, SABAH, KOTA KINABALU, JULY 29 2012. TANKER FIRE: FIREMEN BOARD SHIP, WORK TO PLUG DIESEL LEAK

ruben sario

Firemen managed to board the mv Bunga Alpinia 3 on Sunday, some 80 hours after a massive fire and explosions gutted the MISC tanker in Labuan. Their immediate task was to spray foam to extinguish any small fires while trying to reach the ship's diesel tank to plug any leakage of the fuel into the sea. Labuan Fire and Rescue Department director Zainal Madasin said 12 firemen boarded the badly damaged vessel at 11.30am Sunday. "We are proceeding slowly because the situation is still quite hazardous," Madasin said. He said the firemen were also searching for missing crewman Mohd Nazrin Khamsani, 20, of Kuala Lumpur. Zainal said sea water was sprayed on the vessel all Saturday until it was declared to be cool enough to be boarded. Malaysian Maritime Enforcement Agency Sabah chief First Admiral M. Karunanithi said a small oil spill was detected in the vicinity of the vessel. He said the problem was being tackled by the Department of Environment and Marine Department. The tanker had been loading about six tonnes of methanol at the Petronas Methanol Labuan jetty at Pulau Enoe on Thursday when a small fire broke out during a thunderstorm. The fire turned into a raging inferno sparking off at least three major explosions that could be felt throughout the island. Nineteen crewmen, including the skipper, managed to escape. The bodies of four missing crewmen have been recovered since then in the sea just metres away from the scene of the tragedy.

<http://thestar.com.my/news/story.asp?file=/2012/7/29/nation/20120729154839&sec=nation>

NIGERIA, LAGOS, JULY 30 2012. HOW TO ESTABLISH A MINI PETROLEUM REFINERY PLANT

olumakinde oni

Nigeria is known to be one of the forces to be reckoned with among crude oil producers in the world, producing over 2 million barrels of crude oil per day and having in its reserve over 20 billion barrels. The average demand for petroleum products is in millions per day as a result of our population and the way the economy is structured that makes demand for petroleum products high. The transportation system is such that emphasis is laid on individuals plying roads with their private vehicles with the public transport system almost neglected. This has made the average demand for petroleum products to be high in Nigeria. Again, the comatose nature of the power sector has not really helped the situation. Almost all industries are run by generators, which have also added to the demand. There are four refineries in Nigeria and all are operating at less than 20 percent of their capacities due to obsolete equipment coupled with the non-transparency in these government owned facilities. All these have resulted to our importing fuel to meet local demand. One of the solutions to this problem is to encourage private sector to be involved in petroleum refinery. A step in that direction was the granting of licences to corporate bodies to set up refineries so as to meet the local demand. However, none of the companies granted licences has been able to successfully establish refinery in the country. One of the reasons given is the high cost of setting up refineries. It is now very glaring that the only way to have refined petroleum products to be produced in the country is to encourage investors to set up mini refineries with low cost. This is the essence of this write-up. Setting up of mini refineries will be a welcome relief to the corporate bodies that have been granted licences but could not establish because of huge cost of doing so. Encouragement of mini refineries will boost local supply thereby reducing the dependence on importation. In this regard, if we are able to meet our local demand it is will greatly conserve our foreign exchange and boost our foreign reserve. Establishment of mini refineries will, without doubt, have multiplier effect on our economy. It will ensure optimal use of our resources, create job and income opportunities



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and make sure that fuel crisis will become a thing of the past in the country. Establishment of mini refineries is technically feasible and economically viable. The raw materials are readily available, the production process is very modern and simple and the market is readily available. This project is bound to contribute positively to the economic and social lives of Nigerians and the country as a whole.

Technical Information

The project involves procurement and installation of mini refinery plants by those who have been granted licences to set up refineries in Nigeria. Those who have not been granted licences can also apply for one as cost of equipment is now within the reach of investors. Low cost and reliable source of equipment has been identified. Serious minded investors will be put through the process of acquisition of the equipment. Other investment processes are preparation of comprehensive feasibility report, recruitment and training of appropriate personnel, sourcing of raw materials and commercial take-off.

<http://www.businessdayonline.com/NG/index.php/entrepreneur/business-opportunity/41935-how-to-establish-a-mini-petroleum-refinery-plant>

AUSTRALIA, QUEENSLAND, SURFERS PARADISE, JULY 30 2012. COAST PUB SLAPPED WITH \$75K FINE

leah fineran

A Surfers Paradise pub has been fined \$75,000 after two chefs suffered chemical burns to their eyes and body while cleaning a greasy, blocked sink. The head chef and an apprentice chef at Fiddlers Green Irish Bar and Restaurant in Surfers Paradise were hospitalised with severe burns after pouring commercial-grade caustic soda into a kitchen drain. The restaurant's operator, Garris New Pty Ltd, pleaded guilty in Southport Industrial Magistrates Court to breaching the Workplace Health and Safety Act. The court heard staff had warned management about blocked drains in the past but nothing had been done to fix the problem until the two chefs took matters into their own hands. Workplace Health and Safety Queensland prosecutor Lisa McConnell said the two staff members did not read the chemical label or a material safety data sheet before pouring the caustic soda into the drain. She told the court the contents of the drain "erupted like a volcano" and splattering the ceiling. Both workers felt instant pain as the alkaline substance coated their skin. At the time, a Queensland Fire and Rescue spokesman said the caustic soda reacted with oil and grease in the kitchen's sink. The 20-year-old apprentice chef suffered burns to her face, thighs, left arm and eyes. The head chef suffered burns to his face, arms, left leg and left eye and required a skin graft to his knee. The court heard the company failed to prepare and implement a safe system of work in the use of chemicals at the restaurant. Ms McConnell said the investigation into the incident highlighted the importance of training workers to use chemicals safely when unblocking drains. Magistrate Brian Kilmartin said the restaurant operator was "irresponsible" for ignoring the blocked-drain problem and failing to ensure the health and safety of workers. In sentencing he recognised the company had co-operated with the investigation and had now put in place detailed safety procedures. He fined Garris New \$75,000 and ordered the company pay investigation, professional and court costs totalling \$3757.

http://www.goldcoast.com.au/article/2012/07/10/430551_crime-and-court-news.html

NEW ZEALAND, HAMILTON, JULY 30 2012. STAFF DOUSE ARSONIST'S PETROL STATION BLAZE >> Z ENERGY STATION

matt bowen



Petrol Fire: A man pumped petrol onto this Hamilton forecourt yesterday afternoon and set fire to it.

Quick-thinking petrol station staff averted potential disaster in Hamilton yesterday when a man sprayed petrol across their forecourt and put a match to it. The man acted without warning at the Z Energy station opposite the courthouse on Anglesea St about 1.30pm. Police were last night hunting the arsonist, described as a 182cm tall, athletic male Maori wearing a white hooded sweatshirt underneath a black vest with white, green and grey camo-style long trousers. He walked onto the forecourt where he lifted a pump nozzle, placed it on the ground and poured out 10 litres of petrol, then put a flame to it. Three petrol pumps were in flames for a time, closing the service station. Hamilton man David Luke was

driving past the service station when he saw smoke and stopped to help. "I parked my car outside the courthouse and went across the road to help," he said. "I grabbed an extinguisher and helped a forecourt attendant to put the fire out." Mr Luke said



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he did not see the man responsible but hoped he would be caught soon. "It was natural instinct for me to stop and help - it wasn't a good situation." Hamilton Central senior station fire officer Alban Osborne responded to the emergency call but when they arrived staff had put out the fire and secured the situation. "It's certainly a very dangerous act," Mr Osborne said. "If there were cars on the forecourt, and that fuel has gone around the vehicles, and who knows it could have been young children in the cars, there was potential for serious harm. "With any fuel fire, the fuel runs across the ground - it can enter drains, stormwater and spread underground." There was also a small chance of the fuel tanks igniting, he said. However, none of that eventuated thanks to the quick response from staff. They immediately disabled the pumps and doused the flames with dry powder extinguishers. "It was excellent work by staff - because of their quick actions they saved a lot of damage," Mr Osborne said. Police have viewed CCTV footage of the incident but declined to release the footage to media. Z Energy communications adviser Sheena Thomas said all staff were trained for such situations. "They see it as something they just had to deal with." Police are seeking witnesses to the incident, including any sightings of the offender who fled the scene on foot. He was last seen running south on Anglesea St and into Clarence St. Anyone with information should contact Detective Constable Colin McCracken of Hamilton on (07) 858 6200 or Crime Stoppers on 0800 555 111.

<http://www.stuff.co.nz/waikato-times/news/7373092/Staff-douse-arsonists-petrol-station-blaze>

PHILIPPINES, MANILA, JULY 30 2012. CHEVRON BARES PH EXPANSION

alena mae s. flores

Chevron Corp. will expand its presence in the Asia Pacific region by putting up 500 retail stations, including about 200 in the Philippines, over the next two years, an official said. "We have a network of 2,000 sites across Asia and we are looking to add 500 across Asia in the next couple of years and the large part of that is going to come to the Philippines," Shahid Ahmed, Chevron Asia Pacific general manager for sales and marketing support told reporters during the 2012 Franchise Asia Philippines at the SMX Convention Center in Pasay City. Chevron, which markets the Caltex brand in the Philippines, currently has 800 stations spread across the country. The Philippines is Chevron's largest market in Asia, followed by Thailand and Malaysia. "The Philippines is actually the largest market that we have across Asia, so it's a very large focus for [our] business. It has a lot of regional attention and a lot of regional support," Ahmen said. "The economy is growing quite well, and we definitely want to keep on pace with it so we have a significant growth target. We want to increase our market share very rapidly," he said. Ahmed said about 25 percent to 50 percent of the 500-site retail expansion in Asia would be in the Philippines. "Our specific target depends on how successful we are in being able to do that. We have 800 sites here and we are definitely looking to grow that by 100 to 200 over the next five years. Out of the 500, a large part will come from the Philippines," the petroleum executive said. Ahmed declined to give the retail expansion cost, as this would depend on a number of factors such as the location of the station and size. He said the company's focus was to grow its network through franchise, and that about 98 percent of the target growth would be led by franchisees. "Our entire focus is actually around growing from investors, so there are only a few sites that we are adding which you would say are coming directly from company expansion," he said. He said Chevron had been in the Philippines for over 70 years and the company would continue to do business in the country. "Certainly Manila, Luzon area is the core focus for us, but there are other territories as well. It is really about where we can find the strong partners that will drive our growth. It's where the investors are, where they can actually provide a good effective solutions to the customers for that area and we help by finding where the volumes are, helping them in selecting the sites," he said. He admitted that future growth would face challenges from competitors. "Lots of unbranded sites are coming up where the challenge is that you cannot really guarantee product quality. We all compete on price. So what's really important is for the brand like Caltex, you are guaranteed an international quality product that meets international standard," Ahmed said

<http://manilastandardtoday.com/www2/2012/07/30/chevron-bares-ph-expansion/>

INDIA, MUMBAI, JULY 30 2012. TANKER CRUSHES WOMAN TO DEATH, DRIVER ARRESTED

A woman was on Friday evening run over and killed by a tanker on central Mumbai's BPT Container Road in Wadala (East). Police said Vimladevi Virendranath Pandey (50) was run over when she was crossing the road near her house. The police have arrested the driver and booked him for rash and negligent driving. "Pandey lived at Ram Temple lane in Nanabhai Wadi and was crossing the road when she was crushed by the tanker. She was rushed to Sion Hospital but was declared dead on arrival," said a police officer. The officer said the police were informed of the incident by Pandey's neighbour. "Based on a complaint by her neighbour we arrested the driver," said the officer. Police have booked Sadashiv Kadam (37) under Sections



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304 A (causing death by negligence) and 279 (rash and negligent driving) of the IPC. Kadam has also been booked under several sections of the Motor Vehicles Act. Post-mortem reports indicate that she died of stomach injuries after the tanker ran over her abdomen.

<http://www.indianexpress.com/news/tanker-crushes-woman-to-death-driver-arrested/980925/>

USA, MI, CHESTER TWP, JULY 30 2012. TEENS INJURED IN BRUSH PILE EXPLOSION WERE PLAYING WITH GASOLINE, POLICE SAY

garret ellison

Authorities released few new details about an explosive fire on Saturday evening that injured several teenagers, one of whom was airlifted to the hospital. The Ottawa County Sheriff's Department said seven teenagers, ages 16 and 17, were injured when a large brush pile exploded after being set ablaze by gasoline about 7:40 p.m. The injuries ranged from serious to minor. At least two went to Spectrum Health Butterworth Hospital in Grand Rapids via ambulance. Another was flown to Butterworth by an AeroMed helicopter. Their identities have not been released and their condition is unknown. [Dispatch traffic from emergency responders](#) indicated that at one 16-year-old male victim was suffering burns to nearly half his body, including his head and legs. Deputies said the teens were gathered for a party at 22737 32nd Avenue in Chester Township, near Conklin. The group apparently gathered near a large brush pile, which someone doused in gasoline. The pile was ignited using a trail of gas from the driveway. After the initial spark, the pile exploded into a "large fireball." Alcohol was not believed to be a factor in the incident, deputies said. Chester Township fire officials were not available for comment Sunday. The incident remains under investigation.

http://www.mlive.com/news/grand-rapids/index.ssf/2012/07/teens_injured_in_brush_pile_ex.html

SAUDI ARABIA, DAMMAM, JULY 30 2012. FUEL TANKER CATCHES FIRE, 5 VEHICLES TORCHED

muhammad al-eneizi



A car is engulfed in flames after a fuel tanker servicing a gas station in Al-Qatif caught on fire.

A fuel tanker burst into flames while servicing a gas station in Al-Qatif. Five cars at the site were burned in the resulting blaze. Nearby homes were quickly evacuated by firefighters. The fire was contained however, it completely destroyed the gas station. "No one was injured in the fire but the five fuel reservoirs at the station were completely damaged," said Col. Mansour Al-Dawsari, spokesman for Eastern Province Civil Defense. The cause of the fire is being probed and owners of the damaged vehicles will be compensated after investigations are completed.

<http://www.saudigazette.com.sa/index.cfm?method=home.regcon&contentid=20120730131536>

THE NETHERLANDS, ROTTERDAM, JULY 30 2012. ODFJELL TERMINALS, ROTTERDAM, TO STEP UP TANK STORAGE SAFETY

Odfjell Terminals, Rotterdam (OTR) present a plan to relevant authorities to address safety concerns in the short term & long-term.

Background: Odfjell is one of the largest terminal operators in the Port of Rotterdam. Over the past years many complaints, mostly relating to safety issues, were made against the company. This resulted in several formal warnings and penalty payments from the local government. On 20 July 2012 the company was ordered to close 5 of its storage tanks due to the lack of cooling- and fire-fighting facilities. Later they had to close another 50 storage tanks due to safety concerns.

OTR informs of a meeting between the authorities DCMR Milieudienst Rijnmond (Environmental Protection Agency), Inspectie SZW and the Fire Brigade with the management of Odfjell Terminals Rotterdam (OTR). Laurence Odfjell, Chairman of the Board of Odfjell, was also present. At this meeting OTR presented a plan addressing both the short term needs and long-term goals with regards to the situation at OTR. All the cooling and extinguishing equipments on 140+ tanks with carbon steel pipes



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will be replaced by new ones. At the same time maintenance will be carried out, when necessary, on other parts of the tanks. All tanks at OTR will be in full compliance with legislation and regulations and also with the PGS 29 guideline. PGS 29 is the guideline for large above-ground tank installations in which flammable liquids are stored. PGS 29 exceeds current legislation and regulations with respect to safety and the environment. These measures have a great impact on business operations. Customers that have products stored in the tanks are being informed. Odfjell is determined to improve the integrity of the terminal in order to ensure safe operations. 'Safety and the environment has the highest priority within Odfjell throughout the world', says Laurence Odfjell, Chairman of the Board of Odfjell SE. 'The current situation at OTR does not reflect the values of Odfjell. Our commitment is to do whatever is necessary to bring OTR up to industry standards. In the time ahead I will be present at OTR to give my full attention and support to the needed improvements.'

Related Links [MPs want action on chemical sector supervision](http://www.marinelink.com/news/terminals-rotterdam346594.aspx)

<http://www.marinelink.com/news/terminals-rotterdam346594.aspx>

CHINA, GUANGDONG PROVINCE, FOSHAN CITY, JULY 30 2012. FOUR KILLED, TEN HURT IN TWO EXPLOSIONS IN CHINA

Beijing: At least four people were killed and ten others injured in separate explosions that rocked a musical instrument factory and a residential building in China, authorities said on Sunday. The explosion in the musical instrument factory in south China's Guangdong Province, which took place last night, left three people dead and six others injured. The factory, located in an industrial park in Lishui Township of Foshan City, mainly produced musical instrument cases, a statement issued by the local government said. Two people were killed on the spot and one died in hospital later. The explosion triggered a fire in the building which was extinguished by fire-engines. The cause of the explosion is being investigated. In the second incident, one person was killed and four others received minor injuries after an explosion rocked a residential building in tourist city of Xi'an, capital of northwest China's Shaanxi province, today. The accident took place in an apartment on the 13th floor of a 24-storey building in the Chunxiaoxinyuan residential area. Witnesses said a man fell to his death from the building during the explosion, and several neighbouring apartments on the same floor were also severely damaged. The building has been evacuated and the four injured are being treated in hospital. A preliminary investigation shows that the accident was triggered by improper use of natural gas, police said. A comprehensive safety check on the building's facilities is being carried out, state-run Xinhua news agency reported.

http://zeenews.india.com/news/world/four-killed-ten-hurt-in-two-explosions-in-china_790439.html

AUSTRALIA, NORTHERN TERRITORY, DARWIN, JULY 30 2012. FIREWORK BUTTOCKS PARTY TRICK BACKFIRES

Map: [Darwin 0800](#)

A Northern Territory man may be flown to Adelaide after a party trick involving setting off fire crackers between his buttocks went badly wrong. The 23-year-old man was at a party in the Darwin suburb of Rapid Creek on Saturday night when he decided to let the cracker off, NT Police said. 'It appears a party was in full progress when a young male decided to place a firework between the cheeks of his bottom and light it,' said Senior Sergeant Garry Smith. 'What must of seemed to be a great idea at the time has backfired, resulting in the male receiving quite severe and very painful burns to his cheeks, back and private bits,' Snr Sgt Smith said. Alcohol was a possible factor involved in the stunt, police said. Paramedics were called although the man had reportedly already taken himself to hospital by the time they arrived. On Monday police said they believed he would be flown to a specialist burns unit at the Royal Adelaide Hospital. A Royal Darwin Hospital spokeswoman was unable to confirm the man would be flown to Adelaide but said flights to the specialist unit would indicate he had been seriously injured. The man's woes may not be over once his burns heal. Police said anyone possessing fireworks outside of an approved period faces a \$282 fine. Fireworks in NT can only legally be set off on July 1, known as Territory Day, when the region celebrates its anniversary of being awarded self-governance. After that day they must be disposed of, but fireworks are often set off for weeks afterwards as people use leftover supplies.

http://bigpondnews.com/articles/National-Regional/2012/07/30/Firework_buttocks_party_trick_backfires_777479.html



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