



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 895 Newsy Stuff

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

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LITHUANIA, VILNIUS, OCTOBER 17 2012. LITHUANIA HIGH COURT ACQUITS FORMER REFINERY HEADS OF 2006 FIRE

bryan bradley

Lithuania's Supreme Court exonerated two former executives at the Baltic nation's oil refinery of criminal negligence charges stemming from a fire that damaged the plant in 2006. The tribunal rejected prosecutors' request to annul a lower court decision that acquitted Paul Nelson English and Barton Lee Luck, the former chief executive officer and his deputy at then- Mazeikiu Nafta AB, now Orlen Lietuva AB. The ruling is final, Vilnius-based Supreme Court said on its website today. Mazeikiu, bought by Poland's PKN Orlen SA in 2006, was damaged by fire on Oct. 12 of that year after an oil-product leak in the distillation unit, forcing the company to reduce production. Prosecutors in May 2007 accused English and Luck of ignoring safety requirements to boost profit and not stopping equipment for repairs on a regular basis. "It was not established that the actions of the former heads of Mazeikiu Nafta exhibited signs of the crime of which they were accused," the court said. The lower court "reached this conclusion through appropriate explanation and application of the norms of criminal law," it said. Orlen's Lithuania unit received a first insurance (FINS) payment for the 2006 fire of \$70 million in September 2008, and a second payment of \$40 million in January 2008, according to information the company provided to Bloomberg at the time.

<http://www.businessweek.com/news/2012-10-16/lithuania-high-court-acquits-former-refinery-heads-of-2006-fire>

USA, MD, SILVER SPRING, OCTOBER 17 2102. COMMUNITY, ARMY INVESTIGATE CONTAMINATION AT FOREST GLEN ANNEX >> RESTORATION ADVISORY BOARD TO MEET OCT. 18

kara rose & sylvia carignan

Carroll McKown, a 27-year Navy veteran, said what her Silver Spring neighbors don't know about the Forest Glen Annex might hurt them. Waste dating back to the 1940s by the Walter Reed Army Medical Center could be on the military installation's site and the community is hoping to find out just what is buried there. Six sites on the annex have been identified as areas for review, including three landfills, a car wash area, the site of an oil leak and a streambed contaminated with suspected carcinogens. McKown has owned her Silver Spring home since 1978. She said most of her neighbors don't know the history of the annex. Health concerns, stemming from the landfills, worry her the most. "This has got to be corrected so we do not have a health problem and contamination of the area," McKown said. "Of course, this has to be done by people who know the engineering aspects of this and how to do it well." The U.S. Army Corps of Engineers is overseeing the remedial investigation, in which a contractor collects technical data to determine the extent of the contamination and potential threats to human health at the six sites. The plan will follow requirements set forth by the U.S. Environmental Protection Agency, a process that requires several rounds of investigations, testing and public meetings. The Army, the EPA and the Maryland Department of the Environment are involved in cleaning up the six sites. At the first site, near Brookville Road, 5,000 gallons of petroleum were excavated in 1992. A monthly monitoring program is keeping track of fluids that could contaminate groundwater. The three dump sites are located under the current ballfield, the commissary and a medical research lab. Dumping began at these sites in the 1940s and continued into the early 1970s. Though it is unclear what they contain, the Army believes the sites could contain construction debris, medical waste, incinerator ash, household refuse and office waste. The fifth site contains a rack used to wash down vehicles, which was used from 1975 until it was demolished in 1979. Sediment samples revealed high levels of lead in 2001. The Army is now testing to determine if a nearby stream is contaminated. At the sixth site, between the Beltway and Linden Lane, soil samples revealed the presence of polychlorinated biphenyl in 2005 and 2006. The chemical, a suspected carcinogen, is often used in transformers, insecticides and coolant fluid. Within the next few weeks, Army spokesman Nicholas Minecci said surface water, groundwater and sediment will be tested. Results will not be available until the beginning of 2013, he said. A Restoration Advisory Board — comprised of representatives from the Army, the Maryland Department of the Environment, the EPA, local government officials and community members — was formed as a public forum for residents and stakeholders to voice concerns about the sites. Eight members have been chosen to serve on the RAB, Minecci said. Charlotte Coffield, a lifelong resident of the Lyttonsville area, said she was not interested in being on the RAB, but is looking to participate in the community discussion with stakeholders. She hopes the six sites will eventually be cleaned up. "It's not going to happen any time soon because there's a process they have to go through," Coffield said. "The point is, they are aware of it and they are planning to try to do something about it if it is indeed found to be toxic." McKown, who sits on the RAB, said she is "100 percent in favor" of the cleanup. Roger Paden, another RAB member, has lived on Richland Place in Silver Spring for 12 years. He teaches environmental ethics at George Mason University in Fairfax, Va. There are sites that have "potential environmental contamination," Paden said. He hopes to ensure the area is "ecologically



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sound." The annex was acquired by Walter Reed Army Hospital as a convalescent home for soldiers in 1942. In 2002, two parcels National Park Seminary Historic District and Rock Creek Park were exsessed. Fort Detrick, a military installation in Frederick, assumed control of the Forest Glen and Glen Haven areas, totalling 147 acres, in October 2008. Fort Detrick has historically been dedicated to medical research and development. According to Forest Glen Garrison Manager William Crane, the three dump sites total 37 acres. An area where "known medical waste" was found will remain fenced off until a clean-up plan has been finalized, Minecci said. A repository containing information on the history of the annex is available to the public at the Silver Spring Municipal Library on Colesville Road. The next RAB meeting is slated for Oct. 18.

<http://www.gazette.net/article/20121017/NEWS/710179449/1081/community-army-investigate-contamination-at-forest-glen-annex&template=gazette>

NEW ZEALAND, WELLINGTON, OCTOBER 17 2012. AVIATION AUTHORITY PROBING NEW ZEALAND AIR FORCE OVER DANGEROUS GOODS ON PASSENGER FLIGHTS



Air New Zealand Plane.

New Zealand's aviation authorities announced Wednesday that they were investigating the reports that the air force shipped dangerous goods on a civilian passenger flight after the military revealed the practice had continued for several years. Civil Aviation Authority director Graeme Harris said he had initiated an investigation into reports that the air force shipped an unidentified number oxygen-generating cylinders on an Air New Zealand passenger aircraft from Auckland to Vancouver on August 23, 2009. "I have called for an interim report to be completed within one week. The interim report will be made public," Harris said in a statement. "We will work closely with the RNZAF (Royal New Zealand Air Force), as our common interest in this is aviation safety. Once we have concluded the investigation, we will

determine what steps should be taken next," he said. "In the meantime we will contact all airfreight agents and freight forwarders and remind them of their disclosure responsibilities to airline operators around the carriage of dangerous goods." Radio New Zealand reported Wednesday that the air force had admitted that eight lots of dangerous goods were incorrectly identified over several years. Air Vice Marshal Peter Stockwell told Radio New Zealand that the air force recognized that the 2009 canister incident had potentially devastating consequences and the New Zealand Defense Force (NZDF) subsequently implemented a raft of reforms. He said air force did not raise the issue with Air New Zealand, a mistake which appeared to have been the result of different staff thinking that others were doing so. Earlier Wednesday, the CAA said the NZDF could face a fine of NZ\$30,000 (\$24,540) for putting the oxygen-generating cylinders on the Air New Zealand flight to Canada for a military exercise. The cylinders were similar to those that exploded on a US flight over Florida in 1996, killing all 110 people aboard the aircraft. Harris told Radio New Zealand that fines of NZ\$30,000 could be imposed on anyone found culpable in the case, including the NZDF or Air New Zealand. Air New Zealand said the NZDF had confirmed it never informed the airline of the original incident, nor of the outcome of its inquiry, said the report. Meanwhile, the Transport Accident Investigation Commission was continuing to look for the air force report and considering whether a full investigation was warranted. Transport Minister Gerry Brownlee told Radio New Zealand there appeared to have been a breach of protocol by the air force in putting the gas cylinders on a commercial flight. "The real point is, we don't want this sort of thing happening. It's not appropriate at all; it's quite dangerous. We've got to make sure that we don't have any repeat of this sort of activity," Brownlee said. The Airline Pilots Association said in the report that the air force potentially put hundreds of civilian lives at risk.

<http://www.globaltimes.cn/content/738900.shtml>

AUSTRALIA, QUEENSLAND, BRISBANE, OCTOBER 17 2012. HEALTH CONCERNS OVER SUSTAINABLE FUEL

Biodiesel made from soy and canola produces compounds that can cause serious respiratory disease, researchers say. A team from the Queensland University of Technology says the discovery could lead to restrictions on the use of biodiesel as an alternative to fossil fuel. The team looked at a range of biologists made from soy, tallow and canola. They found that burning diesel fuels with a high percentage of biodiesel - up to 80 per cent - produced higher emissions of compounds linked to respiratory disease. The compounds, called reactive oxygen species, form on surface of small soot particles in exhaust emissions. Reactive oxygen species can lead to the cell damage called oxidative stress which, over long periods of time, can progress to serious respiratory disease. Postdoctoral fellow Dr Nicholas Surawski says care must be taken to guard against



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respiratory illness that could result from new fuels. 'Now we've identified a component of the emissions that causes the problem we can start to look for solutions,' Dr Surawski said in a statement on Wednesday. The team is now trying to understand the way the reactive oxygen species in the emissions are generated, and how to remove them. Their work is aimed at providing the transport industry with fuels that have a favourable environmental impact and are acceptable from a human health perspective.

<http://www.skynews.com.au/health/article.aspx?id=806635>

NIGERIA, OGUN, IJEBU-ODE, OCTOBER 17 2012. TANKER EXPLOSION CLAIMS 1 IN OGUN >> TWO PEOPLE WERE ALSO INJURED IN THE INCIDENT



A tanker bearing fuel exploded on Tuesday, along the Eruwon Highway near Ijebu-Ode, Ogun State, killing one person and injuring two others. An eyewitness said that the tanker, which was coming from Eruwon, fell while trying to negotiate a roundabout. He explained that when the tanker fell, the petrol inside it poured out, trapping the driver and two other passengers. "When the tanker fell, we tried to rescue those trapped inside, but we were able to rescue two while we could not rescue the third person who is a motor boy before the tanker exploded," the witness recounted. "The explosion would have been prevented if a pick up van which we asked to stop obeyed us. It was the emission from the pick up that sparked off the explosion." It took the intervention of the State Fire Service to put out the fire, while the FRSC and the Ogun State

Traffic Compliance Agency had a hectic time controlling traffic. Confirming the incident, Issa Seidu, the Ijebu-Ode Unit commander of FRSC, said the accident was caused by brake failure of the tanker. Seidu said the explosion was as a result of the smoke emission from other vehicles plying the other side of the road. Also speaking, Hamzat Tommy, the Ijebu-Ode Zonal Commander of the state Traffic Compliance Enforcement, who gave the number plate of the tanker as XC 577 WWW, described the incident as unfortunate. Tommy said the body of the only victim had been deposited at the General Hospital mortuary in Ijebu-Ode. The Ogun Deputy Speaker, Tola Banjo, who visited the scene, also described the incident as unfortunate. "It is an unfortunate incident but at the same time it is a preventable one. It would have been averted if not for the careless attitude of other drivers whose vehicle emissions sparked off the fire," he said.

<http://dailytimes.com.ng/article/tanker-explosion-claims-1-ogun>

USA, S.C, NORTH AUGUSTA, OCTOBER 17 2012. OVERTURNED TANKER TRUCK IN AIKEN COUNTY CLOSSES 520 ON MONDAY

 [Watch the Video](#) [Traffic Back to Normal after Tanker Truck Overturns](#)



WJBF News Channel 6 is covering breaking news out of Aiken County. We have received reports that a liquid nitrogen tanker truck was involved in an accident at the Palmetto Parkway (I-520) and I-20 interchange in Aiken County.

An overturned tractor trailer carrying liquid nitrogen caused a section of interstate 520 to be closed for most of Monday, October 15, 2012. The accident occurred around 10:00 am on I-520 just a few hundred yards from I-20. The Aiken County Sheriff's Office, North Augusta Public Safety, and South Carolina Department of Transportation were on the scene to redirect traffic as the accident required all lanes of the highway to be closed. Emergency response crews were originally concerned with the threat of a fire because of leaking diesel fuel as they worked to extricate the driver of the rig, 59 year old Stanley Spier of Tennessee. Spier was taken to the hospital with non-life threatening injuries and crews were

surprised how well he fared given the condition of the rig and the extent of the damage to the cab. Crews then began the arduous process of clearing the wreck from the roadway. This task was made more difficult because of the load of liquid nitrogen that the truck was carrying. Liquid nitrogen can cause serious cold burns, asphyxiation, and in some instances explode if the pressure of the liquid is not regulated. Crews worked carefully using a crane to right the overturned rig so that it



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could be towed away. This process took hours and was not completed until after 6:00 pm. Bystanders gathered on a nearby bridge to watch as crews worked. Traffic has since reopened on I-520 in both directions late Monday evening. The cause of the accident is still under investigation as of press time.

<http://aikenleader.villagesoup.com/news/story/overturned-tanker-truck-in-aiken-county-closes-520-on-monday/910911>

CANADA, B.C, VANCOUVER ISLAND, OCTOBER 17 2012. NORWEGIAN TANKER ADRIFT IN VICTORIA COURT

A Norwegian tanker company that has landed in a [Victoria court](#) for alleged illegal dumping was nabbed by a Transport Canada surveillance flight. The M/T Champion, a ship belonging to Champion Tankers A/S out of Bergen, Norway, and an individual named Robert Ruzic face four environmental charges related to illegal dumping at sea. The case remains adrift, as nobody from the company appeared for a scheduled plea hearing in Victoria provincial court last Thursday. The hearing is held over until Oct. 25. Ruzic, the ship, Champion Tankers and its parent company, Champion Shipping A/S, face two charges of improper disposal of a substance at sea, and two charges of improper deposit of substances harmful to migratory birds. Environment Canada, the agency that investigated the case, said in an email to the News that a Transport Canada aircraft on a routine surveillance flight reported that the M/T Champion discharged fish oil into the ocean, about 135 miles west of Vancouver Island on July 30, 2010. Investigators learned the ship didn't have a permit to discharge waste in Canadian waters. Environment Canada doesn't give permits to dump fish oil or waste from fish processing, "as practical opportunities are available to recycle, reuse or treat the waste," a spokesperson said in the email. The charges relate to an unspecified volume of fish oil and another "oily substance." Environment Canada won't say how much was allegedly dumped, but noted that the federal government has "zero tolerance" for polluting the marine environment. Transport Canada operates a Dash-8 pollution surveillance aircraft based out of Vancouver for the National Aerial Surveillance Program (NASP), which is the government's primary method to monitor illegal offshore dumping. Transport Canada said the Vancouver-based plane spends about 600 hours per year on patrol, with the majority over the shipping lanes of southern coastal waters. "With the recent investments in NASP since 2006, the number of mystery spills observed offshore in the commercial shipping lanes and the amount of oiled birds washing ashore has significantly declined," Transport Canada told the News in an email. Champion Tankers website said the company has 11 tanker vessels and transports vegetable oils, palm oils, molasses and clean petroleum products.

<http://www.vicnews.com/news/174414121.html>

USA, CA, SAN FRANCISCO, OCTOBER 17 2012. COURT TO HEAR ARGUMENTS IN CALIF. CLEAN FUELS CASE

jason dearen

A federal appeals court will hear arguments in a case seeking to stop California's first-in-the-nation mandate requiring petroleum refiners and ethanol producers to make cleaner fuels for millions of cars and trucks in the state. At issue before the 9th U.S. Circuit Court of Appeals is the constitutionality of California's "Low Carbon Fuel Standard," an important piece of the state's landmark global warming law, AB 32. The mandate requires petroleum refiners, fuel distributors and others to make cleaner-burning fuels for the California market. But out-of-state oil refiners and biofuels producers have sued over the law, saying it will give an unfair advantage to in-state fuels producers. They argue the law violates the U.S. Constitution's commerce clause by imposing limits on interstate commerce. U.S. District Court Judge Lawrence O'Neill in Fresno agreed with the plaintiffs, and earlier this year halted implementation of the new law. The 9th Circuit in April removed O'Neill's injunction after the state appealed, and allowed the law to move forward while the case winds its way through the courts. The California Air Resources Board, the agency in charge of implementing the law, said the standard will cut California's dependence on petroleum by 20 percent, and will account for one-tenth of the state's goal to cut greenhouse gas emissions by 2020. Pat Parenteau, an environmental law professor at Vermont Law School, said the fuel standard is integral to the state's greenhouse gas reduction goals. The appeals court's decision will set an important precedent as other coastal states try similar tactics to reduce their carbon footprints, he said. "California is ground zero for climate change with sea level rise, loss of snowpack and increased threats of wildfires," Parenteau said. "California has the strongest argument that it has to take these kinds of measures to protect its environment, public health and welfare." The transportation sector is the largest emitter of greenhouse gases in California. Under the law, all vehicle fuels must on average be 10 percent less carbon-intensive by 2020. The regulation doesn't mandate specific alternative fuels, but instead assigns them a so-called "carbon-intensity score." The score accounts for pollution created during the entire life cycle of a fuel, not just when it is burned in a vehicle. Plaintiffs say this fact discriminates against fuels produced out of state, because the transportation of a fuel into the state alone would increase its carbon intensity score. "CARB conveniently stacks the deck to favor fuels made in California over those made in the Midwest,"



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the Rocky Mountain Farmers Union and other agricultural plaintiffs argued in court documents. "Simply put, when comparing identical products made from identical processes head-to-head under the (law), the fuel made in California automatically receives approximately a 10 percent advantage over Midwest competition." California Attorney General Kamala Harris and attorneys for environmental groups appealed to the 9th Circuit, and have asked the court to overturn O'Neill's ruling. "The (mandate) has nothing to do with imposing California's 'preferences' on other states," the state said its court filings. "(It) offers incentives for cleaner, alternative fuels to inventors, engineers and fuel producers without regard to location."

http://www.philly.com/philly/wires/ap/news/nation/20121016_ap_courttohearargumentsincalifcleanfuelscase.html

CANADA, B.C, VANCOUVER, OCTOBER 17 2012. HUNDREDS OF LITRES OF TOXIC OIL SPILLED IN WEST VANCOUVER WATERWAY

todd coyne



Oil containment booms and caution tape line a contaminated creek near Ambleside Park Monday.

Hundreds of litres of industrial oil containing toxic PCBs spilled into a West Vancouver waterway Sunday, polluting a salmon creek and duck pond, after a BC Hydro utility pole was toppled in the wind. The environmental crisis began when a large tree fell near the intersection of Keith Road and Taylor Way, taking with it an adjacent utility pole and power lines, and halting all traffic in the area into the evening. But before hydro crews had restored power at the scene, three

large drum-shaped transformers mounted on the fallen pole had broken open near a storm drain, leaking 320 litres of transformer oil "which traveled through storm sewers and affected Sway'wey Creek and the duck pond at Ambleside Park" more than a kilometre and a half away, according to the District of West Vancouver's acting spokesman Jeff McDonald. "Unfortunately, it appears that the creek and pond are affected by the oil, but so far bird life in the pond is not affected," McDonald said Monday morning. On Monday afternoon, private clean-up crews had strung up hundreds of metres of yellow caution tape where the oily water was pooling near Marine Drive and Pound Road and had laid containment booms and absorbent pads across culverts and marshlands in an effort to stem the flow of the pollutant. Both West Van district and BC Hydro confirmed with The Outlook Monday afternoon that toxic polychlorinated biphenyls (PCBs) were present in the transformer oil and found within the spill. "We tested the oil content and the report came back this afternoon that there's low levels of PCB," said Donna McGeachie, BC Hydro's community relations manager for the Lower Mainland. While neither Hydro nor the district said they believe the spill poses any health risks to area residents, danger to wildlife is more likely as polychlorinated biphenyls (PCBs) are toxic to fish, birds and mammals, especially around wetlands, according to Environment Canada. "We've contained it all to where it's now away from public access," McGeachie said. "There's some ducks in the area but we've been working with the District of West Vancouver, just in case any of the oil got to the duck pond that's down there, that we'd prohibit any ducks from landing in the area." However, dozens of ducks were on the Ambleside duck pond Monday afternoon and dozens more on the shore, seemingly oblivious to the potential danger in the water. The import, manufacture and sale of PCBs has been illegal in Canada since 1977 and the release of environmental PCBs has been illegal since 1985. However, federal law allows PCB equipment owners, such as electrical power companies, to continue using the equipment until the end of its service life. The soccer fields at [Ambleside Park](#) were closed down for clean-up and remediation work Monday evening and will remain closed until BC Hydro gives the go-ahead to reopen, McDonald said. The booms and pads will remain on the area waterways for a few days, McGeachie said, until it's determined the oil has been eliminated.

<http://www.northshoreoutlook.com/news/174292451.html>

USA, PA, HALLSTEAD, OCTOBER 17 2012. MORE WOES SPILL OVER FROM FRACKING

bob kochersberger

On our small summertime farm, about eight miles south of the New York state line, my wife and I are smack-dab in the middle of hydraulic fracturing country. The fracking news from just north of us catches our attention every day. So do the trucks, noise and disruption it brings. Comparing the deliberate pace in New York to the quicker approvals that led to wholesale drilling in Pennsylvania gives me hope that the right decisions will be made, spurred by the wide range of environmental questions as well as the potential for serious income. This is no time to act in haste. Our farm is 19 miles from Dimock, the epicenter of drilling in the county and the town featured in "Gasland," the HBO documentary. A memorable scene comes when one



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homeowner turns on a faucet and ignites the methane flowing out along with the water. The area has been full of methane for decades, though, and my wife remembers stories of flaming faucets from well before fracking began. Four years ago, we signed a lease on our property to allow drilling. Everyone around us was on board, so it would have been foolish not to, since there's no escaping the widespread effects on life in an area riddled with wells and active drilling operations. New Yorkers would be well advised to consider that disruption as they debate fracking. Fracking uses huge amounts of water, most of it hauled by truck, that is laced with chemicals and sand and injected under very high pressure into shale formations to fracture the rock and release the gas. Some of the used fracking fluid is returned to the ground, into very deep and supposedly leakproof wells. Some is treated in plants to remove the dangerous stuff. Early on, some was dumped into the Susquehanna River and its tributaries. In Susquehanna County, drilling has changed almost everything. New York will be well advised to pay attention to quality of life as much as to pollution. Susquehanna's roads, many of them dirt, are pummeled daily by the noisy fleets of water trucks and show the wear. It is hard to chat with a friend on a street corner in Montrose, the county seat, because of the trucks. I counted 38 in 30 minutes one day last summer passing under the lone traffic signal in town. Housing in the county has been swamped by drill crews from out of town, making affordable housing for the locals hard to find. Unsightly mobile home parks have sprung up. Staging areas for well and pipeline operations look like D-Day launch sites. Susquehanna is a poor county. While having more jobs is great, much of the pay goes out of state. Gas companies have purchased a lot of goodwill with their generous donations, but they will not go on forever. Businesses supporting drilling have opened, but they also have limited lifetimes. Gov. [Andrew Cuomo](#) has done well to slow things down in New York. It's imperative for progress to be made mindfully, as the state considers the physical and civic environments and enacts regulations that provide protection from the many problems of fracking that go beyond polluted water.

<http://www.timesunion.com/opinion/article/More-woes-spill-over-from-fracking-3954597.php>

USA, PA, HARRISBURG, OCTOBER 17 2012. INDUSTRY ISSUES GUIDANCE ON METHANE MIGRATION

susan phillips



By now, videos of residents lighting their taps on fire are a familiar image. Those flames are caused by methane that migrated into a sub-surface water supply and is known as methane migration, or "stray gas." Perhaps the most famous incident of stray gas happened in Dimock, Susquehanna County. The Pennsylvania Department of Environmental Protection blamed Cabot Oil and Gas. Cabot says its drilling operations did not create the stray gas problem in Dimock. Rather, the company says the problem existed long before it arrived to start drilling. Either way, the Marcel-lus Shale Coalition, an industry group, has issued guidance to its members about how to handle reports of stray gas ending up in residential water wells or surface water near oil and gas drilling sites. The stray gas can originate in coal beds, shallow pockets of methane, and deeper sources of methane such as the Marcel-lus Shale. Oil and gas

drilling operations can cause the gas to migrate into drinking supplies and surface water, but it's not the only cause. The MSC says transparency and open lines of communication with residents, regulators and emergency responders are a priority when faced with a stray gas complaint. The health impacts of drinking water containing methane are not known. But the release of high concentrations of methane in a house or other enclosed building can be dangerous and cause an explosion. The MSC says the first response may be evacuation. "For the most critical situations where immediate hazards may exist from the presence of stray gas, immediate action should be taken to protect public safety and property. These measures may include evacuation and/or ventilation procedures. Because operators do not have the authority to initiate an evacuation, notification and cooperation with local emergency response organizations is critical." If the water supply to a house needs to be turned off, the MSC says the drilling operator should consider providing water to the residents. For more about industry guidelines for responding to stray gas, [click here](#).

<http://stateimpact.npr.org/pennsylvania/2012/10/16/industry-issues-guidance-on-methane-migration/>



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NEW ZEALAND, WELLINGTON,. OCTOBER 18 2102. AIR FORCE OWNS UP TO SAFETY FAILURES >> INVESTIGATION: BUNGLES, MISUNDERSTANDINGS AND OTHER LAPSES HAPPENED AT LEAST EIGHT TIMES, CHIEF ADMITS



david fisher

The oxygen-generating canisters can become a life-threatening fire risk, but Air NZ's chief pilot, Captain Dave Morgan, says the airline was not told about the danger.

The air force has shipped dangerous goods on civilian flights at least eight times - including one "seriously endangering" the lives of all on an Air New Zealand flight to Canada. Chief of Air Force Air Vice-Marshal Peter Stockwell last night issued a statement confirming several safety failures affecting civilian aircraft. He also said the Royal NZ Air Force misled the Transport Accident Investigation Commission (TAIC) when reporting the incident in 2009. And he said the air force bungled its plan to tell Air NZ about the incident and misunderstood its responsibility to tell the Civil Aviation Authority about the incident. The admission of failures came as the CAA announced it would investigate the incident in which the air force placed up to 379 people at risk. The Herald revealed on Tuesday the air force breached Air NZ's rules with an "illegal" shipment of chemical oxygen generators on the airline's 747-400 passenger flight to Vancouver on August 23, 2009. A similar incident destroyed a passenger flight in the United States, killing 110 people. The incident was revealed in a report obtained by the Herald that detailed safety problems in the air force. The report, part of an investigation into the Anzac Day 2010 tragedy that left three servicemen dead, found the air force did not have processes in place to carry out safe flying operations. It also found the air force had adopted only 47 per cent of safety recommendations in the past 10 years - including recommendations that would have grounded the Anzac Day flight and kept the dangerous canisters off the Air NZ flight. Air Vice-Marshal Stockwell said the air force court of inquiry into the Air NZ incident resulted in 22 safety recommendations of which 19 had been adopted. He said the air force had known of problems after wrongly shipping a helicopter engine, classified as dangerous goods, on a DHL flight without accurate information. He said that between 2002 and 2009 the air force had shipped dangerous goods with incorrect documentation on eight occasions of which it was aware. Air Vice-Marshal Stockwell said the air force had contacted the TAIC by telephone but had misinformed it. The air force person who contacted TAIC had wrongly told the agency the dangerous canisters had not been shipped. He said another error was made when the air force failed to send TAIC a copy of its investigation report into the issue, which revealed the canisters had been shipped. "Nor did we raise the issue with Air New Zealand, which appears to have been the result of different staff within the air force thinking that others were doing this." Air Vice-Marshal Stockwell said the air force also failed to notify the CAA because it thought it only had to if there was "a serious harm event". Defence minister Jonathan Coleman said he had confidence in the air force and its leadership.

Related Links

- [Air Force Danger Cargo Sent on Air NZ Jet](#)
- [Air force's failures 'put civilian lives at great risk'](#)
- [Air force put up to 379 lives at risk](#)
- [Safety issues repeatedly ignored: report](#)
- [Air force owns up to safety failures](#)

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10841265

INDIA, GULBARGA, WADI JUNCTION, OCTOBER 18 2012. 'DANGEROUS GOODS MAY HAVE CAUSED TRAIN MISHAP'

The Railway police remained clueless a day after fire in the compartments of Gulbarga-Solar passenger train claimed two lives on Wednesday. However, the police suspect that dangerous goods in the train might have triggered the fire. The identity of the dead has not been established yet and no one has claimed the bodies so far. The bodies have been charred beyond recognition. Railway authorities said compensation cannot be paid unless the victims were identified. The Wadi junction police have registered a case based on the complaint of Naseem Banu, who sustained injuries in the mishap.

<http://www.deccanherald.com/content/286153/dangerous-goods-may-have-caused.html>



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USA, LA, BATON ROUGE, OCTOBER 18 2012. ABOUT 565,000 POUNDS OF OILED MATERIAL FROM DEEPWATER HORIZON STIRRED UP BY HURRICANE ISAAC



Workers under contract to BP clean up tar balls that washed up on the shore of Elmer's Island in January 2011.

About 565,000 pounds of oiled material from the [Deepwater Horizon spill](#) was brought to the surface by [Hurricane Isaac](#), more than had been collected in eight months before the storm, the state's coastal protection agency said Wednesday. The post-storm figures were announced as members of the state's [Coastal Protection and Restoration Authority](#) sharply criticized continuing clean-up efforts by [BP](#) and the U.S. Coast Guard and called for more resources to deal with oil that is still below the surface of the gulf, an amount believed to be equal to about 1 million barrels. The amount of oil churned up in the month after the storm served as a springboard for members of the authority to voice open frustration

with on-going issues caused by the April 2010 spill, including reports of poor shrimp harvests near [Grand Isle](#), health impacts from the cleanup and a slow response when oil is spotted. "This is proof to our point that they're wrong and have been wrong for over a year now," Coastal Restoration and Protection Authority Chairman Garrett Graves said at a Wednesday meeting, referring to the way the long-term cleanup has been handled. The amount of material, including tar mats and tar balls, that was collected in the month after the storm is about 120,000 pounds more than had been found since January, according to the authority. And in many cases, getting the new sightings taken care of has been slowed by the process put in place to clean them up. Oil has showed up on at least 660 miles of Louisiana's shoreline but most of that is no longer under "active response." While BP is responsible for cleaning up in those active response zones, it is up to local governments or residents to report oil that shows up outside of them -- and that must be tested before the U.S. Coast Guard calls in BP. "Just the fact that they're relying on us to find it is outrageous," said state Rep. Ray Garofalo, R-Meraux. "The Coast Guard should be siding with us and not with BP." In the case of Bay La Mer and Comfort Island, where large tar mats were discovered over the past month, the lengthy process has still not resulted in the oil being cleaned up. "It's been 25 days and 13 days and the oil is still out there on those two tar mats," said Drue Banta, an attorney with Gov. Bobby Jindal's office who has been handling issues related to the spill. "This underscores the need for proactive long-term reconnaissance and removal of oil from our coast." Banta noted that officials had raised concerns about removing those two areas from active response before that decision was made. BP officials said last month that they wanted to "deep clean" Louisiana beaches to remove oil and tar. The process, which would essentially involve sifting sand to separate it from the oily material, has been received with concern by Louisiana officials, who have worried it will increase erosion and kill off organisms that live in the sand. The plan, which would need approval from state officials, federal agencies and the U.S. Coast Guard, did not come up during Wednesday's meeting. Overall, about 4.9 million barrels of oil spilled into the gulf during the Deepwater Horizon disaster and 1 million barrels are still unaccounted for. "They want it sunk," Plaquemines Parish President Billy Nungesser said. "It's out of sight, out of mind, and we continue to see that." In addition to the tar washing ashore, a new sheen has also been confirmed at the Macondo well, the site of the Deepwater Horizon disaster. Tests have confirmed the oil came from the site and a remote submersible has been sent down to check the riser, well head and cofferdam, Banta said. State officials have not yet received any reports on the submersible's findings, she said. The issue of both uncovered and submerged tar has been particularly problematic on Grand Isle. Mayor David Camardelle said the city has not received the manpower needed to clean up oil that has washed ashore, including a tar mat he described as "big as a school bus." Some of those who have been sent to clean up have had to be hospitalized with breathing problems, he said. While the uncovered tar has been a problem for the island's tourism industry, the spill and the remaining submerged oil has been a problem for shrimpers and crabbers in the community. Hauls near the island have been small or non-existent, a problem the mayor, a shrimper himself, blamed on the disaster. Some shrimpers have had to choose between making payments on their boat or keeping a roof over their head, Camardelle said. Others have said they've had to go to the waters off Mississippi to catch shrimp. "Bring the people to clean up our mess so we can bring our people back," he said. Had the oil remained submerged it would have continued to damage the underwater environment, Banta said. Jefferson Parish President John Young suggested that by calling attention to problems with the clean-up, the newly surfaced oily material might spur action. "Maybe Isaac was a blessing in disguise because it brought to fruition what we thought was going to happen," Young said. "It brought the oil up."

http://www.nola.com/news/gulf-oil-spill/index.ssf/2012/10/about_565000_lbs_of_oiled_mate.html



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KUWAIT, KUWAIT CITY, OCTOBER 18 2012. TOXIC GAS LEAK FROM OIL WELL SPARKS ALERT >> GAS LEAKAGE - FIREMEN MANAGE TO CONTAIN ESCAPING HYDROGEN SULFIDE



Oil and an obnoxious gas leaked from well #136 in Al-Rawdhatain oilfield in North Kuwait Wednesday noon, which is considered 'the biggest and the most dangerous spill in the history of Kuwait Oil Company (KOC)', reports Al-Seyassah daily.

A gas leak took place while drilling an oil well wednesday at the Al-Rawdhatain oilfield, Kuwait Oil Company and security sources said, as that the pungent and repulsive smell of hydrogen sulfide reached as far as Kuwaiti City as reported by many residents. The sources said Abdali firemen and KOC emergency teams later contained the leak by burning out the escaping gas to prevent it from spreading far. Notably, inhaling sulfur gas may cause dizziness, vomiting and diarrhea, stressed security and health sources, noting that residents within a 4-km diameter around the oilfield were evacuated. Hydrogen sulfide is a colorless, very poisonous, flammable gas with the characteristic foul odor of

rotten eggs. Hospitals reported an increase in patients suffering from ailments after inhaling the gas, while the Ministry of Education denied rumours that schools and colleges will be closed today. KOC's deputy managing director for exploration Khalid Al-Sumaiti had earlier stressed that all needed efforts were being exerted to control the leak either by stopping it or by burning it out. He added that despite reports that the gas had reached as far as 80 km, the gas density in the air had not reached dangerous levels. Chairman of the environmental Green Line Group Khaled Al-Hajri criticised the statements made by Sumaiti in which he focused on resuming oil production rather than the environmental effect of the gas and its possible effect on people's health. He also warned that this type of gas has dangerous effects on respiratory systems and kidneys, and advised the public to stay indoors and tightly close windows. If the gas has already entered the house, it needs to be ventilated to avoid the gas' toxic effects. KOC officials said its teams had fanned across the state to measure the concentration of gas in the air, adding that it had not reached toxic levels.

Earlier: Toxic Gas Leak from Oil Well Sparks Alert

Health officials warned Kuwaitis to stay inside and seal doors and windows tightly on Wednesday after toxic gas leaked from an oil well north of Kuwait City. Residents in areas as far as 100 kilometres (60 miles) away reported smelling the rotten-egg odour of potentially poisonous hydrogen sulphide gas. Kuwait Oil Co said it had set fire to the well in the huge Rawdatin oilfield close to the border with Iraq, which had sharply reduced the leak. KOC chairman Sami al-Rasheed told state television monitoring stations across Kuwait had found hydrogen sulphide concentrations far below danger levels. The oil and gas leak happened in the afternoon due to a very high pressure of crude but the incident caused no casualties, KOC said earlier. An industry source said KOC evacuated workers from near the well as a precautionary measure. Kuwait pumps around three million barrels per day of crude oil whose income makes up more than 94 percent of the Gulf state's revenues.

Related Links

- [Toxic gas leak from oil well sparks Kuwait alert](#)
- [Kuwait Gas Leak Puts 4 in Hospital](#)

http://www.daijiworld.com/news/news_disp.asp?n_id=152894

USA, UT, WOODS CROSS, OCTOBER 18 2012. 405 HOMEOWNERS FILE DAMAGE CLAIMS AGAINST HOLLYFRONTIER REFINERY

andrew adams

Watch the Video

- [Refinery Says It's Making Progress on Oil Leak Cleanup](#)
- [405 Homeowners File Damage Claims](#)

Click-2-Listen [Andrew Adams reporting](#)

More than 400 homeowners and businesses filed damage claims following a freak release of 8,400 gallons of oil and oil foam into the sky. Conrad Jensen, engineering manager at the HollyFrontier refinery in Woods Cross, said 405 claims have been made, and all but about 25 have been resolved since the Aug. 30 mishap. The company is in the process of working through



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the remaining claims. "We realize that this is an imposition on the community and the local residents and we want to make sure we do everything we can to clean it up and return their lives back to normal," Jensen said Wednesday. Additionally, Jensen said the company had followed up with 150 homeowners and businesses to make sure they have been satisfied with the cleanup. HollyFrontier continues to investigate what went wrong in the oil tank where the release happened, but Jensen said officials currently believe hot oil and water came into contact inside it, and the resulting steam and pressure culminated in thousands of gallons of oil and oil foam being propelled through a roof seam. The oil-coated structures were in Woods Cross, West Bountiful and Bountiful. "We need to get back into the tank and inspect it to see if there was anything perhaps that failed inside of there," Jensen said. "We're also doing a survey of all the best practices in the industry for hot oil tank operation, design and configuration to see if there is something that's unique out there about this tank that we can learn and then modify and improve it so that this doesn't happen again." West Bountiful leaders were updated on the progress Tuesday at a City Council meeting. "I think we are confident as a city that they are doing everything they can to prevent anything — any accidents," Councilwoman Debbie McKean said. She said she has received positive feedback from residents about the refinery's actions. "We were just really pleased as a mayor and council with how quickly they responded and how thorough they've been," McKean said. "They go back and check and recheck and make sure everybody's happy and satisfied with what's been done." HollyFrontier has pumped \$500,000 into cleanup efforts so far, Jensen confirmed. It remains unclear what the damage estimate is for the refinery itself. We realize that this is an imposition on the community and the local residents and we want to make sure we do everything we can to clean it up and return their lives back to normal.

Related Links

- [Cleanup under way after oil sprays neighborhoods](#)
- [Tank rupture spews oil into Woods Cross neighborhoods](#)

<http://www.ksl.com/?sid=22593056&nid=148>

USA, OK, WYNNEWOOD, OCTOBER 18 2012. MAN CRITICALLY INJURED IN WYNNEWOOD REFINERY EXPLOSION DIES TUESDAY

 [Watch the Video 2nd Person Hurt in Wynnewood Explosion Dies](#)

A man critically injured in an explosion at a refinery in Wynnewood, Oklahoma, has died at the hospital on Tuesday. The explosion occurred at approximately 6:20 p.m. on September 28, as operators were restarting a boiler that had been temporarily shut down as part of the refinery's turnaround process. Thirty-four-year-old Billy Smith of Pauls Valley, Oklahoma, was killed in the blast. Russell Mann of Davis, Oklahoma, was transported to the OU Medical Center in critical condition following the explosion. A spokesperson with the hospital confirmed that Mann died at the hospital on Tuesday. This wasn't the first incident at the Wynnewood Refinery. An explosion rocked the refinery in December of 2010. In April of 2008, a fire broke out as crews were working on a pipe. Two months before, a furnace caught fire. In 2007, a lightning strike ignited more than 20,000 barrels of oil sending flames more than 60 feet into the air. And in 2006, there was an acid leak and fire. No one was injured in any of those incidents.

 [Related Links 9/28/2012 Related Story: Officials Investigate Fatal Refinery Blast In Garvin County](#)

<http://www.news9.com/story/19837709/man-critically-injured-in-wynnewood-refinery-explosion-dies-tuesday>

THAILAND, BANGKOK, OCTOBER 18 2012. OIL FIRMS REPLACE PETROL 91 WITH GASOHOL

Major oil companies plan to replace petrol 91 with gasohol E20 nationwide when regular petrol is officially phased out from next January. The move came after the Energy Ministry last week increased the subsidy for E20 by one baht a litre to encourage motorists to shift from regular petrol to biofuels. PTT Plc, Thailand's energy flagship, and majority-state-owned Bangchak Petroleum Plc (BCP), say they are ready to make E20 available across the country as demand is strong for ethanol-based petrol. Saran Rangkasiri, an executive vice-president, said E20 will be available at 600 petrol stations by year-end and at 1,000 next year. It is now stocked at 394 PTT stations out of its 1,300 sites across the country. About 300 PTT stations will stock premium gasoline 95, which is currently available at very few. Only 20 PTT stations now sell gasohol E85 in Bangkok. By next year, the fuel will be found at a PTT station in each province. Mr Saran said sales of E20 had more than doubled to 11 million litres a month from last year as its price became cheaper. "Although all locally made automobiles have been compatible with E20 since 2009, motorists have remained reluctant to switch to biofuels as they are worried about their car's engine. This is still a major challenge for oil traders and policy makers," he said. Yodphot Wongrukmit, a senior executive vice-president of



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Bangchak, said E20 is available at 300 of its stations, and the number will double to 600 by the year-end and reach 800 next year. Bangchak has 1,080 stations. He said the company expects E20 sales will increase to 20-23 million litres per month from 15 million at present. "Vehicles compatible with E20 have surged to 2.8 million units out of the 7 million units running on the streets," said Mr Yodphot. Kurujit Nakornthap, deputy energy permanent secretary, said ethanol demand is targeted to top 2 million litres per day, up from 1.3 million at present. However, ethanol still has a surplus, with 20 manufacturers producing 3.2 million litres daily. Another manufacturer is due to come on stream with a capacity of 1.8 million litres.

<http://www.bangkokpost.com/business/economics/317483/oil-firms-replace-petrol-91-with-gasohol>

USA, N.D, BISMARCK, OCTOBER 18 2012. GETTING ANHYDROUS TANKS READY FOR SPRING

North Dakota's Agriculture Commissioner is encouraging producers and anhydrous ammonia dealers to get their tanks prepared for spring. "With harvest completed in many parts of the state and well ahead of schedule in others, this is a good time make sure anhydrous nurse tanks are properly set up and maintained to prevent accidental releases," Commissioner Doug Goehring said. If requested, staff from the North Dakota Department of Agriculture will visit businesses and farms to help tank owners get their tanks into compliance. People can contact NDDA fertilizer specialist Spencer Wagner at (701) 328-1508 or wagner@nd.gov to request a compliance assistance visit. Goehring says that state law and administrative rules require nurse tanks have properly working valves and hoses; have proper decals, and that the tank's trailer chassis and tires are in good condition.

http://www.kfyrvtv.com/News_Stories.asp?news=59878

ECUADOR, QUITO, OCTOBER 18 2012. ECUADOR COURT DEALS CHEVRON FRESH BLOW IN POLLUTION CASE

eduardo garcia

Ecuadorean plaintiffs on Tuesday said an order issued by a court in the Andean country lets them seize some \$200 million worth of assets belonging to Chevron in a new legal blow to the No. 2 U.S. oil company. The plaintiffs from villages in the oil-rich Amazon won an \$18.2 billion case against the oil giant over claims that Texaco, bought by Chevron in 2001, contaminated the area from 1964 to 1992. Damages were increased to \$19 billion in July. Among the assets ordered turned over are \$96.3 million that Ecuador's government owes Chevron, money held in Ecuadorean bank accounts by Chevron, and licensing fees generated by the use of the company's trademarks in the country, the plaintiffs said. "This is a huge first step for the rainforest villagers on the road to collecting the entire \$19 billion judgment," Pablo Fajardo, the lead lawyer for the communities, said on Tuesday, a day after the order was issued. The battle between Chevron and the Ecuadorean plaintiffs has lasted for nearly two decades and is being fought in courts both inside and outside the Andean country. Last week the U.S. Supreme Court rejected an attempt by Chevron to preemptively block enforcement efforts in the United States. Earlier this year the plaintiffs filed lawsuits in [Brazil](#) and Canada in a bid to enforce the ruling. The plaintiffs accuse Texaco of causing illnesses among locals by dumping drilling waste in unlined pits. Chevron denies the accusations and says Texaco properly cleaned up all the pits for which it was responsible. The company claims that the judgment, imposed by an Ecuadorean court in 2011, was fraudulent and unenforceable. James Craig, a spokesman for Chevron, said the company intends to challenge the latest ruling, which was issued by a court in the Amazon town of Lago Agrio. "Today's order is not surprising, since the plaintiffs have shown they are able to get any order they wish granted by the Lago Agrio court. In the past the plaintiffs' lawyers have been involved in ghost-writing orders for the court," Craig said. Chevron is pursuing a racketeering suit against a New York attorney, Steven Donziger, a group of Ecuadoreans and environmental groups that helped win the judgment, accusing them of intimidation and extortion. It has also challenged the judgment before an international arbitration panel under a trade agreement between the United States and Ecuador. The panel is scheduled to begin hearing the dispute in November. Oil companies are watching the case closely because it may affect other cases accusing companies of polluting the areas where they operate.

<http://www.reuters.com/article/2012/10/16/us-ecuador-chevron-idUSBRE89F1SB20121016>

UNITED ARAB EMIRATES, DUBAI, OCTOBER 19 2012. DRIVER JAILED 2 MONTHS, FINED DH5,000 FOR PETROL STATION CRASH >> TOP TRAFFIC PROSECUTOR WARNS ERRANT DRIVERS

bassam za'za'

A driver has been jailed for two months and given a driving ban because he lost control of his speeding car, hit two cars that were fuelling and caused a massive fire at a petrol station. The Dubai Traffic Misdemeanor Court jailed the 28-year-old Arabic



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driver for two months and fined him Dh5,000 for speeding, reckless driving, wrecking two cars and causing a fire in the petrol station on Emirates Road. According to Thursday's judgment, Presiding Judge Mohammad Al Batal suspended the defendant's driving licence for six months and he was also banned for another six-months from applying for a new driving licence. "The defendant was involved in a very serious and dangerous accident. He rammed into two vehicles that were fuelling and caused a massive fire after hitting one of the pumps. "All drivers and those who were present in the station were petrified and ran for their lives in different directions as soon as they saw the huge flames," Senior Chief Traffic Prosecutor Salah Bu Farousha, Head of Dubai Traffic Public Prosecution, told Gulf News. "A major and horrible disaster was averted thanks to the authorities' speedy response." Prosecution records said the accident happened at the end of August as the defendant was driving towards Jebel Ali. When he reached the Vegetables Market Bridge, he failed to use his breaks or slow down when he drove into the station to fill his tank. He hit a large pole, the petrol pump and two cars. "The two vehicles and the station's umbrella were completely gutted by fire. Thanks to God's mercy and the swift intervention of Dubai Civil Defence and Dubai Police, the fire was quickly managed.

<http://gulfnews.com/news/gulf/uae/crime/driver-jailed-2-months-fined-dh5-000-for-petrol-station-crash-1.1091302>

USA, MS, JACKSON, OCTOBER 19 2012. 5 MISSISSIPPI WOMEN SAY GAS FUMES HARMED KIDS >> TEXACO APPEALS \$19M VERDICT

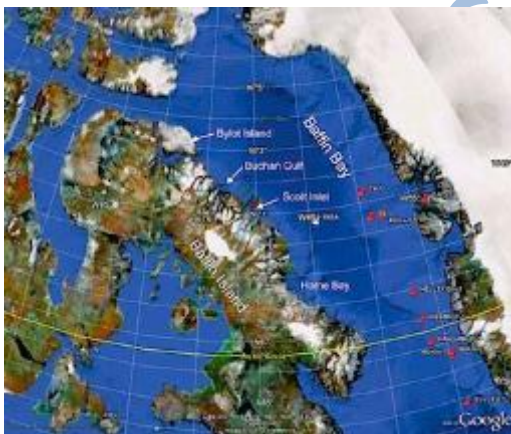


The Mississippi Supreme Court is scheduled to hear oral arguments on Dec. 3 in Texaco's appeal of a \$19 million verdict for five women who alleged the oil company was responsible for their children born with disabilities and illnesses. A Hinds County jury ruled for the woman in 2010. Texas appealed the verdict. Supreme Court records show briefs have been filed in the case. The women had claimed they were pregnant when they worked in an old Jefferson County office building in Fayette, which previously was a gas station affiliated with Texaco Inc. The women sued Texaco, now a unit of Chevron Corp., saying they were exposed to leaded gasoline fumes from tanks left in the ground when the former gas station was renovated.

<http://www.wapt.com/news/central-mississippi/5-Mississippi-women-say-gas-fumes-harmed-kids/-/9156946/17040226/-/wk3013z/-/index.html>

CANADA, OCTOBER 19 2012. THOUSANDS OF BARRELS OF OIL OOZE NATURALLY INTO NUNAVUT WATERS >> BUT NUNAVUT'S RESERVES UNLIKELY TO BE DEVELOPED SOON

david murphy



This map shows Scott Inlet, Buchan Gulf and Bylot Island. Red push pins are location of petroleum exploration wells.

Thousands of barrels of thick, black, toxic crude oil are spewing into Nunavut's waters today. Satellite radar imagery has detected a number of oil slicks off northeastern Baffin Island — and some have even been photographed by scientists. The largest slicks cover more than 250 square kilometres, with at least 50,000 barrels of oil dancing on the surface of the water. That's what Dr. Gordon Oakey, a marine geophysicist for the Geological Survey of Canada, said Oct. 17 at the Nunavut Petroleum Workshop in Iqaluit. But how does the oil get there? Oakey presented a slide that explains it all — it's nature. That slide showed a crack in the ocean floor at Scott Inlet, about 130 km north of Clyde River. The slide showed black oil bubbling around an orange starfish lying at the bottom of the ocean floor — making its own way to the surface naturally, Oakey said. "What I'd like to point out is the scale here," Oakey said. "Some of these slicks [from this oil] are about 40 or 50 km around, and when you consider the thickness of an oil

film, each one of these slicks represents 25,000 to 75,000 barrels of oil sitting on the sea surface at any one time." Geologists don't know whether this is due to a constant seep of oil from the sea-floor, or from once-in-a-while seismic activity that pushes oil up from inside the earth's crust beneath the seafloor and into the ocean. Oil slicks were first recorded on the sea surface offshore from Scott Inlet in 1976 by a scientific team from the GSC. Then, a Pisces IV submersible was used in 1981 and 1985 to look at the sea floor and collect targeted samples. This work confirmed that oil and gas were indeed seeping from several



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locations, says a GSC document on the oil slicks. Extensive surface slicks were mapped and observed in several locations off Scott Inlet and Buchan Gulf. These naturally occurring oil spills could help people understand what might happen if a spill took place during offshore oil or gas drilling. But Oakey's presentation, and many others at the petroleum workshop, also tells a tale of great significance — that Nunavut is sitting on top of a rich trove of oil, waiting to be extracted. Presentations during the workshop, called a "Vision for Oil and Gas Development in Nunavut," also included Genevieve Carr, a senior advisor with Northern Petroleum and Mineral Resources at Aboriginal Affairs and Northern Development Canada, who said "one quarter of Canada's discovered resources of conventional petroleum are in the North and remain undeveloped, as well as one third of the country's estimated potential." But these Nunavut-based resources aren't likely to be developed any time soon, despite a recent flurry of exploration on the Greenland side of Baffin Bay. No firms have done any exploration work in Nunavut waters since 1985, for [a long list of reasons](#), including the complex regulatory system, high costs, and little interest on the part of the federal government. There's interest in finding out more about what's going on in and around Scott Inlet. In 2011, a proposal to start five years of seismic testing in the Davis Strait and Baffin Bay area, outside the Nunavut land claims settlement area, [sparked opposition](#) from people in Clyde River and Pond Inlet the Arctic Fishery Alliance, the Baffin Fisheries Coalition and the Qikiqtani Inuit Association. But now Nexus Coastal Resource Management, which wants to start its NorthEastern Canada 2D Seismic Survey next summer, held more community information sessions on its project this past week in Qikiqtarjuaq and Kimmirut. And, there's another roadblock: at the same time, negotiations over transfer of natural resource ownership and authority, or [devolution](#), are still continuing, said Eric Prosh of the Nunavut Department of Economic Development. The petroleum workshop comes to a close Oct. 18 with a special by-invitation-only session on environmental assessment, hosted by the federal government.

http://www.nunatsiagonline.ca/stories/article/65674thousands_of_barrels_of_oil_ooze_naturally_into_nunavut_waters/

AUSTRALIA, NEW SOUTH WALES, PENRITH, OCTOBER 19 2012. PENRITH TEENS SAVE THE DAY AFTER PETROL STATION FIRE



Damien (left) and Jake Berry back at the petrol station this week.

If a petrol station was on fire, most people would run in the opposite direction. But two teenage brothers from Penrith, Damien and Jake Berry, saved the day on Monday when they helped extinguish petrol bowsers that were alight after a failed robbery. The pair were driving home from dinner about 8pm when they saw the petrol station, on the corner of High St and Worth St, was alight. "As I was turning into Union Lane, Jake said the service station had exploded," Damien, 19, said. "Just as he'd finished saying that, he bailed out of the car and was running over. I drove the car to the petrol station, hopped out and picked up a fire extinguisher and put out the fire." Damien, a volunteer firefighter at Orchard Hills RFS, said they both knew what to do in that situation. "It's not something you see every day," he said. "I was thinking, 'please don't explode, please don't explode.'" Jake, 16, said he wasn't scared when it happened but was acting mostly on instinct. "The attendant was in a

bad way and hysterical," he said. "She was badly in shock and throwing herself around. Another man and I calmed her down and got her to tell us the story while it was fresh in her mind." Jake said the whole ordeal was over in less than half an hour. "The best part of it was at the end when the shop attendant came up and thanked everyone," he said. "You don't expect it but when it happens, it's nice." Their father Eric is the Blue Mountains RFS community safety officer. "I'm proud as punch," he said. "I'd have to be the proudest dad in Penrith, if not in the whole city (of Sydney). "Things like this happen and rather than stand back and call 000, they've actually gone and done something about it. For me as a dad, that's brilliant."

<http://penrith-press.wherelive.com.au/news/story/penrith-teens-save-the-day-after-petrol-station-fire/>

USA, MA, WHITMAN, OCTOBER 19 2012. WHITMAN FIRE CHIEF REVOKES OIL TRUCK PERMITS >> COMPANY FOUND IN PARKING VIOLATION

allan stein

Fire Chief Timothy J. Grenno has revoked the permits for two fuel oil delivery trucks owned by Patriot Energy because they were illegally parked at 672 Bedford St. Patriot Energy's fuel storage license, granted in 2008, requires that trucks be parked



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at 557-559 Bedford St. This was not the first time, however, the company has been in violation. In a letter to company owner Richard McKeraghan, "on three previous occasions you have been contacted by this department notifying you of violations," Grenno said. Grenno said Patriot Energy parked trucks in the parking lot of Marcello's Sub Shop on Route 18, in the Stop & Shop parking lot on Route 18 and on property at 672 Rear Bedford St., the Ryder Bus lot, owned by TMC Realty II Corp. On Sept. 25, Patriot Energy had two truck inspections. Grenno said the company attempted to change the storage address to rear of 672 Bedford St. and that McKeraghan was informed he would first require a change in the storage license. A warning was issued by the Fire Department, and McKeraghan informed the selectmen's office that the trucks would be kept parked at 557-559 Bedford St. In his letter, Grenno said that on Oct. 14 at 6 p.m., he saw two oil tank trucks that were illegally parked at the rear of 672 Bedford St. Grenno said Patriot Energy violated state law by its failure to comply with the requirements for transportation of flammable and combustible liquids. It also committed a permit violation to transport combustible liquids and left a tank vehicle unattended for more than one hour without notice to the fire department. Patriot Energy has the right to appeal the decision through the state fire marshal's office. Town Administrator Frank Lynam notified selectmen of the revoked permit at Tuesday's meeting.

<http://www.enterpriseneews.com/topstories/x1224697956/Fire-chief-revokes-oil-truck-permits>

ITALY, ROME, OCTOBER 19 2012. ITALIANS ARE TURNING TO THE BLACK MARKET FOR CHEAP GAS >>WITH COSTS OF ROUGHLY \$118 TO FILL ONE TANK OF GAS, MANY DESPERATE ITALIANS ARE LOOKING TO ILLICIT SOURCES FOR THEIR FUEL.

rob wile



A vintage Alfa Romeo Sprint Pininfarina attends the Mille Miglia 2010 on May 6, 2010 in Brescia, Italy. As gas prices soar for Italians, many have looked to the black market to provide cheaper fuel.

Fuel prices in Italy are so high that drivers are turning to the black market to fill up their tanks. [Presseurop reports](#). As originally [reported](#) in La Repubblica by journalist Andrea Punzo, black market gas costs a third less than current prices, which have touched roughly 90 euros or \$118 to fill an average tank. Local authorities recently uncovered a cartel of 11 foreign and 25 Italian trafficking 20 million kilos of gas smuggled through Greece and delivered to the port of Ancona on the Adriatic. Punzo reports it's already cost the state 40 million euros in lost revenue. But she adds that 2012 has been an "annus horribilis" for gas in the country: excise duties have increased four times this

year, and consumption has fallen by 14 percent compared to a year ago.

"Filling up is like a mortgage," one driver joked to her.

<http://www.globalpost.com/dispatch/news/business/121018/italians-black-market-cheap-gas>

USA, WASHINGTON, OCTOBER 20 2012. NEW APP LETS USERS CHECK HEALTH OF WATERWAYS ANYWHERE IN THE U.S.

The U.S. Environmental Protection Agency (EPA) today launched a new app and website to help people find information on the condition of thousands of lakes, rivers and streams across the United States from their smart phone, tablet or desktop computer. Available at <http://www.epa.gov/mywaterway>, the How's My Waterway app and website uses GPS technology or a user-entered zip code or city name to provide information about the quality of local water bodies. The release of the app and website helps mark the 40th anniversary of the Clean Water Act, which Congress enacted on October 18, 1972, giving citizens a special role in caring for the nation's water resources. Forty years later, EPA is providing citizens with a technology-based tool to expand that stewardship. "America's lakes, streams and rivers are national treasures. Communities and neighborhoods across the U.S. want to know that their local lakes, rivers and streams are healthy and safe to enjoy with their families," said Nancy Stoner, acting assistant administrator for EPA's Office of Water. "This new app provides easy, user-friendly access to the health of a waterway, whether it is safe for swimming and fishing, and what is being done about any reported problems. People can get this information whether researching at a desktop or standing streamside looking at a smart phone.



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"How It Works

- **Search:** Go to <http://www.epa.gov/mywaterway> and allow GPS-technology to identify the nearest streams, rivers or lakes or enter a zip code or city name.
- **Results:** Instantly receive a list of waterways within five miles of the search location. Each waterway is identified as unpolluted, polluted or unassessed. A map option offers the user a view of the search area with the results color-coded by assessment status.
- **Discover:** Once a specific lake, river or stream is selected, the How's My Waterway app and website provides information on the type of pollution reported for that waterway and what has been done by EPA and the states to reduce it. Additional reports and technical information is available for many waterways. Read simple descriptions of each type of water pollutant, including pollutant type, likely sources and potential health risks.
- **More:** Related links page connects users to popular water information on beaches, drinking water and fish and wildlife habitat based on a user's search criteria.

http://www.epa.gov/waters/geoservices/docs/waters_mapping_services.html

USA, AKA, JUNEAU, OCTOBER 20 2012. ADEC SEARCHING FOR SOURCE OF UNDERGROUND OIL SPILL ON DOUGLAS

 **Watch the Video** [ADEC searching for source of underground oil spill on Douglas](#)



The Alaska Department of Environmental Conservation is currently looking for the source of a oil spill on Douglas Island. A resident in West Juneau reported a fuel smell from a small creek that emerges from culverts near Nowell Avenue in July. ADEC responders have been trying to find the source of the underground oil spill ever since. Sarah Moore is an environmental program specialist with ADEC, she told us about the case: "Our first step always is to contact the property owners in the neighborhood and to ask them about their fuel tanks, whether or not they are above ground or below ground fuel tanks. We offer to come out and look at their above ground tanks just to make sure that there's no problem, though normally a home owner is aware if their above ground tank is leaking. And then for underground tanks we ask if they can allow us to come on and check for water in their tank, because water can be an indication that the underground tank is leaking." Because it's under ground, the

source of this spill is hard to find. "We've checked all the tanks in the neighborhood to see if they were leaking, none of them have obvious indications. We've been dyeing fuel tanks with a special fuel dye, and then hoping that we'll see a colored fuel come out of the hillside. So far we haven't, so we're continuing our investigation, but every day DEC comes up here and changes out the absorbent materials to try to collect as much of the fuel as possible before it enters the creek" said Moore. Underground fuel tanks are popular in Juneau, however they pose a hidden environmental and economic risk, and problems can go unnoticed for years according to ADEC Southeast Alaska state on scene coordinator Scot Tiernan: "Once a tank is underground, nobody how well it's holding up, if it's beginning to fail. And once a tank fails, it can leak for years before we finally discover that there's been a problem. But that time it can contaminate not only one person's yard, but maybe several different yards, or an industrial area or an environmentally sensitive area. So we would really like to encourage people that if they have an underground tank; to test it for water in the tank to see if there's any water coming in. But we really like to encourage people to remove the underground tank, take it out of service, and install an above ground tank because it's much better the environment. And also can save them a tremendous amount of money, because at the price of oil, oil leaking out of an underground tank can add up over the years."

 **Related Links** [ADEC helping homeowners prevent oil spills](#)

<http://www.kath.tv/?page=news&story=244>



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