



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 878 Newsy Stuff

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September 15 2012



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SRI LANKA, COLOMBO, AUGUST 26 2102. 'MANAGEABLE' OIL SLICK REACHES SRI LANKA CAPITAL



Sri Lankan coastguards patrol a beach in a Colombo suburb.

An oil slick from a rusting cargo vessel that sank in bad weather reached the coast of Sri Lanka's capital on Saturday and threatened a beach resort popular with foreign tourists, officials said. Coast conservation officials insisted that the spill - about 10 kilometres (six miles) long - was "manageable" and could easily be cleaned up, and there were no immediate signs of it affecting wildlife or fish. However, a thin layer of oil was seen off the coast of Negombo, navy sources said. One of the first tourist resorts that developed in the early 1970s, Negombo is popular with foreign holiday makers. "We can see a thin layer of oil off the coast, but it has not reached the coast yet," said the navy official in the resort, 40

kilometres (25 miles) north of the capital Colombo. Earlier in the day, a patch of oil reached the coast of Wellawatte, an area of Colombo popular with local swimmers, the coast conservation department said. "The spill is manageable and the leak from the sunken ship had stopped from last night," Coast Conservation Department chief Anil Premaratne told AFP. "About 10 or 15 people would be enough for this clean-up." However, the national Disaster Management Centre (DMC) said it had mobilised 500 volunteers, including soldiers and police, in case of serious damage to the coastline. The rusting 15,000-tonne *Thmorthmopolyserra*, a Cyprus-flagged carrier, went down late Thursday after remaining anchored outside a Colombo harbour since 2009 following a dispute over its cargo of steel, local officials said. DMC director Sarath Kumara said much of the 600 tonnes of oil from the ship had been pumped out before it sank. The vessel had been detained by Sri Lankan courts following litigation over the cargo of steel, valued at over \$300 million, according to local media reports. It was not clear who owned the vessel. Sri Lanka's merchant shipping authority director Ajith Seneviratne said they had been ready to tow the ship away to a salvage yard in the island's east but were prevented by a court order.

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USA, CA, SAN FRANCISCO, AUGUST 26 2012. OIL REFINERIES A RISKY BUSINESS

eric halder

A crusading oil patch lawyer calls the American refinery industry an "under-regulated cesspool." A member of the U.S. Chemical Safety Board is more polite, describing a mismatch between well-heeled oil companies and under-qualified government regulators. Reid Porter, a spokesman for the American Petroleum Institute, sees it the opposite way: "This is already one of the most heavily regulated industries in the country." In fact, a Chronicle investigation launched after the Aug. 6 fire that destroyed part of Chevron's Richmond plant and sent thousands of residents to hospital emergency rooms found that



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refinery oversight is riddled with gaps. Porter's industry group plays a major role in what critics say is a self-regulating system for refineries. In the past three years, the industry has been accused of blocking or watering down federal efforts to require refineries to reveal safety incidents that threaten their operations and the nation's fuel supply. Safety experts say such reporting sheds light on accumulating problems that can lead to refinery disasters. The Petroleum Institute is more than an oil industry lobbying organization - it's also the source and publisher of most of the national standards and guidelines for refinery operations. Government oversight of refineries is split between two federal agencies that have broad responsibilities elsewhere. That's a situation unlike in other hazardous industries like nuclear power and petroleum pipelines, which are regulated by a single, focused federal agency.

Reactive Approach

The Environmental Protection Agency and the Department of Labor, plus their state-level counterparts, regulate the refinery industry mostly by responding to incidents rather than taking preventive measures, although some localities, such as Contra Costa County, have more aggressive monitoring programs. A number of experts said this bifurcated watchdog system opens huge gaps in oversight. Chemical Safety Board Chairman Rafael Moure-Eraso said the board will examine the role of both federal agencies in its investigation of the Chevron fire. "The problem is - and they'll admit this - they don't have the resources to stay on top of this," said Mark Griffon, a member of the safety board. In particular, he said, the Labor Department's Occupational Safety and Health Administration, which enforces workplace safety rules, is "stretched pretty thin." "They lack the strength of regulations," Griffon said. "They can't hire people with refinery expertise." Increased inspections can produce results - OSHA found more than 1,000 citable violations in refineries during a temporary program that began in 2007. Labor Department officials declined interview requests.

Risky Business

The dangers that refineries pose are immense. The Environmental Protection Agency - which deals with refinery spills and toxic gas releases - says no other industry suffers as many catastrophic incidents involving hazardous chemicals as refineries. The Chevron blaze was not an anomaly. There have been at least 28 refinery fires in 2012 alone, out of about 140 plants in the United States. Among them were accidents that involved corroded pipes, which is suspected of being a factor in the Chevron fire. There have also been petroleum leaks, unusual releases of hazardous gases and other close calls. Communities are at risk if a refinery's operation goes awry. Chemicals such as hydrogen fluoride, used to increase gasoline octane levels and capable of spreading death throughout neighborhoods if it escapes into the air, are regularly used in refineries, said Rick Hind, legislative director for Greenpeace in Washington, D.C. His organization and dozens of others petitioned the EPA in July to force refineries and other chemical plants to use more modern processes that lower the dangers of the most deadly compounds. They've been pressing that argument on the EPA - unsuccessfully - for years, Hind said, although some refineries have changed their processes on their own. EPA officials declined to comment.

The Real Power

The U.S. Chemical Safety Board has investigative and advisory powers, but no enforcement role. The real authority when it comes to refinery guidelines is the American Petroleum Institute. Critics say the industry group uses a dual role to keep government regulation to a minimum. On the one hand, it assembles experts from industry and outside sources to produce the bulk of the safety and technical standards that govern the way refineries operate. The institute's stamp is the "gold standard" in the petroleum industry, Porter said. In its other role, the Petroleum Institute is a political operative, armed with a political action committee and a lobbying arm. It spent \$8.6 million lobbying Congress and federal agencies last year to, among other things, reduce regulatory burdens for all parts of the oil industry, according to the nonprofit Center for Responsive Politics, which tracks lobbyist money, and documents from the Senate Office of Public Records. Porter said the two sides of his organization are kept separate. Others wonder. "They are conflicted," said the safety board's Griffon.

Texas Disaster

After the worst refinery accident in recent years - a 2005 explosion at BP's plant in Texas City, Texas, that killed 15 workers - the Chemical Safety Board recommended that the Petroleum Institute, unions, environmentalists and others collaborate to develop methods for measuring the safety performance of refineries. Scores given to refineries would be subject to "nationwide public reporting," the board suggested. The collaborative effort didn't last long. Work began in July 2008, and by August 2009 the three unions that attended the Petroleum Institute's gatherings withdrew in protest, the industry group said. Environmental organizations never got involved. A roster of the committee working on the plan shows that industry representatives outnumbered union members, 26 to 4. "They were going to vote as a bloc and our ideas were not going to be



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incorporated into key parts of the regulation," said Tom McQuiston, a United Steelworkers union safety trainer who was among the participants. "Our names were going to be on something that we felt would be substantially below what it should be."

Comparisons Difficult

The final product calls for refinery grades to be released publicly as a nationwide report card in 2014. But they will be attributed to corporations, not to individual refineries, undermining easy plant-to-plant comparisons, McQuiston said. Each refinery will separately release its own grades to employees and the local community, but not the grades of other refineries. The safety board's Griffon also said the data the Petroleum Institute chose won't capture enough events to make meaningful comparisons among refineries. Moure-Eraso, the board's chairman, called the program an acceptable first step but "very incomplete." The Petroleum Institute has promised to review the program every two years. "I think the data will speak for itself when it is published," said ExxonMobil chief process safety engineer Kelly Keim, vice chairman of the group that drew up the plan.

Limited Data

The EPA and the Labor Department already collect other refinery data, but they are limited to injuries, deaths and a certain level of environmental releases. The Chemical Safety Board said after the Texas City disaster that reliance on this kind of data alone "blinds" refinery regulators and operators to festering flaws that could spell doom in the plant. A few years ago, the U.S. Department of Energy proposed collecting daily information from refinery owners about unplanned outages, in part to prepare the government for fuel shortages and price spikes. In 2010, the agency dropped the idea. A spokesman for the American Fuel and Petrochemical Manufacturers confirmed that trade group opposed the plan, arguing that it was too burdensome. David Soffrin, a Petroleum Institute manager for standards writing, defended the industry's sway over the guideline-setting process. "There is a lot of oversight, but it comes from a number of different (government) agencies," Soffrin said. "With other industries it comes from one federal agency. But that is the way it evolved." Unions, environmentalists, members of the Chemical Safety Board and others have called for an overhaul, including the creation of a regulatory agency dedicated to petrochemical plants.

'They are Just Greedy'

One such advocate is Brent Coon, a Texas attorney who acquired a reputation suing accident-prone companies and who characterized refineries as an "under-regulated cesspool." The refinery industry spends lavishly to "make sure they aren't overly regulated," Coon said. "They are not idiots. They are just greedy." "To categorize my industry as unsafe is patently unfair and is patently over the top," countered Charlie Drevna, executive director of the American Fuel and Petrochemical Manufacturers. "For all of our members, safety is paramount. The most critical asset we have is our employees, and the second most important is the plant itself." The Chemical Safety Board's decision to investigate Chevron's Richmond fire was notable, because the small agency has deployed to only 100 incidents in 14 years. The board chose to look into the blaze in part because of its proximity to a large population. One of the board's top stated goals for 2012 is to "select incidents and hazards for investigation with high potential to generate recommendations with broad preventative impact."

Too Many Accidents

Outgoing Chemical Safety Board member and former Chairman John Bresland said he has not changed his mind since 2009, when he said: "The current rate of accidents in refineries is not sustainable and it is not acceptable." He noted that Chevron is considered one of the safer refinery operators in the nation, and that Contra Costa County is viewed nationally as a model for conducting its own inspections of the four local refineries in Richmond, Rodeo and Martinez. He said he wonders in that context what is happening at lower-reputation refineries. "You can get down the list, toward the bottom," Bresland said, "and you can see companies that don't have the resources, don't have the right people."

<http://www.sfgate.com/nation/article/Oil-refineries-a-risky-business-3815770.php>

USA, WASHINGTON, AUGUST 26 2012. US MARITIME AGENCY CONSIDERS OVERHAUL OF OIL-SPILL REGULATION

david black

The United States is to consider scrapping one of the most significant pieces of international safety-at-sea regulations, introduced to prevent catastrophic oil spills. More than 20 years ago the US government and the United Nations international maritime organisation (IMO) forced through legislation requiring all oil tankers to be constructed with double-skin hulls, in the aftermath of the Exxon Valdez disaster. In 1989, the 213,800-tonne tanker ran aground on a reef in Prince William Sound, Alaska, and dumped 11 million gallons of crude oil into its environmentally sensitive waters, blighting more than 2,000km of shoreline. The global outcry led to the US passing the Oil Pollution Act 1990 and the IMO subsequently adopting its Marpol



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Convention, which mandated the use of double hulls to protect a vessel's cargo tanks. However, last week the US maritime administration (Marad) issued what it calls a Sow (statement of work) that appears to suggest a U-turn. The Sow seeks bids from third-party contractors to carry out a review of "the safety, economic and environmental issues of tankers constructed with double hulls". It especially asks that the economic impacts of double hulls, such as increased construction cost and decreased cargo capacity be examined, as well as the carbon footprint of designing, constructing, maintaining and operating of double-hull vessels. "Though these double hulls reduce the threat of oil pollution as a result of grounding (or collision)," Marad states in the Sow, "they significantly increase the amount of energy needed to propel a vessel and increase the amount of air pollution into the atmosphere. As a result, the maritime industry's carbon footprint and criteria pollutant emissions are increased. In addition to the need to burn more fuel, it is acknowledged double hulls can cause several other problems, which will be detailed in this study." The review comes at a time when environmental agencies are paying closer attention to air pollution caused by merchant ships. Although international shipping contributes only 2.7 per cent to global carbon dioxide emissions, according to figures from the IMO, it says "business as usual" will increase that pollution from the current level of 1.12 billion tonnes a year to 1.475 billion tonnes in 2020. In July last year, the IMO adopted binding regulations to limit the expected gas emissions increase by reducing fuel consumption of ships by as much as 15 million tonnes in 2020, a 14 per cent reduction, and by 2050, by as much as 1,013 million tonnes. This will lead to savings in fuel costs for the shipping industry of up to US\$200 billion (Dh734.62bn) a year, says the IMO. Marad appears to suggest by abandoning the additional weight of double hulls the savings would increase and pollution be cut further. On the other hand, since the introduction of double hulls, pollution from major oil spills has been reduced to practically zero. So, not surprisingly, the US announcement has caused concern in the tanker industry. "Why Marad chose to question the use of double-hull tankers now is unclear, especially after the global industry has spent the last 20 years phasing out the use of single hulls," posted the maritime website and forum G-captain, based in the US. Similar sentiments were echoed by Intertanko, the international tanker owners' body. "We have noted reports about Marad's intended study on tanker double hulls but, except for what we gather from press articles, we have little knowledge on the reasoning behind this," said Bill Box, Intertanko's senior manager for external relations. "From our members' experience, double-hull designs have evolved into safe and reliable ships with an excellent safety and pollution prevention record. We might provide comments when such a study would be released by Marad."

<http://www.thenational.ae/thenationalconversation/industry-insights/shipping/us-maritime-agency-considers-overhaul-of-oil-spill-regulation>

CANADA, ONT, TORONTO, AUGUST 26 2012. LACK OF TRAINING ALLEGED TO HAVE CAUSED DEADLY SUNRISE PROPANE EXPLOSION



Sunrise propane, explosion.

Ontario government lawyers allege negligence in environmental protection and training in the devastating 2008 explosion at Sunrise Propane that killed one man and forced thousands of Toronto residents from their homes. In his closing submissions, Ministry of Labour lawyer Wes Wilson said that Sunrise Propane director Shay Ben-Moshe had failed to provide training and safety information to victim Parminder Saini, 25, and that the worker "had no tools" to respond to the explosion. The assertion that the entire workforce was "generally trained" did not prove that Saini had been properly trained ahead of a "catastrophic failure," Wilson said. "There is no evidence whatsoever that any effort was made to

provide some sort of surrogate supervisor," Wilson said. "All we do know is that he worked alone ... and the absence of supervision makes the offence that much more egregious." Wilson added that Saini had been working filling vehicles with propane at the north Toronto propane plant for only a few months, and reacted differently than experienced former propane truck driver Felipe De Leon, who escaped the explosion. De Leon witnessed the blast when propane vapour leaked from a defective hose or pump bypass and ignited during a risky truck-to-truck gas transfer. Sunrise had been told almost two years earlier to stop truck-to-truck transfers but continued them as a matter of routine, the court heard. "He runs away from the scene and lives," Wilson said of De Leon in contrast to Saini who "runs into the middle of the cloud and was incinerated." The two employees reacted in opposite manners due to their training, which resulted in one surviving and the other dying, Wilson said. Environment Ministry lawyer Justin Jacob said in his closing submissions that Sunrise had a "skewed sense of priorities" in regard to environmental protection and cleanup after the explosion. The defendants effectively admitted that they did not



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comply with a provincial order to clean up the one kilometre radius debris site, citing that it was "vague and unenforceable" and relied instead on the advice of their lawyers not to comply with the order, Jacob said. "The order is clear, it's unambiguous and it's enforceable," Jacob said in his submission. "Simply by hiring a person to do the work of the order, Sunrise could have complied with the order." Jacob said that one cleanup company was on site soliciting business to remove the debris but was not retained by Sunrise. Financial statements obtained in a search warrant showed the company had the financial means to hire a cleaning company despite their claims, Jacob said. "The very day after the explosion at least \$240,000 was withdrawn from Sunrise," he said, adding that hundreds of thousands of dollars had been transferred to continue business in the days and weeks after the explosion. "After the explosion somebody had the ability to write and sign cheques on behalf of Sunrise." Jacob said there was evidence that the company had significant resources to enable carrying on business in the immediate aftermath of the explosion and could have aided in the cleanup, which was undertaken by the City of Toronto. Defence lawyer Leo Adler, who represents Sunrise and its directors, said that Saini did receive training and that the onus is on the deceased and De Leon, who should have alerted the surrounding area. Adler said Saini was trained and "he simply, unfortunately reacted in a bad way." "The deceased had been told to run toward the fence with Mr. De Leon but he chose to run the opposite way. So, not only was he trained but he was told specifically at that very moment where to go and he didn't and that unfortunately is what led to his death." The trainers themselves don't keep records and the Sunrise head office where those records would have been held was at the site that was blown up, Adler said. Adler will give his closing submissions on Oct. 2 ahead of a verdict in the case. Sunrise and its owners face millions of dollars in fines if convicted of violating environmental and labour regulations.

Related Links

- [Lack Of Training Alleged In 2008 Sunrise Propane Explosion](#)
- [Sunrise Propane explosion accidental, report suggests](#)
- [Downsview residents remember propane blast](#)

<http://toronto.ctvnews.ca/lack-of-training-alleged-to-have-caused-deadly-sunrise-propane-explosion-1.929391>

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<http://www.thenational.ae/thenationalconversation/industry-insights/shipping/us-maritime-agency-considers-overhaul-of-oil-spill-regulation>

ENGLAND, LANDS END, AUGUST 27 2012. DAMAGED CONTAINER SHIP BOUND FOR GERMANY >> A SAFETY INSPECTION BY TWO EXPERT TEAMS OF THE FIRE-DAMAGED MSC FLAMINIA WAS SCHEDULED FOR SATURDAY TO DETERMINE WHETHER THE SHIP MAY PASS THROUGH THE ENGLISH CHANNEL.



Earlier Photo MSC Flaminia:

More than a month after a fire aboard the 984-foot container ship MSC Flaminia caused heavy damage and killed at least one member of the crew, its owner, [Reederei NSB](#), announced plans to tow it to the German port of Wilhelmshaven. The company's Aug. 24 announcement said a safety inspection of the ship by dangerous goods specialists, chemists, and salvage experts would take place the following day to determine whether the ship may pass through the English Channel. The condition of the ship is stable, and its hull, superstructure, engine room, stern section, and forecastle are intact. No leaks are occurring, and "the cargo — including dangerous goods containers — is in a state which allows the passage through the English Channel and her transfer to coastal areas and eventually an emergency port. Such dangerous goods containers are transported regularly on container ships and off-loaded in ports," according to the company.

"Dangerous goods are carried on all modern container ships," said Helmut Ponath, CEO of Reederei NSB. "Our ships carry up to 11,000 TEU, and it is a normal that dangerous goods, for example chemicals for the German industry, are among them. Everyone should be aware of that." The company's headquarters are in Buxtehude, Germany. The Flaminia was bound for Antwerp, Belgium from Charleston, S.C., with 2,876 shipping containers aboard when it [caught fire](#) more than 300 nautical miles off the British coast.

<http://ohsonline.com/articles/2012/08/27/damaged-container-ship-bound-for-germany.aspx?admgarea=news>

AUSTRALIA, A.C.T, AUGUST 27 2012. MITCHELL FIRE CLEAN-UP INCOMPLETE



The entire suburb of Mitchell had to be evacuated in September 2011 when a huge fire took hold in an oil recycling plant.

The clean-up operation at the site of a huge chemical fire in Canberra's north has missed its deadline. The entire suburb of Mitchell had to be evacuated in September 2011 when a huge fire took hold in an oil recycling plant on Dacre Street. The owner of the plant, Energy Services Environmental (ESI), was given until today to finish the clean up and demolition of the site. General manager of the ESI Group Nigel Wallace says sodium has been removed from the site and the company is working as fast as it can. Mr Wallace says it is a difficult site to clean up and about three quarters of the building has already been demolished. A spokeswoman from the Environment Directorate says an extension could be

granted on a week by week basis, but if progress slows or stops, action will be taken under the Planning and Development Act.

<http://www.abc.net.au/news/2012-08-27/mitchell-fire-clean-up-incomplete/4225902?section=act>



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INDIA, MAHARASHTRA, KOKARWADI, AUGUST 27 2012. THREE KILLED IN MAHARASHTRA PETROL TANK BLAST

At least three people, including an elderly woman and a minor, were killed when an illegal petrol tank exploded in a village in this Maharashtra district, police said Sunday. A 12-year-old girl was critically injured in the incident. The mishap took place in Kokarwadi village, 120-km from here Saturday evening, said investigating officer S.M. Raut. Since there were no petrol stations for hundreds of miles nearby, a motorcyclist went to the Kadam family, known to store petrol in a mini tank in their home. "As there was a power failure, 12-year old girl Sonu Kadam lit an oil lamp to get the petrol in a plastic bottle for the customer. Suddenly, the petrol tank exploded in a blast, throwing her, and the customer Sitaram Kadam several metres away," Raut told IANS. Two other members of the family, including her 60-year-old grandmother Indira Kadam and her six-year-old brother Mahadev were killed along with Sitaram Kadam. Sonu, who sustained severe burns, is battling for life in a hospital in the nearby Sholapur district, Raut said. Meanwhile, police are now combing the village and surrounding areas to detect families who have stored illicit stocks of petrol, diesel, kerosene and other inflammable items. Osmanabad is situated in south-central Maharashtra, around 400-km from Mumbai.

http://twocircles.net/2012aug26/three_killed_maharashtra_petrol_tank_blast.html

USA, ORE, MEDFORD, AUGUST 27 2012. THE SINKING OF THE S.S. JACKSONVILLE

bill miller



During World War II, U.S. fuel tankers were prime targets for German submarines in the North Atlantic.

The second torpedo struck amidships, exploding gasoline into a 300-foot fireball with flames from stern to stern. "The fire was everywhere," said Seaman Marcellus Wegs. "I ran through the flames, my buddy was right behind me." Racing to his quarters, Wegs grabbed a life jacket. "My buddy went inside," Wegs said. "The fire got him. He never had a chance. I never saw him or any of the others since." As the Merchant Marine tanker S.S. Jacksonville began to split in two, 141,000 barrels of aviation fuel gushed out and ignited on the rough sea. Wegs ran to the rail and dove in, with only one arm through his life jacket. "If I had put it on I would have burned on top of the water," he said. Civilian crew member Frank Hodges, coffee in hand, also was desperate to escape, but he couldn't find a life jacket. "I ran out of the mess room," Hodges said, "and found

our vessel enveloped in flames and smoke. I tried to reach the boat deck to get my life jacket, but flames and smoke soon engulfed me." There was nothing to do but jump. "I was in a dazed condition," he said, "but when I sank beneath the flames I revived somewhat." Eight months earlier, on Dec. 23, 1943, the Jacksonville had slid down the launch ways at the Kaiser Swan Island Shipyard in Portland and set sail for the European theater of World War II. Because the ship was named for the Jackson County town, Claire Hanley, secretary of the Jackson County Pioneer Society and daughter of one of the earliest settlers in the area, was selected to see the tanker off to battle. On Aug. 30, 1944, German submarine U-482 was submerged at the entrance to the Irish Sea, 50 miles north of Ireland. Her captain watched as the Jacksonville, last in line, began to turn. Two torpedoes in the starboard side and the Jacksonville was done for. Wegs came to the surface in a sea of fire, barely able to breathe in the flames and smoke. "Preferring to drown rather than burn," he said, "I swam beneath the flames, underwater, until I could go no further." When he came up, his body was burned, but he was free of the flames. In the bodies that floated everywhere on the surface, he saw a man trying to swim back to the flaming ship. It was Hodges. "I saw many of the crew floating on the water," Hodges said, "but I could not recognize their faces because they were all charred. ... I saw quite a few life jackets in their hands." He took a life jacket and put it on. Delirious and with a broken leg, Hodges lost consciousness. Wegs held him as they waited 90 minutes in the cold water for rescue. Floating in two pieces, the S.S. Jacksonville refused to die. With depth charges and guns, the convoy escorts finally managed to sink the rear section, but the forward section continued to float for another 15 hours. "Total ship's complement, 78," reads the Navy's contemporary report. "No lifeboats or life rafts were launched. ... There are only two survivors."

Final Words

Anticipating the need for adequate petroleum reserves and their timely transfer to Europe, the United States began an emergency ship-building program in 1942. More than 480 oil tankers would be built from standardized plans in four shipyards scattered across the country. The Jacksonville was the 45th of 153 tankers built at the Kaiser Shipyard on Swan Island.



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Marcellus Wegs was an Armed Guard, a Navy sailor who manned the guns on merchant ships. He died in Mount Sterling, Ill., in 1998 at age 81. Frank Hodges had served on two other ships that had been sunk. He died in Tampa, Fla., in 2009 at age 87. In December of 1944, depth charges from a British frigate sank U-482 west of the Shetland Islands in the North Atlantic. The entire crew of 48 was lost.

<http://www.mailtribune.com/apps/pbcs.dll/article?AID=/20120826/NEWS/208260326/-1/NEWSMAP>

USA, S.C, CHARLESTON, AUGUST 28 2012. WEST VIRGINIA MARCELLUS SHALE EXPLOSION RAISES QUESTIONS

vicki antion

Three West Virginia workers were injured last week when a spark from a drilling operation ignited. The workers were in the early stages of drilling for natural gas in a Marcellus shale gas well when the drill kicked back and created the spark. The drill was about 470 feet deep, and the methane gas not only ignited underground but also sent a fireball and blaze up onto the rig that burned for almost an hour. Because the drill pad was in a rural area and there appeared to be no methane leaking from the well, the explosion was not considered a public threat. Two of the victims were airlifted to Ruby Memorial Hospital, and the third was rushed by ambulance. The Office of Oil and Gas, through the WV Department of Environmental Protection, said all three workers have been released from the hospital. The company has since voluntarily suspended the drilling operation and will start investigating the root cause of the problem. Although there were no reports of environmental damage, the WV Department of Environmental Protection has issued a notice of violation to Antero Resources, the company managing the well, for failure to maintain well control. Drilling for natural gas has become increasingly controversial as it can be dangerous for workers, communities and the environment. Many companies use a process called fracking, or hydraulic fracturing, which involves injecting fluid into the ground at a high pressure to release the natural gas from shale rocks. This natural gas drilling process can potentially contaminate local drinking water, cause chemical spills from equipment malfunctions and create the risk of fires and explosions. The WV Department of Environmental Protection ordered Antero Resources to cease non-maintenance activities at the well. It also ordered testing of surrounding water wells for contamination. Luckily, there were no casualties in this case, but the WV Department of Environmental Protection's investigation may influence how West Virginia, and other states, handle fracking and drilling procedures in the future.

<http://charleston.legalexaminer.com/workplace-injuries/west-virginia-marcellus-shale-explosion-raises-questions.aspx?googleid=303828>

AUSTRALIA, VICTORIA, WARRNAMBOOL, AUGUST 28 2012. AWU LAUNCHES PROBE INTO GAS RIG DEATHS

 **Watch the Video** [Two workers killed on drilling rig](#)

Map: [Warrnambool](#)

The Australian Workers Union (AWU) says it is launching an investigation into the deaths of two men on an offshore drilling rig in Victoria's south-west yesterday. A 60-year-old Scottish man and a 32-year-old Northern Territory man were killed in an operational incident on the Stena Clyde platform, about 50 kilometres off the coast of Port Campbell, in the Otway Basin in Bass Strait. The Mobile Offshore Drilling Unit, operated by Origin Energy, returned to land last night. AWU state secretary Cesar Melhem says he will be briefed on the incident this morning. "[The] details are still a bit sketchy at the moment, we're waiting for the company to give us a full briefing," he said. "But to my understanding just something went wrong with the piece of equipment and it struck one of the workers or both of them, which led to the unfortunate loss of life." Police flew to the rig after the accident. All work has been suspended and the well has been secured. The National Offshore Petroleum Safety and Environment Management Authority (NOPSEMA) has launched an investigation into the deaths. Origin says there are no environmental issues as a result of the incident and gas production in the Otway Basin will not be affected. Mr Melhem says the union will investigate to try to prevent similar incidents occurring. "The oil and gas industry offshore has got probably one of the best health and safety standards in the world, but unfortunately it's inherently dangerous," he said. "We'll be carrying out a full investigation along with the company and the safety authority to make sure we can learn from that and we don't have any loss of life or anyone is injured in the future."

Related Links

- [Two Workers Killed on Drilling Rig](#)
- [Two workers fatally injured in drilling rig accident](#)

http://www.abc.net.au/news/2012-08-28/awu-launches-probe-into-drill-rig-deaths/4226664?WT.mc_id=newsmail



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CHINA, GUANGDONG PROVINCE, YINGDE, AUGUST 28 2012. CHINA CEMENT PLANT EXPLOSION KILLS NINE, XINHUA SAYS

An explosion at the quarry of a cement plant in southern China killed nine people and left one person missing, the official Xinhua News Agency reported, citing local authorities. The blast occurred at around 2:30 p.m. when workers were unloading explosives off three trucks in the city of Yingde in Guangdong province, the report said, citing a city government statement released late today. The trucks were carrying 13 tonnes of explosives and workers had already unloaded six tonnes when the accident happened, Xinhua said. The quarry belongs to a subsidiary of Anhui Conch Cement Co., the largest cement manufacturer in China, Xinhua said, citing the government statement. Anhui Conch Executive Director Zhang Mingjing, reached by telephone late today, denied that the plant was its subsidiary. "It is not related to us," Zhang said. Employees of the quarry and workers who transported the explosives from a local private explosives company were among those killed, Xinhua said, adding that the blast shattered windows in a nearby township across a river, injuring nine villagers. The city has set up an emergency response team and sent experts to remove the unexploded explosives, while an investigation into the cause of the blast is under way, Xinhua said.

<http://www.bloomberg.com/news/2012-08-27/china-cement-plant-explosion-kills-nine-xinhua-says-1-.html>

AUSTRALIA, QUEENSLAND, BRISBANE, AUGUST 28 2012. FUEL GIANT CALTEX COMMITS TO BRISBANE REFINERY

john dagge



Road Map: Caltex chief Julian Segal has highlighted the need to improve efficiency at Brisbane's Lytton refinery.

Caltex Australia says it is committed to its remaining refinery despite growing competition from Asia and the Middle East. The energy group said yesterday it expected the profitability of its last refinery, in Brisbane's Lytton, to come under pressure from the increased capacity in overseas markets. But the group said it made strategic sense to keep its remaining refining plant. Reporting a 74 per cent increase in first-half net profit, Caltex chief Julian Segal said the refining business faced significant challenges as regional capacity outstripped growth in demand. Australia's biggest oil refiner reported net profit on a replacement-cost-of-sales

basis - a measure that strips out the value of its stockpiles - climbed from \$113 million to \$197 million in the six months to June. The group recorded better margins in its refinery and transport fuel operations as well as a healthy uptick in sales of premium fuel. Profit on a historic cost basis, which includes the value of stockpiles, fell 38 per cent to \$167 million. Caltex closed 1.6 per cent down at \$15.27. In July, the company, which is half owned by US energy giant Chevron, announced it would transform the Kurnell refinery in Sydney into an import terminal at a cost of \$680 million. The company's refinery businesses broke even in the six months to June, after losing \$200 million in the year to last December. Flagging a "challenging" outlook for refinery margins from 2014 onwards as new capacity came online, Mr Segal said improving the efficiency at Brisbane's Lytton refinery, as well as a growing demand for premium fuels, cemented its future. "There is work to be done but we have a road map going forward," he said. "We will be looking at improving energy efficiency, reliability and operating expense." Mr Segal also fended off criticism from union boss Paul Howes that the company's jump in profits proved the Kurnell refinery was viable. "In the first half of 2012, Kurnell continued to lose money and this was offset by a small profit at our Lytton refinery," he said. Total petrol sales fell slightly, but increases in the sale of more expensive premium fuel lines increased fuel revenue by 8 per cent year-on-year, to \$367 million.

Related Links [Lytton Refinery spared in Caltex cuts](#)

<http://www.news.com.au/business/companies/fuel-giant-caltex-commits-to-brisbane-refinery/story-fnda1bsz-1226459356045>

AUSTRALIA, NEW SOUTH WALES, GOULBURN, AUGUST 28 2012. FIREWORK BLOWS UP BOY'S FINGER

christopher knaus

A Goulburn teenager blew off part of his finger and severely damaged his thumb after holding onto a lit firework on Friday. The explosion left the 13-year-old needing emergency surgery to his hand, after one of his fingers was partially amputated, and his thumb was severely damaged. Police and paramedics rushed to the Goulburn home about 8.30am, after they received reports



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a young boy was injured in an explosion. They found a boy who had lit a small firework and held onto it until it exploded. He was treated by paramedics, taken to Goulburn Hospital, and then airlifted to Westmead Children's Hospital for emergency surgery on his left hand. Police soon learned the boy had received the fireworks from a friend. They executed a search warrant at a second home in Goulburn and uncovered postal boxes full of illegal fireworks imported from Thailand. No one has yet been arrested or charged over the fireworks.

<http://www.smh.com.au/act-news/firework-blows-up-boys-finger-20120827-24vv7.html>

USA, CA, RICHMOND, AUGUST 28 2012. INQUIRY INTO CHEVRON'S RICHMOND REFINERY FIRE COULD SPARK PROSECUTION, REGULATORY REFORM



The release of flammable vapor leads to a fire at the Chevron refinery in Richmond on Aug. 6, 2012.

A final report on Chevron's massive Aug. 6 refinery fire could potentially lead to prosecution of the energy giant and serve as an impetus for federal regulatory reform, investigators said Monday. "We want to take the lessons learned here to all refineries," said Dan Tillema, lead investigator for the U.S. Chemical Safety Board, a federal agency that has been at the accident site since Aug. 7. Tillema and representatives from four other investigative agencies briefed the public and elected leaders on the status of their probe. The fire broke out in the No. 4 crude unit of the 240,000-barrel-per-day refinery after leaking 600-degree hydrocarbon liquid from an 8-inch pipe created a huge vapor cloud. Four workers suffered

minor injuries, and more than 14,000 residents visited area hospitals in the subsequent weeks, complaining of respiratory problems and other discomforts. The investigation and report may take more than a year to complete but will be a comprehensive safety and maintenance evaluation, investigators said at Monday's meeting that included representatives from four of the five principal agencies investigating the fire. Along with Tillema, Dan Meer from the Environmental Protection Agency, Bay Area Air Quality Management District CEO Jack Broadbent and Contra Costa County's environmental health and hazardous materials chief, Randy Sawyer, were on hand, along with more than 100 members of the media and public who crammed into the Richmond City Council chamber. Broadbent acknowledged problems with the information his agency released the day after the fire. The air quality agency issued public statements concluding that air quality in the area was "not a significant health concern," despite having just six air quality monitors in the Bay Area that take samples only once every several days. In its "haste" to issue emergency information, and working with air-monitoring technology "not designed to support an incident response," the air quality district issued incomplete information. "We did indeed make a mistake," Broadbent said. The state Division of Occupational Safety and Health did not send a representative to Monday's meeting but did provide a prepared statement from agency Chief Ellen Widess, which was read publicly by City Manager Bill Lindsay. "If violations are documented, citations and mandatory orders to correct hazards will be issued and monetary penalties assessed," the statement reads. Cal/OSHA spokesman Dean Fryer said last week that Chevron's refinery has a better-than-average worker safety record, but it has been fined several times since 2002 in incidents that involved serious injuries to workers. The Chemical Safety Board, an independent, advisory agency that does not have the power to issue fines or penalties, has called the Aug. 6 fire a "near disaster" and wasted no time dispatching a seasoned team to the site. Tillema said investigators here are veterans who have investigated major petroleum facility failures, including the Deepwater Horizon, an offshore rig that exploded and sank in the Gulf of Mexico in 2010. While CSB investigators have said repeatedly that the failing 8-inch pipe and Chevron's decision last fall to keep it in service is a "key line of inquiry," Tillema said the investigation is more far-reaching. In recent weeks, the Chevron fire has cast renewed light on the health of aging refineries nationwide, which critics say are monitored by overmatched, underfunded government agencies. Chevron's Richmond refinery has been in operation for more than a century. EPA representative Meer said his agency is investigating the refinery under the auspices of the Clean Air Act, which requires facilities working with dangerous chemicals to develop a Risk Management Program and submit it to the EPA. Meer said the EPA hopes to complete an audit of the refinery's program by October. "If Chevron violated the law, we will prosecute," Meer said. Tillema said safety concerns continue to keep investigators from getting to the failed pipe, which continues to leak hydrocarbons, and conducting metallurgy and other tests. He said he hopes they can get to the pipe by Sept. 6 but may not meet that goal.

http://www.mercurynews.com/breaking-news/ci_21411719/investigators-report-chevrons-richmond-refinery-fire-could-spark



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NEW ZEALAND, TEMUKA, AUGUST 28 2012. FUEL TANK BLAMED FOR NOISE POLLUTION, 'IT ... GOES ON FOR HOURS'

esther ashby-coventry



[Hear Temuka Ringing Noise](#)



Culprit? The Z diesel tanker on Hally Terrace which may be responsible for the annoying noise in Temuka.

The mystery behind an annoying ringing noise, which has been driving a number of Temuka residents potty, may have been solved. Forklift driver Chris Hovey is adamant it is coming from a Z diesel tank on Hally Terrace. "I started work at 2am today and it was going then," he said. A sound like a phone ringing in the middle of the night and the early hours of the morning has been heard by a number of people from Denmark St to Guise St. This is the second time in two months Temuka has been afflicted by peculiar noises. In June residents reported hearing and feeling strange bangs coming from the Factory Rd area.

The source of those noises remains a mystery, with GNS ruling out [earthquakes](#) as a source. A woman who did not want to be named says she was walking her dog one morning recently between Shaw and Fox streets and wondered what the strange ringing noise was. "I didn't mention it to anyone because I thought they would think I was going crazy," she said. She was quite relieved to discover other people had also been disturbed by it. Mother of two Haidee McMillan has heard the loud ringing on two occasions from her Denmark St home. The first time she said was a few weeks ago at about 4am until 7.30am. Assuming it was the house across the road she investigated but it wasn't coming from there. "It sounds like a phone ringing and goes on for hours." Then today from midnight she was woken again with the auditory pollution. She says it was difficult to determine the direction it was coming from. She recorded the sound at 1.58am on August 28 while standing at her window. Kim Dynes who lives in Wilkins St says she was woken by the tone too. "It's bizarre, we were searching the house looking for a toy phone." Other people she had spoken to had also been baffled by the racket. But not everyone has been affected despite living nearby. Ms McMillan's neighbour Hapi Tutaki says he hasn't heard anything. Ms McMillan just wants to know what it is causing the inconvenience and "for someone to turn it off". Z is currently investigating.

<http://www.stuff.co.nz/timaru-herald/news/7563768/Fuel-tank-blamed-for-noise-pollution>

ENGLAND, WARWICK, AUGUST 28 2012. GAS HAZARD WARNING TO CARRIERS

matthew beddow



UK-based Calor Gas has issued a warning to ocean carriers over the illegal shipment of stolen gas containers which could cause an explosion if stowed badly.

Calor Gas said some of its distributors were being approached two or three times a week with offers to buy hundreds of empty gas cylinders. When the offer is declined, they are raided at night – one distributor in Cardiff was recently hit twice in one week. Paul Blacklock, head of strategy and corporate affairs at Calor Gas, said: "Metal theft has become common practice everywhere in the UK, but it seems that we are now being specifically targeted because of the huge demand for cooking gas cylinders overseas. "The problem for shipowners is that many of our stolen cylinders are being

illegally shipped abroad, particularly to Africa, and if they are stowed badly, could cause an explosion." Last month 1,500 gas cylinders were seized after being discovered in five containers, and a further container has just been discovered in Felixstowe following a spot check by the authorities. Blacklock continued: "It is very dangerous if the cylinders are stowed on their side because our gas is heavier than air, so leaking gas can build up very quickly. "It is difficult to give ocean carriers any tips over what they should watch out for when taking cargo bookings, other than the fact that West Africa seems to be the preferred destination, and if the maritime containers used are stuffed only with empty tanks, they will be very heavy. "Also, Calor Gas currently only ships gas cylinders to the Falklands, so if any are found going elsewhere overseas, they will have been stolen."

http://www.lloydsloadinglist.com/freight-directory/news/gas-hazard-warning-to-carriers/20017984517.htm?source=ezone&utm_source=Lloyd%27s+Loading+List+Daily+News+Bulletin&utm_campaign=df5af12f09-LLL_28_Aug8_28_2012&utm_medium=email#.UD4KsdYgfjl



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USA, MA, ASHLAND, AUGUST 28 2012. CHEMICAL SPILL IN ASHLAND

michael morton/



Mass Department of Fire Services Haz Mat technicians check a hazardous materials spill at Nyanza on Megunko Road in Ashland at 8 am Monday.

A contractor is working to clean four gallons of a spilled chemical at an industrial company on Megunko Street. The driver of a tanker delivery truck spilled liquid caustic soda this morning at [Nyacol Nano Technologies](http://www.nyacol.com) after encountering a problem with a supply line, fire Lt. David Iarussi said. The spill did not cause any injuries and the chemical remained on pavement, away from groundwater, he said. The Ashland Board of Health and the state Department of Environmental Protection have been notified, per protocol, Iarussi said. Nyacol makes chemicals for flame-retardant fabrics and plastics.

<http://www.metrowestdailynews.com/news/x976203685/Chemical-spill-in-Ashland>

USA, MN, CLEARBROOK, AUGUST 28 2012. A RIVER OF OIL RUNS THROUGH SMALL MINNESOTA TOWN

david shaffer



Ken Oraskovich a local bank officer and farmer has an underground river of crude oil flows below his front yard not far from this field where he raises cattle. Approximately 3.5 million gallons of mostly Canadian crude flows through Clearbrook each day...

Clearbrook, Minn., population 521, has become a busy hub for crude with pipelines that can carry 14 percent of the petroleum used in the U.S. Minnesota, a land of no oil wells, is quietly emerging as a major gateway for the oil bounty flowing from North Dakota and Canada. Pipelines that can carry 14 percent of the petroleum used in United States converge on this little-known town in northwest Minnesota, population 521. The oil distribution terminal here, built in 1950 and repeatedly expanded over six decades, is now a key distribution point that feeds refineries in the Twin Cities, Superior Wis., Chicago and beyond. "It is an increasingly busy hub, even more so in the last few years," said Denise Hamsher, director of major project planning for Enbridge Energy, which owns the terminal and most of the pipelines in and out. Even more oil is on the way to Clearbrook, setting off a sometimes contentious scramble to expand pipelines and pumping stations in the region. Most of the new oil will feed the 1,900-mile Lakehead System owned by Enbridge, which is investing \$9 billion to upgrade capacity from the Midwest to the Gulf Coast. Two Twin Cities refineries with direct pipelines from Clearbrook also stand to gain from the new crude. As the river of oil flows into the area, it's mostly unseen and largely forgotten, though not by people like Ken and Bonnie Oraskovich, whose ranch is a half-mile from the Clearbrook terminal. Their herd of black, Angus-mix cattle grazes lazily on fields that hide nine buried pipelines. "It's amazing," said Ken Oraskovich, who isn't opposed to the pipes but knows they can carry risks. "When people are driving down the highway, there is crude oil underneath them." North Dakota, now the nation's No. 2 oil-producing state, has piped oil into Clearbrook since 1962. But the shale oil boom driven by new drilling methods has overwhelmed existing pipelines, even after recent upgrades. Two more lines from North Dakota are proposed into Clearbrook. Yet most of the oil flowing into this Minnesota outpost comes from Canada, including heavy tar-like crude from the oil sands region of Alberta. Enbridge, based in Calgary, Alberta, has six oil pipelines that cross the international border headed to Clearbrook. Such projects have been a tax boon to the sparsely populated region, the seventh-poorest county in the state. The immense oil storage tanks at Clearbrook and connecting pipelines make up 25 percent of Clearwater County's property tax base. Enbridge's assets in the county more than doubled in value to \$175 million since 2010, according to County Assessor Cheryl Grover. "It's an asset," said Brad Eck, CEO of the First State Bank in Clearwater. "Without it, it would be tough to keep up the infrastructure."

Oil Portal - and Chokepoint

While Clearbrook is a major portal for oil, it's recently become a chokepoint. Oil producers and shippers can't get enough crude to the terminal. In a recent regulatory filing, Enbridge said that demand to ship oil to Clearbrook via its North Dakota



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pipeline is many times greater than its capacity. Many producers have turned to more-expensive railroad shipping. Enbridge has considered building a second oil pipeline across North Dakota. A competitor, High Prairie Pipeline, also is planning an oil pipeline across that state. It would connect to the Clearbrook tank farm, and the company has complained that Enbridge won't allow the tie-in on reasonable terms. In a legal battle playing out before several federal agencies including the U.S. State Department, High Prairie has accused Enbridge -- a Canadian company -- of discriminating against North Dakota oil in favor of Canada's oil. Enbridge denies the charge. Much of Enbridge's Lakehead System is designed to transport Canadian oil. That country's oil exports are up 23 over the past five years and are expected to more than double by 2035. The lines from Canada, like the one in North Dakota, also are filling up, Enbridge says. If High Prairie's new North Dakota line simply connects into Clearbrook, "it's pumping into a brick wall," said Enbridge's Hamsher. "We can't just let anybody jump on our system. That hurts other shippers." Instead, Enbridge says it will need to add a pipeline from Clearbrook to Superior to transport more oil eastward. A key issue in the dispute with High Prairie is how much North Dakota shippers would share in that cost.

No Economic Powerhouse

Unlike the North Dakota oil rush and its jobs bonanza, a similar boom hasn't hit Clearbrook. Oil terminals are imposing places, but they usually are not labor intensive. Enbridge employs 15 workers on site and brings in more when needed. While pipelines need people to service them, the work often is far from home. Still, on the city's main street, North Country Hardware store owner Shawn Johnson said the terminal probably drives at least 30 percent of the local economy. "I don't think I would be here without them," he said. "I don't think it would be worth my time." Minnesota's role in bringing oil to market has largely flown under the radar. When Enbridge built its "Alberta Clipper" pipeline to carry Canadian crude into Minnesota, it won approval from the Obama administration in 2009 with no fanfare. By contrast, protests erupted at the White House last year over the Keystone XL pipeline proposed by another company from Canada through Nebraska to Texas. The administration rejected that project in January, though a new route in Nebraska may yet gain approval. Environmental groups have opposed Enbridge's Minnesota expansions, but less openly -- in court and before regulatory agencies. "We pretty much lost every battle," said Kevin Reuther, legal director of the Minnesota Center for Environmental Advocacy, a St. Paul nonprofit that fought the Alberta Clipper and another pipeline. After that defeat, Reuther said, activists shifted strategy for Nebraska, turning to grass-roots organizing and street protests against Keystone XL. Their arguments were mostly the same -- that tar sands oil causes too much environmental damage and greenhouse gas. "Keystone XL pipeline is getting all the press and attention for this tar sands oil," said Greg Ward, vice president and general counsel for the High Prairie Pipeline in North Dakota. "But Enbridge is, behind the scenes, expanding its system to accommodate this same crude oil." In Clearbrook, rancher Oraskovich, who also works as a bank officer, said Enbridge's pipeline expansions haven't drawn attention mainly because they follow pipeline rights of way that have existed for decades. Some farmers, including himself, have gripes about pipeline digging, crop damage and land restoration, but "there has been nothing antipipeline at all" in the region, he said. In 2007, a pipeline fire killed two Enbridge workers just outside of Clearbrook, and the company eventually paid a \$2.4 million fine. Oraskovich, then a volunteer firefighter, was among the first on the scene and watched flames spew oily, black smoke for hours. "You could do nothing, it was so hot," Oraskovich said. Yet it didn't provoke a local backlash, in part because Enbridge apologized, cleaned up soot-damaged homes and relocated one family, he added. Enbridge now faces more federal scrutiny over pipeline safety. In July, the National Transportation Safety Board issued a highly critical report on Enbridge's July 2010 pipeline rupture near Marshall, Mich., which spilled 840,000 gallons of crude oil into two waterways. While many people have never heard of Clearbrook, the oil industry watches what happens there. Since 2010, Clearbrook terminal's crude oil prices been tracked daily by Bloomberg, the investment data service, and delivered to the computer screens of oil traders around the world. "It is well documented that the Bakken formation and the Williston Basin are a game changer in the oil industry," said High Prairie's Ward. "The significance of Clearbrook is that it is really fast becoming a market hub for that crude oil."

<http://www.startribune.com/local/167441665.html>

AUSTRALIA, NEW SOUTH WALES, WAGGA WAGGA, AUGUST 29 2012. CONTRACT AWARDED FOR WAGGA GASWORKS CLEAN-UP >> \$7M BEING AWARDED TO ENVIROPACIFIC SERVICES.

Map: [Wagga Wagga 2650](#)

A company specialising in removing contaminants has won the contract for a high risk job, cleaning up a former gasworks in Wagga Wagga. Almost \$12m has been budgeted for the project, with the contract of \$7m being awarded to Enviropacific Services. Wagga City Council's Manager of Environmental Sustainability Mark Gardiner says the river levee banks and Playhouse will be protected when the work starts at the Tarcutta Street in January. "It is a very complex project," he said.



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"Obviously very high risk as well. "Although the council's undertaken a lot of investigations, there's still a lot of unknown potentials, particularly in relation to some of the material that might be in the ground. "What people will see is basically a hole being dug to excavate material and that material being taken away to be treated." The gasworks operated from 1891 to 1964 but the council says there is no contamination going into the river and no threat to human health. Mr Gardiner says the clean up is a precautionary measure to prevent further contamination of the lower groundwater table. "At the moment, the site's safe," he said. "The concerns are the potential future impact on groundwater. "So at the moment the site's utilised as a carpark, it's still surfaced, so there's no problems for health issues or health concerns for the community." Mr Gardiner says the main disruption will be the loss of carparking space and council is working on an alternative site.

<http://www.abc.net.au/news/2012-08-29/gas-clean-up/4230626?microsite=§ion=news>

NIGERIA, AKWA IBOM, UYO, AUGUST 29 2012. FRESH OIL SPILL HITS ATLANTIC COASTLINE IN AKWA-IBOM

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Oil spill Niger Delta.

Ten days after the oil spill at Qua Iboe fields operated by Mobil Producing Nigeria Unlimited, MPN, more spills have been sighted on the Atlantic coastline at Ibeno, Akwa Ibom State. Fishermen and residents of coastal communities at Ibeno and Esit Eket Local Government Areas of the state, who noticed oil spills on the shoreline, reported the development to the oil spill agency. An official of National Oil Spills Detection and Response Agency, NOSDRA, said the agency got the report of fresh oil spill on the shores. He said: "As soon as we got the report we deployed personnel to the site, though we are still investigating the earlier incident of August 13. I understand they saw tar balls at the coast. "As we speak, our men are still in the field and their findings will help us to know the nature and extent of

the deposits. It cannot be business as usual." Mobil Producing Nigeria Unlimited, MPN, has maintained a studied silence over its claimed investigation into the source of the oil spill found within its operational area on August 13. When contacted for comments on the development, the company's spokesman, Nigel Cookey-Gam, said he was not aware of the fresh spill. Chief Okon Owon, a community leader in Mkpanak community in Ibeno, berated the oil firm for alleged poor handling of oil spill matters. He said: "For over one week, Mobil officials claimed they were investigating the source of the spill and till this moment, they have continued in their culture of negligence and silence. "Why will it take such a long time to conduct the test and match the samples found in the beach? They have taken us for granted for too long."

Related Links

- [Mobil, Community Report Oil Spill in Akwa Ibom](#)
- [Mobil, Fishermen Report Oil Spill in Akwa Ibom](#)

<http://allafrica.com/stories/201208290513.html>

INDONESIA, WEST SULAWESI, AUGUST 29 2012. ONE CREW MEMBER DIES IN OIL TANKER FIRE IN W. SULAWESI

andi hajramurni

The Soechi Lesmana oil tanker, delivering 3,000 tons of fuel owned by state-owned oil and gas company PT Pertamina Fuel Retail Marketing Region VII, caught fire in Mamuju waters in West Sulawesi early on Monday. One crew member, identified as Boas, died in the incident. Boas' remains were taken to Mamuju General Hospital. He hailed from Tana Toraja regency, South Sulawesi. Two other men injured in the fire were also taken to Mamuju General Hospital, where they sought treatment for the burns that covered nearly 40 percent of their bodies. The tanker and its 20 crew members was en route from Pare-Pare to Donggala in Central Sulawesi. The post commander of the Indonesian naval installation in Mamuju, First Lt. Jajat Sudrajat said that the incident was triggered by a fire in the machine room, which led to an explosion at 3:30 a.m. local time (2:30 a.m. in Jakarta). "When the oil tanker was sailing in Mamuju waters about 20 miles out from Belang-Belang port in Mamuju, the tanker's engine exploded. One died, while two others were severely injured," Jajat said. All of the ship's crew members have been evacuated to Mamuju. Company spokeswoman Rosina Nurdin said that she was unaware of the incident, while another company representative, Umar Isnu, confirmed the incident and the fact that the tanker was chartered by Pertamina's Pare-



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Pare office, but declined to elaborate on the details, such as the type of the fuel carried on board. "We do not yet know the chronology nor the cause of the incident," he said.

<http://www.thejakartapost.com/news/2012/08/28/one-crew-member-dies-oil-tanker-fire-w-sulawesi.html>

TOGOLESE REPUBLIC, LOMÉ, AUGUST 29 2012. GREEK-OPERATED TANKER ATTACKED OFF TOGO COAST

Pirates attacked a Greek-operated oil tanker off the coast of Togo on Tuesday, the West African state's armed forces said, in the latest in a spate of attacks on shipping in the Gulf of Guinea. Togolese forces, which learned of the attack at around 2 a.m. (0200 GMT), engaged the pirates in gunfire but they escaped and the tanker disappeared from sight, officials said. It was not clear whether the pirates had succeeded in seizing the vessel. "Our patrol vessels went out to help the tanker and there was a gunfire between our forces and the pirates," said Colonel Inoussa Djibril, spokesman for the Togolese army chief of staff. Ship operator Golden Energy Management said it did not know where the ship was and had not been able to contact the crew of around 20. A company official in Athens said the attack had appeared to be an attempt to steal the 56,000 tonnes of gasoil on board rather than a kidnapping. "It's not piracy, it's robbery," the official said. A Togolese security ministry official said the attackers' vessel fled in the direction of neighbouring Benin, but had no details on the whereabouts of the tanker. "The Togolese Navy has contacted its counterparts in Benin and Nigeria. According to the latest information we have, the search is ongoing," said Djibril. The Gulf of Guinea is a growing source of oil, cocoa and metals and spans more than a dozen countries running from Guinea in the north-west to Angola in the south and includes Nigeria, Ghana and Ivory Coast. While not on the same scale as piracy off the coast of Somalia, the U.N. Security Council has raised concerned about an increase in piracy, maritime armed robbery and reports of hostage-taking in the region. According to the International Maritime Bureau's website, there have been eight attacks and attempted attacks off the coast of Togo since January. The United States, which is expected to buy a growing quantity of oil from the region, has sent trainers to help local navies deal with the problem. U.S. Secretary of the Navy Ray Mabus, in the Togolese capital for a conference on piracy, lauded efforts made by countries in the Gulf of Guinea to tackle the growing piracy problem which he said could disrupt trade if left unchecked. "It is through efforts like this that we can come together to attack this common enemy that affects us all," Mabus told the conference.

<http://www.chicagotribune.com/sns-rt-togo-tanker-update-2-tv16e8jsbdi-20120828,0,1299218.story>

USA, VA, VIRGINIA BEACH, AUGUST 29 2012. U.S. NAVY SETTLES HAZARDOUS WASTE VIOLATIONS AT FACILITY IN VIRGINIA BEACH, VA.



The U.S. Navy has agreed to pay a \$32,800 civil penalty to settle alleged violations of hazardous waste regulations and underground storage tank (UST) regulations at the Joint Expeditionary Base Little Creek-Fort Story facility in Virginia Beach, Va., the U.S. Environmental Protection Agency announced today. EPA cited the U.S. Navy for violating the Resource Conservation and Recovery Act (RCRA), the federal law governing the treatment, storage, and disposal of hazardous waste. RCRA is designed to protect public health and the environment, and avoid costly cleanups, by requiring the safe, environmentally sound storage and disposal of hazardous waste. In addition, RCRA regulates underground storage tanks with the emphasis on preventing releases from USTs which can cause serious contamination to our nation's groundwater. The U.S. Navy facility, which provides housing and training for the nation's expeditionary forces, allegedly violated RCRA by failing to determine if the waste was hazardous; storing hazardous waste at the facility, failing to label containers with date

and contents; failing to have functioning spill and over fill equipment for two USTs; and failing to notify the state when a new oil-containing UST was installed. The settlement penalty reflects the Navy's compliance efforts, and its cooperation with EPA in the investigation and resolution of this matter. The facility has made significant improvements to come into compliance including the removal of an underground storage tank, providing personnel training and implementing better management practices. As part of the settlement, the U.S. Navy has neither admitted nor denied liability for the alleged violations, but has certified its compliance with applicable RCRA requirements.

<http://eponline.com/articles/2012/08/27/us-navy-settles-hazardous-waste-violations-at-facility-in-virginia-beach-va.aspx>



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