



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 982 Newsy Stuff

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July 21 2013



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CANADA, B.C, PORT MOODY, JULY 7 2013. WOMAN BADLY BURNED AFTER VAN EXPLODES IN PORT MOODY MCDONALD'S PARKING LOT >> "UNSAFE STORAGE OF FUEL."

 [Watch the Video Woman Burned in Van Explosion outside Port Moody McDonald's](#)



Police are investigating after a woman's van exploded Friday in the parking lot of a Port Moody McDonald's, sending her to hospital with severe burns. Sgt. Brad Sheridan with the Port Moody Police Department said the incident took place around 1:45 p.m. Friday at a McDonald's located at 3033 St. John's St. "An explosion was heard in the parking lot of the McDonald's restaurant next to the Port Moody Police Department," he said. "Members attended and located a vehicle on fire." Sheridan said the woman was conscious following the explosion and was able to get out of her van prior to first responders arriving on scene. A spokeswoman for the B.C. Ambulance Service said the woman was taken to

Royal Columbian Hospital with serious injuries. No further updates on her condition were available as of 4:30 p.m. St. John's Street was also closed to traffic in both directions for a short time on Friday, as police combed the scene. Sheridan said early details show that the explosion was caused by fuel that had been stored in the van. It's unclear if the fuel was stored in a separate container inside the vehicle's trunk or passenger compartment, or if the fuel was leaking from the van itself. Port Moody police will continue to investigate.

<http://www.theprovince.com/news/Woman+badly+burned+after+explodes+Port+Moody+McDonald+parking/8623125/story.html>

USA, MI, ISABELLA CO, COE TWP, JULY 7 2013. SEVEN HOMES EVACUATED IN COE TOWNSHIP FOLLOWING GASOLINE SPILL

Residents from seven homes in Coe Township were evacuated Friday afternoon following a gasoline spill at Coe and Wise roads. A Great Lakes Petroleum tanker carrying about 13,000 gallons of gasoline overturned on its side. The truck, driven by Robert Parsons, 53, of Alma, was travelling north on Wise Road when he attempted to turn east on to Coe Road, Isabella County Undersheriff John Tellis said in a written statement. Other vehicles were stopped at the intersection. "The driver turned the corner too sharp and the passenger side tires on the rear axle of the trailer went into the ditch," Tellis wrote. "The weight of the product being hauled caused the semi tanker to overturn on its side. Gasoline began spilling from the pressure relief valves on the top of the trailer." A small amount of gas leaked from the tank, the exact amount unknown, Tellis said. Because of a fire and explosion threat, seven residences were evacuated for several hours.

<http://www.themorningsun.com/article/20130705/NEWS01/130709781/seven-homes-evacuated-in-coe-township-following-gasoline-spill>

UGANDA, NAMUNGOONA, JULY 7 2013. FUEL TANKER INFERNO KILLS MANY >> MULAGO HOSPITAL STRUGGLES TO TREAT SURVIVORS

agengella abushedde



About 40 people are feared to have died in a fire believed to have started when a fuel tanker and van were involved in an accident at Namungoona on the Northern Bypass road. Many more people sustained burns and other injuries. The road which skirts Kampala city is favoured by motorists heading to the northern and northwest of the city or continuing to northern and western Uganda. Some of these were caught up in the inferno together with a number of looters who allegedly attempted to siphon fuel from the distressed tanker. Most of the dead and injured ended up at the Mulago National Referral Hospital which for days

following the accident was in a frenzy to save lives and reunite loved ones. Unfortunately, the doctors, nurses, and morgue attendants also had to deliver the bad news of deaths and help relatives and friends identify bodies of the victims, some of whom were burnt beyond recognition. Doctors treating the survivors at the hospital said chances of some patients surviving were reduced because they suffered inhalation burns and had inhaled a lot of smoke. Dr Byaruhanga Baterana, the executive director of Mulago said bodies of those brought in were being identified and DNA tests would be carried out in case physical identification was impossible. He said they were avoiding misidentified bodies being handed out in to unsuspecting bereaved parties. Dr Byaruhanga said the DNA tests results to identify the bodies could take up to a week to process. Byaruhanga



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commended the School of Medicine and the National Drug Authority for their support to the hospital to cope with the large influx of patients and the dead. Unlike in the past, the hospital appears to have coped quite well although challenges of resources were evident. The hospital director told journalists that all the medical treatment is free of charge including the DNA tests and Hospital staff said matters got a bit complicated when President Yoweri Museveni, who visited the scene of the blast and the hospital on July 1, offered Shs5 million to each of the injured and to representatives of the dead. Upon hearing the news of the offer, patients who had either been discharged or left to seek treatment elsewhere hurried back to the wards. One of them was Edward Nyanzi Tebesigwa. Tebesigwa said he came back to the hospital on July 1. He said he slept in the hospital corridor because all beds were occupied in the causality ward. When The Independent spoke to him on July 2, he was all bandaged up and lying in one of the beds previously occupied by one of the three people who died the night before. He said he was in the hospital to get his money. Comptroller, Lucy Nakyobe, who President Museveni had tasked to dish out the Shs5 million was in the hospital and soon came round to Tebesigwa's bed. He asked Tebesigwa if the hospital management should open for him an account in a bank and deposit the money on it. Tebesigwa refused. Tebesigwa, whose names means 'trust no one', even refused the uncle who was taking care of him to receive it. "Naye ayinza okuzilya," he said, meaning he feared his uncle might cheat him. Nakyobe then decided to stuff the money into the bedridden man's pockets and moved on. Tebesigwa did not even say 'thank you' and went back to sleep. Nakyobe said 52 people were affected in the fire as survivors and the dead and she had Shs260 to give them. Asked how she would deal with those who had already been discharged or headed for burial, Nakyobe said the hospital had their records from their relatives and they would follow them up to their homes and give them their money.

<http://www.independent.co.ug/news/news-analysis/7989-fuel-tanker-inferno-kills-many>

NIGERIA, EDO, EGBA JUNCTION, JULY 7 2013. TANKER CRUSHES FATHER, MOTHER, 2 KIDS TO DEATH IN EDO

osagie otabor



family of four has been crushed to death by a tanker at Egba junction along the Benin-Auchi express road. Witnesses said the family consisted of the father, mother and two children. The tanker was said to have fallen on the Honda car they were travelling in and killed all the occupants. Its content, suspected to be fuel spilled on the road and the first car that attempted to drive through the crash went up in flames killing the driver. The accident caused traffic gridlock along the express road. Officials of the fire service were called to prevent spread of the fire. Edo State Sector Commander of the Federal Road Safety Corps, Kenneth Nwaegbe said one person has been found dead. He said the fire was yet to be put out.

<http://www.osundefender.org/?p=107870>

USA, ME, BANGOR, JULY 7 2013. RAILWAY, FIRE OFFICIALS SAY 'HISSING' FROM DERAILED TANK CAR IN BANGOR IS SAFE, 'NORMAL VENTING'

nick mccrea

Two train cars carrying carbon dioxide that derailed in Veazie on July 3 sit on the tracks behind Penobscot Plaza on July 6. A caller reported on July 6 that one of the cars (right) was making a loud hissing noise. Bangor fire crews were on scene for about 5 minutes, but were assured by railway officials that the hissing was part of "normal ventilation" to relieve pressure from the tanks on a warm day, according to fire department officials. Railway and Bangor Fire Department officials said Saturday that the "hissing" coming from one of the tank cars that derailed a few days ago in Veazie is part of its "normal venting" and is not cause for concern. Bangor fire and rescue crews were dispatched to the tracks behind Penobscot Plaza on Washington Street on Saturday afternoon after a caller reported an audible hissing sound coming from one of the two tanks parked behind the plaza. Four cars derailed in a 92-car Pan Am Railways train on July 3 near the Veazie-Bangor town line. Three of the cars were carrying carbon dioxide and the fourth was empty, according to Pan Am officials. Two of those carbon dioxide tankers were parked behind Penobscot Plaza after a crane righted them and put them back on the rails. Fire crews, including three



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trucks and an ambulance, were on scene for about 5 minutes Saturday, according to Assistant Fire Chief Thomas Higgins. As crews were on the way, Higgins was on the phone with a Pan Am representative who told him that the hissing was part of "normal venting," in which a valve on top of the tank releases pressure. It's especially common in warm temperatures, when pressure builds in the tank, he said. "Normally, it's just not somewhere where someone would hear it," the assistant chief said. Higgins said he did not remember the name of the employee he talked to. The assistant chief also said Pan Am told him that no employees were immediately available to come out to reinspect the tanks, which had been examined and checked for leaks after the initial derailment. The fire department examined the ventilation valves and dome on top of the tanks and found that everything seemed to be operating correctly, Higgins said. The Pan Am official also told Higgins that the company planned to offload the carbon dioxide into different tanker cars during the weekend for transportation. The two cars parked behind the plaza on Friday showed signs of damage from sliding on their sides, and railings at each end of the tankers and on top surrounding the dome were badly bent. A person who answered the phone at Pan Am Railways Operations Center in North Billerica, Mass., said "there's nothing wrong with that car," deferring further comment to a company spokesman who did immediately respond to a message requesting comment. The July derailment is not the first for Pan Am this year in Maine that occurred near the Penobscot River. In March, 13 full 31,000-gallon train tanker cars carrying crude oil tipped over and went off the tracks in Mattawamkeag, near Route 2. The derailment spilled just three gallons of oil when the 96-car train jumped the tracks a few yards from the river. On Feb. 22, two boxcars on a Pan Am freight train also derailed near the Leeds-Wayne town line on the border of Androscoggin and Kennebec counties. No injuries or spills were reported

<http://www.sunjournal.com/news/0001/11/30/railway-fire-officials-say-hissing-derailed-tank-c/1389658>

AUSTRALIA, VICTORIA, GEELONG, JULY 7 2013. SHELL LEAK TAKES AN HOUR TO CONTAIN

anthea cannon

About 100 litres of an unrefined diesel, petrol mix leaked out at Shell's Corio plant today, taking three CFA crews an hour to contain. Corio station officer Nick Callan said Shell's on-site fire crew were already on the scene when the CFA arrived at 10.30am. Mr Callan said crews covered the leak, which was coming from an exchange unit, with foam to eliminate any chance of it igniting. He said there was no risk to the community. Shell's industrial maintenance soon had the leak fixed and pumped the escaped hydrocarbon mix into a specialised recovery unit to ensure it didn't go to waste, Mr Callan said. CFA regularly train with the Shell crews and were down at the refinery often so the operation went like a well-oiled machine he said.

http://www.geelongadvertiser.com.au/article/2013/07/06/368660_news.html

USA, UT, BOX ELDER CO, WILLARD, , JULY 7 2013. BEAVERS SAVED FROM DIESEL FUEL SPILL NEARLY RECOVERED

katie mckellar

Summary:

Six beavers that were caught in the Chevron diesel fuel spill near Willard Bay are just weeks away from full recovery and release back into the wild.



One of six beavers is treated by the Wildlife Rehabilitation Center of Northern Utah after being contaminated during the March 14, 2013, oil spill at Willard Bay. Six beavers caught in a diesel fuel spill near Willard Bay in March are just weeks away from full recovery and release back into the wild. Upon their release, the beavers also have a chance to give back by helping with a habitat rehabilitation project. Just as the cleanup of the 600-barrel diesel fuel leak has been tedious, the beavers' road to recovery has been long. But things seem to be looking up for both the beavers and the bay. Credited with helping to contain the March 18 fuel leak, several beaver ponds were destroyed, and the beavers themselves suffered severe burns and major health issues. The Wildlife Rehabilitation Center of Northern Utah has nursed the beavers back to health, said DaLyn Erickson, executive director of the Ogden nonprofit organization. "To think about what they've been through and where they've come today is absolutely astounding," Erickson said. "I was shocked. I didn't expect them to heal as quickly and as well as they did. For them to come to a state now where they're



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healthy, happy, moving around and looking sleek and beautiful is pretty moving." The fuel spill left the beavers in poor condition, with burned fur and skin, as well as respiratory and gastrointestinal issues. Now, the beavers have grown most of their fur back, fought off burn infections and healed from several other health issues caused by the diesel spill, she said. All their respiratory and intestinal issues have cleared up, with the exception of one beaver that still has some symptoms of pneumonia, Erickson said. "Until they're out the door, we never say 100 percent, but we're 99 percent sure they'll all be released back into the wild," she said. Because the beavers must be released with enough time to gather food and build a lodge for the winter, Erickson said she hopes they will be released within three weeks, and she's optimistic about making the time crunch. Utah Division of Wildlife Resources officials have found a new niche both the beavers and an environmentally degraded Rich County watershed will appreciate, said Phil Douglass, the division's northern outreach conservation manager. "That's what beavers do," Douglass said. "They come in and build dams, restore the water table and restore vegetation. We're really looking forward to seeing the results that they can produce in this habitat restoration project." The DWR also assisted the rehabilitation center by selecting a veterinarian and providing guidance on how to best treat the beavers, he said. "It's really been a team effort all the way around to make sure that these beavers get the best care that they possibly can and get released in the best way that they possibly can," Douglass said. "I'm grateful that we've been able to find a good solution that was ultimately best for the beavers." Erickson said the beavers' recovery would not have been possible without members of the community who helped in many ways, including cleaning and gathering wood for the beavers to eat. "It was almost overwhelming to take on this enormous challenge of getting them back to health," she said. "But the outreach of the community has been incredible, and to see the beavers come back to health has been an incredible experience. The whole thing in many different ways has been pretty amazing." As for Willard Bay, active cleanup of the spill is complete, and Utah Department of Environmental Quality officials are now assessing the area to determine if any further risk to the ecosystem or human health remains from diesel spill residuals, said John Whitehead, the department's assistant director. Soil and water samples have been sent to state labs, and a risk assessment is expected to be complete by mid-July. Based on those results, state park officials can decide whether to open the North Marina and its campground in Willard Bay State Park, Whitehead said. Although active cleanup is finished, Willard Bay's full environmental recovery will most likely take a season or two of vegetative growth, he said. "(The area) has been greatly disturbed because of the cleanup that had to occur," Whitehead said. "It's not like nothing happened, but I think the prospects for recovery are good."

<http://www.deseretnews.com/article/865582718/Beavers-saved-from-diesel-fuel-spill-nearly-recovered.html?pg=all>

USA, OK, WILSON, JULY 7 2013. CREWS CLEAN UP OIL SPILL IN WESTERN CARTER CO.



The spill, discovered Sunday, leaked into a creek off of Memorial Road in western Carter County forcing landowners to move their cattle to a safe location. According to local rancher Mike Faulkner, "They've had to hire extra labor and get the cattle moved, extra fee, and of course, stress on the cattle. So that's a bigger problem that we see right now." Matt Skinner with the Oklahoma Corporation Commission says 6 barrels of oil and 774 barrels of salt water leaked apparently from an underground Citation Oil and Gas steel line. Skinner says their top priority was containing the leak quickly, which they have done. "Well really it's not so much a direct threat to humans because it has been contained and remediation is underway," Skinner said. Skinner says the

oil is not posing a direct threat to humans because of the quick cleanup. Area residents say the company has been working for the past few days to clean the spill but haven't been told when the clean up process will be complete. "I'm sure that the landowners here would like some type of target date to know when these cattle can come back in here, because this is an awful, expensive project for them right now to keep those cattle out," Faulkner said. Jay Austin also lives off Memorial Road. He says it's not just the spill that has him worried. He says the oil company's trucks on the two-way road can also be hazardous. "They're blocking the road and the bridge. And people down here they have to go to work, they have to go to the hospital, or whatever, and it does affect them."

<http://www.kxii.com/news/headlines/Clean-up-begins-on-the-Carter-County-oil-spill-212141681.html>



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USA, AK, WHITTIER, JULY 7 2013. COAST GUARD, ALASKA CHADUX RESPOND TO FUEL SPILL IN PRINCE WILLIAM SOUND

shawm eggert

The Coast Guard and Alaska Chadux are responding to a reported fuel spill from a grounded fishing vessel in Passage Canal six miles east of Whittier in Prince William Sound, Saturday. Response personnel are en route to the scene aboard a hired vessel from Whittier to assess the situation. An Air Station Kodiak MH-60 Jayhawk helicopter crew, forward deployed to Cordova, is conducting an overflight of the area. Watchstanders at the Coast Guard Sector Anchorage command center received a report from the crew of the 104-foot Naknek Spirit early Saturday that the vessel had run aground with five people aboard and ruptured its starboard fuel tank. The tank was reportedly carrying 2,000 gallons of diesel fuel, but crewmembers managed to transfer 1,500 gallons into an intact tank. The vessel is reportedly carrying an estimated total of 10,000 gallons of diesel and 1,200 gallons of gasoline. The vessel owner hired Alaska Chadux to remove the pollution threat posed by the vessel and to mitigate the impact of the spilled fuel. "Our priorities are the safety of the responders and minimizing the impact of the grounding to the surrounding environment," said Lt. Jason Gangel, sector response chief, Coast Guard Sector Anchorage. "We are currently sending Coast Guard personnel and assets to the scene but we will be working cooperatively with our State of Alaska partners and the owner of the vessel." No injuries were reported. Weather conditions in the area are reportedly 12 mph winds with 2-foot seas and rain. The site of the grounding is reportedly a Stellar sea lion sensitive area. The Naknek Spirit is a tender packer homeported in Homer. The Coast Guard is investigating the cause of the grounding.

<http://alaska-native-news.com/alaska-native-news-at-sea/8847-coast-guard-alaska-chadux-respond-to-fuel-spill-in-prince-william-sound.html>

ENGLAND, MARLBOROUGH, JULY 7 2013. RIVER KENNET POLLUTION WARNING OVER PESTICIDE SPILL



Freshwater shrimp, mayfly and caddis fly in part of the river appear to have been wiped out.

People are being warned to keep away from the polluted River Kennet between Hungerford and Marlborough after a potentially harmful pesticide spill. The pesticide is believed to have leaked into the river near sewage treatment works at Marlborough affecting eight miles (13km) of water. The Environment Agency is investigating the source of the pollution, believed to be an agricultural pesticide. Spokesman John Sutton urged people to avoid skin contact with the water. He also said they should keep pets away from the river.

'Serious Pollution'

Mr Sutton said: "It's a precautionary approach but it does seem sensible at this point, people should also not eat fish caught from that section of the river." "Our focus is still very much trying to track down the source of this serious pollution. "It looks like something that has been tipped or washed into that drainage system." The agency said it had found no evidence of pollution upstream of the sewage works. It was [alerted to the pollution](#) on Monday by volunteer river fly monitors from Action for the River Kennet (ARK). ARK said its monthly check of the water showed freshwater shrimp, mayfly and caddis fly in about 15km (nine miles) of the river appeared to have been wiped out. It believes there has been no impact on fish in the river. The chalk stream is a Site of Scientific Interest.

 **Related Stories** [Pesticide blamed for river fly death](#)

<http://www.bbc.co.uk/news/uk-england-23209864>

USA, N.D, WATFORD, JULY 9 2013. U.S. WELL SITES IN 2012 DISCHARGED MORE THAN VALDEZ

mike soraghan

It went up orange, a gas-propelled geyser that rose 100 feet over the North Dakota prairie. But it was oil, so it came down brown. So much oil that when they got the well under control two days later, crude dripped off the roof of a house a half-mile away. "It had a pretty good reach," said Dave Drovdal, who owns the land where the Bakken Shale oil well, owned by Newfield Exploration Co., blew out in December near Watford City, N.D. "The wind was blowing pretty good. Some of it blew 2 miles." There are thousands of oil spills at the nation's onshore oil and gas well sites every year. But the data are scattered amid databases, websites and even file drawers of state agencies across the country. EnergyWire spent four months mining the data for the most comprehensive report available on the spills that result from the nation's booming oil and gas industry. It was



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one of the more than 6,000 spills and other mishaps reported at onshore oil and gas sites in 2012, compiled in a months-long review of state and federal data by EnergyWire. That's an average of more than 16 spills a day. And it's a significant increase since 2010. In the 12 states where comparable data were available, spills were up about 17 percent. Drilling activity in those states, though, rose 40 percent during that time. More common than the Newfield blowout are 100-gallon leaks that are contained to the well site and get cleaned up the same day. But together they add up to at least 15.6 million gallons of oil, fracking fluid, wastewater and other liquids reported spilled at production sites last year. That's more than the volume of oil that leaked from the shattered hull of the Exxon Valdez in 1989. About 11 million gallons gushed from that ship. And 15.6 million gallons is almost certainly an undercount, because reports in drilling-heavy states such as Colorado, Oklahoma and Pennsylvania often exclude spill amounts. That figure also doesn't include spills from interstate pipelines or offshore wells. Companies reported that at least one-third of the spill volume from well sites was recovered. The frequency of the onshore spills shows companies aren't doing enough to stop them, said Wilma Subra, a Louisiana-based environmental scientist who monitors the oil and gas industry. "They admit that it happens all the time," Subra said. People who live amid the country's newly booming oil fields say the carelessness they see makes them worry about not only environmental damage, but also health and safety. "Every incident does make you pause and wish they weren't so close to homes," said Drovdal, a longtime Republican state legislator who goes by "Skip." Kristen Mesker and her husband have a 1,200-acre ranch in Burke County, N.D., amid the Bakken boom. They've seen a pasture and two wetlands (called "prairie potholes") destroyed by a hot water spill and had a calf die after falling in a waste pit. "All this stuff happens to our fences and cattle," said Mesker, who testified at the state Capitol earlier this year for legislation to keep wells farther from homes. "You wonder when that's going to happen to a family." Kristi Mogen said it has affected her family's health. One of her daughters had nosebleeds for days on end after a blowout last year that sent a stream of vaporized drilling chemicals into the air 2 miles from their house near Douglas, Wyo. A physical shortly after the incident showed she and her husband had depleted oxygen levels in their blood. "You feel helpless," said Mogen, who traveled to Washington, D.C., earlier this year to press Congress for stronger regulation of drilling. "It's not just us. It's happening all over the United States." Oil and gas industry officials say companies have a good overall record of safety and environmental protection. "We do take safety seriously. It is a top priority," Jack Gerard, president of the American Petroleum Institute, said in a brief interview during a recent API safety and reliability conference in Washington. "Over the years, based on the nature of producing energy, there are risks associated with it. But we do have a strong safety record." An API spokesman provided a 2009 study indicating that overall oil spillage in the United States has decreased by more than 75 percent since the late '60s. But it looks only at federal data, not the more detailed state data that EnergyWire reviewed. It also shows that the decreases were offshore, while inland spills increased. Gerard stressed the job creation and other economic benefits of the country's "game-changing" oil and gas boom. Drovdal said there's a difficult balance. "As a landowner, I'm very conscious of the damage done to the land," he said. "As a business owner, the checks are nice."

Different Types of Spills

There is no central repository of spill records from oil and gas production sites. The Bureau of Land Management keeps a record of spills on public lands, but the rest are kept in the databases, and sometimes the file drawers, of state agencies across the country. EnergyWire assembled the records of thousands of spills into a central database for comparison.

The Reports Highlight the Vast Variety of Ways that Spills can happen.

In the Newfield spill, there was a mechanical failure of well tubing. The drill pipe fired out of the hole like a bullet and lodged in the rig tower, spraying toxic mist into the wind. Newfield spokesman Keith Schmidt said the spill has been almost entirely cleaned up, and company officials "anticipate no lasting impact to human health." It was one of the more spectacular accidents last year, but at 50,000 gallons of oil, 30,000 gallons of salty wastewater and 2 million cubic feet of gas, it was far from the largest. More than a million gallons of salty "produced water" from coalbed methane drilling was released outside Gillette, Wyo., in August 2012. Earlier this year, there was a similar spill of nearly 3 million gallons. The water produced from shallow coalbed methane formations in that area can be clean enough for humans to drink, but the salt content can turn farmland hard as concrete. More than 300,000 gallons of oil and produced water spilled from a Citation Oil & Gas Corp. well site in Hieldton, Okla., in April 2012, down a dry wash and into pastureland. Less dramatic accidents are far more common. Tanks overflow. Lightning strikes equipment and causes malfunctions. Valves get left open, letting oil or wastewater trickle into a ditch until the next crew comes in. Sometimes wandering cattle knock things loose. Pits and tank batteries can leak into groundwater for years before anyone notices. That's what a crew found last year at an old well near an irrigation ditch and reservoir outside Greeley, Colo. Tests showed the groundwater had 300 times the state's allowable limit for benzene. Anadarko Petroleum Corp. is contending with a long legacy of pollution from old wells in the Salt Creek field near Casper, Wyo. The company



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reported about 50 spills in the field in 2012 as it cleaned them up in preparation for using carbon dioxide to flush out more oil. Not all spills are accidental. Drillers reported vandalism at 21 Colorado well sites in 2012. And state officials are finding that truck drivers paid to haul briny drilling wastewater to approved disposal sites sometimes just dump it instead. Near Walden, Colo., last year a woman reported that she watched a waste hauler open the valves on his tanks. She followed his truck until he pulled into a nearby gas production site, leaving a trail of foul-smelling drilling wastewater on the county road. In Arkansas last summer, officials discovered at least 32 instances of wastewater haulers dumping their loads in the woods near well sites.

Who Spills the Most? Hard to Say

North Dakota had the highest number of spills last year, 1,129, and one of its dominant producers, Continental Resources Inc., had more reported spills than any other company. But industry officials say that's likely because companies in North Dakota have to report more spills than in other states. In North Dakota, they have to report any spill of more than 1 barrel (42 gallons). In Texas, the threshold is five barrels. And in Oklahoma and Montana, it's 10 barrels. "The number of reports does not necessarily equate to large volumes, but more to achieving the transparency desired through state regulations," said Continental President and Chief Operating Officer Rick Bott said in a lengthy statement. Records show that of Continental's 233 spills in 2012, at least 90 were less than five barrels. Continental, which got extra attention in 2012 when CEO and founder Harold Hamm served as an adviser to Republican presidential nominee Mitt Romney, adopted a "no spill" policy focused on reporting, spill reduction and, ultimately, elimination, Bott said. It also has formed spill reduction task force teams to review incidents and implement solutions. Well sites are built and managed by a bevy of contractors, and Bott said Continental has a contractor management program that evaluates the firms' environmental performance. Continental's largest spill was in May 2012 in North Dakota's Divide County. The company's Hampton 1-2H well spilled about 80,000 gallons of produced water. No action was taken, state officials said, because it was contained to the site. North Dakota officials stressed that nearly 80 percent of the spills in the state were contained to the well site. "That's the important thing," said Alison Ritter, spokeswoman for the state Department of Mineral Resources. "If a spill is contained to the site, the environmental damage is going to be a lot less severe." Utah companies reported that 78 percent of spills were contained. In Colorado, the figure for how many were contained within a berm was lower, 38 percent. Occidental Petroleum had the second-highest number of spills, with 207, followed by BP PLC with 190, XTO and Exxon Mobil with a combined 172, and COG Operating at 122. Occidental spokesman Eric Moses said the company's spills have dropped dramatically in the past four years. The net volume of crude oil and condensate releases has dropped 80 percent, he said. "Preventing releases of crude oil is a priority in our operations," Moses said. Exxon spokesman Patrick McGinn said the company has sophisticated systems and training in place to prevent spills. He said most of its spills were water produced during operations. The rest, he said, "were small, and practically all were held within secondary containment systems without impacting the environment." Subra, though, cast skepticism on the idea that spills are contained as often as industry officials say they are, noting that state agencies rely on companies to self-report their spills. "You always say it was contained," Subra said. "If you say it wasn't, you have to answer a lot of questions. The easiest thing to say is that it was contained."

<http://www.eenews.net/stories/1059983941>

USA, VT, HINESBURG, JULY 9 2014. HINESBURG JOINS LAWSUIT OVER WELL CONTAMINATION

John Dillon

 **Click-2-Listen** [Hinesburg Joins Lawsuit over Well Contamination](#)

A drinking water well used by the town of Hinesburg is contaminated with low levels of the gasoline additive, MTBE. Although the levels are below the threshold considered dangerous for drinking, town officials are eager to clean up the pollution problem. Hinesburg now plans to join a lawsuit against major oil companies to recover costs for the clean-up. Methyl tertiary butyl ether (MTBE) was added to gasoline to boost octane performance and to make the fuel burn cleaner. The problem is that it is highly soluble in water, and can pollute groundwater if an underground gasoline tank springs a leak. Hinesburg Town Administrator Joe Colangelo said officials learned in 2009 that one of the municipal wells was contaminated. He said about 400 people use the well for drinking. "The levels detected are fairly low; less than 5 parts per billion, while the state has indicated that up to 40 parts per billion is acceptable in drinking water," he said. "Nonetheless, we do have a contaminated water supply." The selectboard recently voted to engage a Houston, Texas-based law firm that specializes in MTBE cases. Colangelo said the multi-state lawsuit will not be directed against a local gas station or fuel distributor but rather is aimed at national companies that he said knew the additive could pollute ground water. "It's kind of similar to almost like the class action suit against the tobacco companies. The oil companies were aware, they knew, that this MTBE could have been easily



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contaminating ground water but they continued to blend the MTBE in with the gasoline," he said. Last spring, a jury in New Hampshire ordered Exxon Mobil to pay the state \$236 million to monitor and remediate ground water contaminated with the chemical. Vermont hasn't sued the oil companies, but MTBE has affected other public water supplies. Chuck Schwer, a section chief in the hazardous sites clean up program with the state Department of Environmental Conservation, said the additive was banned in Vermont and in many other states in 2007. "So with the removal of it, we don't see many new incidents of MTBE problems but there certainly are still effects from existing releases of gasoline that had the additive," he said. Schwer said charcoal filtration can remove the chemical, but the systems are expensive. The state has helped install treatment systems for water supplies where MTBE levels exceeded the health standards, using money from the state petroleum clean-up fund. Schwer said MTBE contamination has affected wells in East Clarendon, Hartland and Killington.

<http://digital.vpr.net/post/hinesburg-joins-lawsuit-over-well-contamination>

USA, MT, MUSSELSHELL CO, JULY 9 2013. OIL STORAGE TANK FIRE BURNS OUT; NO OIL SPILLED

 **Watch the Video** [Lightning Strikes Oil Tank](#)



The Disaster and Emergency Services Coordinator for Musselshell County says an oil storage tank fire ignited by lightning on Sunday evening north of Roundup did not spill oil. Jeff Gates said on Monday that the well attached to the tank was producing oil at the time of the fire, but that the blaze was contained to the tank. Additionally, no other structures were destroyed in the fire. Gates said in addition to a Musselshell County fire crew, the Roundup Rural Firefighters and a crew from Petroleum County also fought the fire and monitored the scene until the fire. Gates, who was complimentary of the collaboration between departments, said fire crews arrived around 7 p.m. on Sunday and were on scene putting foam on the fire until midnight. Gates stressed prior to a Musselshell County department head meeting on Monday that the situation was much less severe than originally anticipated and that the occurrence of lightning hitting storage tanks is not rare. "Probably, every couple or three years will get lightning affecting the tanks in some way, and it's been going on for many years," said Gates. "They're the biggest metal object in the middle of a grass field. So, it's either going to hit a power pole or it's going to hit those tanks."

<http://www.kbzk.com/news/oil-storage-tank-fire-burns-out-no-oil-spilled/>

USA, MI, GRAND RAPIDS, JULY 9 2013. GAS STOLEN FROM UNDERGROUND TANKS >> SUSPECTS ALLEGEDLY SIPHONED GAS VIA VAN TRAP DOOR

steve kelso

 **Watch the Video** [Gas Stolen from Underground Tanks](#)

A West Michigan couple are accused of stealing hundreds of gallons of gas from several area gas stations, and trading it for drugs and money. Authorities say in October and December 2012, Jamie Hardie and Rebecca Jo Ryon parked a Dodge Caravan over the top of various gas station fill ports. Similar in appearance to a manhole cover, gasoline delivery trucks use the ports to fill underground tanks that feed the pumps. Ryon would pretend the van had broken down. Inside the van, Hardie would open a trap door and lower a hose into the tank. Using a hand pump, he would fill 55-gallon drums with fuel. According to a search warrant, one gas station in Kent County's Cannon Township told authorities the van was there on three consecutive days. By comparing what was in the underground tank to receipts, that station alone found it was robbed of 950 gallons. Authorities say it is possible there are other stations that are still unaware of gas thefts. Kent County Undersheriff Jon Hess told 24 Hour News 8 Monday he has never heard of gas thefts happening quite this way. "Certainly siphoning gas from a car in a parking lot, we have that happen, and stealing gas by driving off. But I can't remember a case where someone took it from the actual delivery point, which is pretty dangerous," Hess said. Police said the pair traded the gas for cash and drugs. Hardie was lodged in the Kent County jail on 11 charges. Along with the charges related to the thefts, he is also charged with the possession of narcotics. Ryon is free on bond and awaiting her next court hearing. There are other charges pending in Wyoming, and Michigan State Police also has cases against the pair.

http://www.woodtv.com/dpp/news/local/kent_county/gasoline-stolen-from-underground-tanks



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ENGLAND, SUFFOLK, MILDENHALL, JULY 9 2013. OVERTURNED FUEL TANKER CAUSES A11 ROAD CLOSURE NEAR MILDENHALL

A lorry driver has been taken to hospital with suspected back and neck injuries after his fuel tanker overturned on the Fiveways roundabout during the early hours of this morning. Police were called to the incident which took place between the southbound junction of the A11 and the A1101 at around 4.50am. Although the driver's injuries are not believed to be serious he was taken to West Suffolk Hospital, Bury St Edmunds for further checks. A section of the A11 between Fiveways and the Red Lodge turn off was closed by police while teams from Anglian Water and the Environment Agency dealt with the spillage. A diversion has been put in place along the A1101.

<http://www.newmarketjournal.co.uk/news/latest-news/overtuned-fuel-tanker-causes-a11-road-closure-near-mildenhall-1-5260537>

USA, CA, ORANGE CO, JULY 9 2013. NEWPORT BAY DIESEL FUEL LEAK CLEANED UP

lauren williams

Newport Beach firefighters and officials from the Orange County Sheriff's Department cleaned up about 200 gallons of diesel fuel that leaked into Newport Bay between Adams and Cypress streets, officials said Monday. About 1:50 p.m. Friday, the Newport Beach Fire Department responded to a fuel leak in the bay at the Petrosea fuel dock, 503 E. Edgewater Ave., according to the Fire Department. Authorities found that a supply line leading to the dock was leaking, and it was immediately shut off, according to the Fire Department. One Newport Beach fire engine, one fire truck and one battalion chief responded to the scene, in addition to three OCSD Harbor Patrol boats and helicopter. The U.S. Coast Guard and the California Department of Fish and Wildlife supervised the cleanup.

http://articles.dailyplanet.com/2013-07-08/news/tn-dpt-me-0710-diesel-spill-newport-20130708_1_diesel-fuel-leak-newport-bay-fire-engine

USA, MT, BILLINGS, JULY 10 2013. 3RD LAWSUIT FILED AGAINST EXXON FOR 2011 YELLOWSTONE OIL SPILL

greg tuttle



Oil collects on driftwood in a flooded eddy along the Yellowstone River at Thiel Road near Laurel on July 2, 2011, in the aftermath of the breach of the Silvertip pipeline.

A third lawsuit has been filed alleging that ExxonMobil ignored warnings about the risk of keeping oil flowing through a pipeline under the Yellowstone River during heavy runoff and then failed to properly respond when the pipe burst and spilled 63,000 gallons of crude oil. Yellowstone County residents Chere Allan and Elmer and Edna Albrecht have filed a lawsuit alleging negligence and other claims related to the July 1, 2011, oil spill caused by the rupture of the Silvertip Pipeline near Laurel. The lawsuit seeks unspecified damages and names as defendants ExxonMobil Oil Corp., Exxon Mobil Pipeline Co. and Jason Montgomery, a pipeline company employee. The lawsuit alleges Montgomery

was the terminal superintendent of the pipeline who "ignored facts and warnings" about a possible failure of the pipe. After the rupture, the lawsuit states, Montgomery "failed to properly and timely implement shut down procedures, causing more oil to drain into the Yellowstone River." The lawsuit was filed in Yellowstone County District Court on June 28 by Billings attorneys Shane Colton and Joseph Cook. The case has been assigned to Judge Susan Watters. A spokesman for ExxonMobil, Aaron Stryk, said the company has not been formally served with the lawsuit and could not comment. Colton said Monday the lawsuit was filed after efforts to reach a settlement with the oil company failed. The suit is the third complaint filed since the spill, which cost the oil company about \$135 million in cleanup costs along a 70-mile stretch of the river. The company has recently challenged a \$1.7 million fine imposed by federal authorities and is expected to make its case at a hearing scheduled for next week. On July 1, a group of about 50 people gathered on the bank of the Yellowstone River at Coulson Park and called on the company to drop its challenge and pay the fine. The first lawsuit related to the Silvertip Pipeline was filed about three months after the spill by a dozen Yellowstone County property owners. A trial date in that case has been set by Judge Gregory Todd on May 27, 2014. Last October, a group of Eastern Montana landowners filed a lawsuit against the oil company in Gallatin County District Court. The 14 plaintiffs in that case argue that the spill caused harm to their property and livestock operations,



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damage to wildlife and health problems from exposure to oil. The most recent lawsuit says Elmer and Edna Albrecht lived on a "quiet oasis filled with wildlife and tranquility" along the river until the spill damaged the value and decreased the enjoyment of their 20-acre property. Chere Allan, the other plaintiff, owns about 100 acres, with about 800 feet of riverfront, off Bighorn Road, the lawsuit states. Allan's property, where she lives, recreates and boards horses, has also diminished in value as a result of the oil spill, the lawsuit states. According to the lawsuit, federal pipeline regulators warned ExxonMobil in October 2010 that the Silvertip pipe was at risk during unusually high flows "that could impact the integrity of the pipelines if the pipelines were exposed by scouring of the river bottom and/or continued erosion of the river bank." ExxonMobil ignored the warning, the lawsuit states. The company also ignored "additional concerns" made by Laurel officials and federal authorities during the period of near-record river flows before the pipeline rupture. ExxonMobil shut down the pipeline for one day, the lawsuit states, but "quickly returned the flow of oil and profits" by reopening the pipeline. "ExxonMobil and John Montgomery had been warned of the substantial risk the Silvertip Pipeline would fail during the high water of 2011," according to the lawsuit. "Nonetheless, those warnings were ignored and profits drove the decisions to continue to operate the Silvertip Pipeline."

http://billingsgazette.com/news/local/crime-and-courts/rd-lawsuit-filed-against-exxon-for-yellowstone-oil-spill/article_955fda37-c008-5cdd-9029-a6db31dfa3bd.html

NEW ZEALAND, TAURANGA, JULY 10 2013. PUBLIC IN DARK OVER OIL SPILL



Singapore flagged cargo ship Liloa was refuelling at the Port of Tauranga when oil ended up in the harbour during refueling.

Tauranga's mayor is disappointed the public was not told about an oil spill in Tauranga Harbour last week - even though spots of oil washed up at Pilot Bay. The Bay of Plenty Times yesterday found out about the oil spill at the Port of Tauranga last Wednesday when Caribbean Liloa lost oil while refuelling. The paper contacted the Bay of Plenty Regional council and was told an information release had been prepared on the day but had not been released as no one had asked about it. Bay of Plenty Regional Council pollution prevention manager Nick Zaman said staff from the maritime and pollution prevention team arrived at the scene within 10 minutes of being alerted to the spill. Mr Zaman said oil was spilt on the deck of the ship and into the water. "While it is too early to ascertain how much oil was lost in total, investigations continue to determine the amount." Mr Zaman said the clean-up continued overnight and at first light on Thursday, staff assessed the harbour and beaches. "Oil pollution was observed along the south of Pilot Bay by the toilet blocks to Salisbury Wharf - the area around the berth at the port. Apart from some spots of oil around Pilot Bay, minimal oil was observed. There were no observed environmental effects or reports through the regional council's pollution hotline." The Liloa was cleaned and left Tauranga on its way to Auckland and interviews with the crew took place in Auckland on Friday. When asked by the Bay of Plenty Times why the public was not notified, a council spokeswoman said there was no need as the spill occurred late in the day and no further clean up was required. A boat went out to inspect moored boats at first light, and shoreline assessments were carried out soon after to

determine if any further response was required. The check on the beach found no further clean up was required. When the Bay of Plenty Times informed Tauranga Mayor Stuart Crosby about the spill he said he was disappointed the public was not alerted. "If there is any oil spill, as a general rule, the public should be alerted. Oil spills do happen and they are generally accidental but the community should be informed." Mr Crosby said the Tauranga City Council always notified the public if there was a sewerage spill and he expected an oil spill to be treated the same way. Regional council chairman John Cronin said he was not aware of the spill and would like to know the facts before commenting. "Generally we have an extremely good staff that would be right on top of these events. I will make inquiries now I'm aware of it." Tauranga Moana Iwi Leaders' Forum Chair Awanui Black said he was not happy it had not been notified about the spill, especially after Rena. "You would have thought we would have been included in their response around the oil spill," he said. "Anything of that nature, iwi need to be



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factored in. That's essential. And we weren't factored in, so what's up with that?" Mr Black said the fact the group called themselves Tauranga Moana reflected the affinity local Maori had with the ocean. "That harbour means everything to us. Therefore anything that affects it, it affects us," Mr Black said. "We are the moana, we are the ocean, that's us." Port of Tauranga corporate services manager Sara Lunam said they were always concerned about oil spills in the harbour, but the appropriate actions had been taken in this case. She said it would be inappropriate for her to comment about whether the public should have been notified about the spill.

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10896295

ISRAEL, JERUSALKEM, JULY 10 2013. GAS STATIONS ACROSS THE COUNTRY NOT UP TO PAR

sharon udasin

Energy and Water Ministry identifies stations that are infusing more sulfur than permitted into fuel, diluting gasoline with water. The Energy and Water Ministry has identified 11 fueling stations throughout the country that are altering the composition of the gasoline they sell. Ten of the 11 stations have been infusing much more sulfur into their diesel fuel than is allowed by the law. The 11th has been watering down the benzene 95-octane fuel it sells to automobile drivers. The ministry has ordered stations partaking in such illegal activity to halt the sale of the fuels in question, and has directed them to eradicate and replace the existing inventory with proper supplies. Most recently, the ministry announced that last week, the fuel from the gas station in the Na'ura community in the country's North had 618 parts per million of sulfur in its diesel fuel, when the permissible amount is only 10 p.p.m. The offending gas stations will be allowed to resume regular service only once the new inventory is in place and verified by its inspectors, the ministry said. Also last week, the ministry identified four other fueling stations that have been infusing extra sulfur into their diesel supplies. The Benzol station at the Tira junction was selling fuel with 521 p.p.m. of sulfur, while Diesel Line on Hamusahim Street in Jerusalem was selling fuel with 117 p.p.m. The Dor Alon station in Rishon Lezion was selling diesel fuel containing 583 p.p.m, and the Dor Alon station in the Galilee community of Arrabe was selling fuel with 790 p.p.m, the ministry said. Five other stations that have yet to correct their defects have tested for impermissibly high levels of sulfur this year, with one station having been identified each month from January through May, according to the ministry data. The five stations are Dizol Gal in Ibillin, Paz in Rahat, the facility at the entrance to Moshav Shibolim, Dor Alon in Kiryat Ata and Dor Alon in Shuafat. The ministry inspectors also discovered in January that the Sonol gas station at the Hasharon junction has been significantly watering down its benzene 95-octane gas sold to drivers. Regulations dictate that benzene must be clear and clean, without any visibly freeflowing water in the gas mix. The Energy and Water Ministry emphasized that the supervision and safety division of its Fuel and Gas Administration, in conjunction with laboratories approved by the fuel commissioner, have installed samplers at gas stations across the country and test the products regularly. "Each station is sampled several times a year, and when the fuel product does not meet a standard, the station is required to stop selling the defective fuel and replace it with a product that meets the standards," the ministry said.

<http://www.jpost.com/Enviro-Tech/Gas-stations-across-the-country-not-up-to-par-319154>

NEW ZEALAND, TAURANGA, JULY 10 2013. MOBIL OIL RAMPS UP FUEL OIL CAPACITY

Mobil Oil New Zealand has put into a service a tank for the storage of fuel oil. The existing tank is located at Mobil's Mount Maunganui Terminal. It was upgraded and can now handle 8 million litres of fuel oil. 'To better service the rapidly growing demand from cargo vessels and cruise ships at the Port of Tauranga, we converted an existing 8 million litre tank at the Mt. Maunganui Terminal into a fuel oil tank, that meets the requirements for storing and handling heavy fuel oil,' the company's lead country manager Andrew McNaught was quoted as saying. The total cost of the project was not disclosed, but McNaught said it 'represents a significant investment in Mobil's New Zealand operations'. The terminal handles petrol and diesel fuel for customers on the North Island and as marine fuel for bunkering at the Port of Tauranga.

http://www.tankstoragemag.com/industry_news.php?item_id=6492

USA, CO, PARACHUTE, JULY 10 2013. 3 FIRMS GET OSHA FINES FOR SPILL NEAR PARACHUTE

 **Watch the Video** [OSHA Proposes Fines for Parachute Leak](#)

Federal workplace-safety officials have accused three companies of violating federal law in association with the Parachute Creek spill of natural gas liquids discovered earlier this year, and have assessed fines totalling \$27,234 to be paid by the three firms. Penalty payments, according to the OSHA notification documents sent to the companies in late June, are due within 15 working days of receipt. The three companies, Badger Daylighting Corp. of Rifle and Bargath LLC of Parachute, and WC



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Striegel, also of Parachute, have been involved in the cleanup of the spill, which was initially discovered in January but not reported until early March. The leak is attributed to a blown pressure valve on a pipeline leading from a nearby Williams natural-gas processing plant. Williams officials at the time maintained that the amounts of spilled fluids was not enough to warrant being reporting to the Colorado Oil and Gas Conservation Commission (COGCC), the state's oversight agency concerning oil and gas drilling activities. But by March, the amount of spilled natural gas liquids had expanded and ultimately was estimated to amount to 10,000 gallons of hydrocarbons contaminating nearby soil, groundwater and — in small amounts — the waters of Parachute Creek itself. In early April, four workers complained to the Post Independent that they had been working at the plume site for Badger Daylighting, a contractor hired for the cleanup, without the proper protective gear and breathing apparatus. The workers declined to be identified for fear of losing their jobs. A Post Independent reporter called OSHA in Denver on March 29, asking if the agency was looking into the situation and the workers' claims, and was told no such investigation had been started. But by April 2, OSHA official Juan Rodriguez told the Post Independent that an inquiry had begun. The citations and proposed fines are the culmination of that inquiry, Rodriguez confirmed on Tuesday. The three companies are accused of not having proper training programs in place for employees working at the site of the release and other aspects of the cleanup, of not properly evaluating the hazards present at the site, of not properly informing employees of the health hazards involved, of failing to adequately monitor the air at the site to avoid worker exposure to toxic elements, or of failing to ensure that the workers had received the required safety training. The notifications specifically mention employees being exposed to benzene, a known human carcinogen linked to such diseases as leukemia, bone-marrow failure and birth defects, and other "volatile organic compounds" commonly associated with gas and oil drilling activities. Efforts to contact officials at Williams, Bargath, Badger Daylighting and WC Striegel on Tuesday were not successful. Rodriguez was unable to confirm whether any of the penalty payments had been received by OSHA, or whether the companies had contacted OSHA to schedule what are known as "informal conferences" to discuss the matters involved.

<http://www.postindependent.com/news/7249560-113/gas-osh-a-companies-parachute>

CANADA, ONT, OTTAWA, JULY 10 2013. TRANSPORT CANADA VOWED TO FIX INADEQUATE OVERSIGHT IN 2011

mike de souza



SQ officers and firefighters are seen near rail cars in Lac-Mégantic on Monday, July 8. At a news conference on Tuesday, senior Transport Canada officials said one of the regulations "under review" was related to the use of a specific type of steel car — believed to be the type involved in the Lac-Mégantic derailment and identified in Canada as CTC-111A — following a Transportation Safety Board report from several years earlier.

Transport Canada officials said Tuesday that some safety concerns emerging in the aftermath of the Lac-Mégantic train derailment were already under review prior to the disaster, including reports warning about inadequate oversight and regulations. The department had vowed in response to a critical audit from the government's environment watchdog, less than two years earlier, to fix weaknesses in its oversight of the transportation of dangerous products —

including oil — by road, air, rail, pipelines and shipments on water. A department spokeswoman said it had improved its risk-based inspection planning, monitoring and training procedures in recent years, but was unable to provide details of which commitments were still in progress. At a news conference, senior department officials said one of the regulations "under review" was related to the use of a specific type of steel car — believed to be the type involved in the Lac-Mégantic derailment and identified in Canada as CTC-111A — following a Transportation Safety Board report from several years earlier. "It takes about five years to develop a standard or a new standard," said Marie France Dagenais, the director of a Transport Canada division overseeing the transportation of dangerous goods, "Because naturally we do it in cooperation with the industry and also representatives with the U.S. government because we want uniform standards in Canada and the United States." Dozens are believed to have perished in Friday night's deadly explosion aboard a train, left unattended, that derailed in downtown Lac-Mégantic. Luc Bourdon, a director of rail safety at the department, said he believed it was rare to see cases of a train being left without a crew on main tracks overnight, and that officials were reviewing certain rules surrounding the use of handbrakes. Also at the same news conference, the department's assistant deputy minister responsible for safety and security, Gerard McDonald, said the government had implemented some of the recommendations from the audit by the federal environment



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commissioner, explaining that the department would be able to provide more details later. "There are still some issues that we haven't yet fully resolved," he said, without naming them. A department spokeswoman, Maryse Durette, later sent Postmedia News a statement saying it was "on schedule to meet its commitments" prompted by the audit, including weaknesses in its inspections, planning and oversight. At the time of the audit's release in December 2011, Transport Canada said it agreed with all of the recommendations and agreed to review its procedures and enhance all of its practices, including better training for staff by April 2013. The audit had assessed dozens of department inspections, revealing a troubling pattern that had persisted for years, driven in part by a "lack of guidance" and training for inspectors. "Many of the issues our audit identified in Transport Canada are not new," said the audit by former environment commissioner Scott Vaughan. "An internal audit identified these same concerns more than five years ago. The department has yet to correct some of the key weaknesses in its regulatory oversight practices." Vaughan's review of inspections found that government officials had identified weaknesses in more than half the cases. But in 73 per cent of those cases, "there was no, or incomplete, evidence that Transport Canada had determined whether the organizations had taken corrective actions." The 2011 audit said Transport Canada did not have clear procedures and guidelines for its inspectors on how to gather and collect evidence and deal with potential violations. In one example, Vaughan wrote that an inspector was forced to withdraw a \$630 fine after being unable to produce supporting evidence requested by the company to back an allegation of poor safety procedures related to missing warning placards. Vaughan's report also said that the government had implemented parts of a risk framework that was "missing important elements needed to ensure that a coherent risk-based approach is used across Canada." "We found that Transport Canada does not have a national risk-based process for determining the sites that should be the highest priority for inspection," the audit said. The commissioner's office also found that Transport Canada was missing a lot of information about its database of organizations transporting dangerous goods and was unable to show it had identified the companies that posed the highest risk. "For example, we noted that the records for one company contained nine inspection reports over the last 11.5 years," the report said. "All nine reports noted deficiencies; some of them repeated violations. Only three of the nine reports contained evidence that the organization had taken corrective actions." The commissioner's office said Tuesday it would be up to the department to explain whether its internal audit committee had followed through on the recommendations. The Transport Canada officials also told reporters that two companies were authorized to operate trains in the country with one-person crews, including the Montreal, Maine & Atlantic Railway company, which owned the train involved in the accident. But the officials said these companies needed to provide the government with details on how it would manage their operations on these trains.

<http://www.montrealgazette.com/news/Transport+Canada+vowed+inadequate+oversight+2011/8637848/story.html>

USA, TX, FRISCO, FRISCO, JULY 10 2013. CONTAMINATION CONCERNS NEAR FORMER FRISCO RECYCLING PLANT

 **Watch the Video:** [Contamination Concerns near Former Frisco Recycling Plant](#)

 **Photo's [7]** [Contamination concerns near former Frisco recycling plant](#)



The environmental group Frisco Unleaded says it has found potentially contaminated battery fragments along Stewart Creek, the site of the city's planned Grand Park.

For the first time, documents show contamination concerns extend beyond the site of the former [Exide Technologies](#) lead recycling plant in Frisco. News 8 has learned that battery and chemical waste was discovered along five miles of Stewart Creek. The creek also runs close to Grand Park, where the City of Frisco is proposing a major new development. Equila Harper, who heads up local environmental group [Frisco Unleaded](#), is in search of battery chips — black pieces of plastic seen on the ground. She said they are everywhere along

Stewart Creek. These are deposits from the now-shuttered recycling plant. "Until the source of contamination is taken care of, this community will forever have this problem," Harper said. Frisco ordered a walking survey because the land in question is crucial to Grand Park, the city's next big development. And Stewart Creek runs right through it. "With Exide being there, there was an anticipation that there was a potential for chips to be in Stewart Creek having come from the plant down the creek," said Mack Borchardt, special assistant to the Frisco city manager. Survey results obtained by news 8 prove there were "occurrences" of chips found along the creek. But there could be a bigger problem. The creek drains into Lewisville Lake.



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"None of that info has been made public to the community," Stewart said. The Texas Commission on Environmental Quality is overseeing the cleanup at the Exide plant. It is clear in an email released in a public records request that the agency knew there was an issue last year. A TCEQ employee wrote: "It is a concern if a Frisco resident pulls [a battery chip] out of their child's mouth." TCEQ saw the independent survey, and spokesman Terry Clawson said: "The observation of chips indicate that additional investigation of the creek is warranted to determine if they pose a risk to human health or the environment." But it's not just the battery fragments. Frisco Unleaded made a recent public records request for sediment samples taken in a 2011 study. That study tested levels for lead, cadmium, selenium and arsenic over samples at 30 sites. The majority of the samples tested exceeded the TCEQ ecological benchmark. Frisco says cleanup of Stewart Creek will take a year, and it will require additional testing. "We will develop a more comprehensive testing plan for that entire property in concert with TCEQ," Borchardt said. On Monday, Frisco applied for a voluntary cleanup with TCEQ. But who will pay for it? The city said "there is an expectation that Exide would cover it." That company, however, filed for bankruptcy protection last month.

<http://www.wfaa.com/news/local/Contamination-concerns-near-former-Frisco-recycling-plant-214857641.html>

CANADA, NL, NOTRE DAME BAY, JULY 10 2013. NEW LEAK FOUND AT SUNKEN CARRIER



The Manolis L paper carrier sank in Notre Dame Bay in 1985.

The Canadian Coast Guard says a sunken paper carrier in Newfoundland's Notre Dame Bay is once again leaking fuel. Two cracks in the Manolis L were sealed in late May, after oil had been found to be leaking from the ship, which sank in 1985. Senior environment officer Bob Grant said another crack has been discovered, and more fuel is seeping from the hull. "Right now, we haven't had any reports of any negative impacts on any of the fisheries in the area," Grant said. "But, again, I'll put it that our immediate focus right now is to deal with the oil seepage that we have." Twillingate resident Cyril Gidge told CBC News in June that he saw oiled birds near the site, weeks after the seals had

been made. Grant said work will be done to collect the leaking oil over the next week, weather permitting.

<http://www.cbc.ca/news/canada/newfoundland-labrador/story/2013/07/09/nl-manolis-l-new-leak-709.html>

USA, MN, SAINT PAUL, JULY 10 2013. MINNESOTA GETS MILLIONS FROM OIL COMPANIES FOR CLEANUP BILL



Commerce Commissioner Mike Rothman has finalized settlement agreements with Chevron, Exxon Mobil, and ConocoPhillips totalling \$7.425 million to be returned to the Petroleum Tank Release Cleanup Fund (Petrofund) for the state to use in the clean-up of contaminated property at underground storage tank sites. The Koch Refinery, of course, is along the border of Inver Grove Heights and Rosemount and provides the product to most of these distributors. The settlement agreements are part of a 15-month investigation looking into the companies' dealings with Minnesota's Petrofund. All three oil companies sought and obtained reimbursement for cleaning up polluted property associated with leaking petroleum storage tanks at service stations. The Commerce Department became aware of possible agreements between the companies and their insurers and initiated an investigation to determine whether or not any of the costs reimbursed to the oil companies by the Petrofund were also payable under applicable insurance policies. "Our investigation indicated that big oil companies

had double dipped in essence by obtaining Minnesota's Petrofund money dedicated for cleaning up petroleum contamination when evidence pointed toward the oil companies also receiving insurance proceed money for the same clean-up costs," said Commerce Commissioner Mike Rothman. "Recovering this money from these major oil companies to Minnesota's Petrofund will help ensure that these public funds are used for Minnesota's petroleum clean-up projects." The Department's investigation included requesting and analyzing numerous documents from the companies. The investigation revealed alleged misrepresentations related to the insurance coverage on the applications to the Minnesota Petrofund. The Petrofund requires applicants to disclose whether insurance policies exist, and to what extent the policy can cover environmental damages involving underground storage tank sites before seeking state funds. In certain situations, the investigation alleged that the



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companies had obtained insurance payments from settlements with carriers for the costs to clean up the same sites for which the Petrofund Board had provided reimbursement. The Petrofund provides reimbursement to eligible applicants to help cover a portion of their costs to investigate and clean up contamination from leaking petroleum storage tanks. In this case, the State asserted that Chevron, Exxon Mobil, and ConocoPhillips failed to disclose the fact they had insurance policies to cover the clean-up. The companies voluntarily engaged in negotiations with the Department resulting in the settlement agreements. "This investigation and settlement is a good example of the Commerce Department working with the Petrofund Board to insure that people's money is spent fairly according to the rules," said Petrofund Board Petroleum Industry Member Vern Kelley. "This settlement will allow the per gallon tank fee used to raise revenue for the Fund to be assessed at a much later date." The Petrofund is funded through an intermittent fee of \$.02 per gallon on petroleum products assessed to distributors. In addition to allowing the Petrofund Board to postpone the imposition of the fee, saving consumers money at the pump, the \$7.425 million returned to the Fund due to Commerce's action against Chevron, Exxon Mobil, and ConocoPhillips will likely cover all reimbursement claims paid out by the Fund over the next fiscal year. Leaks from petroleum storage tanks are one of the leading causes of groundwater pollution and an issue that affects the safety of all Minnesotans. Since 1987, Minnesota's Petrofund has helped petroleum retailers, business owners, school districts, local governments and homeowners pay for investigating and cleaning up over 13,000 petroleum-contaminated leaksites and removing over 300 abandoned underground petroleum storage tanks from across the state to keep Minnesota's soil and groundwater clean.

<http://invergroveheights.patch.com/groups/editors-picks/p/minnesota-gets-millions-from-oil-companies-for-cleanup-bill>

CHINA, GUANGDONG PROVINCE FENGKAI CO, JULY 10 2013. TOXIC SUBSTANCES DETECTED IN SOUTH CHINA RIVER >>THALLIUM & CADMIUM

Residents and water plants along Hejiang River in southern China have been warned against using its water after it was found to be polluted with toxic chemical substances. An initial investigation suggests that pollutants thallium and cadmium have been detected in Hejiang River in Guangdong Province after that officials warned that the river's water is not fit for drinking. Dead fish were found in a section of the river in Fengkai County yesterday after hazardous substances had been detected upstream in neighbouring Guangxi Zhuang Autonomous Region, according to the local publicity department. Sample examination indicated that the density of thallium was 0.00022 milligram per litre, or 1.2 times of the allowed maximum level, while the density of cadmium was 0.0034 milligram per litre, a level that makes the water second degree, state-run Xinhua news agency reported. Both thallium and cadmium are toxic to human beings. The county government has warned the local tap water plant and residents against taking water or eating aquatic products from the Hejiang River, a main tributary of Xijiang River. Xijiang River is a trunk of the Pearl River which forms major water source for Guangdong and neighbouring Hong Kong and Macao special administrative regions. Life at Fengkai County remained largely undisturbed, although some residents began to store bottled water for fear of drinking water shortage, the report said. It is estimated that 35,000 people in the townships along the Xijiang River would be affected. No casualties have been reported in Guangdong or Guangxi so far. The government of Guangxi has started an emergency response to ensure safe water supply along the Hejiang River and its downstream regions, the report said.

http://www.business-standard.com/article/pti-stories/toxic-substances-detected-in-south-china-river-113070700444_1.html

MALTA, VALLETTA. JULY 10 2013. OWNERS SEEK TANKER'S RELEASE



The owners of a small tanker which was impounded in Grand Harbour last week during investigations into fuel transfer allegations this morning presented a judicial protest calling for its release. The owners of the MV Santa Maria - S.L. Maria Navigation Ltd, filed the protest against the Police Commissioner, the Harbour Master, the Comptroller of Customs, Transport Malta, the Attorney General and the Registrar of the Law Courts. They said that no evidence had been presented against them and the ship should therefore be released. The fact that the ship was being held was causing the company serious financial damages, harming its reputation, and endangering the employment of some 100 employees, the company said. The continued arrest of the ship was not justified

when compared to the losses which it was making, the company said. Lawyers Michael and Lucio Schriha filed the request.

<http://www.timesofmalta.com/articles/view/20130709/local/c.477272>



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