



Dangerous Goods - Hazardous Materials Group & Network

Release 2013 – 994 Newsy Stuff

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August 21 2013



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UKRAINE, KIEV, AUGUST 8 2013. EVERY SECOND UKRAINIAN FILLING STATION SELLS LOW QUALITY PETROL

The State Inspectorate for Consumer Protection of Ukraine identified more than 150 tons of oil products, which do not meet regulatory requirements, head of the Inspectorate Serhiy Orekhov told a briefing, ForUm correspondent reports. "400 filling stations were inspected for seven months of 2013. Thus, violations were detected in half the cases. In general, more than 900 thousand tons of petrol worth 9.9 million UAH were tested, of which 157 tons did not meet the regulatory requirements for a total of more than 1 million UAH," he said. According to Orekhov, all product samples were sent to a laboratory for relevant studies. The most frequent violations of the quality of petrol were wrong pointing of the octane.

<http://en.for-ua.com/news/2013/08/07/160837.html>

USA, MA, WEST SPRINGFIELD, AUGUST 9 2013. FUEL MIX-UP AT F.L. ROBERTS SUNOCO STATION IN WEST SPRINGFIELD FOULS DOZEN VEHICLES; COMPANY PICKS UP COST OF REPAIRS

patrick johnson

The [F.L.Roberts Company](http://www.f.l.roberts.com) was on the hook recently for several thousands in repair costs for about a dozen vehicles after one of the company's fuel delivery drivers put the wrong fuel in two different storage tanks at the company's Sunoco station, 518 Memorial Ave. "He put diesel in a super fuel tank and super in a diesel fuel tank," said [Steven M. Roberts](http://www.f.l.roberts.com), president and CEO of the company. The amount placed in each tank was relatively small during the mix up, which occurred in late July, he said, but it was enough to foul a dozen vehicles which found themselves running on the wrong type of fuel – although they apparently did not run for very long. "We knew about it immediately. It did not take long," he said. The company immediately addressed the matter, agreeing to the owners of each vehicle for all repair costs associated with the mix up. While not wanting to disclose the total cost in compensation, Roberts said it was in excess of \$10,000. The station also had to be shut down temporarily and the two holding tanks pumped out. Roberts said he believes all of the vehicles that received the wrong type of fuel have been identified. The company was able to determine how much of each fuel was pumped in the wrong tanks and through sales receipts determine how much was purchased by customers. The mix up occurred as a result of human error, specifically inattentiveness on the part of the delivery driver. Unlike with an automobile, where a diesel nozzle will not fit in a non-diesel fill spout, the intake nozzles for the diesel and gasoline storage tanks are the same size. The delivery driver has to pay attention to which tank is being filled, and in this case the driver did not, Roberts said. The driver, a long-time employee with a spotless record, was disciplined but he was not fired, Roberts said. "He's been a driver for a long time and never had anything like this happen before. He couldn't explain how he possibly did it," he said. "It should not happen in the future; it shouldn't have happened in the first place."

http://www.masslive.com/news/index.ssf/2013/08/fuel_mix_up_at_fl_roberts_stat.html

ESTONIA, TALLINN, AUGUST 9 2013. MOST NEW NORTH TALLINN HOUSING 'AT RISK' FROM INDUSTRIAL ACCIDENTS

Key Points:

- A major accident there would have a critical radius of more than 1.5 km
- The comprehensive plan estimates that 50% of people within the zone would die and,
- 50% of buildings would be destroyed.



As one of Tallinn's up and coming neighborhoods continues to grow, it is running up against the hazards of being located so close to strategic freight yards and fuel terminals, experts have warned. Põhja-Tallinn, a 19th century working-class district that has of late become something of a hotspot for artsy cafes and Bohemian life, is home to several ports and depots, such as the Kopli freight yard, which experts long warned could set off a catastrophic chain reaction. Hazardous operations at the Kopli freight yard ended in 2008, but there are other hotspots. A risk analysis used for the comprehensive plan drafted by Tallinn for the district last year shows that in fact a majority of the district is in the hazard zone due to the activity of companies at the end of the Kopli peninsula,

reported [Eesti Päevaleht](http://www.eesti-paevaleht.com) today. BLRT, a shipyard that suffered a fatal acetylene explosion earlier this year, is at the center of the largest circle. It handles ammonium nitrate, among other materials, [Eesti Päevaleht](http://www.eesti-paevaleht.com) reported. A major accident there would have a critical radius of more than 1.5 kilometers. The comprehensive plan, according to the daily, estimates that 50 percent of



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people within the zone would die and 50 percent of buildings would be destroyed. The city district is also currently engaged in various residential development projects, a number of them directly in the red circle. Development plans show that the city hopes to attract 48,000 new residents to the area as revitalization projects go forward. Technically, reported the daily, no new residential developments should go up in the epicenter, such as those in the grittier Kopli neighborhood. "New houses should definitely not be built there," said Viljo Rannala, chief specialist at the Tallinn housing department. The "Kopli lines," a notorious slum area being razed piecemeal to make way for new projects including 527 flats and 38 single-family homes is entirely within that most critical area. But legally, the city is not contradicting itself, as the area has been historically zoned as residential and thus does not come up for new review under the risk analysis.

<http://news.err.ee/economy/88816347-e036-45ee-8f7b-c751968e9e63>

KAZAHKSTAN, AUGUST 9 2013. ROMPETROL INCREASES THE NUMBER OF PETROL STATIONS IN THE REPUBLICS OF MOLDOVA AND BULGARIA



The Rompetrol group, controlled by KazMunayGas from Kazakhstan opened this year 12 petrol stations in the Republic of Moldova and Bulgaria, reaching 114 filling stations in the two states, and intends before the end of the year to open another six. "Our aim is to supply the consumer with good products, by extending the network of distribution in the area of the Black Sea in the next 3-5 years", stated in a press release the senior vice-chairman for retail and trading in the Rompetrol group Felix Lunev. As a result of the extension of the filling stations network, in the first six, the sales of fuel in the Republic of Moldova increased by 21.7% up to 23,000 tons. In Bulgaria, the growth was 5% up to 37,500 tons. The Rompetrol group operates at present in over 1,100 filling stations in Romania, the Republic of Moldova, Bulgaria, Georgia, France, Spain and Ukraine, to be extended to Turkey as well.

<http://actmedia.eu/energy-and-environment/rompetrol-increases-the-number-of-petrol-stations-in-the-republic-of-moldova-and-bulgaria/47405>

PHILIPPINES, MANILA, AUGUST 10 2013. OIL SPILL SPREADS ON MANILA BAY >> .5 MILLION LITERS OF FUEL CARPET OVER 300-SQ-KM AREA

joel e. zurbano, alena mae flores & maricel v. cruz

 **Watch the Video** [Who is Behind Cavite Oil Spill?](#)

 **Slideshow** [500000 Litres of Oil Stain Manila Bay](#)



An oil spill caused the spread of a large reddish stain over Manila Bay, posing potential health and environmental hazards, authorities say.

A diesel oil spill spread a large reddish stain over Manila Bay Friday, posing potential health and environmental hazards, authorities said. A fuel tanker is suspected of having dumped half a million liters of diesel into the country's busiest waterway on Thursday, said Coast Guard environmental protection chief Commodore Joel Garcia. "I cannot say that we have contained it because it has affected so wide an area," he told reporters. "There have been reports of cases of people going to hospital from difficulty of breathing due to the fumes coming from this oil." Initial reports said at least 12 villages in Rosario town have already been affected by the oil spill. Garcia said based on the Coast Guard's aerial surveillance, the spill affected shorelines from Rosario going to Naic, Tanza and Ternate, Cavite. He added that the livelihood of some 10,000 fishermen in four

Cavite towns would be hurt by the oil spill. Oil containment booms were deployed while government experts are checking the impact on marine life, Garcia said. The 300-square-kilometer slick was drifting toward the mouth of the bay Friday, Garcia said. About 20 kilometers of coastline near Manila has been affected, he added. Asis Perez, head of the fisheries and aquatic resources bureau, said he has banned the harvesting and sale of shellfish from these areas until further notice. "Fuel should not be ingested by people," Perez said in an interview over radio station dzBB. Garcia said the Coast Guard decided not to use chemical dispersants as they would poison the water, opting to let the fuel evaporate. He could not say how long this would take. The 34,000-barrel-capacity M/T Makisig and its crew have been detained and its owners will be made to pay for the clean-up if it is proven that it indeed had caused the spill, he added. Additionally, the crew could face criminal charges



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unless there were "mitigating circumstances" that led to the release of the fuel into the water. "Fuel samples taken from the shoreline and from the ship are quite identical," he said. The tanker's owners, Herma Shipping and Transport Corp, could not be reached for comment on Friday. The tanker had earlier unloaded fuel at a Petron terminal in the town of Rosario near Manila, the oil refiner said in a statement. "According to initial information, the leak may have come from the vessel but this will have to be investigated further," it said in a statement, adding its pipeline was intact. "Diesel is not a persistent oil and will easily disperse, so there is no danger to the environment and the local community," it added. Petron said that as of Friday afternoon, there were minimal traces of sheen in the waters off Rosario and Tanza. On Thursday, the company observed an oily sheen near the M/T Makisig, which just finished discharging diesel at its Rosario terminal in Cavite. "We immediately deployed our oil spill response team to see the extent of the oily sheen and begin containment and recovery operations of what we suspect is diesel. We have also notified the local government of Rosario and the Philippine Coast Guard," Petron said. "We likewise tested our receiving pipeline for possible leaks as soon as we observed the oily sheen. Test results show that the pipeline is intact and has no leaks," it said. "We are also conducting our own investigation to see how this happened and to prevent such an occurrence from happening again," Petron said. In August 2006, the oil tanker M/T Solar 1 carrying more than 2 million liters of bunker fuel for Petron sank off the coast of Guimaras and Negros Island, causing what is considered the worst oil spill in the Philippines. The Coast Guard said it is considering filing a criminal case against Petron and the owner of the tanker "If look at the Republic Act 9275, the Clean Water Act and Presidential Decree 979, the Marine Pollution Law, (there is) a criminal liability," the Coast Guard's Garcia said. He said they could also file obstruction of justice charges against Petron and the tanker owners because they would not allow Coast Guard personnel to take water samples after the spill. Aside from the criminal liability, the respondents must also pay to clean up operation from P500,000 to P3 million per day, Garcia added. The Palace had no statement on the oil spill, with a presidential spokeswoman merely assuring the public that there would be proper coordination among government agencies concerned. Local government officials declared Rosario town in Cavite under a state of calamity following an oil spill, which affected nine villages and at least three other towns in the province. Jose Ricafrente, mayor of Rosario, said the state of calamity would prevent the hoarding of goods or the jacking up of prices for basic food and other commodities in the area. The Energy Department appealed to the local government of Rosario to monitor where the diesel was going, and warned motorists to report any illegal selling of diesel by the bottle.

Related Stories

- [500000 liters of oil stain Manila Bay](#)
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- [Leaking Petron pipeline caused oil spill—Coast Guard](#)
- [Oil spill samples match tanker's fuel, says PCG](#)
- [Petron vows to look into PCG report of leaking pipeline](#)
- [Philippine oil spill turns Manila Bay red](#)
- [Cavite town in state of calamity as oil spill damages corals, threatens more towns](#)

<http://manilastandardtoday.com/2013/08/10/oil-spill-spreads-on-manila-bay/>

BAHRAIN, MANAMA, AUGUST 10 2013. INDIAN SHIP DUMPED OIL: AUTHORITIES

The oil spill extends for 10 miles, authorities say. Middle Eastern authorities say a ship managed by the state-owned Shipping Corporation of India Ltd deliberately dumped oil in the Persian Gulf, creating a 10-mile oil slick, Bahrain newspaper the Gulf Daily News [reports](#). "The law currently has to punish the violating ship as per the country it dumped the oil in, which in this case is most likely Iran," said Captain Abdulmunem Janahi, director-general of the Marine Emergency Mutual Aid Centre (MEMAC), a regional organisation focused on marine pollution. "In Iran, the fine could reach around \$1m, but we are seeking to have other fines from countries that are potentially affected to be implemented as well like Saudi, Bahrain and Kuwait." The Dosh Shant was reported to have been caught dumping the oil near Iranian waters on Tuesday despite warnings from authorities. The vessel is a 158,030 dead-weight-tonne (dwt) crude tanker, according to the SCI's [website](#). Janahi said the ship



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has been added to the International Maritime Organisation (IMO)'s black list. Bahrain has been monitoring the situation, putting the coastguard, ports, and energy and desalination stations on alert, and could increase safety measures, according to Hanan Haidar, of the Supreme Council for Environment. "In this case, the slick is far away near Iranian shores and it will not be arriving to any Bahraini port according to the information we received," she said. "However, all authorities are on alert in case the slick travels near our waters."

<http://shipandbunker.com/news/emea/614754-indian-ship-dumped-oil-authorities>

USA, MT, BILLINGS, AUGUST 10 2013. OSHA HITS MONTANA REFINERY WITH WILLFUL VIOLATION AFTER ARC EXPLOSION

"[Calumet] modified high-voltage electrical equipment to keep the asphalt mill operating, despite the safety concerns this modification presented to employees," said Jeff Funke, the agency's area director in Billings, Mont. OSHA has cited Calumet Montana Refining LLC for three violations – including one willful – based on the results of a February inspection following an arc explosion at the company's asphalt mill, the agency said. "[Calumet] modified high-voltage electrical equipment to keep the asphalt mill operating, despite the safety concerns this modification presented to employees," Jeff Funke, the agency's area director in Billings, said in a news release. OSHA cited the company for one willful, one serious and one other-than-serious violation. The three citations carry a total of \$77,000 in proposed fines. An arc explosion occurred at the company's asphalt mill on Feb. 11. The willful violation stems from "exposing workers to the arc-flash and explosion hazards associated with bypassing a motor-circuit protector switch," the agency said. OSHA cited the company for a serious violation due to "unused safety signs, symbols and accident-prevention tags that are necessary to warn workers about electrical hazards." The other-than-serious citation was for failing to post the voltage, current, wattage and other necessary ratings on electrical switches and panel boards, OSHA said. Calumet Montana Refining "is one of the last small independent refineries in the U.S., producing approximately 10,000 barrels per day of various petroleum products," according to the company's website. Attempts to reach a company spokesman for comment were unsuccessful.

<http://ehstoday.com/safety/osha-hits-montana-refinery-willful-violation-after-arc-explosion>

INDIA, NAGALAND, DIMAPUR, AUGUST 10 2013. PETROL PUMP ENGULFED IN FIRE



In what could have been a major tragedy, a storage tank of Essar petrol pump located at 7th mile area Dimapur burst into flames Friday around 7:30 p.m. According to reports, three oil tankers, four oil tanks and four rooms were completely gutted. Three loud explosions also struck the area. Sources said few thousand litres of fuel were consumed by the fire. Police said, according to residents nearby, sound of an explosion was first heard and after that the fire engulfed the whole vicinity of the pump. Altogether around seven fire tenders were pressed into action-- state fire tenders, Airports Authority of India Indian and Oil Cooperation (IOC). The joint effort could bring the inferno under control at around 10.30 p.m. There was no report of any casualty till the time of filing

the report. Chaos, clubbed with traffic jams created more problem along the highway as police personnel had a harrowing time to control the situation. Hundreds of vehicles were stranded in between incident site. A senior police officer admitted that there was less manpower to cordon off the area while adding that even police personnel was "charged" by some people when asked to leave the area. DC and SP Dimapur who rushed to the spot were also seen chasing off the public. When asked, SP said concrete details could not be established. He however added "I am told that it was due to their carelessness". According to some public gathered there, claimed that the fire started when a tanker was filling the storage tank, and accidentally pulled down an electric post nearby which eventually caused the fire. While inspecting the site, three high-tension electric wires were seen lying on the ground. However, it could not be ascertained whether the inferno was caused by the wire (short-circuit). According to police, the petrol pump belongs to one Shrikant. However, one Ramesh Prasad, who claims to be a "friend" of the petrol pump owner, said the pump belonged to one "Bendang" and the place where the fire started belonged to one "Ashok Prasad". Ramesh claimed that the area where the fire started was a "garage" built behind the pump and that Manipur bound tankers were parked there. He said that three tankers loaded with oil were parked in the "garage" while the other three was empty. The tankers had halted there due to the "Manipur blockade". Ramesh however, maintained that the fire did not start at the petrol pump and that the area where the fire broke out does not belong to the petrol pump. An official said this incident is a



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wake up call for authorities to tackle such situation. The state fire department particularly needs to be geared up with latest equipments and machineries. In the process of dousing the fire, state fire tenders ran out of foam-extinguishers, the official stated.

<http://www.nagalandpost.com/channelnews/State/StateNews.aspx?news=TkVXUzEwMDA0Mjk0OQ%3D%3D-smojX9ZYHAM%3D>

AUSTRALIA, MELBOURNE – FREIGHT WEEK Sept 2-6

Registration Now Open

Every two years Freight Week is held at Melbourne Park Function Centre, hosted by the Victorian Transport Association and the Victorian Automobile Chamber of Commerce. It's an opportunity to share the agenda across a spectrum of issues that affect our daily lives, and to discuss where the future of freight is headed. Strongly supported by a range of sponsors, Freight Week is a low cost, high content week. With specialist themes and flexible tickets, attendees can pick the sessions that are most relevant and make the most of the information and networking opportunities throughout the week. Over the week Monday 2nd to Friday 6th September, Freight Week 2013 will hold 9 different sessions to cover key issues for Transport & Logistics. To download the event app visit your app store and download Bizzabo free. Then search for Freight Week 2013.

Download for [iOS](#) Download for [Android](#)

DAY 4. Emergency Response Seminar - Thursday 5th September

How do we Reduce Incidents?

Emergency Response Day has a focus on dangerous goods and tanker incidents and the ability to recover product and equipment after an incident. It also has an interest in the causal factors – why do incidents occur and how can they be prevented? Data informing this discussion will be tabled. The incidents in the previous year will be reviewed as well as the call for electronic stability control to be mandated. [Click here to download the Emergency Response Seminar program.](#)

<http://www.freightweek.com.au/>

CANADA, ALBERTA, AUGUST 10 2013. LEAK AT OIL SANDS PROJECT IN ALBERTA HEIGHTENS CONSERVATIONISTS' CONCERNS

ian austen

The oil company calls it "seepage." Environmentalists describe it as a "blow out."

Either way, the leak at the oil sands project in Northern Alberta which has spilled 280,022 gallons of oil across 51 acres since June is stoking the controversy over the energy source. "This mess is a symptom of the problems with the reckless expansion of the tar sands," said Anthony Swift, a lawyer in the international programs division of the Natural Resources Defense Council in Washington. "Environmental regulations have just not caught up." The oil sands industry is booming in Canada, pumping billions of dollars into the economy and providing thousands of jobs. But critics contend that the processes for recovering the low-grade petroleum called bitumen are particularly harmful to the environment. President Obama is weighing climate concerns in his decision to approve — or not approve — the Keystone XL pipeline, which would link Canada's oil sands with the American Gulf Coast. The cause of the oil spill at the Royal Canadian Air Force base in Cold Lake, Alberta, remains unclear. The company that owns the project, Canadian Natural Resources, blames abandoned wells in the area. Environmentalists point to fundamental flaws with the company's process. Until they find the source of the problem, oil continues to leak at four locations. The spill, modest by historical standards, is manageable for the company, which says it expects to spend \$60 million on cleanup and investigation. But already the leak is spoiling the landscape and hurting wildlife. It has killed 71 frogs, 27 birds and 23 mammals, including two beavers, according to the company. At the site, Canadian Natural Resources uses an approach that is increasingly common for oil sands ventures. In a process similar to hydraulic fracturing, or fracking, Canadian Natural injects hot steam at high pressures into underground oil sands deposits. The heat liquefies the bitumen and the pressure separates it from the surrounding sand. The process allows the bitumen to flow to the surface through wells. Canadian Natural has been reluctant to acknowledge the spill, going public only after [The Toronto Star](#) published an article based on photographs and documents from a government scientist who was not identified by name. But in a conference call with analysts last week, Steve W. Laut, the company's president, repeatedly defended its process, saying it had not caused the spill. Mr. Laut said that the amount of pressure needed to force bitumen through the protective rock layer "is significantly higher" than that used by the company. Instead, he argued that the oil was seeping up through inadequately sealed, abandoned oil wells in the area. "You cannot have these failures without a well bore failure," he told the analysts.



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Canadian Natural did not respond to requests for comment on Thursday. But the Alberta Energy Regulator has swiftly disputed Mr. Laut's statement. "We do not currently have the evidence or data to support any conclusions as to the cause of the incident and look forward to reviewing C.N.R.L.'s information supporting their conclusions on the root cause of the releases," Jim Ellis, the chief executive of the newly formed regulatory body, said in a statement. The regulator has ordered some of Canadian National's operations near Cold Lake suspended and others reduced until the cleanup is complete and a cause for the spill is determined. A [study released](#) in January by Alberta's previous regulator about a 2009 spill at the same site also appears to undermine the company's contention that old wells are the source of the problem. While that study did not determine a cause for the 2009 spill, its authors said that they believed that the protective layer of rock "was likely breached by high-pressure steam injection not related to a well bore issue." The study added that the high pressure of the steam that Canadian Natural used probably contributed to the 2009 spill and that the steam and pressure may have created weaknesses in the protective rock layer and provided an escape route for bitumen. "There's a pretty strong incentive for the company to portray this as a technical issue because technical issues can be fixed, unlike fundamental issues," said Chris Severson-Baker, the managing director of the Pembina Institute, an environmental group based in Calgary, Alberta. But, Mr. Severson-Baker said, this leak, "calls into question how much knowledge the industry and the government have about the integrity of the cap rock before they allow these projects to proceed."

http://www.nytimes.com/2013/08/09/business/global/leak-at-oil-sands-project-in-alberta-heightens-conservationists-concerns.html?_r=0

USA, W.VA, CHARLESTON, AUGUST 11 2013. DEP GRANTS ANTERO PERMISSION TO CONTINUE OPERATIONS FOLLOWING GAS WELL EXPLOSION

State regulators say Antero Resources can resume operations at a Doddridge County gas-drilling site where a fire killed two workers and injured three others. The Department of Environmental Protection lifted a stop-work order late Friday. Methane in a tank holding flowback fluid exploded July 7 near New Milton. Colorado-based Antero was ordered to explain what happened and how it would safely resume work. The DEP found the first report incomplete but says a second, slightly more detailed document submitted this week satisfies the demand. Antero must conduct a three-tiered review of equipment layout to ensure safe distances between potential fuel and ignition sources. It will also install cylindrical storage tanks with latched hatches to help prevent the accidental release of flammable gas and will make workers wear portable gas monitors.

--Original Story--

Antero Resources has requested that the Office of Oil and Gas allow it to resume operations at the Ruddy Alt Pad in Doddridge County where five men received severe burns in a July 7 gas [well explosion](#) that later [killed two of the men](#). The report Antero was required to submit to the West Virginia Department of Environmental Protection was released Thursday afternoon. The W.Va. DEP ordered [Antero to cease operations at the site](#) on July 12 and required that Antero provide a report demonstrating knowledge and understanding the cause of the July 7 explosion. Antero cites the explosion happened due to the presence and accumulation of gas from storage tanks on location, weather conditions exacerbating the accumulation of the gas, a concentration of heavier than methane hydrocarbons in the gas mixture, and an apparent ignition source near C&R quad-plex skid pump at the site, said the letter submitted by Antero Vice President Alvyn Schopp. The two page letter also highlights actions that Antero said it plans to take at its future well completion locations, including requiring personnel to wear portable gas monitors. Antero also said it will consider installing fixed gas monitors for each location, based on individual site risk assessment. [You can read the complete list here](#). As part of the report requirements, Antero said pollutants weren't released on the Ruddy Alt pad and there weren't any associated with the fire. The DEP found Antero's report to be incomplete, said spokeswoman Kathy Cosco in an email. The original cease operations order is still in effect and will remain in effect until Antero provides a response that satisfies the requirements outlined in the original order, Cosco said. [In a letter to Antero sent Aug. 1](#), the W.Va. DEP ordered the company to submit an additional report explaining how it came to the conclusion and made its final determination about the cause of the explosion. The DEP also requests that Antero explain how it determined that no pollutants were released during the explosion. Jason Mearns, 37, of Beverly died Sunday, July 28 at West Penn Hospital in Pittsburgh as a result of the injuries he received in the fire, along with Tommy Paxton, 45, of Walton, who died at the same hospital on July 24. The men were employed by contractors hired by Antero. Three men remain hospitalized, although Antero is unable to provide their conditions.

<http://www.wboy.com/story/23015766/update-dep-grants-antero-permission-to-continue-operations-following-gas-well-explosion>



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PHILIPPINES, ZAMBOANGA CITY, AUGUST 11 2013. FIREWORKS BLASTS SPARK PANIC IN ZAMBOANGA CITY

roel pareño

A series of powerful explosions rocked this port city when a pyrotechnic shop storage accidentally exploded Friday night, sparking panic among the residents. No one was reported hurt from the blasts which subsequently triggered a huge fire that engulfed the two-storey building that housed the pyrotechnics shop, a flower shop, a feeds store and a bakeshop along the Maria Clara Lobregat Highway in Barangay Guiwan at about 9 p.m. A jeep parked in front of the pyrotechnics shop was also destroyed by the explosion and fire. The explosions were so powerful that it twisted all the metal trashes, supporting beams and tore the back walls of the building owned by Mary Omar. The local fire bureau said the blaze also gutted a two-storey residential house adjacent to where the blast site started. The blasts also shattered glass walls and ripped ceilings of banks and business shops located within 50 to 80 meters and were heard as far as four kilometers away. Police director Senior Superintendent Jose Chiquito Malayo immediately allayed fears that the blast was a terror attack. He said police explosives experts did not find any trace of bomb components in the site. Fire and police investigators said the explosions came from the building's second floor, where there were stocks of pyrotechnics devices owned by the CT Pyrotechnics. Chief Inspector Elmer Acuña, police station commander 6, said witnesses initially heard bits of firecracker sounds followed by the blaze before they heard the series of powerful explosions. Acuña said the family Daisy Bangayan-Aquino, owner of the pyrotechnics store and flower shop, thought at first the businesswoman was in the building when the explosions took place. While the firemen were looking for Aquino inside the gutted building, a witness told authorities that he saw Aquino rushing out of the building before the explosions took place. Aquino remains unaccounted for.


<http://www.philstar.com/nation/2013/08/10/1074571/fireworks-blasts-spark-panic-zamboanga-city>

USA, LA, NEW IBERIA, AUGUST 11 2013. TRAIN CAR LEAKS CHLORINE GAS IN NEW IBERIA SATURDAY

billy gunn

Spilt Chemicals Include:

- Dodecanol: Approximately 16,265 gallons
- Lube Oil: Approximately 13,450 gallons
- Corrosive liquid (sodium hydroxide): Approximately 13,500 gallons

 **Watch the Video** [Accident Released Estimated 43,000 Gallons of Chemicals](#)

 **Photo's [6 – Bottom of Page]** [Accident Released Estimated 43,000 Gallons of Chemicals](#)



A Union Pacific railroad car leaked an undetermined amount of chlorine gas Saturday morning in New Iberia, prompting the evacuation of three nearby homes, Iberia Parish sheriff's Capt. Ryan Turner said. The leak was sealed by 8 a.m. and the train resumed its trip to Beaumont, Texas, Union Pacific spokeswoman Raquel Espinoza said. She said the leaking car, which contained chlorine owned by Olin Chemical, originated from a facility in McIntosh, Ala., located 43 miles north of Mobile, Ala. Espinoza said railroad employees in New

Iberia noticed an odor around 5 a.m. and found a leak in one of the cars. Turner said the car was sitting on a section of track near West Washington Street between La. 3212 and South Landry Drive. Turner and Espinoza said there were no reports of injuries. Turner said three homes near the site had to be evacuated. Those residents were able to return home after the leak was sealed, said Turner, who added he did not immediately know how many residents were affected. Espinoza said hazardous materials teams from Louisiana State Police and Olin Chemical responded. Personnel with the New Iberia Fire Department and the Sheriff's Office secured the area around the train, she said. To seal the leak, workers tightened two loose bolts on the car, Espinoza said. She said Union Pacific depends on the owners of chemical cars to secure the cars and make them safe for transit. According to the U.S. Environmental Protection Agency, "breathing small amounts of chlorine for short periods of time adversely affects the human respiratory system." The leak Saturday in New Iberia was the second incident in Louisiana for Union Pacific in less than a week. On Aug. 4, a Union Pacific two-locomotive, 76-car train derailed east of Lawtell in St. Landry Parish, sending 27 cars off the track. About 250 people had to leave homes located one mile from the wreck. The last evacuees were able to return home Thursday. Officials reported no injuries in the Lawtell accident, although some who filed a lawsuit Tuesday against Union Pacific claimed they suffered from the effects of the spills. Cleanup teams remain in Lawtell and Louisiana Department of Environmental Quality personnel continue to test the site for pollutants.



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Related Stories

- [Leaking chlorine tank car forces brief evacuation](#)
- [Union Pacific: Approximately Five Liquid Pounds of Chlorine Gas Leaked](#)
- [Train Derailment Update: Accident released estimated 43000 gallons of chemicals](#)
- [Leaked Train Car Resumes Travel in New Iberia](#)
- [Train car leaks chlorine gas in New Iberia Saturday](#)
- [Iberia Residents Allowed to Return Home After Brief Evacuation](#)

<http://theadvocate.com/news/6746707-123/train-car-leaks-chlorine-gas>

LEBANON, BEIRUT, AUGUST 11 2013. SHINING BRIGHT: LEBANON'S EID FIREWORKS



The Eid holiday at the end of Ramadan is not always a happy occasion, as neighborhoods and alleyways across Lebanon are terrorized by explosions from unregulated fireworks that are costing the country a whopping \$30 million annually. Head of the Association of Fireworks Companies in Lebanon Kamal Sinno estimates that around \$15 million of fireworks are imported into the country every year. If you add the high profits merchants reap from selling them, which can reach 100 percent in most cases, then the size of the market approaches the \$30 million mark. Of this amount, Lebanese customs report that the value of legal imports is only \$3.3 million, while nearly three quarters of what is sold in the market is smuggled and therefore cannot be regulated in any way. "There are 10 licensed companies that can import fireworks," explains Sinno, "in addition to another eight that are not licensed, but nevertheless engage in the

trade," all of which import what is deemed legal – but also many illegal products as well. Sinno says that one common illegal item, referred to as "dynamite" in the industry, enters the country illegally and it can be highly explosive and dangerous. The only permitted kind of fireworks in Lebanon is the so-called arrows that are fired into the air, where they explode at a certain height. And even among these arrows, there are only certain categories that are permitted. The rest – mostly firecrackers of various degrees of explosive power – are illegal despite their widespread availability in the local market. Sinno says that one common illegal item, referred to as "dynamite" in the industry, enters the country illegally and it can be highly explosive and dangerous, adding that smuggling such products is not easy due to the fact that China – a key source of fireworks – regulates their export carefully, given the dangers they pose while being transported. Once inside Lebanon, there is virtually no oversight from the authorities over the sale and use of illegal fireworks, which the law also requires must be handled by trained technicians and only ignited in specific areas. But the reality on the ground is that a wide variety of such products are available virtually everywhere, in most cases being used by unsupervised children who buy them from merchants who exploit the occasion to empty their warehouses. Attempts to better regulate the industry is nearly impossible given how lucrative it is, particularly on the Eid holiday, as street vendors selling fireworks appear in every village and neighborhood hoping to make a quick profit. It is worth noting that the big merchants used to sell part of their stocks in the Gulf, but since the outbreak of the Syrian crisis, they have been relying exclusively on the local market.

<http://www.albawaba.com/editorchoice/shining-bright-lebanons-eid-fireworks-512712>

NIGERIA, NIGER STATE, BIRNI MAZA, AUGUST 11 2013. 8 DIE, 20 INJURED IN PETROLEUM TANKER FIRE IN NIGER

adelowo oladipo - minna

Eight persons have been confirmed dead in a fire disaster resulting from an accident involving a petroleum tanker and two Toyota cars in Birni Maza, along Lapai – Lambata – Abuja road in Niger State. Sunday Tribune gathered that the accident occurred on Friday night at a spot about 20 kilometres to Lapai, when the liquid content of the tanker, said to be Premium Motor Spirit (PMS), otherwise known as petrol, being transported to a yet-to-be-identified filling station in the area, spilled. It was further gathered that the two Toyota cars following the tanker along the failed portion of the road caught fire when a part of one of the cars scratched a hard surface, thereby igniting fire. Further checks revealed that all the six occupants of the Toyota cars, including the drivers, died on the spot, while some of the villagers who came on rescue mission also sustained varying degrees of injury. It was further learnt that the driver of the tanker and his mate as well as no fewer than 18 villagers who sustained high degrees of injury were rushed to the Federal Medical Centre, Bida, and a local hospital in Lapai. However,



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two of them later died Saturday morning. Confirming the incident to Sunday Tribune on Saturday in Minna, the state capital, the Director-General, Niger State Emergency Management Agency (NSEMA), Mallam Mohammed Shaba, said eight deaths had already been recorded, while about 20 other people sustained different degrees of injury. He stated further that those who died at the scene of the accident were burnt beyond recognition, a development that prompted their being committed to Mother Earth at the spot, while those who sustained injuries were taken for treatments in hospitals in Bida, Minna and Lapai. "As I am talking to you now, I am on my way from Lapai to Bida, where some of the victims with various degrees of injury are hospitalised. I can tell you that the cause of the accident was the dilapidated nature of the road. "It is unfortunate that the road that links the Federal Capital Territory (FCT) Abuja and the South-West is in that sorry state. We appeal to the Federal Government to do something about the road," Shaba said. Meanwhile, the Emir of Lapai, Alhaji Umar Bago, has commiserated with the families of those who lost their lives in the accident, while praying for those who sustained injuries to have quick recovery. The emir, who received officials of NSEMA, led by Shaba, commended the state government for its quick responses in times of emergency in the state.

<http://www.tribune.com.ng/news2013/index.php/en/news/item/18839-8-die,-20-injured-in-petroleum-tanker-fire-in-niger.html>

CONTAMINATED CREEK IN B.C.'S SLOCAN VALLEY >> WATER RESTRICTIONS IN AREA JUST LIFTED



A tanker carrying 35,000 litres of jet fuel is shown after crashed Friday, July 26, into Lemon Creek, about 60 kilometres north of Castlegar, B.C. A Slocan Valley resident has filed a lawsuit over the contamination.

A spill of 35,000 litres of jet fuel wiped out an 80 kilometre stretch of shoreline along a creek and two rivers in southeast B.C., a lawsuit filed in B.C. Supreme Court alleged. Slocan Valley resident Robert Kirk filed the legal action as part of a potential class-action lawsuit for residents in the evacuation zone, prompted July 26 when a tanker truck tumbled off a logging road into Lemon Creek. Kirk owns a 20 hectare property along the Slocan River, and alleged in the lawsuit that the river has become a "dead zone" after the accident. "Since the spill, Kirk has observed the complete absence of wildlife from his property, except for a duck and a blue heron that have turned up dead," the lawsuit stated. "Fuel is adhering to grass on the riparian bank of his property, rendering it a lethal habitat for wildlife."

80 Kilometres of Shoreline

The spill and contamination have affected property along at least 80 kilometres of shoreline and 10 kilometres of swamp land, said the statement of claim. The

lawsuit, which alleged negligence and nuisance, named the province of British Columbia and Executive Flight Centre, the company that owned and operated the tanker truck, as defendants.

Environmentally Sensitive Area

In the statement of claim, Kirk alleged an ad hoc fuel depot was set up in an environmentally sensitive area without due care, and the spill created a dead zone. The tanker was on its way to fuel helicopters fighting a forest fire in the area when it made a wrong turn and travelled down a closed logging road and tumbled into Lemon Creek. The lawsuit alleged the driver was trying to turn around and either drove off the road, or the shoulder of the road collapsed. "At the material time, the corporate defendants knew or ought to have known that the driver was an individual of 22 years of age and had limited work experience," the lawsuit alleged. The fuel spill forced the evacuation of residents living three kilometres on either side of Lemon Creek and the Slocan River. As its peak, 2,500 residents were evacuated to avoid toxic fumes from the fuel.

'Human Carcinogen'

"The vapour contains benzene, which is a human carcinogen," the lawsuit stated. "With the evaporation of the vapour from the fuel, what remains in Lemon Creek, the Slocan River and the Kootenay River is a thicker, oily, jelly-like substance." The lawsuit also alleged the province used aircraft to fight a forest fire with fuel-contaminated water, causing further harm. None of the allegations in the statement have been tested in court. The lawsuit seeks relief and an order requiring the defendants to meaningfully consult an independent environmental scientist with regards to ecological monitoring and remediation. "In order to remediate the contamination, every blade of grass will have to be washed by hand with absorbent material which itself will have to be safely removed from the environment. It will take at least six years to remediate the contamination," the lawsuit



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said. The defendants will have 21 days from being served to file a statement of defence, after which the plaintiff will seek to have the action certified.

Water Restrictions Lifted

On Friday, the Interior Health Authority lifted all of the remaining water restrictions, meaning water drawn from the area could be consumed and was safe for recreational purposes. However, residents should thoroughly flush their drinking water and irrigation systems because there will be stagnant water in the lines. Since the spill, some residents have complained of health problems including skin rashes, fumes in furniture and clothing, and economic hardships.

<http://www.theprovince.com/news/Lawsuit+launched+over+fuel+spill+that+contaminated+creek+Slocan+Valley/8773592/story.html>

THAILAND, RAYONG PROVINCE, AUGUST 11 2013. THAILAND TO TRY OIL COMPANY FOR ENVIRONMENTAL DAMAGE

 **Watch the Video** [Oil Spill Reaches Ko Samed](#)


 **Photo's [6]** [Oil Spill in Thailand's Samet Island](#)



Clean-up operation. Photo from Facebook page of Greenpeace Thailand, about 50,000 liters of crude oil [spilled](#) into the Gulf of Thailand on July 27 from a pipeline operated by [PTT Global Chemical Plc](#). The oil spill [reached](#) Samet island off Rayong province which is a popular tourist destination. PTT has already [apologized](#) and [vowed](#) to help in the rehabilitation of the area.

The Ministry of Natural Resources and Environment of Thailand plans to try the PTT Global Chemical Company for its responsibility for the leak of oil off Thai shores that caused serious damage to the ecosystems. The general director of the Department of Marine and Coastal Resources, Noppon Srisuk, made the statements at a news conference, while experts assess the consequences of the disaster caused by a prospecting floating platform. The ministry, which formally heads the PTT board of directors, already demanded the company to assume

the costs of environmental restoration to help the affected coral reefs to return to normal. Since August 2, specialized teams have been assessing the impact of the oil spill, which occurred six days before in the most susceptible areas, where, according Noppon, some sick coral species may be recovered in one month, but others will require years of treatment.

 **Related Stories** [Oil Spill in Thailand's Samet Island](#)

http://www.plenglish.com/index.php?option=com_content&task=view&id=1752961&Itemid=1

USA, AK, JUNEAU AUGUST 11 2013. FUEL LEAKS INTO TWIN LAKES - RUSTED RESIDENTIAL TANK TO BLAME

Heating oil from a rusted out residential fuel tank leaked into Twin Lakes Friday morning. The Department of Environmental Conservation and the Coast Guard responded to the incident after being contacted by the City and Borough of Juneau, which had received a call from someone reporting a strong fuel smell in the area. The DEC estimates less than 50 gallons were leaked. Oil absorbent pads have been placed around the culvert above Twin Lakes. The oily sheen should be gone within 24 hours, but swimmers and pets should avoid the area for the next few days, the DEC advises. Cheyenne Sanchez, an environmental program specialist with the DEC, said they were lucky to get to the spill early. He said the 675-gallon tank was mostly full when authorities arrived. "(The spill) could have been much worse," Sanchez said. Most of the reports that the DEC Spill Prevention Response Team receives from Southeast Alaska are for residential fuel tank spills, Sanchez said. The DEC recommends aboveground fuel tanks be replaced every 10-15 years, but many people don't follow that guideline, Sanchez said. "We've seen tanks last for much longer and sometimes we see brand new tanks develop a leak within a few years, so it's really a guessing game," Sanchez said. "We try to get homeowners to check more often than just the days when they fill up the tanks." In this case, Sanchez said the tank — which was kept above-ground and belonged to a home along Glacier Highway — was most likely the original tank from when the house was built. He said it was at least 30 years old. Often the tanks will start deteriorating from the inside, making it difficult to see the rust, Sanchez said. And if the tank is too close to the ground, many homeowners might not notice the condition of the tank until it's too late. Sanchez said homeowners should make use of a water finding paste to ensure there's not too much water in their tanks and to be more thorough about checking the tank for rust or pinholes. "We hope more homeowners will spend more time checking their tanks," Sanchez said. "They



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don't last forever." Sanchez said the DEC does not levy fines when a spill like this happens, but the homeowner is responsible for the cost of cleanup. "We've heard from other environmental contractors who estimate each gallon of fuel spilled can cost upwards of \$100 for soil removal and absorbents and that's not counting the fuel loss," Sanchez said.

<http://juneauempire.com/local/2013-08-09/fuel-leaks-twin-lakes#.UgbcXJlwdZ4>

CANADA, B.C, VANCOUVER, AUGUST 11 2013. LAWSUIT LAUNCHED OVER JET FUEL SPILL THAT CANADA, B.C, VICTORIA, AUGUST 11 2013. DETECT OIL TANKS BEFORE THEY LEAK

Lurking undetected under lawns, old heating-oil tanks are quietly seeping misery and financial ruin into the lives of Victoria homeowners. Anyone who lives in an older home feels a clutch of fear in reading the story of neighbours Gina Dolinsky and Gavin Edwards. Dolinsky has spent \$30,000 and Edwards \$60,000 cleaning up oil that leaked from a buried tank in Edwards's yard. And it's not over yet. The two neighbours, like most Victorians, don't have insurance to cover such spills. Their neighbour Terry Phillips was luckier, although no one in his situation would use that term. The leak on his property was caused by an oil-company worker filling a disconnected tank, so the company's insurance covered the cost of flattening his house and cleaning up the mess. He's not sure he wants to build again on the site. All three have been through a nightmare, with Dolinsky reluctantly having to sue Edwards for her costs. Some might say that Edwards should have checked for tanks before he bought the house. He did. He even hired a company to scan the yard for buried tanks, but they didn't find the one that was there. That makes it even scarier. You could take all the reasonable steps and still wind up responsible for an environmental disaster. It's a problem that will only get worse as tanks that were only supposed to last 20 or 25 years age and deteriorate. It is unfair that homeowners are saddled with mammoth bills for a mess they didn't create and can't get insurance for. The insurance companies can't be blamed for running away from such a risk. However, we can't expect governments to pick up the cost, either. The provincial government says that in some cases where the homeowner did his or her best to find out if a tank existed, they might be relieved of any provincial costs. But in Edwards's case, the province paid only a small part; he would still be on the hook for the bills from private contractors, Saanich's expenses and Dolinsky's lawsuit. So homeowners must expect that if a spill happens, they are on their own. Preventing a spill by finding and decommissioning the old tank is the best and cheapest course, but as Edwards found, it's not easy. Some agencies are grappling with the issue, including the township of Esquimalt, the University of Victoria's Environmental Law Clinic and the Victoria Real Estate Board. Their recommendations include inspecting tanks regularly, and requiring heating-system installers to ensure old tanks are decommissioned properly. Those are sound ideas, but they only work for tanks whose location is known. The more serious problem is the hidden tanks, like Edwards's. Municipalities usually require a permit for any tank that is removed or decommissioned, so they can be recorded, but no municipal records were kept when tanks were installed. Without records, new homeowners rely on the memories of previous owners or scans of the ground, which don't always work if concrete or paving stones have been laid over the site. If an older home was torn down to make way for a new one, that could be a red flag to start hunting for a possible underground tank. We can't expect governments to foot the bill for cleanups, but since the problem is only going to get worse, it's in everyone's interest for the province and municipalities to investigate ways to find and record hidden oil tanks. The job is not impossible. Many tanks were above-ground or indoors, so their locations are known. Tanks that have been removed are recorded. That reduces the number of potentially hidden ones. Finding them could be cheaper than waiting until they ambush more homeowners.

<http://www.timescolonist.com/opinion/search-results-7.2864?q=Detect+oil+tanks+before+they+leak>

INDONESIA, SURABAYA, AUGUST 11 2013. IREWORKS INJURIES REPORTED IN INDONESIA DURING END OF RAMADAN FEAST

At least 15 people lost their hands because of fireworks injuries during festivities marking the end of Ramadan in Indonesia's East Java region, officials say. There were 26 fireworks-related injuries in the area during the Idul Fitri celebration, the Jakarta Globe reported. Idul Fitri is an Indonesian name for Eid al-Fitri, the feast at the end of the Muslim holy month, and it is one of the country's major national holidays. Fireworks are illegal in the country, but the law is not strictly enforced, the Globe said. Dr. Urip Murtedjo, head of emergency services in the Dr. Sutomo General Hospital in Surabaya, citing the number of people brought in with severe injuries, called on police to crack down.

<http://www.menafn.com/c1996039-67db-4881-90dd-09a3c3c66b00/Fireworks-injuries-reported-Indonesia-during-end-of-Ramadan-feast?src=main>



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USA, WASHINGTON DC, AUGUST 11 2013. EXCLUSIVE: U.S. SYSTEM FOR FLAGGING HAZARDOUS CHEMICALS IS WIDELY FLAWED

A 27-year-old U.S. program intended to warn the public of the presence of hazardous chemicals is flawed in many states due to scant oversight and lax reporting by plant owners, a Reuters examination finds. Under the federal Emergency Planning and Community Right-to-Know Act, private and public facilities must issue an inventory listing potentially hazardous chemicals stored on their properties. The inventory, known as a Tier II report, is filed with state, county and local emergency-management officials. The information is then supposed to be made publicly available, to help first responders and nearby residents plan for emergencies. But facilities across the country often misidentify these chemicals or their location, and sometimes fail to report the existence of the substances altogether. And except for a handful of states, neither federal nor local authorities are auditing the reports for errors. Reuters identified dozens of errors in Tier II reports in recent years and found several facilities that failed to report altogether. Two states - Illinois and Wisconsin - introduced errors into the public databases through which they disclose information from Tier II reports. The reports document the presence of hazardous chemicals, such as ammonium nitrate, lead, sulfuric acid and diesel fuel. In 2006, clothing [company](#) Carhartt Inc failed to report that its plant in Morehead, Kentucky, was storing chlorine on the premises. Two firefighters were exposed and one suffered chemical burns when they shut a leaking valve at the plant without proper safety gear. Carhartt said the plant was shuttered at the time of the leak, but didn't say why reports weren't filed.

Dakota Data

This year, a water-treatment facility in Valley City, North Dakota, failed to submit a Tier II report. After Reuters notified state officials, the plant filed a Tier II showing the presence of a host of toxic or explosive materials, including ammonium hydroxide, chlorine, sulfuric acid, sodium hydroxide, sodium permanganate, hydrochloric acid and phosphoric acid. Company officials said they aren't sure why no reports were filed and are looking into the issue. In June, homes and businesses in Seward, Illinois, were evacuated for a day after a fire and explosion at Nova-Kem LLC injured one employee and released a plume of smoke containing caustic and toxic chemicals, including chlorine gas. The company, which makes compounds used in high-tech applications, did not report storing hazardous chemicals, according to Dennis Lolli, coordinator of the Winnebago County Emergency Services and Disaster Agency. No firefighters were injured. But for emergency teams, knowing what chemicals they are facing is critical, Lolli said. "I don't know why they didn't" file the reports, he said. "It certainly takes away an advantage." Representatives of Nova-Kem didn't respond to requests for comment. There are hundreds of thousands of sites nationwide required to report hazardous chemical inventories under the Tier II system. Some 500,000 chemicals are subject to the requirement.

60 Deaths

Since 2005, accidents at facilities storing 140 Tier II chemicals that have been deemed most dangerous by the Environmental Protection Agency have resulted in approximately 60 deaths, more than 1,300 injuries and more than \$1.6 billion in onsite and off-site damages, according to a 2013 EPA report to Congress. The Tier II system came under scrutiny after the explosion of a fertilizer plant in West, Texas, in April. Minutes after firefighters arrived, 40 tons of ammonium nitrate exploded, killing 11 first responders. Though federal officials say a Tier II report was on file at the fire department, surviving firefighters told Reuters they had never seen a report detailing what chemicals were stored at the factory. Had they known, they may well have stayed outside the blast zone. Such errors and omissions can go unnoticed for years because the federal regulator that oversees the Tier II system—the EPA—and most state agencies make no effort to verify the [data](#). EPA officials declined to discuss the reporting program. In a statement, the agency said state and county officials are responsible for ensuring the accuracy of the reports. The EPA has no system for actively auditing Tier II reports. But it does inspect sites for Tier II reporting issues after receiving a complaint or during a visit to examine compliance with other statutes and regulations. As a result, the agency has identified at least 95 cases of companies that it says failed to file reports correctly since the beginning of 2012. One problem that the EPA didn't spot involved Cleveland-based explosive company Austin Powders. In 2012, its plant in Gonzales, Texas, reported storing as much as 40,000 pounds of ammonium nitrate in the middle of a residential area. In fact, Austin Powders didn't have any raw ammonium nitrate in Gonzales, said David True, the company's president. However, the company should have reported as much as 40,000 pounds of a much more volatile substance, a combination of ammonium nitrate and fuel oil used as an explosive, True said. And the explosives were not located at the reported site. The real storage site was seven miles away and not identified in documents provided to the fire department. An employee described the chemical incorrectly and inaccurately listed the material as being at the company's Gonzales office instead of at its storage facility, True said. Gonzales fire marshal Mike Terry said he had no idea Austin Powders stored tons of explosives at the depot before being



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informed by a reporter. If firefighters blindly responded to a fire at the site, they could have been killed in an explosion, he said. "There's a huge problem with the Tier IIs, no doubt about it," Terry said. True agreed the mistake on the Tier II was dangerous. But he said inaccurate reporting is an industry-wide problem that stems from a lack of oversight by state and federal agencies. "When you do something and you don't get any feedback, you just sort of do it and get it over with," he said. "So it wouldn't surprise me if a lot of people were making mistakes out there." Diane Heminway, a safety specialist at the United Steel Workers labor union, said the system has been streamlined so that filing correct reports is simple. And federal law makes it clear which chemicals need to be reported, by mandating that all dangerous chemicals shipped in the United States must be supplied with a Material Safety Data Sheet that details the hazards. "It's a matter of filling out a form," she said. "It's not a lot of paperwork." A few states, including Oregon and Michigan, make an effort to check the reports for errors. Officials at the Oregon Office of the State Fire Marshal, for example, review nearly 22,000 reports every year and sometimes visit facilities to check inventories. Many states, such as Utah and Kentucky, rely on county officials and local fire departments to verify the reports. Mark Kaszniak, a safety specialist at the U.S. Chemical Safety Board, a federal investigative body, said local oversight works well in heavily industrialized areas. These tend to have well trained plant employees and first responders, and capable emergency-management departments. These local officials can identify reporting flaws and work with facility managers to correct them. But in large parts of the country, local fire departments, often staffed by volunteers, can't afford to employ hazardous-material experts to ensure compliance. "Most of these fire departments just don't have time to get to all of those inspections, so they rely on the Tier II data to tell them what's there," Kaszniak said. "It's an imperfect system." Even when facilities report accurately, states sometimes introduce errors into the system. The Illinois Emergency Management Agency posted inaccurate hazardous chemical-storage data on its website earlier this year. The data indicated hazardous chemicals at a site even when a facility had stopped reporting chemical stores years ago. The errors came into play only in cases when data was downloaded for the entire state, which did not happen often, said agency spokeswoman Patti Thompson. The problem was fixed after reporters brought it to the attention of the department.

'It's Just An Error'

Similar data obtained from the Wisconsin Division of Emergency Management was filled with hundreds of inaccuracies. The data indicated that companies which no longer existed were still storing hazardous chemicals. The data showed Amron LLC, an ammunition manufacturer, stored hydrogen chloride, sulfuric acid, nitric acid, propane and anhydrous ammonia at a plant in Waukesha, Wisconsin, in 2012. But the company said it shuttered the facility in 1998. Wisconsin officials could not explain the errors and said they didn't know how to fix them. They said the inaccurate information wasn't shared with first responders. "It's not that it's not a big deal, it's just an error," said Lori Getter, a crisis-communications manager for the Wisconsin Division of Emergency Management. "We had some computer glitches. Is it threatening the public safety? No." Failing to report the existence of a hazardous material may be more dangerous. But reports that falsely flag the presence of a dangerous substance can also create safety risks, said Neal Langerman, chemical-safety officer at the American Chemical Society, a professional organization for chemists. False-positive reports can drastically change how responders might react to an emergency. If a factory incorrectly reports storing an explosive such as ammonium nitrate, for instance, the fire department may decide to let a fire burn that might otherwise have been extinguished. This could cause injuries to employees, property damage or even a chemical release that threatens the surrounding community.

Emergency Calculus

Bloomington, Illinois-based Evergreen FS reported storing as much as 99,999 pounds of ammonium nitrate and anhydrous ammonia at each of three facilities in the state. But in reality, the farm-supply company stored a diluted form of ammonium nitrate that doesn't pose an explosion risk, said Brent Owen, the company's safety and regulatory manager. Based on the filings, first responders would likely allow a fire burn itself out, fearing an explosion like the one in West, Texas. However, the anhydrous ammonia tanks would then be vulnerable to rupturing and releasing a toxic cloud. In fact, there would be no risk of explosion, and dousing the tanks would be the correct response. Evergreen FS's report was technically in compliance, he said: Companies are permitted to report a mixture's constituent chemicals separately or as a combined substance. But reporting the chemicals separately created an unclear picture for first responders. In the future, the company will report mixtures on Tier II reports, Owen said. Policing wrong or ambiguous reports is difficult for local and county officials with limited or no real enforcement capacity, said Danny Blevins, chairman of the emergency planning committee in Rowan County, Kentucky, site of the Carhartt chlorine leak. "We just hope that (the companies) are good neighbors and are filing the proper forms," he said.

<http://www.reuters.com/article/2013/08/10/us-chemical-tierii-idUSBRE97906Q20130810>



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IRELAND, CO MAYO, AUGUST 11 2013. STRANGE TALE OF SHELL'S PIPELINE BATTLE, THE GARDA AND £30,000 WORTH OF BOOZE



Anti-pipeline protesters Willie and Mary Corduff at the quay at Rosspoint.

Shell's Corrib gas project has been delayed for years by strong resistance in County Mayo. Now claims are emerging of corporate sweeteners, including a consignment of alcohol for police after a clash with protesters. For 10 years, the Shell oil and gas behemoth has endeavoured to bring ashore a pipeline from the Atlantic into the heart-stopping beauty of Ireland's County Mayo seaboard. And for 10 years, local people whose ancestors farmed the land and fished the ocean have been determined to stop it. The struggle has become an epic clash between the Goliath that is Shell, backed by the Irish police, and a group assembled around the umbrella protest group [Shell to Sea](#), whose founder, retired primary schoolteacher Maura Harrington, says that, "thanks in no small measure to the Shell to Sea campaign, the project is 10 years behind schedule and its budget has trebled". An internationally award-winning film, [The Pipe](#), directed by Risteard O'Domhnaill, has vividly charted the confrontation on the little rural strands; farmers and fishermen beaten and jailed; riot police and balaclava-clad guards mobilised across little lanes winding through bog to the brine. But beyond these surreal scenes, a stranger battle rages as Shell struggles for the "hearts and minds" of the community, using what the senior press officer for the company in Ireland, John Egan, calls "accommodation services" – sweeteners, or "donations", to the people of the region. The campaign to win the residents' goodwill has sometimes displayed dashes of Whisky Galore-style farce – shower facilities for the local football team and suchlike. But it has also become a morality play of sorts, shedding much light on how the cogwheels of big corporate influence turn in a remote rural community. And the "accommodation services" have become the focus of a bitter dispute between Shell and a tiny oil services company, OSSL, which claims that it was charged with "greasing the palms" of interested parties on County Mayo's coastline. The company, managed by Desmond Kane from Glasgow and Neil Rooney from Belfast, insists that the services it carried out for Shell even ran to providing the police force with alcohol soon after a major clash with protesters – along with other outlandish favours to residents. More sinisterly, OSSL also claims that a Shell manager demanded that Rooney withhold evidence after the clash, which occurred at Pollathomais in 2007. Rooney says that he heard an officer say of the pipeline protesters, "drive them into the sea", but was told that this "cannot be part of your statement" to an ombudsman because the officer concerned was "our man" and "had to be protected at all costs". OSSL's allegations come in the wake of a recent report by a special rapporteur for the United Nations which found "excessive and disproportionate use of force against protesters" peacefully opposing the pipeline. Rapporteur Margaret Sekaggya said that she "received credible reports and evidence ... indicating the existence of a pattern of intimidation, harassment, surveillance and criminalisation of those peacefully opposing the [Corrib gas project](#) ... Moreover," she reported, "there have been serious concerns about the lawfulness of certain actions of the private security firm employed by Shell." The rapporteur "expresses her concern at ... shortcomings in official investigations, particularly those relating to the use of excessive force and abusive behaviour by the police". OSSL had served Shell since the oil giant took over the Corrib pipeline in 2002, and had been contracted onsite to Shell's predecessor, Enterprise Oil. Kane and Rooney describe having "to provide whatever's needed, whatever time of day or night. If they needed 100 fireproof gloves at 11pm, it was our job to get them. We did a good job, Enterprise told us they'd never seen such service in Aberdeen, and Shell kept us to carry on that level of service." But the "accommodation services" went too far for OSSL. It was tasked to provide "a tennis court, cookers, television sets, agricultural equipment, school fees, home improvements, garden centre visits, forestry equipment", says Rooney – for local residents. He says that he and Kane found themselves paying workmen to do one thing, then invoicing Shell for something else, and often administering "accommodation services" themselves. The pattern was the same as the saga reached its reported nadir: the delivery, from Northern Ireland in an unmarked van, of alcohol worth €35,000 (£30,100) to the Garda station at Belmullet, where the policing operation was quartered at Christmas, 2007. Kane quotes a Supt John Gilligan as saying, while he was helping to unload the consignment of booze, "it's lucky these walls are high", lest the protesters caught a glimpse of what was going on. Arguments eventually developed over invoicing the "accommodation services", with Shell allegedly asking that another contractor be invoiced instead of the oil giant directly. Relations worsened, and OSSL's contract was ended in 2010. OSSL sought to recoup payments, including the outlay for the officers' alcohol. Kane pleaded to Gilligan in February 2011: "I write to ask if you can assist us ... At the Christmas period of 2007, we were instructed by Shell E&P Ireland to purchase and deliver festive gifts to ... Belmullet Garda station." Shell has "failed to reimburse us for



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the outlay". He adds: "At Shell's insistence, these gifts came with a high degree of confidentiality, which we have adhered to until this very day." Gilligan was transferred to become a press officer at the Garda Síochána headquarters in Dublin, where he continued to correspond with Kane, telling him to register the grievance with his successor at Belmullet. Shell and OSSL settled in 2011, with Kane saying that to contest Shell's vast legal war chest would bankrupt him. Shell, which employed the accounting firm KPMG, called the agreement "a full and final settlement". OSSL continued to barrage Shell with emails pleading its cause, until the chairman of Shell Ireland, Michael Crothers, replied to say that "I personally felt some moral obligation to try and find a way to a settlement." Shell and the gardaí fall shy of denying outright OSSL's allegations. Denise Horan of Shell issued a statement to the Observer saying: "OSSL alleged falsification of invoices and further alleged delivery of alcohol to the gardaí, as well as non-business-related works and gifts ... The investigation team did not find any evidence to support OSSL's allegations." The gardaí's written statement was similar: "Allegations were made to the district officer at Belmullet that alcohol was distributed to members of An Garda Síochána on behalf of Shell E&P. Inquiries conducted in relation to these allegations found no evidence of alcohol being distributed to members of An Garda Síochána by, or on behalf of, Shell E&P." The Observer asked the Garda and Gilligan specifically to deny the delivery, but no denial came, only a repeat of the prepared statement. The Observer replied that, unless a denial was received, we would presume the veracity of OSSL's story. Silence ensued. Much correspondence between Shell and OSSL is posted on a website which then came to play a key role: royaldutchshellplc.com, run by John Donovan and until recently his father, Alfred, who died last month. The site, a thorn in Shell's side, is a watchdog on the company and repository for material leaked by whistleblowers and discontents, with more than 30m monthly hits. The Donovans had secured places for Kane and Rooney at Shell's annual meeting last month, to raise their grievances. Cornered, the company's CEO, Peter Voser, suddenly ordered a further inquiry, a move echoed by the Garda. But still OSSL waits for any fresh meetings to take place, and still the mystery of the corporate oil giant, the local police force and a large consignment of alcohol goes on against the backdrop of one of the most breathtaking shorelines in [Europe](#). Maura Harrington of Shell to Sea, the only person to be tried and convicted after the clash at Pollathomais, said last week: "There's a chasm between Shell's rhetoric of its stated principles of corporate governance and the reality of Shell tactics on the ground. In the failed state that is Ireland at present, Shell is given free rein to do as it wishes." The whole matter has been raised by an Irish TD, Clare Daly, who received the same platitudes as the Observer, and now says: "If there was no foundation to the claims, then surely there would have been a vociferous denial ... It's time that the minister for justice steps forward and demands some answers. The issues at stake are too serious to let it fester. "There have been huge questions around the policing of the Corrib gas project, with many people believing that An Garda Síochána has been behaving like a private security company for the very wealthy Shell corporation, while trampling on the rights of residents in the area."

<http://www.theguardian.com/world/2013/aug/10/shell-pipeline-protests-county-mayo>

PHILIPPINES, ZAMBOANGA, AUGUST 11 2013. FIRECRACKER OUTLET CATCHES FIRE IN ZAMBO

An explosion rocked this city Friday night after an outlet of firecracker and pyrotechnic products caught fire that gutted a two-story commercial building. Supt. Dominador Zabala Jr., fire marshal of the Zamboanga City Fire District (ZCFD), said the fire that occurred at around 9 p.m. in Barangay Guiwan destroyed an estimated P3 million worth of properties and injured an individual. The building, which is owned by Joseph Bangayan, is located within a flourishing commercial center in Barangay Guiwan and just around 60 meters away from the inter-provincial bus terminal. Raul Resada, 21, was injured due to the strong impact of the pyrotechnics explosion. Initial investigation showed the fire started in one of the stalls of the two-story building and rapidly spread when the stocks of firecracker and pyrotechnic products caught fire and exploded. The occupants of the building include an outlet of feed products, a bakeshop, a motorcycle display center, a massage parlor, an outlet of lechon manok, a flower shop and the fireworks store, according to the police. The incident was jointly investigated by the ZCFD and the local police. Zabala said on Saturday that they have yet to ascertain the origin of the fire. Aside from the two-story building, several vehicles parked in front of the establishment were also destroyed, as well as some nearby establishments to include a bank due to the impact of the firecrackers and pyrotechnics explosion.

<http://www.mindanews.com/top-stories/2013/08/10/firecracker-outlet-catches-fire-in-zambo/>



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