



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 957 Newsy Stuff

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

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USA, CA, REDLANDS, APRIL 27 2013. OVERTURNED TANKER SPILLS FUEL, CONTAMINATES WATER

Watch the Video

- [After Fuel Spill, Concern About Fire in Mountains Near Big Bear](#)
- [Highway 38 Fuel Spill Shuts Roads, Threatens Santa Ana River Basin](#)



A fuel tanker overturned on a highway in the San Bernardino Mountains on Friday, spilling more than 5,000 gallons of fuel that flowed into an active creek and threatened to contaminate the local water supply, officials said. The tanker was carrying thousands of gallons of gasoline and diesel on State Route 38 between Big Bear and Redlands when the load shifted and the rig flipped, the driver told California Highway Patrol investigators. San Bernardino County fire officials said about 4,000 gallons of gas and 1,200 gallons of diesel spilled and flowed into a creek that leads into the Santa Ana River. The spill forced the closure of a section of the narrow highway about a mile from Angelus Oaks that could last several weeks as hazardous materials crews worked to clean up the

spill. Firefighters and the hazmat crews built a dirt dam to prevent the spread of the fuel downstream. "The Santa Ana Watershed is one of the most significant drinking water sources to Southern California," U.S. Forest Service spokesman John Miller told the Riverside Press-Enterprise. "We're taking this very seriously and want to reduce any contamination we can to the Santa Ana River." Meantime, water agencies that have access to the river shut off those access points and were using other water sources until they can assess the threat and test the water.

<http://www.chron.com/news/science/article/Overturned-tanker-spills-fuel-contaminates-water-4468337.php>

INDIA, HYDERABAD, KUKATPALLY, APRIL 27 2013. TWO STAFFERS KILLED, 10 INJURED IN REACTOR BLAST AT IDL FACTORY

A case was registered under Section 304 (A) of the Indian Penal Code (culpable homicide not amounting to murder) and relevant sections under the Explosives Act.

Two employees died on the spot and at least 10 workers were injured in a reactor explosion at IDL Division (Gulf Oil Corporation) under Kukatpally police limits here on Thursday. According to police, the high intensity explosion took place at D-1 sector of the unit. The deceased were identified as 59-year-old Arjun and 25-year-old Prasad, employees of IDL. At least 10 other workers received serious injuries. "Around 7.45 p.m. when the workers were working near the reactor, there was a sudden explosion. Prasad and Arjun who received serious burns in the blast died on the spot," said assistant commissioner of police (ACP), Kukatpally, M Malla Reddy. On receiving information, the police rushed to the spot and shifted the victims to nearby hospital. The explosion took place near the D-1 sector and a building collapsed under the impact of the blast, police said. Flames started emanating from the D-1 sector and spread to other areas. Fire tenders from Sanathnagar, Filmnagar, Madhapur, Patancheru and Jeedimetla rushed to the spot and were trying to douse the flames when the reports last came in. Meanwhile, angry employees and workers staged a dharna in front of the main gate of the unit protesting against the management's failure in taking precautionary measures to prevent reactor blasts. Chief minister N Kiran Kumar Reddy directed the district collector of Ranga Reddy, the police commissioner of Cyberabad and the director general of fire services to take measures to rescue the victims and ensure medical treatment. The chief minister expressed his grief over the death of two employees. Meanwhile, Subhash Pramik, managing director, Gulf Oil, said two workers died at the Gulf Oil IDL factory in the finishing unit of the detonating section on Thursday. However, he said there was neither an explosion nor fire at the site. A team is currently investigating the reasons for the accident, he said.

Related Stories [Cause of IDL Blast Still a Mystery](#)

<http://newindianexpress.com/cities/hyderabad/Two-staffers-killed-10-injured-in-reactor-blast-at-IDL-Factory/2013/04/26/article1561986.ece>

AUSTRALIA, NEW SOUTH WALES, CULCAIRN, APRIL 27 2013. SPEEDING PETROL TANKER PROMPTS INDUSTRY AUDIT

The detection of a petrol tanker travelling at more than 100km/h on the Olympic Way near Culcairn, south of Wagga Wagga, has sparked an audit to see if speed-limiter tampering is an issue in the heavy petrol-tanker industry, police say. Highway Patrol officers detected the tanker allegedly speeding about 5:40pm on Wednesday. The officers followed the vehicle into a



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nearby service station where a mechanical inspection and an engine control module download was completed, police say. The download revealed the speed limiter parameters were not properly set to prevent the truck travelling in excess of 100km/h. Police issued the 57-year-old driver from Wodonga, Victoria, with a defect notice to have the speed limiter parameters set correctly. "As a result of this incident, police – with the assistance of Road & Maritime Services (RMS) experts – are conducting compliance inspection audits within the heavy petroleum tanker industry to see if speed tampering is an issue," police say in a statement. RMS customer and compliance director, Peter Wells, says the implications for tanker drivers and other road-users in the event of a crash "are very serious indeed". "We are extremely disappointed a truck carrying dangerous goods has been detected speeding above 100km/h," he says. "We are now monitoring very closely to ensure on behalf of the community that the fuel distribution industry and its sub-contractors are operating within the law. "We're working with the New South Wales Police Force to intercept fuel tankers and inspect this important industry sector more broadly for compliance and vehicle standards to see if speed limiter tampering is an issue. "Our inspectors at (Sydney's) Banksmeadow, Silverwater and Botany heavy vehicle inspection stations will ensure that after an inspection only those trucks which meet the correct standards will be allowed back on the roads," Mr Wells says.

<http://cowracommunitynews.com/viewnews.php?newsid=3500&id=3>

CANADA, ONT, TORONTO, APRIL 27 2013. POLICE WARNED ABOUT NEW TRENDS FOLLOWED BY SUICIDE ATTEMPTERS

ria patel

Warnings are being issued by the members of the Ontario Provincial Police (OPP) to public about an efficient safety risk considering the numerous inspecting incidents by the OPP. In a current incident that occurred in the recent week, two of the OPP members were referred to hospital as they inhaled the Hydrogen Sulfide fumes during a rescue operation. The members were trying to save the victims. However, both the officers are expected of making complete recovery. The OPP warned the public that they should immediately call the police in the case where they spot any person who appears to be sleeping in a vehicle or another enclosed space. They also suggested that people should also use extreme caution in an effort to access the victims. It was suggested that the people should look inside the vehicle for any signs of chemical used, before opening the doors. They suggest that there are possibilities that the gas concentration in the vehicle can be extremely high and the inhalation of the fumes might be hazardous for the responder. It was suggested that the vehicle may contain a gas called Hydrogen sulphide that smells like rotten eggs. The danger from the gas is that the gas is similar to cyanide and it is five times more toxic than carbon monoxide. The police warned the public about the new trends of attempting suicides being followed by the victims.

<http://topnews.us/content/254731-police-warned-about-new-trends-followed-suicide-attempters>

NEW ZEALAND, STEWART ISLAND, APRIL 27 2013. UP TO 23,000 LITRES OF DIESEL SPILT AFTER SHIP DAMAGED ON ROCKS

[Watch the Video](#) [Oil Spill off Stewart Island](#)



The Sureste 700.

A fishing vessel struck rocks while sheltering off Stewart Island late last night and has spilled up to 23,000 litres of diesel. The Sureste 700 was sheltering off the area known as "The Neck" in Paterson Inlet when it struck rocks and ruptured a fuel tank at about 10.50pm, Environment Southland Regional On-Scene Commander Dallas Bradley said. It has since moved about 30 nautical miles offshore and is awaiting a full damage assessment in daylight. First indications are that the hull damage has been confined to the fuel tank. The ship has not reported any issues with its stability or propulsion and there are no concerns for the safety of the vessel or its crew. An observation flight has found no signs of diesel either on the shore around The Neck, off Stewart Island, or on the water where the fishing vessel Sureste 700 is stationed. Dallas Bradley said that the diesel has either blown further offshore or has dispersed naturally in the

heavy seas. An unknown amount of diesel is believed to have spilled, either in the impact or as the vessel steamed offshore. Waves and wind action meant that most of it would have evaporated, with a small amount dispersing into the water column.



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Environment Southland has scaled back its response to the spill. It activated its oil spill response team at 1am but an observation flight over the area this morning has found no sign of diesel, either on the shore around The Neck, off Stewart Island, or in the water. Spokeswoman Michele Poole says the diesel has either blown further offshore or dispersed naturally in the heavy seas. "We've arranged with some of the fishermen and boat owners from Stewart Island to go and have a look at The Neck, to see if they can see any signs of diesel on the water that we couldn't see from the air. "They'll also be checking to see if they can smell anything." Michele Poole says the vessel will be sailing to Lyttelton for inspection and repairs. Southland Harbourmaster Kevin O'Sullivan said that the flight also confirmed that the Sureste 700 was not listing. He had been in touch with the charter company, and following discussions with Maritime NZ and Environment Canterbury's regional harbourmaster, the vessel would be steaming to Lyttelton for inspection and repairs. The Labour Party Environment Spokesperson Maryan Street said the spill should be a reminder to government of the risks of environmental damage at sea. "In the wake of the Rena disaster in the Bay of Plenty, the rupturing of the fuel tanks of the Sureste 700 near Paterson Inlet should be a warning to the government not to be so gung ho about deep sea drilling. "It is fortunate that there are no concerns for the safety of the Sureste crew at present, but the loss of 23,000 litres of diesel at sea will cause environmental damage even if it is dispersed naturally by rough seas. "New Zealanders have seen too much damage done to our precious environment in recent years. It is no wonder so many oppose deep sea drilling." Conditions are extremely rough in the area, with winds of up to 30 knots blowing offshore. The Sureste 700 is a 58m long fishing vessel based in Timaru and is chartered by South East Resources.

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10880066

USA, WA, BELLINGHAM, APRIL 27 2013. CONTAMINATION SO BAD EVEN LIQUID MERCURY FOUND IN SOIL

[Watch the Video Mercury Cleanup in Bellingham](#)

hana kim



Using some unique methods, crews are removing and treating high levels of mercury contamination found in a small area of the Georgia-Pacific West cleanup site on Bellingham's waterfront.

"You can actually see [beads of liquid mercury](#) in the dirt we're digging up," said state Department of Ecology Site Manager Brian Sato. "It's nasty stuff and we're getting rid of it." With a specialized, [high-powered vacuum truck](#) doing the bulk of the heavy lifting, crews are sucking up large quantities of dirt loaded with small beads of mercury. "Most of what we're pulling out of the ground is soil that's laced with miniscule [droplets of mercury](#)," Sato said. Occasionally, [larger beads of mercury](#) can be sucked up with a [custom hand-held vacuum](#). "So far we've removed about 500 tons of contaminated soil with the excavator and

vacuum truck," Sato said. "And we've recovered about a [quart of liquid mercury](#) with the small vacuum." Crews have been digging in [two small areas](#), each about the size of four parking spots. These spots are considered the most contaminated areas on the entire 64-acre cleanup site. The excavation areas expanded as crews dug below the surface and located the mercury contamination. Originally, the project was expected to cost approximately \$1.8 million. The Port of Bellingham is now estimating it might cost up to \$3.2 million because of the increased digging and mercury treatment. Ecology will reimburse half of the port's cleanup costs through the state's Remedial Action Grant program. The program helps pay to clean up publicly owned sites and is funded with revenue from a voter-approved tax on hazardous substances. The mercury cleanup work is expected to be completed in the early summer. The contamination was left behind by Georgia-Pacific, a [former pulp mill](#) on the Bellingham waterfront that used mercury as part of its pulping process to create chlorine and sodium-hydroxide.

<http://q13fox.com/2013/04/26/contamination-so-bad-even-liquid-mercury-found-in-soil/#axzz2RhZ04M1K>

USA, WYO, CHEYENNE, APRIL 27 2013. WORK CONTINUES ON CLEANING UP CONTAMINATED MISSILE SITES

trevor brown

Federal officials are slowly making progress on a long-term project to clean-up - or at least contain - groundwater contamination west of Cheyenne. The U.S. Army Corps of Engineers updated the public Thursday on its efforts to study the contamination caused by chemicals that were used to clean 1960s-era missile sites. During the 1990s, investigators discovered the presence of trichloroethylene, or TCE, in the groundwater near Belvoir Ranch, which was the former Atlas Missile Site No. 4. For the past decade, officials have set up monitoring wells to study how a 10-mile plume of the chemical



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has spread and what risks it poses. Jeffery Skog, project manager for the Army Corps of Engineers, said their main goal is to protect public health and make sure no one is drinking untreated water that exceeds the Environmental Protection Agency's minimum standards. Drinking the chemical raises the potential for liver damage and cancer. But there currently is no major public health fears related to the water, Skog said. Cheyenne's municipal water is not affected by it, and many rural residents have had their water treated. "Obviously no one is being exposed to (the levels that exceed the EPA minimum standards for drinking water)," Skog said. "And we are trying to prevent that from happening, so I would say right now it is pretty well managed." But the Army Corps of Engineers is also studying ways to remove the contamination or isolate it. Skog said a feasibility study should be completed in the next two years to determine their remediation options. These include the possibility of installing interceptor wells that will work as an filtration system so water that flows past a certain point will be clean. But Skog said entirely removing the contamination from the area would be an enormous endeavor that would take at least a couple hundred years. Because that's unrealistic, he said their main work currently is the monitoring. David Groy, with RMC Consultants, is also working on the project. He said there will be biannual monitoring of wells throughout 2013 and 2014. He said 90 locations in the area have recommended to be monitored. He said that data will be compiled with other information that has been collected. This will then be analyzed to determine more about the plume and how the contaminated water moves through the aquifers. Thursday's meeting was one of the first Restoration Advisory Board meetings of the year. The board is made up of community members so they can partner with the local and federal agencies involved in the project. Another meeting is being planned for this fall.

http://www.wyomingnews.com/articles/2013/04/26/news/20local_04-26-13.txt

NIGERIA, EDO, SAPELE, APRIL 28 2013. TANKER FIRE IN DELTA CLAIMS THREE LIVES



A fully loaded petroleum tanker went in flames at Amukpe round about, Sapele, on Friday, killing the driver and two other occupants in the articulate vehicle as they were trapped. According to eyewitness account, the tanker was trying to negotiate a bend and divert a pot hole at the roundabout when it swerved off the road and fell sideways spilling its contents and bursting into flames. The fire was still blazing when Channels Television arrived at the scene with no trace of the state fire service in sight. Aside for some officers of the Federal Road Safety Corps (FRSC) trying to clear the road, everyone stood helpless watching the tanker burn with its occupants still trapped in it. The villagers complained about the accident, stating that the state government should do something about the road because the accident is a regular occurrence at the roundabout. Some of

the residents clamoured for an overhead bridge, noting it would put a stop to the accident occurrence and save lives. The fire service however came after several hours after the accident occurred and extinguished the fire. Officers of the FRSC, the police force and the Nigeria army were also on ground to assist.

<http://www.channelstv.com/home/2013/04/27/tanker-fire-in-delta-claims-three-lives/>

INDONESIA, ACEH, LHOKSEUMAWA, APRIL 27 2013. EXXONMOBIL SUED FOR ALLEGEDLY BRUTALIZING INDONESIANS

sara schonhardt



Villagers claim the company is responsible for human rights abuses committed by the Indonesian military.

Syukri A-Wahap still bears scars from the two days he spent tied to a chair at a military checkpoint here in northern [Indonesia](#) in 2003. Indonesian soldiers who suspected he was aiding separatist rebels used their guns to try and beat a confession out of him. With the butt of an SS1 rifle they cracked his skull and busted his lower lip. Syukri says he now suffers from short-term memory loss, pointing to a zigzag scar beneath a shock of thick, black hair. "I didn't feel anything," he said, recalling the lengthy interrogations. "It felt like I was already dead." His story is one of thousands involving kidnap, torture, rape and murder at the hands of the Indonesian military, which some victims here say was aided



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by US oil giant ExxonMobil. In 2001, 11 villagers in Indonesia's Aceh province brought a lawsuit against ExxonMobil and its Indonesian affiliate, saying the company is responsible for human rights abuses committed by Indonesian soldiers guarding its natural gas pipeline and processing facility at Arun. At the time, Arun was one of the world's most lucrative natural gas projects. According to a complaint filed with the US Federal District Court in Washington, DC, in June 2001, ExxonMobil, "directly supported these human rights abuses by supporting the military security forces in an effort to protect defendants' interest in the project." The case resembles another, *Kiobel v. Royal Dutch Petroleum*, which was brought by plaintiffs in Nigeria who alleged that the oil company was responsible for abuses committed by the Nigerian military providing them with security. On April 17, the [US Supreme Court unanimously ruled in favor of Royal Dutch Petroleum](#), stating that a US federal law, the Alien Tort Statute, could not be used to hold corporations liable for abuses committed on foreign soil. The verdict in that case is a win for major multinational companies, and legal advisers say it could severely limit foreigners' ability to file suit in US courts against corporations they accuse of violating international laws.

http://www.salon.com/2013/04/26/exxonmobil_sued_for_allegedly_brutalizing_indonesians_partner/

NIGERIA, ANAMBRA, AWKA, APRIL 28 2013. DEATH TOLL RISES IN AWKA TANKER CRASH




Scene of the accident in Awka.

The Federal Road Safety Commission says five people died and 17 others were injured in the multiple accident involving a tanker and five buses in Awka, the Anambra capital, on Friday. There were reports on Friday that three persons died while 20 others were injured. But three of those reported injured have now died, bringing the death toll to five. According to a report on its Facebook page, the FRSC said the dead were all male adults while the injured included 10 male adults and seven female adults. The report says one of the injured victims was taken to Nnamdi Azikiwe University Teaching Hospital, Nnewi, while the remaining were taken to Amaku General Hospital, Awka. The remains of the dead were also deposited at the Amaku General Hospital Morgue, Awka. Meanwhile, the FRSC has evacuated the vehicles involved in the accident which included a tanker (AE 729 UMA), Mitsubishi Lancer 300 bus (AAH 116 XA), Mitsubishi Lancer 300 (XK 927 UMA), Toyota Hiace bus (ATN 15 XA), Mitsubishi

Lancer 300 (XG 962 GGE), Mitsubishi Lancer 300 (XD 323 JJT). An official however told a Premium Times reporter at the scene that casualties were far more than the numbers officially reported, saying they were instructed not to disclose the actual number of casualties in order not to heat up the polity. The accident occurred at the UNIZIK junction along the Enugu – Onitsha Expressway at about 4:00 p.m. on Friday when the tanker, coming from Enugu, lost control due to brake failure. Other vehicles involved in the multiple-crash included three Mitsubishi L300 buses with plate numbers XD 323 JJT, XK 927 UWN and AAH 116 XA, as well as a Toyota Hiace bus, ATN 15 XA. "The driver lost control before crashing into five stationary vehicles at the TRACAS Park at the junction," a witness said. According to the witness, the driver of the articulated vehicle, loaded with palm kernel oil, died instantly along with two other passengers in a bus loading at the park.

<http://premiumtimesng.com/news/131631-death-toll-rises-in-awka-tanker-crash.html>

USA, S.C, BERKELEY COUNTY, APRIL 28 2013. EASTBOUND I-26 REOPENED >> AUTHORITIES MOP-UP GAS SPILL

 [Watch the Video Tanker Spill on I-26 near Jedbarg, all Lanes now Open](#)



This reader-provided image shows what remains of the tractor that was pulling a tanker filled with gasoline on Interstate 26 this morning.

A two-vehicle collision that took place shortly before 3 a.m. has Interstate 26 closed to eastbound traffic from mile marker 187 near Pringletown to mile marker 194 near Jedbarg, according to the S.C. Highway Patrol. Authorities were mopping up gasoline that spilled from a tanker truck that overturned, Highway Patrol Senior Trooper Bridget Wyant said. The eastbound lanes were closed almost 12 hours before reopening around 2: 15 p.m. The tractor-trailer and a car were both going east on the highway at 2:52 a.m. when the tractor-trailer struck the car in the rear, Wyant said. Both vehicles went off the road, and the tractor-



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trailer overturned. Its tank was ruptured and gasoline began spilling out, Wyant said. The driver of the tanker, 26-year-old William Wieters of North Charleston, was taken by EMS to Medical University Hospital, Wyant said. She did not have information about his condition but said she understood his injuries were not life-threatening. Wieters was cited for driving too fast for conditions, she said. The driver of the car, a 19-year-old Myrtle Beach woman, was not injured, Wyant said. The interstate was closed to eastbound traffic at mile marker 187, the exit for S.C. Highway 27. Traffic was being rerouted to U.S. Highway 78 and then back onto the interstate at Jedburg Road. Though no evacuations were ordered, the Berkeley County Sheriff's Office urged residents of the Rudd Road area adjacent to the spill to remain inside their homes, Wyant said. The S.C. Department of Health and Environmental Control was on the scene, supervising the cleanup, Wyant said. A fire department hazardous materials team also was on the scene, she said.

<http://www.postandcourier.com/article/20130427/NEWS/130429329/1268/eastbound-i-26-reopened-after-authorities-mop-up-huge-gasoline-spill&source=RSS>

USA, ALA, YSCLOSKEY, APRIL 28 2013. 3 YEARS AFTER THE OIL SPILL, OYSTER BUSINESS CONTINUES TO SUFFER



On his dock along the banks of Bayou Yscloskey, Darren Stander makes the pelicans dance. More than a dozen of the birds have landed or hopped onto the dock, where Stander takes in crabs and oysters from the fishermen who work the bayou and Lake Borgne at its mouth. The pelicans rock back and forth, beaks rising and falling, as he waves a bait fish over their heads. At least he's got some company. There's not much else going on at his dock these days. There used to be two or three people working with him; now he's alone. The catch that's coming in is light, particularly for crabs. "Guys running five or six hundred traps are coming in with two to three boxes, if that," said Stander, 26. Out on the water, the chains clatter along the railing of George Barisich's boat as he and his deckhand haul dredges full of oysters onto the deck. As they sort

them, they're looking for signs of "spat": the young oysters that latch onto reefs and grow into marketable shellfish. There's the occasional spat here; there are also a few dead oysters, which make a hollow sound when tapped with the blunt end of a hatchet. About two-thirds of U.S. oysters come from the Gulf Coast, the source of about 40% of America's seafood catch. But in the three years since the drilling rig Deepwater Horizon blew up and sank about 80 miles south of here, fishermen say many of the oyster reefs are still barren, and some other commercial species are harder to find. "My fellow fishermen who fish crab and who fish fish, they're feeling the same thing," Barisich said. "You get a spike in production every now and then, but overall, it's off. Everybody's down. Everywhere there was dispersed oil and heavily oiled, the production is down." The April 20, 2010, explosion sent 11 men to a watery grave off Louisiana and uncorked an undersea gusher nearly a mile beneath the surface that took three months to cap. Most of the estimated 200 million gallons of oil that poured into the Gulf of Mexico is believed to have evaporated or been broken down by hydrocarbon-munching microbes, according to government estimates. The rest washed ashore across 1,100 miles of coastline, from the Louisiana barrier islands west of the Mississippi River to the white sands of the Florida Panhandle. A still-unknown portion settled on the floor of the Gulf and the inlets along its coast. Tar balls are still turning up on the beaches, and a 2012 hurricane blew seemingly fresh oil ashore in Louisiana. Well owner BP, which is responsible for the cleanup, says it's still monitoring 165 miles of shore. The company points to record tourism revenues across the region and strong post-spill seafood catches as evidence the Gulf is rebounding from the spill. But in the fishing communities of southeastern Louisiana, people say that greasy tide is still eating away at their livelihoods. "Things's changing, and we don't know what's happening yet," said oysterman Byron Encalade.

Life Before the Spill

Before the spill, Encalade and his neighbors in the overwhelmingly African-American community of Pointe a la Hache -- about 25 miles south of Yscloskey -- earned their living from the state-managed oyster grounds off the East Bank of the Mississippi. Back then, a boat could head out at dawn and be back at the docks by noon with dozens of 105-pound sacks of oysters. Now? "Nothing," says Encalade, president of the Louisiana Oystermen Association. Louisiana conservation officials have dumped fresh limestone, ground-up shell and crushed concrete on many of the reefs in a bid to foster new growth. It takes three to five years for a viable reef to develop, so that means Pointe a la Hache could be looking at 2018 -- eight years after the spill -- before its lifeblood starts pumping again. "This economy is totally gone in my community," said Encalade, 59. "There is no



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economy. The two construction jobs that are going on -- the prison and the school -- if it weren't for those, the grocery store would be closing." When the catch comes in, everyone wants you to know that it's safe to eat. Repeated testing has shown that the traces of hydrocarbons that do come up in the shrimp, crab and oysters are far below safety limits for human consumption. "The monitoring of the seafood supply has been exemplary," said Steve Murawski, a fisheries biologist at the University of South Florida. "There's no incidence of people getting sick and no report of any tainted fish reaching the market." While much of the Gulf's seafood industry has rebounded, the hardest-hit communities like Pointe a la Hache, Yscloskey and the inlets in Barataria Bay, west of the Mississippi, have not recovered. Scientists are still trying to understand what the oil has done to the marshlands of southeastern Louisiana. Sure, the catch is safe -- but that doesn't mean much when seafood prices are down and fuel costs are up. "Since the spill, my shrimp production is off between 40 and 60% for the two years that I did work full time," said Barisich, who has both a shrimp boat and an oyster boat tied up at Yscloskey. "But my price is off another 50%, and my fuel is high: 60 cents a gallon higher than it's ever been." Figures from Louisiana's Department of Wildlife and Fisheries tell a similar story. The statewide oyster catch since 2010 is down 27% from the average haul between 2002 and 2009, according to catch statistics from the agency. In the Pontchartrain Basin, where Encalade and Barisich both work, the post-spill average fell to about a third of the pre-spill catch. Barisich says oysters are barely worth the effort anymore. "On the state ground -- on a perfect weather day, keep that in mind -- it's 20 sacks a day," he said. "Twenty sacks a day at \$30 a sack is \$600. \$300 worth of fuel. \$100 worth of other expenses and I pay the deckhand, I got \$150 a day on a perfect day. It don't pay to go out." And no boats going out means no fuel being sold at Frank Campo Jr.'s marina, down the bayou from Barisich's dock. "If you don't burn it, I can't sell it to you," Campo says. "They're not doing very well with the crabs, and there's not a lot of oyster boats going out."

Demand for Oysters is off, Too.

"You used to never ask the dealer if he wanted oysters," said Campo, whose grandfather started the marina. "You just showed up with them. Now, he'll call you and tell you if he needs 'em." "Like somebody had poured motor oil all over" Across the Mississippi from Pointe a la Hache, beyond the West Bank levees, lie some of the waterways that saw the heaviest oiling: Barataria Bay and its smaller inlets, Bay Jimmy and Bay Batiste. Interactive map of Gulf Oil Disaster

Louisiana State University entomologist Linda Hooper-Bui tracks the numbers of ants, wasps, spiders and other bugs at 40 sites in the surrounding marshes, 18 of which had seen some degree of oiling. She is part of a small army of researchers who have been trying to figure out what effect the spill will have on the environment of the Gulf Coast. Since 2010, she's recorded a sharp decline in several species of insects -- particularly spiders, ants, wasps and grasshoppers, which sit roughly in the middle of the food web. They're top predators among insects but food for birds and fish. Hooper-Bui said she expected their numbers to bounce back the following year. "Instead, what we saw was worse." The reason, she suspects, is that the oil that sank into the bottom of the marsh after the spill hasn't broken down at the same rate as the crude that floated to the surface. Instead, it's in the sediments, still giving off fumes that are killing the insects. Some naphthalenes -- crude oil components most commonly known for their use in mothballs -- appear to have increased since the spill, she said. "They're volatile, and they're toxic," Hooper-Bui said. "And they're not just toxic to insects. They're toxic to fish. They're toxic to birds. They cause eggshell thinning in birds. We think this is evidence of an emerging problem." Hooper-Bui said crickets exposed to the contaminated muck in laboratories die, and when temperatures were increased to those comparable to a summer day, "the crickets die faster." By August 2011, the number of grasshoppers had fallen by 70% to 80% in areas that got oiled. "By 2012, we were unable to find any colonies of ants in the oiled areas," she said. Then on August 29, 2012, Hurricane Isaac hit southeastern Louisiana. The slow-moving storm sat over Barataria Bay for more than 60 hours as it crawled onto land. When Hooper-Bui went back to the marshes after the storm, she had a surprise waiting for her. "We discovered in Bay Batiste large amounts of what looked like somebody had poured motor oil all over the marsh there," she said. "About three-quarters of the perimeter of northern Bay Batiste was covered in this oil." The chemical fingerprint of the oil matched the oil from the ruptured BP well, Hooper-Bui said. Other scientists confirmed that Isaac kicked up tar balls from the spill as far east as the Alabama-Florida state line, more than 100 miles from where the storm made its initial landfall. Far from the shoreline, patches of oil fell to the bottom of the Gulf in a mix of sediment, dead plankton and hydrocarbons dubbed "marine snow." It fouled corals near the wellhead, and it's still sitting there. "If you took a picture of a core (sample) that was collected today and took a picture of a core that was taken in September 2010, they look the same," University of Georgia oceanographer Samantha Joye said. "What's really strange to me is, the material is not degrading," Joye added. "There's something about this stuff, the carbon in these layers, that's not degrading." Normally, microbes go to work on free-floating hydrocarbons almost immediately, digesting the compounds. The controversial large-scale use of chemical dispersants was supposed to accelerate that process by



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breaking up the oil into smaller droplets that could be more easily consumed. But that's not happening to this layer, Joye said, and the reason is unclear. "The first thing everyone asks is, 'Do you think it's dispersants?' And I can honestly tell you, we don't know," she said. During the spill, scientists warned that fish eggs and larvae, shrimp, coral and oysters were potentially most at risk from the use of dispersants. The Environmental Protection Agency later reported that testing found the combination of oil and dispersants to be no more toxic than the oil alone. But that's no comfort to Encalade, who could watch planes spray dispersant on the slick from the marina where he keeps his two boats. "We know from history, whenever you put soap in the water around camps and stuff like that, oysters don't reproduce," he said. "And we've heard BP say over and over again, 'Oh, it's like detergent.' That's the worst thing in the world you can do to an oyster." The impact of these dispersants on marine life is still an open question, and it's something that's under review by scientists involved in the Natural Resource Damage Assessment, the federally run, BP-funded effort to figure out what the spill did to the Gulf Coast.

That Assessment Could Take Several Years.

As scientists sort out the data, the Gulf fishing communities from Louisiana to Florida are still dealing with the impact of the spill. When you look at the entire expanse of the ocean, there isn't a huge amount of oil, explained Ian MacDonald, an oceanographer at Florida State University. "You have to look hard to find any oil at all," he said. But where the oil has been found, MacDonald said, the damage is "intense and widespread." There is some good news: Some studies indicate that commercial fish species in different parts of the Gulf escaped the worst. Recent research at Alabama's Dauphin Island Sea Lab found that young shrimp and blue crabs off Bayou La Batre, the state's major seafood port, showed no sign of decline since the spill. But that's no consolation for Donny Waters, a Pensacola, Florida, fisherman who has been involved with efforts to rebuild the red snapper populations off the Florida panhandle. "I'm still catching fish. I'm not saying everything's dead," Waters said. "But it's taking me longer to catch my fish. I'm not seeing the snappers farther around reefs, whether they're natural or artificial. I'm not seeing the reefs repopulate nearly as fast since the oil spill."

'BP Has Retired Me'

Like many in the trade, Encalade and the other guys on his dock in Pointe a la Hache can spin epic tales. But these days, they're not about the catch. More often, they're about the red tape and low-ball offers they've had to deal with in the compensation process set up after the spill -- a process they say is stacked in favor of big operators. "I got guys been fishing out here all their life. They've got trip tickets, more than you can imagine," Encalade said, referring to the slips that document a boat's daily catch. "You know what they come back and tell a man his whole life is worth? \$40,000." The oil, the catch and the money: All converge at the big federal courthouse on Poydras Street in New Orleans, where squadrons of lawyers have massed for what promises to be a protracted brawl to figure out how much BP will end up paying for the Deepwater Horizon disaster. BP says it has shelled out \$32 billion for the disaster, including \$14 billion for cleanup. It's also spent \$300 million on everything from testing seafood to its ad campaign that encourages people to come back to the Gulf, and it pledged \$500 million for research into the environmental effects of the disaster. The company has paid to help replace oyster reefs in Mississippi and Louisiana and rebuild sand dunes and sea turtle habitats in Alabama and northwest Florida. In addition to monitoring part of the Gulf coastline, BP spokesman Scott Dean said, the company has planted new grass in the Louisiana marshes, where the losses sped up erosion already blamed for the loss of an area the size of Manhattan every year. But of about 13,000 holes drilled into the beaches and marshes in search of settled oil, Dean said, only 3% have found enough to require cleanup, he said. "The vast majority of the work has been done," Dean said. But when previously undiscovered oil from the Deepwater Horizon blowout does turn up, "We take responsibility for the cleanup," he said. Last year, the company agreed to pay \$7.8 billion to individuals and businesses who filed economic, property and health claims. But in March, the company asked a judge to halt those payments, arguing that it was facing hundreds of millions or even billions of dollars in payouts for "fictitious losses." It's also pleaded guilty to manslaughter charges and fined \$4 billion in the deaths of the 11 men killed aboard the rig and been temporarily barred from getting new federal contracts. Now BP is back in court, battling to avoid a finding of gross negligence that would sock it with penalties up to \$4,300 per barrel under the Clean Water Act -- another \$17 billion-plus by the federal government's estimate of the spill. BP says that figure is at least 20% too high. The plaintiffs include the federal government, the states affected by the disaster and people like Encalade and Barisich, who have rejected previous settlement offers from BP. Freddie Duplessis, whose boat is tied up next to Encalade's, settled with the company. He said he received about \$250,000 from BP after the spill, including money the company paid to hire his boat for the cleanup effort. That's about what he says he would have made in six months of fishing before the spill, before expenses. I've been all right. I've been paying my bills, but what I'm gonna do now?" asked Duplessis, 54. "You're still gonna have bills. Everything I've got is mine, but I've got to maintain it." But proving just how much damage can be blamed on the oil spill will be a difficult task in



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the courtroom. That's where the Natural Resource Damage Assessment, launched after the disaster and partly paid for by BP, comes in. And right now, the studies that make up that assessment are closely held, ready to be played like a hole card in poker. "There's a substantial amount of fisheries work that's not actually going to see the light of day until after the court case is resolved," USF's Murawski said. The region's seafood landings largely returned to normal in 2011, after the National Oceanic and Atmospheric Administration closed most of the Gulf to fishing during the blowout, NOAA data show. And BP notes that across the four states that saw the most impact -- Louisiana, Mississippi, Alabama and Florida -- shrimp and finfish catches were up in 2012 compared with the average haul between 2007 and 2009. Blue crab was off about 1%. And while oysters regionwide remained 17% below 2007-09 figures, the company says that the flooding that hit the region in 2011 has been blamed for some of that downturn, again by dumping more fresh water into the coastal estuaries. But Gulf-wide, shrimp landings in 2011 and 2012 were about 15% below the 2000-09 average, according to figures compiled by Mississippi State University's Coastal Research and Extension Center. And in Louisiana, there's still a pronounced downturn. State data show that blue crab landings are off an average of 18%, and brown shrimp -- the season for which the industry is now gearing up -- is down 39% compared with the 2002-09 catch. In Yscloskey, Barisich said three bayou fishermen took settlements from BP, sold their leases and walked away from the docks. As for him, at 56, he's trying to adapt. He's studying for a license that will allow him to take passengers out on shrimp trawls -- a kind of working vacation for tourists with a taste for the job he learned from his father. "I can't do what I have for the last two years," he said. And in Pointe a la Hache, Encalade got heartbreaking news in early April. The public reefs in nearby Black Bay, one of the post-spill reconstruction projects, had been closed after spat turned up to protect the larvae. But the spat died, and the reefs were being reopened to allow the few remaining mature oysters to be harvested. "All the little oysters have died, and the big oysters, you can't make a dollar with them," Encalade said. "BP has retired me out of the oyster business."

<http://www.wibw.com/home/nationalnews/headlines/3-Years-The-Oil-Spill-Oyster-Business-Contiues-To-Suffer-204993371.html>

CANADA, MB, WINNEPEG, APRIL 26 2013. SPEEDWAY INTERNATIONAL FACES CHARGES IN \$15M BLAZE >> COMPANY AND ITS DIRECTOR FACE 16 FUEL STORAGE AND BUILDING BYLAW CHARGES

Watch the Video

- [Speedway International Charged in 2012 Explosion](#)
- [Speedway International charged in fuel plant fire1:35](#)



Several explosions could be seen as the St. Boniface blaze burned on Nicolas Avenue in Winnipeg on Oct. 1, 2012.

The owner of a St. Boniface fuel plant is facing multiple charges after a massive St. Boniface blaze sent fireballs into the sky and forced the evacuation of entire neighbourhoods last year. [The blaze broke out on Oct. 1, 2012](#), at Speedway International Inc., which manufactures racing fuel. [Flames and thick black smoke could be seen for kilometres](#) around the plant, and people living nearby were forced to flee their homes. It took fire crews several hours to bring the blaze under control, and residents could not return to their homes until the following day. A strong chemical smell was present in the area for days after the

blast, and sooty debris could be seen on a number of buildings and streets. No one was injured in the blaze, but it caused \$15 million in damage. It damaged nearby rail cars, vehicles and tanker trucks. Fire officials later determined that the blaze was caused by the spontaneous combustion of an oily substance. Now, Speedway International and its director, Royce Rostecki, are facing eight charges each. Six of the charges fall under the City of Winnipeg's building bylaw, and 10 of the charges fall under the city's fire-prevention bylaw. The charges related to the storage of flammable liquids and building occupancy infractions. Rostecki has never commented publicly about the blaze. Instead, he [issued a statement through a public relations company days after fire](#), stating, "Speedway International went through all the permitting processes that it understood were required." Speedway was granted an occupancy permit for a windshield wiper fluid manufacturing plant in 2000, and a fire inspection was done at the St. Boniface facility the following year, according to the company. "Owners of Speedway International have never been informed about a requirement for a fire safety plan either verbally or in writing," the statement also said. Deena Caplette, who owns the Kid City indoor play centre near the Speedway International site, said she wasn't surprised to hear that charges have been laid in connection with the fire. "There was speculation at the beginning, so [I] knew



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that it could have been a possibility, and I guess that's for him to worry about as a business owner," she said. The case will be heard in bylaw court on June 27. If found guilty, Speedway International would face a total maximum fine of \$40,000, while Rostecki would face up to \$8,000.

List of Charges

A full list of the charges was provided by a city official and is available below:

The Winnipeg Building By-Law 4555/87

- Article 12.2: unlawfully permitting all or parts of the building or structures located on the premises to be in an unsafe condition
- Article 15.1.1: unlawfully occupying/using a building or a part thereof without first obtaining the required Building Occupancy Permit
- Article 15.1.2.1(c): unlawfully changing the occupancy of the premises without first obtaining the required Building Occupancy Permit

The City of Winnipeg Fire Prevention By-Law, No. 150/2004

- S. 19.2: failing to obtain consent of the Chief of the Fire Paramedic Service and a permit to install storage tanks containing flammable liquids
- S. 3(1) [adopting s. 4.3.7. of Division B of the Manitoba Fire Code]: failing to provide secondary containment for a stationary rail car used as an above ground flammable liquid storage tank
- S. 3(1) [adopting sentence 4.3.2.1.(2) of Division B of the Manitoba Fire Code]: failing to provide sufficient distance between a stationary rail car above ground storage tank and a building
- S. 3(1) [adopting Article 4.7.2.6. of Division B of the Manitoba Fire Code]: failing to provide fencing for flammable liquid unloading facilities
- S. 3(1) [adopting Clause 4.2.7.5(1)(a) and Sentence 4.3.13.4(1) of Division B of the Manitoba Fire Code]: storing flammable liquids in excess of maximum quantities permitted.

Related Links

- [Winnipeg fuel plant fire causes \\$15M damage](#)
- [Charges Follow Factory Fire - Manufacturer, Director Accused in October Incident](#)

<http://www.cbc.ca/news/canada/manitoba/story/2013/04/26/mb-charges-laid-speedway-fire-winnipeg.html>

USA, ILL, GOREVILLE, APRIL 28 2013. MAN HOSPITALIZED AFTER EXPLOSION IN JOHNSON CO.

d.w. norris

An explosion Thursday afternoon in rural Johnson County sent a Marion man to a St. Louis hospital. Brett Antonacci, 53, was disposing of fireworks-grade explosives in a burn pit south of Goreville at about 3 p.m.. One of the explosives blew up in his face as he lit it, Johnson County Deputy Jon Gulley said. "We arrived and he pretty much had burns on his face and on his hands," Gulley said. "He told us he was getting rid of this stuff because of what happened in Boston." Deputies alerted the FBI and Bureau of Alcohol, Tobacco and Firearms, as well as the Secretary of State Bomb Squad in Marion. "They disposed of it," Gulley said. The explosion occurred about 1 1/2 miles south of Goreville on Redman Lane off Illinois 37. Gulley said Antonacci is a caretaker of the property on which the explosion occurred and had permission to be there. The BATF and FBI identified the explosives as legal and decided not to pursue a criminal complaint, Gulley said. However, Johnson County State's Attorney Tamara Cain could decide to press charges after she reads Gulley's report, which he was working on Friday morning. Antonacci was taken by helicopter to a St. Louis hospital, Gulley said. No information on Antonacci's condition was available.

http://thesouthern.com/news/local/communities/johnson-massac-pope/man-hospitalized-after-explosion-in-johnson-co/article_3933167a-ae7f-11e2-a881-0019bb2963f4.html

NEW ZEALAND, AUCKLAND, APRIL 28 2013. LEAD CONTAMINATION CASE: MID WEST TOWN'S EVERY HOUSE TO GET TESTED

As per reports, it has been revealed that lead contamination has raised concerns among the state government. In the form of precautionary measures, they will be carrying out investigations in every house in the Mid West town. They will be testing for lead contamination, which is said to have taken place due to the Northampton State Battery. The Health Department has announced that the step has been taken as a precautionary measure and there is quite reduced amount of risk to people. "Any



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exposure to lead is extremely damaging, especially to young children and to brain development in young children, we know that, we've known that for decades", said Greens MP Lynn MacLaren, who believes that people have right to raise concern. MacLaren said that underestimating the problem is not good and the precautionary measure should have been taken earlier. She feels that the successive governments have failed to get more alert about the public health. She continued by affirming the Health Department was aware of the problem for past two years, but they did not take necessary steps. It is now that the authorities concerned have found the situation to be worthy enough of taking steps, said she

<https://www.google.com.au/search?q=lead-&aq=f&oq=lead-&aqs=chrome.0.57.223039j0&sourceid=chrome&ie=UTF-8>

INDIA, CHENNAI, APRIL 28 2013. JAYANTHI WARNS FIRMS OF ACTION FOR OIL LEAKS

The government will come down heavily on oil companies violating rules, Union minister for environment and forests Jayanthi Natarajan said on Saturday. Reviewing safety measures adopted by the various companies in the wake of the leak in an Indian Oil Corporation pipeline at Royapuram on Tuesday, she said, "the ministry is prepared to take strict action, including closure of defaulting units." Frequent leaks from decades-old underground oil pipelines in thickly populated north Chennai have been a concern for long and there have been seven such incidents since August last year. Representatives of several companies, including Chennai Petroleum Corporation Limited, Bharat Petroleum Corporation Limited, Indian Oil Corporation Limited and Hindustan Petroleum Corporation Limited, attended the meeting chaired by the minister. The network of pipelines carrying crude oil, gas and petroleum products from Chennai port to various refineries is now spread over 92km, but most of the pipelines are old and many need to be replaced. Talking to mediapersons after the meeting, Natarajan recalled her visit to Nagapattinam last year when a leak in an ONGC pipeline damaged agricultural crops, soil and biodiversity of the area. "Most of the pipelines were laid 50 years ago and they should be replaced if found to be unsafe," she added. The minister said another meeting with the major oil companies would be held in Mumbai soon. She said an action plan had been proposed by her ministry, including disposal of sludge from oil terminals as per hazardous waste management rules, putting in place a comprehensive disaster management system and adopting a state-of-the-art online system for detection of leaks and monitoring health of pipelines, to prevent leaks. The Tamil Nadu Pollution Control Board, she said, had been directed to amend the consent rules for operation of old pipelines by incorporating the existing environmental conditions.

http://timesofindia.indiatimes.com/city/chennai/Jayanthi-warns-firms-of-action-for-oil-leaks/articleshow_dc/19761817.cms

USA, ILL, DETROIT, APRIL 28 2013. MARATHON REFINERY EXPLOSION: DETROIT REFINERY HAZMAT LEVEL 3 EVENT PROMPTS EVACUATION



Marathon Detroit Refinery explosion occurred Saturday evening.

The Marathon Detroit Refinery has suffered a violent explosion on Saturday, causing a mandatory evacuation order for the area at the border of Melvindale and Detroit. Reports of an intense fire were reported as early as 6 p.m. While the incident is still under an ongoing investigation, preliminary evidence indicates a tanker on the property may have exploded. According to the [News Herald](#), no representative of Marathon Oil was available to comment on the shocking incident. The [News Herald](#) also reports that the evacuation order concerns all city residents living east of wall street, including areas from Dix-Toledo to the Outer Drive. Moment after the incident, a local tipster informed Detroit newsradio [WWW](#) of the situation: "Police have blocked Fort Street off by I-75 south ... oh my goodness ... there's an ambulance out here, a fireman standing outside, you

know, it doesn't look like they are trying to get close. They are not trying to go in there" First responders including a HazMat team has been dispatched from the Detroit Fire Department and is on the scene. According to [Twitter](#) user [Steve Neavling](#), the critical Marathon refinery explosion is considered a Hazmat level 3 event.

<http://www.idigitaltimes.com/articles/17048/20130427/marathon-refinery-explosion-detroit-hazmat-level-3.htm>

INDIA, CHENNAI, APRIL 28 2013. ENVIRONMENT MINISTRY TO TAKE STRONG ACTION FOR OIL LEAK

Environment Ministry today warned of strong action against oil marketing companies including closure of their plant, if there was any oil leakages in highly populated areas. "We (the Ministry) are geared to take action even the closure of the firm considering the safety of human lives and environment," Environment Minister Jayanthi Natarajan said chairing a meeting with



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top officials of four oil marketing companies here. Recalling the recent incidents in Nagapattinam where there was oil leak from one of the pipelines belonging to an oil company, she said her Ministry has directed the OMCs to follow guidelines which include the constant monitoring of the pipelines under SCADA system, repairing old pipes and setting up of a 24—hour dedicated team. Later talking to reporters, she said ONGC had laid pipelines for 700 kms in Tamil Nadu while in Chennai, out of 92kms, pipelines run above the ground for 42 kms. These pipelines carry crude oil, naphtha and cooking gas, she said. Strongly advocating the need to create awareness on oil pipelines running underground in densely populated areas, the minister said she would discuss with the Petroleum and Natural Gas Ministry to replace such pipelines, if they are very old. "Most of the pipelines (that are running underground) are 42—50 years old. I will strongly urge my senior colleagues in the Petroleum and Natural Gas Ministry to replace the pipelines. What can be more important than the safety of the human life and environment?" she asked. Observing that her Ministry would hold a similar meeting with officials of oil marketing companies in Mumbai shortly, Natarajan also directed the ports to adopt a 'standard operating procedure and response system' in case of an oil leak in sea. Noting that threat to environment also arises due to oil wastes, she said, the oil companies should have a dedicated area to dispose the oil wastages.

<http://www.thehindubusinessline.com/economy/environment-ministry-to-take-strong-action-for-oil-leak/article4660712.ece>

SOUTH AFRICA, DURBAN, APRIL 28 2013. MAN BURNT IN DURBAN HARBOUR AMMONIA LEAK

nondumiso mbuyazi

One person was burnt and 13 others were treated for ammonia inhalation after a gas leak at the Durban harbour on Friday. A man was rushed to hospital after his wrist was burnt by the chemical. He was treated and released a few hours later, along with the others. Harbour spokeswoman Finola Quarsingh said the leak was detected at the fresh produce terminal storeroom at about 10am. "Thirteen employees have suffered exposure and minor respiratory irritations, while one other has contracted chemical burns," she said. The terminal's health and safety manager, Ashwin Bhugeloo, said the leak was caused by a faulty valve. Staff were evacuated and emergency service workers were called to the site. An environmental specialist then determined that the occupational exposure limit for ammonia was too high, so workers could not resume work until several hours later, when the tests were redone. "The place was then declared safe." Harbour worker Mthembile Gina said there was pandemonium when they were told to vacate the area. "I saw one guy who was burnt on his arm and another girl who was wearing an air mask," he said.

<http://www.iol.co.za/ios/news/man-burnt-in-durban-harbour-ammonia-leak-1.1507270#.UX4uebX-GM4>

USA, ARK, MAYFLOWER, APRIL 28 2013. EXXON OFFICIALS RESPOND TO OIL SPILL QUESTIONS

scarlet sims



Officials from ExxonMobil declined to take part in a forum held Wednesday morning at the Log Cabin Democrat, but they did agree to answer several questions regarding the Mayflower oil spill that occurred in late March in Mayflower. The question and answer discussion was done entirely through emails.

Log Cabin Democrat: A local man who lives by Arkansas 36 says he lives near a storage container that Exxon uses to hold the oil that is being pumped out of the subdivision and lake area. What impact do containers like this have on air quality, people or wildlife? Can you please explain why containers have that affect?

Exxon: Waste generated during the Mayflower response includes recovered oil, oily water, soils and debris. Recovered oil was temporarily stored in secured bulk trailers in Mayflower,

approved by the Arkansas Department of Environmental Quality (ADEQ); however, this has since been transported to an ADEQ approved facility in Conway.

LCD: What technology do Exxon and its contractors use to clean up the oil spill? Many people are concerned the company is not using the best technology to efficiently remove the oil from the environment. Does Exxon get to choose what it uses without government input? If so, why?

E: For clarification, overall cleanup operations are being led by the Unified Command, which includes representatives from the U.S. Environmental Protection Agency (EPA), Federal On-Scene Coordinator; ADEQ, State On-Scene Coordinator; Faulkner County, Local On-Scene Coordinator; the City of Mayflower; and ExxonMobil Pipeline Company as the responsible party. With that context, ExxonMobil is continuing to aggressively pursue cleanup and is



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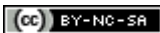
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using the appropriate levels of technology and workforce to address the types of work that are remaining. The majority of freestanding oil has been cleaned up, and cleanup operations continue to transition from emergency response to remediation and restoration. These stages include more extensive soil sampling and debris removal, assessing the health of trees, as well as replacing natural materials and vegetation to help restore the environment. This transition has occurred in two areas after thorough inspections by EPA, ADEQ and Faulkner County Judge Allen Dodson determined that all oil had been recovered. These areas are located on North Main Street and on the east and west sections of Highway 365. Cleanup continues in the Northwoods subdivision and the marsh area between the interstate highway and the cove adjacent to Lake Conway. Storm drain replacement on North Starlight Road advanced this week, and its completion will lead to the replanting of trees and new landscaping for homes directly impacted. In the marsh, heavy debris removal is nearly completed and any remaining oil continues to be cleaned up by work crews using a combination of pumps, backhoes and oleophilic and hydrophobic pads, made from specially designed materials that absorb oil but not water. Cleaned sections of the marsh are being cordoned off by booms to help ensure optimal results during the remaining cleanup.

- LCD:** At least one company that has taken unauthorized samples of the lake has found samples that contain what appears to be oil. Can you please comment on these samples by Opflex Solutions? Is oil or any residue of oil in Lake Conway? As a secondary part to this question, another company wrote to say its product should be used because what is being used is old technology. Why does Exxon use what it does and how good is it? I've heard that contractors don't have a financial incentive to clean up the spill quickly which leads to using less-efficient products. How fast has the Mayflower cleanup been compared to other similar spills?
- E:** It's our understanding that these samples have not been made available for review. That said, water sampling at various depths since the incident shows that Lake Conway remains oil-free. ADEQ and ExxonMobil test water twice a week at 20 different sites. All air and water sampling data is reviewed by ADEQ and posted on its website at: www.adeq.state.ar.us And while we can't compare the Mayflower response to other spills — as each incident has its own unique set of circumstances — we can say that, thanks to the local authorities and citizens who provided the initial response and helped keep the oil from reaching Lake Conway, significant progress has been made.
- LCD:** People seem really afraid about what is happening — the oil spill, the cleanup and the return of residents. Why do you think people are so worried? What can Exxon do to relieve that fear?
- E:** We recognize that the community has concerns, and we'd like to reiterate that efforts are focused first and foremost on ensuring the safety of the community members and the response workers. Ongoing air quality monitoring conducted by the EPA continues to show levels that are either non-detect or below action levels established by the Arkansas Department of Health (ADH). Additionally, continuous water sampling by ADEQ confirms that the main body of Lake Conway and Palarm Creek remain oil-free. Air and water data are posted on the ADEQ website at: www.adeq.state.ar.us/hazwaste/mayflower_oil_spill_2013/default.htm We are working very hard and will continue our cleanup effort until the job is complete. Outreach efforts to the community are ongoing, and if residents have questions or concerns, we'd ask that they call the claims hotline at 1-800-876-9291. We would like to reiterate how sorry we are and how much we regret that this incident took place. Again, we will be here working with agencies until the job is done.
- LCD:** What is Exxon's plan to mitigate any oil that might seep up from the marshes after the company leaves?
- E:** From EPA and ADEQ: Oil-spill cleanups generally occur in two phases: the emergency phase and the remediation phase. The main goals of the emergency phase were to recover visible, free-standing oil as quickly as possible and to remove heavily contaminated soil and vegetation. The remediation phase, which will be overseen by ADEQ, includes further testing of soil, sediment and water quality to ensure all the affected areas, including the marsh and cove areas, meet state standards for soil and sediment cleanup and water quality. ADEQ and supporting state and federal agencies will work with ExxonMobil on the process.
- LCD:** When might Exxon move the pipeline? Or is that under consideration? How will Exxon go about checking the rest of the pipeline to make sure it is safe?
- E:** ExxonMobil is continuing the dialogue with local authorities, as well as state and federal officials to address concerns about the restoration and integrity of the line. The Pipeline and Hazardous Materials Safety Administration (PHMSA) must approve the repair, testing and restart plans. Depending on the scope of work, additional permits and/or formal



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notifications may be required, involving agencies such as ADEQ. We will not restart the pipeline until we are convinced it is safe to do so.

LCD: I talked to a chemist who said heavy oil, like what was running through Pegasus, can sink. Yet, most of what I've seen in the clean-up effort seems to address oil that is on the surface of water. How has Exxon prepared for any oil that could be sinking? What might sinking oil mean for the environment, the clean-up effort and any oil leeching into the Lake?

E: Please refer back to question five, which provides EPA and ADEQ's outlook on remediation efforts.

LCD: Can you please explain whether it is safe for a child to live and play on the street and around the homes where the oil spill occurred? Or should families wait a few more months before returning?

E: We are supporting ADH efforts to make the determination about when conditions will allow residents to return to their homes. The EPA is responsible for ongoing air quality monitoring, which is being conducted on a continuous basis. Again, monitoring data continue to show levels that are either non-detect or below action levels established by ADH. Data are reviewed by the ADH, which posts updates at www.adeg.state.ar.us/hazwaste/mayflower_oil_spill_2013/default.htm. At least 43 private residences and public buildings have had indoor air quality monitoring conducted at the requests of the public and all have been cleared by ADH and EPA.

LCD: The oil has often been compared to "tar sands." Ms. Jordan called the oil in Pegasus "Wabasca Heavy crude from Western Canada." Can you please explain the difference in these and what kind of toxicity Wabasca, if that is what spilled, has on the environment?

E: The oil that was spilled is Wabasca heavy crude — a conventional oil from Alberta, Canada. It's produced by conventional production methods — in other words by drilling a well into the ground through which the oil flows — and diluted by a light oil to help it flow through the pipeline. Wabasca Heavy has an API gravity range of 18.5-21, making it similar to heavy crudes from Brazil, Colombia, Ecuador and Mexico. Other conventionally produced crudes, such as San Joaquin (California) are heavier, with API gravity of 12.5-13.5; typical oil sands crude has an API gravity of around 8.

LCD: People here also want to know whether Exxon — if families want to sell their homes and Exxon buys them — will demolish or do something else with the property? What will happen? Will Exxon pay appraised value? How will this work and what will happen to the land?

E: Certain homes in the Northwoods neighborhood are currently being assessed. We are taking soil samples and they will be analyzed, but at this time, it is too early to determine next steps. In terms of overall compensation, we have developed a plan to address concerns about the long-term value of homes in the Northwoods neighborhood — up to and including home purchases. We are committed to making this right and want to assure everyone that we will do so.

<http://thecabin.net/latest-news/2013-04-27/exxon-officials-respond-oil-spill-questions#.UX4x6LX-GM4>

CANADA, ONTARIO, APRIL 28 2013. SAFETY WARNINGS BY OPP FOR PREVENTING HYDROGEN SULFIDE INHALATION

satish karat

Recent cases that followed a new trend of committing suicides enabled the Members of the Ontario Provincial Police (OPP) to issue a warning in public. The warning suggests people to be cautious while rescuing any person who appears to be sleeping in a vehicle or another enclosed room. Several incidents that took place in recent few weeks forced the police to warn the public of a potential safety risks. In a recent incident, two OPP members were sent to the hospital as they inhaled the Hydrogen Sulfide fumes while they were tried to aid a victim. Both the officers are remarked as in a full recovery mode by the health experts. The police suggested that if anyone from the members of public spotted any one sleeping in a vehicle and appears to be unresponsive, the police should be called immediately. Otherwise extreme cautious measures should be taken in the process of saving the victim. One should look for written notes or some extra ordinary smell, while entering the vehicle. The police disclosed the fact that people who try committing suicide put a note for others not to enter as the gas is poisonous. The police said that the gas being utilized in such cases is the Hydrogen sulphide. They said that the gas smell like rotten eggs and is not present in a vehicle unless it is released by the victim.

<http://topnews.us/content/254771-safety-warnings-opp-preventing-hydrogen-sulfide-inhalation>



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CANADA, N.L., FOGO ISLAND, APRIL 28 2013. COAST GUARD PINPOINTING OIL SPILL NEAR FOGO ISLAND >> INVESTIGATORS HAVE NARROWED DOWN AREA, EXTENT OF SPILLAGE

The Canadian Coast Guard is taking recent reports of oil spillage near Fogo Island seriously. There have been hundreds of reports about oiled sea birds since the end of March. Since then, the coast guard has been inspecting the land and sea from the air and on the ground, in an effort to pinpoint the source of the fuel. Spokesperson Bob Grant said so far, investigators have been able to narrow down the area and the extent of the spill. "From the surveillance planes, we have seen a light sheen in the Blow Hard Rock area," said Grant. "They really started to show up around April 19, and they've been there on our surveillance flights since ... very light sheens that dissipate rather quickly. And surveillance of the general area ... this is the only area we're seeing them." Grant said that samples have been taken, and are now being analyzed at a laboratory in Moncton. Sonar and an underwater vehicle will also be used to inspect what's on the ocean floor. Grant added that he is aware of suspicions that a sunken paper carrier might be to blame, but refused to speculate until lab results come back. In the meantime, crews have been using special equipment to try and keep birds away from the area.

<http://www.cbc.ca/news/canada/newfoundland-labrador/story/2013/04/27/nl-coast-guard-oiled-birds-2013-04-27.html>

SWITZERLAND, GENEVA, APRIL 28 2013. UN CHEMICALS SUMMIT EXPECTED TO ADOPT NEW CONTROLS

john heilprin

At the start of a major conference to regulate chemical and hazardous waste safety, top officials voiced optimism Saturday that delegates will approve new international controls on several industrial compounds and agree to clamp down on some cross-border pollution. The three key international treaties that govern chemicals and hazardous waste, each headquartered in Geneva, are holding an unprecedented joint two-week convention of more than 1,500 delegates from 170 nations that is meant to consider new limits on some substances and look at ways the treaties can be better put to use together. The conference will culminate in a high-level meeting among about 80 ministers on May 9-10. Jim Willis, executive secretary of the Basel, Rotterdam and Stockholm Conventions, said he expects delegates will likely agree to gradually ban one of the commonly used flame retardants, hexabromocyclododecane, or HBCD — which is put in building insulation, furniture, vehicles and electronics — while exempting some uses in buildings. Such a ban would come under the Stockholm Convention, which now regulates 22 toxic substances, such as DDT and PCBs, that travel long distances and don't break down easily, working their way up the food chain. Willis told reporters that delegates also are expected to accept stricter requirements for disclosing information about exports of several other substances including a powerful herbicide, Paraquat. The others are an insecticide, Azinphos-methyl; two flame retardants, PentaBDE and OctaBDE; a fabric protector, PFOS; and the construction material, Chrysotile asbestos. That action would come under the Rotterdam Convention, which regulates information about the export and import of 43 hazardous chemicals. Together, the three treaties aim to "help countries to take better control of the pesticides they agree to use," said Christine Fuell, a senior technical officer with the U.N.'s Food and Agriculture Organization who helps oversee the Rotterdam Convention. Perhaps the most contentious proposals involve HBCD — which has been found in human breast milk and tissues and in wildlife and marine life around the world, raising health concerns — and Chrysotile asbestos, which is linked to respiratory disease and lung cancer, said Joe DiGangi, a science adviser with advocacy group IPEN, a global network of more than 700 public interest non-governmental organizations. In the case of asbestos, Canada — a major producer of the mineral — and several other nations blocked a similar measure two years ago. This time around, Willis said, Canada appears to be supportive of the proposal, and he is hopeful that Russia, which has large reserves of asbestos and is a newcomer to the treaty, won't block action. Swiss environment ambassador Franz Perrez, who will preside over talks on the Basel Convention, said he expects agreement on new ways of managing trade in hazardous waste, based on an Indonesian-Swiss initiative that includes technical guidelines on cross-border shipments of discarded electronic and electrical products. The Basel Convention regulates the exports and imports of hazardous waste. Perrez said Switzerland, a major hub and producer in the chemical and pharmaceutical industries, proposed trying for new "synergies" among the three treaties it hosts in Geneva by holding a single conference that would seek more unified, global approaches. All three treaties take decisions based on consensus among all the nations' delegates, but officials and observers say it is difficult for a single country to block action in the face of pressure from most or all of the others.

http://www.necn.com/04/27/13/UN-chemicals-summit-expected-to-adopt-ne/landing_nation.html?&apID=88fdd3dac7224f55b081fbc4a1410840



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