



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,001 Newsy Stuff

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**September 13 2013**



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### USA, PA, YORK CO, HEIDLEBERG TWP, AUGUST 27 2013. OIL TANKER OVERTURNS IN HEIDELBERG TOWNSHIP

 **Watch the Video** [Oil Tanker Overturns In Heidelberg Township](#)

An overturned oil tanker has shut down a portion of road in Heidelberg Township, York County. The accident happened around 5:15 a.m. along the 700 block of Iron Ridge Road. The driver was taken to the hospital with non-life threatening injuries, according to fire officials at the scene. It is believed the tanker was carrying road oil. The crash forced temporary closures of the Iron Ridge Road and Old Hanover Road as crews worked to clean up the mess.

<http://fox43.com/2013/08/26/oil-tanker-overturns-in-heidelberg-township/#axzz2dUkkTfOV>

### CANADA, N.U, IGLOOLIK, AUGUST 27 2013. OIL LEAK DISCOVERED UNDER IGLOOLIK BUILDING

An oil spill has been discovered underneath a Government of Nunavut building in Igloolik. The hamlet's senior administrative officer Brian Fleming says the contaminated soil is being dug up, bagged and hauled away by workers. There was no odour of oil, Fleming said, which is one of the reasons why the leak took so long to be discovered. "We're not sure when it happened or when it started to leak but it's been leaking for some time," Fleming said. "It wasn't that bad of a leak but it's done undetected for quite a while. [There's] a fair amount [of oil] but we're not sure how much has seeped into the ground," he said. Fleming says it's not sure whether the leak began on its own or if someone was tampering with the pipes.

<http://www.cbc.ca/news/canada/north/story/2013/08/26/north-igloolik-oil.html>

### USA, N.Y, WESTCHESTER CO, SPRING VALLEY, AUGUST 27 2013. SPRING VALLEY GAS-STATION WORKER HELPS AVERT DISASTER AFTER ACCIDENT >> MANAGER THINKS FAST AS ACCIDENT SPARKS FIRE IN SPRING VALLEY

alex taylor

 **Watch the Video** [Accident Sparks Fire In Spring Valley Gas Station](#)



*Spring Valley gas station fire caused by delivery ....: Route 59 was closed briefly Monday, Aug. 26, after a delivery truck hit a gas pump at a Mobil gas station, sparking a fire.*

A delivery truck crashed into a gas pump along Route 59 on Monday, sparking a dramatic fire that officials said could have been much worse. Spring Valley police said the blaze ignited when a Coca-Cola delivery truck going west on Route 59 turned left into the Mobil gas station in front of the International Food Mart shopping center and plowed into one of the gas pumps shortly before 4 p.m. A fire ignited on impact, but quick thinking by a gas-station employee prevented a larger, potentially catastrophic fire, officials said. Manager Fred Kamel ran out

and hit the manual shut-off valve and tried to put out the flames with a fire extinguisher. "We dodged a bullet today," said Sgt. Lou Scorziello. "They just had a delivery of 10,000 gallons of gasoline just a short while ago." Still, the heavy flames demolished the pump, singed the gas-station overhang, and sent fireballs and thick black smoke about 20 feet into the sky. No injuries were reported. Asked if he was worried, Kamel said: "What do you think? It's a gas station. Do you want to see Fourth of July fireworks?" Firefighters from Spring Valley and Monsey used flame-retardant chemicals to douse the fire. About a dozen police officers cordoned off the busy commercial strip from Route 45 to Dutch Lane until about 4:45 p.m. Scorziello called the fire "100 percent accidental" and said no charges would be filed. The driver of the truck, who was not identified, declined comment. Investigators examined the truck at the scene and were looking into why the gas station's fire-suppression system did not kick in automatically.

<http://www.lohud.com/article/20130826/NEWS02/308260043/Gas-station-worker-helps-avert-disaster?odyssey=mod%7Cnewswell%7Ctext%7C%7Cp>

### USA, TX, AUSTIN, AUGUST 27 2013. TEXAS FIRE MARSHAL: 5 FACILITIES WITH AMMONIUM NITRATE REFUSED INSPECTION SINCE WEST BLAST

paul j. weber

Five facilities in Texas with large quantities of the same fertilizer chemical that fueled the deadly plant explosion in West have turned away state fire marshal inspectors since the blast, investigators said Monday. A railway operator that hauls hazardous materials across Texas was also said to have rebuffed a state request to share data since the April explosion at West Fertilizer



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Co. that killed 15 people and injured 200 others. The company denied that Monday. Regulators and state lawmakers at a hearing about the still-unsolved explosion were intrigued by the lack of cooperation. State Fire Marshal Chris Connealy said "well, sure" when asked whether those facilities refusing to admit inspectors raised concern. "In their defense, they may have a very good reason," Connealy said. There is no state fire code in Texas. The state fire marshal's office lacks the power to make unannounced inspections of local businesses or compel facilities to open its doors. After the West explosion intensified scrutiny of Texas businesses that store ammonium nitrate, Connealy's office sought to inspect about 150 facilities that keep more than 10,000 pounds of the potentially volatile chemical. Testifying to the House Committee on Homeland Security and Public Safety, Connealy said about 60 inspections are complete and the rest should be done by October. He said he did not know why five facilities wouldn't let inspectors inside. "They just didn't want the fire marshal to come on the property," he said. Connealy declined to name the facilities, saying he didn't immediately know whether he could make that information public. Democratic state Rep. Joe Pickett, chairman of the House committee, said the state has seen little pushback from the private sector since the blast. "At this point, today, I would say that any resistance is more just fear of the unknown than anybody trying to hide or cover up some situation like West," Pickett said. "I would believe if somebody thought they had something that was really dangerous, the only reason they would say no was to get it fixed that day." The state Department of Health Services is allowed to make unannounced visits at the facilities, though to collect different information. Kathryn Perkins, an assistant commissioner in the agency's regulatory division, said fire marshal inspectors can accompany her agency on those trips but acknowledged they could still be turned away. "It'd be interesting to see if that happens," Perkins said. Texas Department of Emergency Management chief Nim Kidd said his agency asked three railways that represent major hazardous material haulers to share data since the explosion. Kidd said Kansas City Southern Railway Co. was the only to tell state officials "no thank you, we're not interested." Doniele Carlson, spokeswoman for Kansas City Southern, disputed Kidd's characterization and provided an Aug. 2 letter it sent to him. In it, it says the company is willing to discuss the matter, but believes "we comply with existing regulation in this area." The letter also says the information sought by Kidd is already provided to federal and state agencies. Authorities have yet to pinpoint a cause of the West blast and said forensic tests that could reveal a long-sought answer won't be done until 2014. Criminal responsibility hasn't been ruled out, authorities say. A former volunteer West paramedic, who said he was among the first responders to the April 17 blast and has since been charged with possessing pipe-bomb materials, has not been linked to the explosion. Assistant State Fire Marshal Kelly Kistner told lawmakers chances are slim as to determining whether the electrical system at the plant played a role.

<http://www.therepublic.com/view/story/72364ef8458e40fba9b19b782a3e6696/TX--Plant-Explosion>

### **PHILIPPINES, CEBU, AUGUST 28 2013. SUNKEN CEBU SHIP'S SLICK TO BE SHIPPED TO MANILA**

Manila-based oil recycling company Genetron said it will ship to Manila some 2,500 drums of oil collected from the sunken MV Saint Thomas Aquinas off the coast of Talisay, Cebu. Genetron was tapped to dispose of the oil as Cebu has no existing facility to process the sludge. The vessel was carrying 120 tons of bunker fuel and 20 tons of diesel oil when it sank last August 16. Malayan Towage continues to spray oil dispersant near the site where the vessel sank to minimize the impact of the oil spill.

[http://www.solarnews.ph/news/regional/2013/08/27/sunken-cebu-ship-s-slick-to-be-shipped-to-manila#.UiEZiBunq\\_k](http://www.solarnews.ph/news/regional/2013/08/27/sunken-cebu-ship-s-slick-to-be-shipped-to-manila#.UiEZiBunq_k)

### **USA, MISS, JACKSON, AUGUST 29 2013. MISS. WOMEN SAY GASOLINE FUMES HARMED CHILDREN**

Texaco Inc. has settled a lawsuit with five women who alleged the oil company was responsible for ailments of children born after they were exposed to leaded gasoline fumes. Both sides informed the Mississippi Supreme Court on Aug. 15 that the settlement was reached. Terms were not released. The attorney for the women did not immediately return a telephone call seeking comment. The Supreme Court dismissed the appeal this past week and sent the case to Jefferson County for approval of the settlement. The Supreme Court heard arguments in the case last December. In April, attorneys notified the court that settlement talks were under way. A jury returned a \$17 million verdict for the women in 2010. Attorneys for Texaco, now part of Chevron, argued there was no evidence the oil company was responsible for ailments of the children. The women said they worked in an office building in Fayette, which previously was a gasoline station affiliated with Texaco, and were exposed to fumes from tanks left in the ground. The women claimed they were pregnant when they worked in an old Jefferson County office building. The women sued, saying they were exposed to leaded gasoline fumes from tanks left in the ground when the former station was renovated. As result, they claimed their children were born with disabilities and illnesses. Wayne Drinkwater of Jackson, an attorney for Texaco, argued before the Supreme Court that the company didn't own or operate the



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station and leaks in the underground storage tanks were not its fault. Under law, Drinkwater said because Texaco did not own the land where the service station was located, it did not own the underground storage tanks and was not required to maintain them. Eduardo Flechas, representing the families, said it was clear on the record that Texaco did nothing to inspect or maintain the storage tanks. He said the court record showed Texaco had control of the tanks when the leak occurred between 1974 and 1976. Flechas said there no evidence that the station owner could have bought gasoline from someone else. The Mississippi Department of Environmental Quality had the tanks and contaminated soil removed in 2000. A spokeswoman for Texaco declined to comment.

[http://fuelfix.com/blog/2013/08/28/miss-women-say-gasoline-fumes-harmed-children/?utm\\_source=WhatCountsEmail&utm\\_medium=FuelFix&utm\\_campaign=FuelFixNewsLetter](http://fuelfix.com/blog/2013/08/28/miss-women-say-gasoline-fumes-harmed-children/?utm_source=WhatCountsEmail&utm_medium=FuelFix&utm_campaign=FuelFixNewsLetter)

### USA, ORE, LONGVIEW, AUGUST 29 2013. BOAT SINKS IN COLUMBIA RIVER, SPILLS OIL

*teresa blackman*



A large boat sank about five miles west of Longview Tuesday, causing a significant oil spill in the Columbia River. The Coast Guard and Department of Ecology were working to contain the spill. People were warned not to swim or fish in the Willow Grove Park area until the visible spill has dissipated. Pet owners were also urged to keep their animals away from the area. The sunken vessel, the Granby, was built in 1929. It is a wood-hulled trawler but was no longer being used for commercial purposes. The Granby potentially could have 600 gallons of oil on board, including diesel fuel, according to Linda Kent with the Washington State Department of Ecology. "Responders and investigators are at the site working on cleanup. The boat owner hired the response

contractors and is cooperating with Ecology and the Coast Guard," she said. "Response crews have placed oil-containment boom and oil-absorbing pads around the 75-foot vessel. Divers who will assist with further cleanup strategies are en route to the scene." Oil spilled into water typically forms oily patches that spread out quickly and can cover many acres of water. Kent explained that all oil spills cause environmental damage, regardless of size. The owner of the boat reported the capsizing around 7 a.m. and was fully cooperating with authorities. The cause of the accident remains under investigation. "Just got to live with it," said Tom Teseniar, who owns a nearby boat. "Help your neighbor where you can."

<http://www.kgw.com/news/local/Boat-capsizes-in-Columbia-River-spills-oil-221394901.html>

### USA, TX, FORT WORTH, AUGUST 29 2013. WORKERS INJURED IN FORT WORTH TANK TRUCK EXPLOSION

*jim douglas*



An explosion and fire at Fort Worth Tank Works injured two employees on August 28, 2013.

A tanker truck exploded Wednesday afternoon, injuring two workers at Fort Worth Tank Works near 33rd and Long Avenue. Battalion Chief Richard Harrison said the men were transported by MedStar with burns on their hands and faces. He said they were purging a tank when the tanker next to them blew up. The blast knocked metal from the roof above the maintenance bay. Firefighters quickly extinguished the flames. The tanker that exploded appeared to be used to haul fuel. Information about the conditions of the injured workers was not available.

<http://www.wfaa.com/news/local/Workers-injured-in-Fort-Worth-tank-truck-explosion-221537211.html>

### AUSTRALIA, CANBERRA, AUGUST 29 2013. ATSB CALLS FOR SAFETY AFTER EXPLOSIONS AT SEA

 **Watch the Video** [ATSB - Explosions at Sea](#)

After a series of tragic explosions at sea, the Australian Transport Safety Bureau is urging all maritime workers and boat owners to watch a short online safety video that's been released this week. The video features the accident of a crew member on board a ship who was tragically killed by an explosion while cutting a used 200 litre drum with an angle grinder. ATSB Chief Commissioner, Martin Dolan, said the ATSB has investigated several accidents involving unsafe work practices in the



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maritime industry. "We continue to investigate maritime accidents that result in serious injury or death following falls from height, crushing and exploding equipment," Mr Dolan said. "These accidents could've been avoided if the workers had just given some time to think about the risks involved before they started the task. "The video provides a powerful reminder to all workers of the need to take risk seriously and to make sure the risk is appropriately managed."

<http://www.coffscoastadvocate.com.au/news/atsb-calls-for-safety-after-explosions-at-sea/2002454/>

### USA, WA, CLE ELUM, AUGUST 29 2013. GAS STATION REPLACES STORAGE TANK, DIRT

zach smith



*76 gas station - Workers prepare to remove a large fuel tank from the 76 gas station on the east end of Cle Elum on Aug. 15.*

The 76 gas station on the east end of Cle Elum is installing a new gas tank at its facility. This renovation comes more than a year after approximately 550 gallons of gasoline spilled on the property. Ben Joshi, owner of the Short Stop 76 station, said crews removed three of the station's old tanks and will be replacing them with a new 20,000-gallon storage tank. The crews also are removing and replacing the gasoline-contaminated soil surrounding the tank. Joshi said because the extent of the soil's contamination is unknown, he does not have a timeline for the completion of the project. "I don't know how long construction will take," Joshi said. "We don't know how far it is contaminated." In July 2012 a truck driver from R.E. Powell Distributing Co. of Grandview filled the wrong tank with gasoline, causing the spill, according to the state Department of Ecology.

Department spokeswoman Joye Redfield-Wilder told the Daily Record after the incident that the trucking company would be held accountable for cleaning up the spill. "The spill on the ground is the responsibility of the trucking company," Redfield-Wilder said last week. "When you have a spill, you're responsible for the clean up. We have some pretty strong oil spill laws." Redfield-Wilder said there has been other spills at this particular site — including an 84,000-gallon spill in 1994 — which led the Department of Ecology in 1996 to include the station on its cleanup list. She also said, however, that the clean up currently taking place was not mandated by the Department of Ecology. "We didn't issue a formal order," Redfield-Wilder said. "It's always a good idea to get the site cleaned up. It's more valuable cleaned up." Redfield-Wilder said the process of replacing contaminated soil is a standard cleaning practice at the site of gasoline spills. She said when gasoline spills onto the ground, it is possible for it to leak into the ground water, which is why the dirt needs to be removed. "By digging up that contaminated dirt, they are removing the source of contamination," Redfield-Wilder said. "If they clean up the soil, that will prevent continual transfer to the ground water."

[http://www.dailyrecordnews.com/members/gas-station-replaces-storage-tank-dirt/article\\_5e966d78-1008-11e3-a788-0019bb2963f4.html](http://www.dailyrecordnews.com/members/gas-station-replaces-storage-tank-dirt/article_5e966d78-1008-11e3-a788-0019bb2963f4.html)

### CANADA, ONT, OAKVILLE, AUGUST 29 2013. BRONTE CREEK GAS SPILL CLEANUP MAY TAKE YEARS TO COMPLETE

david lea



*The scene at Bronte Creek underneath the Radial Bridge on Rebecca Street, west of Bronte Road, back in 2010, when Trans-Northern set up containment booms to contain a gas spill. Company officials say the cleanup could last another year or two.*

The company whose pipeline leaked an unknown amount of gasoline into Bronte Creek more than three years ago has, to date, paid more than \$23 million to clean up its mess. Trans-Northern Pipeline Inc. is continuing to deal with ground water contamination present within a 350-metre site just west of the Speers and Bronte roads area and north of the CN rail line, where its pipeline leaked back in March 2010. "The project to return the affected area to its pre-leak state continues. Trans-Northern Pipeline Inc. is committed to cleaning up this site to the satisfaction of all regulators and to restore it to a condition acceptable to the



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local Conservation Authority," said Farhad Seif, Trans-Northern Pipeline's manager of environment, health, security and emergency response, in a written statement. "Halton Conservation Authority, the Ontario Ministry of the Environment and National Energy Board are consulted constantly to ensure their expectations are met. Since the original incident there has been no further release of product into the creek." The first phase of the clean up project, which was completed in 2011, involved the removal of 11,000 tonnes of contaminated soil from the site. The second phase of the project has involved the treatment of ground water. "Trans-Northern Pipeline Inc. has installed over 130 soil and ground water monitoring and recovery wells and is analyzing a large number of samples on a daily, weekly, quarterly basis. A monthly status report is submitted to the Environment Ministry and to the National Energy Board," said Seif. "The company is also extracting contaminated ground water, treating it and testing and discharging the clean water back into the creek. This project is operating under a Ministry of Environment Certificate of Approval, which prescribes the acceptable discharge quality and containment requirements." He said consultants and contractors are working on-site and equipment performance and operating conditions are monitored 24/7 by dedicated staff. In a previous interview Al Conquergood, president of Trans-Northern, said contaminated soil was removed from the northern portion of the site because this area was essentially barren. The southern area is more forested and as such Trans-Northern has focused on decontamination through treating the ground water to lessen its environmental impact. Trans-Northern has previously estimated that as much as 90,000 litres of gasoline were able to leak into the soil before the leak was discovered on March 16, 2010. A yellow slick was seen in Bronte Creek, in the Speers and Bronte Road area, on March 11, 2010. Exactly how much gasoline was able to seep into the creek is unknown. While the clean up effort has cost Trans-Northern \$23 million, Seif is quick to point out the company is not done yet, with the decontamination process possibly lasting another year or two. "Trans-Northern Pipeline Inc., is doing everything possible to complete the clean up and remediation to the complete satisfaction of the regulators and the community as safely and expeditiously as possible," said Seif. "Since the incident occurred, as part of its commitment to continuous improvement, the company has also implemented many improvements designed to strengthen overall pipeline integrity." Ward 1 Town Councillor Ralph Robinson said he is happy with the clean up work done by Trans-Northern so far. "I think they are doing everything they should be doing and doing it properly," said Robinson. "I believe they have been very cooperative right from the get-go." Seif said the company is conducting a community based risk assessment in consultation with the Ministry of the Environment to develop acceptable limits for soil and ground water clean up. When these limits are developed and accepted by stakeholders, Seif said, the company will clean up the site to that standard. Trans-Northern is also installing boreholes to determine if the pace of the clean up can be accelerated.

<http://www.insidehalton.com/news-story/4052635-gas-spill-cleanup-could-take-until-2015/>

### **NIGERIA, IBADAN, AUGUST 29 2013. 3 FEARED DEAD AS FUEL TANKER EXPLODES IN IBADAN**

*tessy umanakwe, tunde ogunesan & olalekan olabulo*



At least three persons were feared dead on Tuesday while another five sustained severe burns at Orogun Junction, on the Iwo road/Ojoo expressway when a Nigeria National Petroleum Corporation (NNPC) petrol tanker trying to offload fuel suddenly exploded and caught fire. The three victims were said to have died as the fuel burst into the area and exploded, burning properties and human beings along its path. Two Sports Utility Vehicle (SUV) parked around the area and about eight shops were also torched by the raging inferno. It was gathered that the situation got out of hand when the Oyo State Fire Service that had stormed the scene ran out of water and had to wait for another vehicle for water. It was

learnt further that while the service was still waiting for water, the fire went wild and engulfed the surrounding shops and some other houses around, including some vehicles parked on the road. The five injured persons who sustained serious burns were rushed to the hospital with an Oyo State ambulance dispatched to the scene. Heavy smoke covered the area as most shops and car owners who packed their vehicles close to the scene made frantic efforts to move their vehicles away for fear of being burnt. Dr Ayo Osisanwo, an eye witness, told newsmen that the incident started when an NNPC truck was offloading fuel from another NNPC truck which had mechanical fault and had broken down in the middle of the road around 11.00 a.m. According to him, the inferno started in the process of technical transfer of the fuel to an empty tanker when the tanker with fuel suddenly caught fire. The situation caused heavy traffic snarl as only one lane was used by motorists, just as men of the Nigerian Police and men of Nigerian Civil Defence Corps had a difficult time controlling the traffic. Hoodlums also took advantage of the



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situation to steal the property of victims, having escaped from the scene to avoid getting caught in the inferno. Another eyewitness who did not want his name in print said: An NNPC tanker was trying to offload fuel from the other one that fell off by the road side. Suddenly, the loaded one caught fire and the driver tried hard to drive it away from the one already burning. He was successful and later jumped out of the vehicle after the rescue."

<http://www.tribune.com.ng/news2013/index.php/en/component/k2/item/20184-3-feared-dead-as-fuel-tanker-explodes-in-ibadan-%E2%80%A2cars,-shops-burnt-%E2%80%A2cosmetics-company-razed-in-lagos.html>

### SAUDI ARABIA, ASIR PROVINCE, ABHA, AUGUST 29 2013. BLAZE EXTINGUISHED AFTER TANKER OVERTURNS

nadia al-fawwaz



*Fuel tanker engulfed in fire on the main street in Mahayel on Tuesday. The tanker was carrying 33,000 liters of fuel.*

Firefighters managed to contain a fire that had engulfed a tanker carrying 33,000 liters of fuel after it overturned on the main street in Mahayel on Tuesday. Spokesman for Asir Civil Defense, Col. Mohammad Al-Asmi, said his teams were able to extinguish the fire. The Red Crescent transported the tanker driver to hospital. A Civil Defense water tanker on its way to the scene of the incident also swerved off the road and overturned on the Jeddah-Mahayel Road. The driver and a passenger were injured and taken to Mahayel General Hospital.

<http://www.saudigazette.com.sa/index.cfm?method=home.regcon&contentid=20130828178448>

### THAILAND, BANGKOK, AUGUST 30 2013. OIL SPILL PANEL FAILS TO WIN OVER PUBLIC TRUST



It's been just over a month since at least 54,000 litres of crude oil spilled from a pipeline into the sea off Rayong. The clean-up operation has been declared completed and the seawater in affected areas has pretty much become clear again. To the delight of oil giant PTT and the government, the incident - the first major oil spill in Thailand - and its aftermath have now largely faded from the news cycle and public consciousness. But, of course, not everything can be cleared up quite as neatly as the company and relevant ministers might have wished. Many affected people, including fisherfolk, resort and restaurant operators, seafood sellers, etc, have yet to be duly compensated. And impact assessment of the marine environment will take at least a few years and much more time will be needed to restore its health. Negotiations between PTT's affiliate PTT Global Chemical (PTTGC) and affected fisherfolk over

compensation have so far gone badly. A recent round of talks focused on the form to be filled in by the fishermen to claim compensation. PTTGC has insisted that the form issued by the provincial authorities be used and refused to accept one drafted by the National Human Rights Commission (NHRC), which had provided assistance to the fishermen. A company negotiator was filmed expressing contempt for the NHRC in a video clip that has been shared on social media. "I don't care for the commissioners. They have no influence on me whatsoever," he said.

#### To No One's Surprise, the Talks Collapsed.

PTT's strategy for dealing with the oil spill fallout from the very beginning has been to project an image of a responsible corporation. The company announced its willingness to accept responsibility for any damage caused by the spill and even apologised for its mistake. But apparently PTT's statements were only designed to get the incident off the news cycle and away from the public's attention as quickly as possible. Things had seemed so reasonable; everything had seemed to fall into place nicely. The only hitch was the company's and its government supporters' insistence that everything must be done on their own terms. PTT has asserted control, insofar as it can, over everything concerning the spill and its aftermath, starting with the dispensation of the "facts" surrounding the spill, to how damage compensation is to be calculated and disbursed, not to mention how the news should or should not be presented to the public. Now that it has accomplished pretty much what it had set out to do, it can afford to play hardball with any dissenting groups, including fishermen who refuse to accept the compensation offered by the company of 1,000 baht a day for one month, for a total of 30,000 baht in damages, for each complainant. To many fishermen the PTT offer is totally unacceptable. But they can either accept it or lodge an appeal with the



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provincial authorities or file a lawsuit. Neither of the alternative options are appealing to them. Meanwhile, PTT's attempted control of the facts is being challenged by a coalition of civic and environmental groups under the banner of PTT Oil Spill Watch. Representatives of the group on Tuesday delivered a petition to the government, together with the names of more than 30,000 people who signed the petition, calling for the formation of an independent inquiry panel to look into the cause and impact of the incident. The action was taken following the release of a report by a fact-finding committee that was appointed by PTT itself and which, not surprisingly, gave PTT and its handling of the spill a clean bill of health. But the five-person panel and its findings have been met with much public scepticism. While it is a common practice elsewhere to establish an independent fact-finding mission for similar incidents, the PTT panel was seen as comprising people friendly to the oil giant. The panel's chairman was Khunying Thongtip Ratanarat, a former director of the Petroleum Institute of Thailand. She is also a sister of Thongchat Hongladarom, the first governor of PTT back when it was a state enterprise. Another panel member is Qwanruedee Chotichanathawewong, president of the Thailand Environment Institute (TEI). TEI founded and runs the Thailand Business Council for Sustainable Development (TBCSD) with strong backing from PTT. The TBCSD chairman, Prasert Bunsumpun, is a former PTT president and current president of PTTGC. It is a widely-held principle that a party committing a mistake should not be allowed to investigate itself. Any findings from such an investigation are obviously dubious. PTT Oil Spill Watch wants an independent panel in the same manner as the one established by the Australian government to investigate the massive oil spill by PTTEP Australasia (PTTEP AA), another subsidiary of PTT, in the Timor Sea. In that incident, PTT was fined A\$510,000 (14.6 million baht) and required to fund an environmental monitoring programme as part of the clean-up process for up to five years. The group demands that the independent panel should re-establish the facts surrounding the incident. How much oil was actually spilled? How much and what type of chemical dispersants were used? How was the clean-up operation conducted? What was the extent of the damage done to the environment and how should it be restored? The ball is now in the Pheu Thai Party-led government's court. So far there's no indication how it will react. Personally, I'm not optimistic. While Pheu Thai and PTT are not synonymous, a number of party stalwarts appear to have put a lot of faith in the oil company for reasons only they know. Setting up an independent panel now may be regarded as a loss of face and its findings might well have undesirable consequences. But surely restoring public trust at a time when public trust is a rare commodity must be high on the government's priority list and worth the risk. That is unless PTT as well as the government have something to hide.

<http://www.bangkokpost.com/opinion/opinion/367086/oil-spill-panel-fails-to-win-over-public-trust>

### USA, MN, WASECA, AUGUST 30 2013. CHEMICAL INCIDENT IN WASECA FORCES BUSINESS EVACUATION



*Brown Printing In Waseca Evacuated After Chemical Mix Up.*

A chemical spill at a Waseca printing company has forced the evacuation of several businesses in town. Brown Printing called authorities to report the spill shortly before 7 a.m. Thursday. Chemical Assessment Teams from Waseca, Janesville and Mankato were on the scene. Four Brown Printing employees were taken to Mayo Clinic Health System Waseca where they were treated and released by early afternoon. A total of about 150 Brown employees had to be evacuated. The plant remained closed until about 11 a.m. when office workers returned to their desks. Plant managers tell us they hope to have production up and running again later Thursday evening. The Brown Printing is located in the 2300 block of Brown Avenue in Southwest Waseca and according to its website employs a total of around 900 people. The Waseca printing plant prints around 200 weekly, bi-weekly and monthly special interest publications, consumer publications, business to business magazines and catalogs.

<http://www.kaaltv.com/article/stories/S3143265.shtml?cat=10217>

### USA, MN, ST CLOUD, AUGUST 30 2013. DIESEL FUEL PURPOSELY CONTAMINATED AT 2 ST. CLOUD-AREA STATIONS; DAMAGE SIGNIFICANT

*paul walsh*

Diesel fuel at two gas stations, one in St. Cloud and another in Waite Park, were purposely contaminated in an act that not only ruined hundreds of thousands of dollars in the business' fuel supply but damaged dozens of vehicles that filled up. The acts of suspected sabotage occurred in underground storage tanks at First Fuel Banks locations on Lincoln Avenue SE. in St.



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Cloud and 5 miles to the west at Division Street and 15th Avenue N. in neighboring Waite Park, police said Tuesday. No arrests have been made, and neither police nor company CEO Jim Feneis have determined a motive for what he termed "a vicious attack." Feneis said he's unaware of anyone who would want to harm his business. A total of 59 vehicles -- some owned by the city of St. Cloud and others privately -- have been affected by the tainted fuel, Feneis said. Primarily, the vehicles experienced loss of power as their exhaust systems started to fail. Police have estimated the harm done to the vehicles in the tens of thousands of dollars, while Feneis said his company had to dispose of 55,000 gallons of diesel valued at more than \$200,000. He said his business has insurance on its losses. Assistant Police Chief Susan Stawarski said the contaminations occurred sometime between Aug. 16 and Aug. 20. Stawarski said there is no video surveillance available to help the investigation. Feneis said he has hired a private investigator to assist the St. Cloud and Waite Park police departments. Testing is being conducted to determine what was used to spike the tanks. Feneis said the early suspicion points to liquid fertilizer. It's not difficult for anyone to gain access to the underground tanks, Feneis acknowledged, given that "very few [stations] lock their tanks" because the locks are prone to "corrode and are hard to unlock." "This is probably going to be a game changer for the industry," he said. "We're going to have to come up with a [better] locking mechanism." Feneis said that among the affected vehicles were two owned by his company. "Isn't that a real poke in the eye?" he said. A total of \$6,000 in reward money -- most of that from First Fuel Banks -- is being offered for information that leads to an arrest and conviction in this case. Anyone with information about the case is urged to call St. Cloud police (1-320-345-4444), Waite Park police (1-320-251-6300) or CrimeStoppers (1-800- 255-1301). First Fuel Banks operates five stations -- four in St. Cloud and one in Waite Park. Unlike conventional stations, this chain offers customers the opportunity to prepay for gasoline and lock in the price.

<http://www.startribune.com/local/221469651.html>

### USA, MASS, NEW BEDFORD, AUGUST 30 2013. DIESEL FUEL SPILLS INTO NEW BEDFORD HARBOR; CLEANUP AND INVESTIGATION UNDERWAY

david abel & jasper craven

 **Watch the Video's:**

- [Source of New Bedford Diesel Fuel Spill Still Unknown](#)
- [Diesel Fuel Spills into New Bedford Harbor; Cleanup & Investigation Underway](#)
- [New Bedford Oil Spill Cleanup Underway after Diesel Fuel Coats Massachusetts Harbor](#)



*Diesel fuel-soaked absorption pads float on the surface of the water in New Bedford Harbor, in New Bedford, Mass., Thursday, Aug. 29, 2013. A state Department of Environmental Protection spokesman says the spill of between 100 and 200 gallons of diesel fuel was reported at about 7:30 a.m. Thursday. Authorities are trying to determine the source of the spill.*

Hundreds of gallons of diesel fuel leaked into New Bedford Harbor this morning, coating parts of the nation's leading fishing port with a red-tinged sheen and leading authorities to a large effort to keep the spill from spreading. By noon, public safety and environmental officials said the local fire department had contained the fuel with more than 1,000 feet of boom, which isolates the fuel on the surface of the water, and began deploying thousands of special pads to soak up the flammable liquid. Between 100 and 300 gallons of diesel gathered

in several pockets over about a half-mile from the Fish Island Bridge to Pier 3, said New Bedford Deputy Fire Chief Paul Coderre Jr. He said the leak occurred sometime last night, but neither he nor other authorities had been able to identify the source of the leak. "We may not know what caused this," Coderre said. The busy port south of Boston experiences similar spills about five or six times a year and smaller sheens of fuel coat the surface of the harbor every week, he said. New Bedford Harbor last year landed more than 130 million pounds of fish, valued at \$306 million, more than any other port in the country, according to the harbor master's office. "In context for the harbor, this is a minor incident," Coderre said. "We never shut down the harbor. We're going on as usual." Joining firefighters at the scene were representatives of the US Coast Guard and the state Department of Environmental Protection. The Coast Guard is leading the investigation into the spill and planned to analyze the fuel in an effort to identify the source, said Ed Coletta, a Department of Environmental Protection spokesman. He said the Coast Guard was also checking boats and security cameras in the area to find the source. Coast Guard spokeswoman Petty Officer Myeonghi Clegg said it was unclear whether their investigators would find the source. "The cause



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remains under investigation," she said. Coletta noted the leak pales in comparison to what was considered a major spill in 2003, when about 98,000 gallons of oil destined for a nearby power plant leaked from a barge in Buzzards Bay. Coderre said most of the oil should be recovered today, but the cleanup would last several days. "We will probably be chasing some minor areas of buildup," Coderre said.

<http://www.boston.com/metrodesk/2013/08/29/diesel-fuel-spilled-into-new-bedford-harbor-clean-and-investigation-underway/dfeLd9UCFx2y3C7EgVxpoM/story.html>

### USA, MT, GLASGOW, AUGUST 30 2013. IT'S GONE: TOMMY RODGERS' SINCLAIR



*Tommy Rodgers' Sinclair station was closed for years before the Montana Department of Environmental Quality demolished it Monday. The leaking underground tanks were removed by the DEQ in 2000.*

It stood on U.S. 2 for perhaps 60 years, but now it's gone. Tommy Rodgers' turquoise and white Sinclair station, closed for a long time, was knocked down and taken away on Monday. Then a heavy Cat went to work on the concrete and asphalt pavement. Traffic was bumped over into one lane so big side-dump trucks could be filled with the rubble. The old gas station is a contaminated site being cleaned up by the Montana Department of Environmental Quality. The

leaky underground system of five tanks, piping and dispensers was removed by the state in April 2000. Rodgers had been ordered by the state to pull the tanks out but he didn't. Groundwater monitor wells were installed, which revealed continued contamination, so the decision was made to remove the building to clean up the soil. Rodgers came to Glasgow in 1953 and the Sinclair station was the base of his many businesses, according to his obituary. He died in 2009. Pioneer Technical Services of Butte is the state contractor removing the petroleum-contaminated soil, hauling it to the county landfill in hired Fossum trucks. About 1,560 pounds of ORC Advanced pellets, an oxygen release compound, will be placed in the bottom of the excavated pit, where it will come into contact with ground water to enhance microbial degradation of the residual petroleum hydrocarbons. The site will then be backfilled, compacted and resurfaced with asphalt. The work will take up to two weeks. Patrick Skibicki, an environmental specialist with the DEQ, said the site will be excavated to a depth of 10 to 15 feet, depending on the water table. An estimated 2,150 bank cubic yards of material will be removed – that's measuring the soil in its original state, before it is dug up and put loosely into a truck. Skibicki said a plume of contamination, dissolved hydrocarbons carried by moving groundwater, extends toward another building and the alley to the southwest. Monitor wells will be inspected on a semi-annual basis, he said. Funding for the work is done through the Leaking Underground Storage Tank (LUST) Trust Fund. The money is 90 percent federal, with a 10 percent match from the state.

<http://www.glasgowcourier.com/story/2013/08/28/news/its-gone-tommy-rodgers-sinclair/507.html>

### USA, HI, LIHUE, AUGUST 30 2013. HAZMAT RESPONDS TO OCEAN DEBRIS >> 100-GALLON FUEL TANK WASHES ASHORE

chris d'angelo



*This 100-gallon aluminum fuel tank, believed to be Japanese tsunami debris, washed ashore Wednesday at Waipouli Beach.*

Kapaa firefighters and a HAZMAT crew responded to Kauai's Eastside Wednesday morning after a 100-gallon fuel tank containing an odorous liquid washed ashore. Carl Berg, the Japanese tsunami marine debris coordinator for Surfrider Kauai, said he believes it's the first time a container with a hazardous fluid has reached Hawaii's coast. Due to the Japanese characters written on the side and the large amount of marine growth, Berg said he was "fairly confident" it originated from the Japanese tsunami of March of 2011. The aluminum fuel cell was located on Waipouli Beach near the Courtyard by Marriott Kauai at Coconut Beach hotel, according to county spokeswoman Sarah Blane. "The container had approximately five gallons of a liquid inside," she wrote in an email. "Caution tape was posted around the tank while HAZMAT crews

investigated." Berg and Kauai District Fisheries Biologist Don Heacock were the first responders. "We moved it to make sure it



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wouldn't wash back out," Berg said. "To us, it definitely smelled like diesel fuel, but the tank was not really very heavy." After tying the object to shore, Berg dialed 911. The Kauai Fire Department arrived and eventually called in the HAZMAT unit. "It did have a hole in it, so it could have leaked the contents out onto the beach or reef," Berg said. It was unclear whether the liquid inside was fuel or if it had been diluted with saltwater, but Berg said he was sure the tank had been floating around for awhile. By looking at where barnacles and seaweed were concentrated on the tank, Berg concluded that it hadn't been full in awhile. "It wasn't floating submerged," he said. "It was two-thirds of the way out of the water." At 6 p.m. Wednesday, Blane had not received a final report from HAZMAT. Additional details were expected to be available today. "Surfrider greatly appreciates that the fisherman called (Department of Land and Natural Resources) first thing in the morning," Berg said. "We hope that more of our friends of the ocean will report large debris to DLNR or Surfrider so that we can get it removed before it does much harm." To report debris contact the DLNR at 645-0532 or the Surfrider Hotline at 635-2593.

[http://thegardenisland.com/news/local/hazmat-responds-to-ocean-debris/article\\_c417b094-1080-11e3-8997-001a4bcf887a.html](http://thegardenisland.com/news/local/hazmat-responds-to-ocean-debris/article_c417b094-1080-11e3-8997-001a4bcf887a.html)

### NEW ZEALAND, AUCKLAND, AUGUST 30 2013. BLAST ROCKS ONEHUNGA

A loud explosion rocked the Auckland suburb of Onehunga this morning after a gas cylinder exploded at a recycling yard. An employee at CMA Recycling in Onehunga said the explosion happened in the yard and the site manager was investigating. No-one has been injured and the recycling yard was operating as usual. The explosion was so loud residents took to Twitter, with Jo Cooper saying "house felt it, huge bang and cars shook". An employee at a nearby business said loud noises were from the recycling yard were regularly heard, but this morning it was "extra loud". A gas canister crushed inside a car at a South Auckland scrap metal plant appears to be the cause of a massive explosion that rocked houses across Manukau. Last month emergency services were called to the National Steel scrap metal plant in the South Auckland suburb of Wiri after a gas cylinder left inside a car exploded as the car was being shredded. The explosion was felt across a wide area of Manukau.

<http://www.stuff.co.nz/national/9107132/Blast-rocks-Onehunga>

### USA, N.Y, FORT EDWARD, AUGUST 30 2013. GASOLINE LEAK DAMAGE SETTLEMENT YET TO BE REACHED >> REMAINING REPAIRS TOP \$1 MILLION, OFFICIALS TOLD

Roughly 20 months after a gas leak at a Cumberland Farms that led to numerous underground, infrastructure-damaging explosions, a settlement for funding the repairs has yet to be reached. "We're hoping they're willing to pay up and do the repairs," Sewer District Superintendent Joe Brilling told the Washington County Board of Supervisors Public Works Committee this week. "We haven't had service issues, but we have video evidence that there is damage to the system." Cumberland Farms paid for repairs to infrastructure on Satterlee Lane in the village and at the Washington County wastewater treatment plant, with a \$330,000 payment last year. But talks about further compensation for damage slowed after that. The gas leak occurred the night of Dec. 27, 2011, when a customer at the Cumberland Farms on Main Street in Hudson Falls backed into a gas pump and damaged it. More than 1,000 gallons of gasoline ran downhill to Fort Edward, and the ensuing underground explosions caused manhole covers to blow off, damaged streets, blew out windows and caused residents to be evacuated. Satterlee Lane in the village was the site of some of the worst explosions, sustaining about \$200,000 worth of damage alone, officials said. Cost estimates for the remaining repairs to the system top \$1 million, Brilling told Washington County supervisors this week. Talks are again moving forward, with attorneys for both sides and Cumberland Farms' insurance carriers involved. A finalized figure that both sides agree upon will be dependent on the scope of work for the repair project, said attorney Matt Fuller, who represents the village of Fort Edward and the sewer district. There has been correspondence back and forth between the two sides recently, and Fuller said he'd hope to have a response back from Cumberland Farms within the next few weeks. "We're trying to take a reasonable approach with them," Fuller said. "I don't think we're asking for more than is necessary." Calls to Cumberland Farms were not returned this week. Village water lines remain a concern for Fort Edward officials. If sewer system repairs move forward, village streets that have been repaved in the past several years will need to be partially dug up, Fort Edward Mayor Matt Traver said. "If we do the sewer only for repairs, we do not want the streets to be partially dug up and have checkerboard-paved streets," Traver said. "Another major concern is when they are doing sewer line repair and replacement, our water lines will be compromised. Those lines are as old as the sewer and some date back 100 years or so."

[http://poststar.com/news/local/gasoline-leak-damage-settlement-yet-to-be-reached/article\\_05d835c0-10e6-11e3-baab-001a4bcf887a.html](http://poststar.com/news/local/gasoline-leak-damage-settlement-yet-to-be-reached/article_05d835c0-10e6-11e3-baab-001a4bcf887a.html)



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### USA, TX, LAVACA CO, PETERSVILLE, AUGUST 30 2013. EXPLOSION, RIG FIRE IN EAGLE FORD SHALE EAST OF SAN ANTONIO

gene lockard

 **Watch the Video**

- [Oil Rig Explodes in South TX](#)
- [Fire Still Roaring at South Texas Oil Rig](#)
- [Massive Oil Rig Burning Out of Control in Texas](#)



A drilling rig explosion was reported in Petersville, Lavaca County in rural South Texas Wednesday evening. There were no reports of injuries in what was being described as a "well control incident and fire," and all personnel were safely evacuated, K Leonard, manager of public relations for rig operator EOG Resources Inc. told Rigzone. EOG is coordinating its response with local fire department and emergency response personnel, and regulatory agencies have been notified, Leonard said. "EOG's first priority in responding to the incident is the safety of personnel working on site, the responders who are providing assistance and neighbors in the immediate area," Leonard said. The incident occurred shortly before 7 p.m. Wednesday evening, Aug. 28, approximately 80 miles east of San Antonio between Shiner and Yoakum, in the Eagle Ford shale formation. The fire is contained but is continuing to burn, and Wild Well Control was called in to assist in the response effort. EOG is assembling a team of well control experts to safely control the well and extinguish the fire. EOG said the cause of the incident was unknown at this time.

[http://www.rigzone.com/news/oil\\_gas/a/128744/Explosion\\_Rig\\_Fire\\_in\\_Eagle\\_Ford\\_Shale\\_East\\_of\\_San\\_Antonio](http://www.rigzone.com/news/oil_gas/a/128744/Explosion_Rig_Fire_in_Eagle_Ford_Shale_East_of_San_Antonio)

### CANADA, ALBA, LAC LA BICHE, AUGUST 30 2013. TANKER CRASH CLOSES HIGHWAY

Lac La Biche and Plamondon fire departments, along with Lac La Biche RCMP and ambulance were at the scene of a crash on Hwy. 55 this afternoon just before 3 p.m. The crash was about 10 kilometres west of Lac La Biche and involved a gasoline tanker truck and at least one other vehicle. RCMP have yet to release details about the crash. The highway was closed as the injured, at least one in serious condition, were taken from the scene. Crews continued to clean up the crash site into the early evening. A local medevac airplane was used to transport at least one person to and Edmonton hospital when it was learned STARS transport was not available. Check our website for more updates on the crash as the information is received from the RCMP.

<http://www.laclabichepost.com/article/20130828/LLB08/130829989/-1/1lb08/tanker-crash-closes-highway>

### THAILAND, CHON BURI, AUGUST 30 2013. LOCALS SPOT OIL SLICK OFF CHON BURI

Villagers and fisherfolk in Chon Buri province have spotted an oil slick and tarballs which they suspect are from the PTT Global Chemical (PTTGC) oil spill off Rayong late last month. Somnuk Jongmeewasin, a member of the Friends of the East civic group, said an oil slick and tarballs – globs of crude oil mixed with sand – were found earlier this week off tambons Na Jomthien and Bang Saray of Sattahip district, and Ao Udom of Sri Racha district. The areas, which are about 135 kilometres from Rayong's Koh Samet, are famous for their seafood and tourism. "We believe the oil slick has been swept from neighbouring Rayong province," Mr Somnuk said. "But we can not conclude whether it is from the oil spill site." The activist said he alerted provincial officials and local environmental officials to the oil slick. Laem Chabang municipality councillor Somyot Chiaokun oversees the Ao Udom area. He inspected the location on Thursday and later told health officials to collect samples of tarballs for testing and to find out where they came from. The oil slick off Ao Phrao was submerged by chemical dispersant after the spill, but strong sea currents and winds could have pulled the oil to Ao Udom, Mr Somyot said. Chief of the Department of Marine Science of the faculty of fisheries at Kasetsart University, Thon Thamrongnawasawat, said he could not tell at the moment whether the tarballs came from the PTTGC oil slick. Tarballs often appear near the cargo port as oil from cargo ships often leaks and mixes with sand, he said on his Facebook page yesterday. He urged local authorities and residents in the area to keep an eye out for more of the tarballs on local beaches. Noppon Srisuk, director-general of the Department of Marine and Coastal Resources, said he has not received reports about the appearance of tarballs in Chon Buri. However, he said it is unlikely that the oil and tarballs came from Rayong province because the distance between the two



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locations is too far. "It is not unusual to find these tarballs on beaches," he said. "Oil from fishing boats and other activities can create tarballs too."

<http://www.bangkokpost.com/news/local/367081/locals-spot-oil-slick-off-chon-buri>

### CANADA, B.C., REVELSTOKE, AUGUST 30 2013. B.C. MINISTRY OF ENVIRONMENT DATABASE DETAILS HAZARDOUS MATERIALS SPILLS IN REVELSTOKE AREA

aaron orlando

**PDF Document:** [Incident reports, listed alphabetically by the name of the community nearest to the incident. BC MOE Hazardous Material Spill List](#)



Newly-released B.C. Ministry of Environment documents reveal this June 23, 2011 CP Rail derailment on the banks of the Illecillewaet River at Albert Canyon involved two tanker cars that derailed and were damaged. Both last contained caustic soda, the same chemical responsible for devastating the Cheakamus River in a 2005 spill. Fortunately, the two derailed tanker cars were empty at the time.

The B.C. Ministry of Environment has released a database of hazardous materials spills in B.C., highlighting where, when and how much hazardous materials are being spilt on land, water and air. The Times Review requested the database from the Ministry of Environment; ministry staffers indicated an identical freedom of information request was nearing completion. That database was released on Aug. 15. It covered a period from July, 2010 to December, 2012. When information from the Revelstoke region is analyzed, the database highlights

hazardous spill patterns in the region. Although pipelines and railways have been the focus of oil spill concerns, highway MVIs involving transport trucks on the Trans-Canada Highway are a significant source of small but not insignificant spills, where hundreds of litres of diesel escape from fuel tanks, some of it spilling into creeks that drain into local rivers. In total, about three dozen MVIs involving hazardous materials releases were recorded. Of these three-dozen spills, the volume of diesel spilled is commonly in the 400-litre range. One highway MVI involved 1,100 litres of paint. Most memorably, a tanker wiped out on the Trans-Canada Highway in Revelstoke, [flooding a resident's lawn with a load of dried pig's blood](#). Also notable in the highway diesel spills and all spills in general is the amount of incidents where the volume of material spilled is listed as "unknown." The Times Review requested the information as part of our ongoing series on rail safety in the region. Currently, rail carriers don't have an obligation to report incidents publicly. Although Canadian rail carriers are required to report to the Transportation Safety Board (TSB), the results are not reported out publicly in a timely fashion. A TSB representative told the Times Review they maintain a public database of incidents under investigation, but the smaller incidents not investigated by the TSB are filed for internal purposes only. Currently, the Times Review relies on shortwave radio monitoring or news tips to find out about unfolding railway derailments and spills – which is not a robust system that will catch all incidents. We wondered: are there a significant number of derailments and spills that go under the radar because they happen in remote areas or after hours? It appears not, but there were some concerning close calls. It should be noted the database includes rail leaks, derailments with leaks, but not derailments with no leaks. A total of five leaks related to rail travel are detailed in the 'Revelstoke' area. Three were leaks only, while two were derailments with leaks. Most concerning was [a June 23, 2011 derailment at Albert Canyon](#) with a reported leak of caustic soda into the Illecillewaet River. The Times Review attended the scene and photographed the site; one derailed and damaged tanker car was resting at a severe angle on the sloping bank of the Illecillewaet River. British Columbians will recall the [Aug. 5, 2005 CN Rail derailment that spilled half a tanker car's worth of caustic soda into the Cheakamus River](#), devastating aquatic life on that river's ecosystem, and killing more than half a million fish. The river's ecosystem is expected to take many decades to recover. The spill resulted in an order from the federal transport minister ordering CN Rail to limit the number of cars on trains travelling the stretch from Squamish, B.C. to Clinton, B.C. At the time of the June 23 spill in Albert Canyon, Ministry of Environment and CP Rail officials told the Times Review that no environmental damage had been done. Last week, environment ministry officials clarified, saying that two tanker cars that last contained caustic soda did derail in the 17-car derailment, and that they were both damaged, but did not leak because they were empty at the time. CP Rail spokesperson Kevin Hrysak emphasized the railway followed all existing regulations after the incident and



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reported all required information to the Transportation Safety Board and the B.C. Ministry of Environment. "At no point were loaded caustic soda tank cars involved or breached resulting in a release of product into the river," Hryszak said. He added the tanker cars "last contained" caustic soda. The other CP Rail derailment and spill involved a small amount of sodium chlorate onto land. The substance is also toxic. A sixth railway incident occurred on September 14, 2010, closer to Golden, B.C. when "human error" led to a terrestrial spill of about 5,000 litres of diesel. There were no reported rail spills involving oil transport during that time period. Concurrently, on Aug. 22, a [federal senate energy committee investigating the transport of oil in Canada released a report containing a list of recommendations for tanker, rail and pipeline transport](#). A general recommendation from the senate committee calls for the creation of a web portal containing interactive maps that would detail information on oil spills for all modes of oil transport. The portal would list the type of material released and the cause of the incident – as soon as possible. BC Hydro reported a range of incidents at Revelstoke Dam and Mica Dam over the period – although the rate of incidents may reflect the ongoing major expansion projects at the dam. Their reporting system also appears to be robust; one report detailed just one litre of oil spilled after a piece of equipment failed. The Ministry of Environment listed a July 30 spill of 1,500 litres of high PH liquid at the Mica Dam into the Columbia River system as "intentional." BC Hydro spokesperson Mary Coules detailed the incident. She said, during construction, water from a temporary penstock flooded an area where concrete was being cured by a contractor. It mixed with the concrete then flooded into a sump. Coules said the area was dammed off with sandbags and then transported to a batch plant where it was treated in a settling pond. In an Aug. 15 spill at the Revelstoke Dam, about 315 litres of hydraulic lubricating oil leaked into a turbine pit after an O-ring failed. Coules said staff took immediate preventative measures, such as running the affected water through an oil/water separator and placing oil-absorbent booms into the drainage sump. Coules said BC Hydro adhered to standard spill response and reporting procedures. "BC Hydro's policy is to comply with all federal and provincial environmental legislation including mandatory spill reporting required by the BC Spill Reporting Regulation and the federal Fisheries Act," she said. "In addition, it is also policy to report all spills and 'close calls' internally." The City of Revelstoke has had a few incidents. By volume, a failure at the pumping station in Arrow Heights on October 18, 2011 is the biggest. About 1.7 million litres of chlorinated water – treated drinking water – was spilled when the pumping station malfunctioned. A total of 78 hazardous materials spills were listed in the Revelstoke area during the reporting period. The list of spill incidents provided by the Ministry of Environment does not include the names of those who caused the spill; spills on the railway and at the dams can be deduced by their location. Conspicuously absent from the database are incidents not involving authorities with procedures and a culture of reporting spills. There are self-reported incidents involving Parks Canada, BC Hydro, the City of Revelstoke and CP Rail. Highway MVIs that draw a response from police and environment officials are also represented, but incidents that involved self-reporting by other private entities are scarce. In general, the database highlights that, in the transportation sector, significant spills involving transport trucks are a fairly common and regular occurrence. Although one or two rail spills in the Revelstoke region have flown under the public's radar in the roughly two-and-a-half-year period, the exploration didn't turn up a significant pattern of frequent hazardous materials spills in rail transportation. The Standing Senate Committee on Energy, the Environment and Natural Resources report entitled 'A study of Safe Transport of Hydrocarbons by Pipelines, Tankers and Railcars in Canada' notes that oil transport by rail car has proliferated dramatically in the past few years. In 2009, CN and CP transported about 500 carloads of crude oil in Canada in the U.S. By 2013, that number has skyrocketed to an estimated 140,000 carloads.

<http://www.revelstoketimesreview.com/news/221563431.html>

**AUSTRALIA, NEW SOUTH WALES, SYDNEY, AUGUST 30 2013. LNG FOR TRANSPORT NOT COMMERCIAL: CALTEX**  
Caltex Australia has stated it will not be pursuing plans to develop LNG for transport in the short-term. Speaking after Caltex's half year results presentation earlier this week, Caltex Australia Chief Executive Julian Segal said that Caltex examined LNG for transport and found that, at this time in Australia, there is no compelling business case for installing LNG refuelling stations due to the cost of truck conversion, warranty issues and uncertainty over the price of gas compared with diesel. Mr Segal said that widespread uptake of LNG for heavy transport is still some way off, but that he expects the more likely scenario for LNG in the short term is for it to be used to run remote power stations for remote communities and mines that don't have access to the electricity grid. [Earlier this year](#), Royal Dutch Shell entered the LNG for transport market, with an announcement of plans to supply LNG to refuelling stations along the Hume Highway between Melbourne and Sydney. The move was expected to inject confidence into the gas for transport industry.

[http://gastoday.com.au/news/lng\\_for\\_transport\\_not\\_commercial\\_caltex/083180/](http://gastoday.com.au/news/lng_for_transport_not_commercial_caltex/083180/)



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### UK, CORNWALL, LANKIDDEN COVE, AUGUST 30 2013. TRAWLER RUNS AGROUND OFF THE LIZARD >> LEAKS OIL.

 [Watch the Video Stranded Trawler Leaks Fuel on the Lizard](#)

 [Photo's \[3\] Ten Tonnes of Oil Spills From French Trawler that Hit Rocks off Lizard](#)



*The French fishing boat Scuderia.*

A French trawler carrying 20 tonnes of fuel has run aground off the Lizard in west Cornwall. The Scuderia hit rocks at Lankidden Cove, between Cadgwith and Coverack, at about 23:00 BST on Wednesday. The Maritime and Coastguard Agency (MCA) confirmed that one of the vessel's five tanks has been damaged. A spokesperson said approximately 10 tonnes of fuel had been lost from the trawler since it ran aground. The MCA said that under the current conditions, "it's predicted that the spilt fuel won't move far from the Scuderia before it disperses". The five crew members on board have now been taken ashore. Buoyancy aids, including airbags, are being used on the vessel. The MCA said a further attempt to refloat the trawler was unlikely to happen "until tomorrow at the earliest". An attempt to refloat the boat was made overnight, but

it was unsuccessful because of the falling tide. A second attempt at about 11:30, during high tide, also failed. Falmouth Coastguard said it was liaising with the Maritime and Coastguard Agency's Counter Pollution and Salvage branch, along with other agencies, to monitor the situation.

#### Related Stories

- [Oil seen over a mile away from stricken French trawler](#)
- [Update: French fishing boat stuck on rocks at Lankidden, Lizard](#)
- [Oil slick fears as French trawler runs aground off Lizard](#)
- [Fishing Vessel Aground on Lizard Peninsula](#)

<http://www.bbc.co.uk/news/uk-england-cornwall-23877682>

### CHINA, BEIJING, AUGUST 30 2013. CHINA EXTENDS GRAFT PROBES TO PETROCHINA >> ENERGY COMPANY SAYS 3 SENIOR EXECUTIVES RESIGNED AMID INVESTIGATIONS

State-controlled [PetroChina](#) Co. said three of its senior executives are under investigation by authorities for "severe disciplinary violations" and have resigned, as Chinese authorities seem to be ratcheting up efforts to root out official corruption. The disclosure by the Chinese energy company on Tuesday came a day after its state-owned parent, China National Petroleum Corp., said a fourth executive was under investigation for the same reason. PetroChina is China's largest oil and natural-gas producer. While neither PetroChina nor its parent have released specifics of the probes, the phrase "severe disciplinary violations" is typically used by Chinese officials when investigating cases of alleged corruption. The announcements mark the latest investigations into high-ranking officials at Chinese government agencies and state-owned enterprises, amid a campaign led by President [Xi Jinping](#) to root out official corruption. China's top leaders have acknowledged that persistent corruption and rising public concerns about graft pose a threat to the Communist Party's grip on power. The disclosures come at a pivotal time for PetroChina, which is in the midst of pursuing two massive overseas investments in a quest to boost its earnings abroad and secure energy resources for its home country. The company is poised to buy a stake valued at billions of dollars in one of Iraq's largest oil fields from [Exxon Mobil](#) Corp., and is a possible suitor for a \$5 billion stake in an oil field in Kazakhstan held by the Kazakh government. Mr. Xi is expected to announce a number of oil and natural-gas agreements during his first trip to Central Asia next month as president, a Chinese foreign-ministry official said Tuesday. While China's biggest state-owned companies can be opaque, their operations face increasing disclosure pressures as the companies do business outside the nation's borders. Chinese companies announced \$34 billion in overseas energy deals last year, which included [Cnooc](#) Ltd.'s \$15.1 billion acquisition of Canadian oil-and-gas producer Nexen Inc., according to data provider Dealogic. The Nexen transaction is China's biggest overseas acquisition to date. PetroChina identified the executives as Li Hualin, chairman of PetroChina's natural-gas-distribution unit Kunlun Energy Co. and a vice president at the parent company; Ran Xinquan, a PetroChina vice president and head of its Changqing oil field in northern China; and Wang Daofu, PetroChina's chief geologist. None of the executives were available for comment. "The company's normal business



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operations are not affected," a PetroChina official said. "We will disclose relevant information in a timely manner." The official said PetroChina's board intends to nominate Wen Qingshan, chief accountant of CNPC, as the new chairman of Kunlun. Zhang Bowen, a director at Kunlun, will perform the duties of chairman in the interim, the official said. It isn't clear how the moves might affect PetroChina's efforts to broaden its operations in natural gas. China is looking to increase its use of the cleaner-burning fuel as part of an effort to wean itself off its dependence on coal and on oil imports. PetroChina bought control of Kunlun in 2008. "Mr. Li was the major driving force behind [PetroChina's] transformation into the natural-gas business in the past few years," said BOCI Securities analyst Jeffrey Fang. All three of the PetroChina officials have held executive positions there for decades, according to profiles on the company's website, which have since been taken down. Mr. Li, who joined CNPC in 1983, has been chairman of Kunlun since 2007 and was appointed PetroChina's board secretary in 2009. Under Mr. Li's leadership, shares of Kunlun have almost tripled, with the company at a current market capitalization of \$13 billion. Mr. Ran was named head of PetroChina's Changqing field in 2008 and was appointed a vice president at PetroChina in 2011. Mr. Wang was appointed chief geologist at PetroChina in 2008. The disclosures follow the departure of Jiang Jiemin, who resigned in March after serving as PetroChina's chairman since 2007. Mr. Jiang, who also resigned as chairman of CNPC, left to become the head of the commission that oversees China's state-owned companies. That commission on Tuesday also announced the investigation into the three PetroChina executives. It didn't return calls seeking comment. On Monday, Chinese authorities said Wang Yongchun—a CNPC vice president and head of China's largest oil field in the northeastern Daqing region—was under investigation by China's Ministry of Supervision, the country's antigraft agency. It also cited "severe disciplinary violations." Mr. Wang wasn't available for comment and CNPC declined to comment. On Tuesday a spokesman for CNPC said Mr. Wang had been succeeded as head of the Daqing field by Liu Hongbin, who has served as one of six vice presidents of CNPC since July. Last week, China Mobile Ltd. said a provincial head and former senior executive was being investigated by the Chinese government for the same reason cited for the four Chinese oil executives. China Mobile didn't elaborate on what violations are being investigated. The former China Mobile executive wasn't available to comment.

 **Related Stories** [China Widens Anti-Graft Drive as 3 PetroChina Managers Quit](http://online.wsj.com/article/SB10001424127887324591204579038404275544012.html)

<http://online.wsj.com/article/SB10001424127887324591204579038404275544012.html>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, AUGUST 30 2013. FIRIES CLAIM STAFF CUTBACKS INCREASED THE DANGER TO THE COMMUNITY DURING THE CALTEX FUEL SPILL IN BANKSMEADOW LAST MONTH

leesa smith



*Fire Brigade units worked throughout the night to contain about 157,000 litres of unleaded fuel leak at the Caltex refinery at Banksmeadow.*

Lack of training and staff cutbacks put the community's lives at greater risk when about 150,000 litres of fuel leaked at the Caltex site in Banksmeadow last month, fire fighters claim. Maroubra fire fighter Colin Gale said the Matraville crew attended the scene on July 12 with the appropriate equipment but were left with no choice but to wait for Caltex to arrive with a foam supply from Kurnell because they didn't have the required training to deal with the incident. The Botany station was closed on the day of the spill while the crew worked at the Campsie station but Mr Gale said the Botany staff had the familiarisation training

needed for the job. Mr Gale, who has been a fire fighter for 26 years, said the first officer described it as "sheer luck" that that an explosion didn't occur from the spill that took 27 hours to clean up. "Every day we go to work we feel we are at greater risk because we don't have the back-up we always used to enjoy," he said. "It was lucky it didn't turn into the LPG explosion in Canada that happened just three days before." Mr Gale said although Botany fire fighters would have arrived only one or two minutes before the Matraville crew, a fire doubles in size every 60 seconds. But Fire and Rescue NSW assistant commissioner Jim Hamilton said each fire truck in the metropolitan area carried 200 litres of foam to deal with standard incidents and emergencies. "Fire fighters from Matraville immediately got to work when they arrived at the incident at the Caltex site, however the incident required large amounts of foam," he said. "It is the responsibility of the company managing the site to provide risk mitigation strategies that are adequate for the risk." Randwick Council is calling for a report on the spill from the NSW Emergency Services minister Michael Gallacher and is also asking Caltex what procedures have been undertaken to ensure a similar incident doesn't occur again. A Caltex spokesman said Caltex promptly put in place additional interim risk



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controls at all terminals in the first week after the incident including additional foam stocks brought at Banksmeadow. "A thorough investigation is continuing and there is an experienced investigator leading this work," he said. "We will continue to refine our systems and processes to mitigate such risks. Mr Hamilton said foam was accessed from various sources during the course of the incident including Caltex, Fire & Rescue NSW's emergency supplies and Aviation Fire and Rescue located at Sydney Airport.

<http://www.dailytelegraph.com.au/newslocal/city-east/firies-claim-staff-cuabacks-increased-the-danger-to-the-community-during-the-caltex-fuel-spill/story-fngr8h22-1226705766051>

### CANADA, QUE, POINTE CLAIRE, AUGUST 30 2013. COMPANY BEHIND PCB CONTAMINATION GETS 1 MORE DAY >> FURTHER DELAYS ARE 'UNACCEPTABLE' SAYS POINTE CLAIRE MAYOR BILL MCMURCHIE

 **Watch the Video** [Company Behind PCB Contamination Gets 1 More Day](#)

Quebec says it will give Reliance Power Equipment one more day to submit a cleanup plan for PCBs it has illegally stored in Pointe Claire for the past 15 years. The provincial government and the City of Pointe Claire had initially set a midnight deadline on Wednesday, which has since expired. The Liberal MNA for Jacques-Cartier, Geoff Kelley, says his constituents in Pointe-Claire deserve more information about how the cleanup will proceed. Kelley says it's not enough for the environment ministry to tell citizens that it will take over the cleanup if the company does not come up with an acceptable plan. "Is it a question of weeks? Is it a question of months? How long will it take?" Kelley asks. "What exactly will be done? These are the questions that the neighbours to the site are asking." Kelley also called on Environment Minister Yves-François Blanchet to visit Pointe-Claire personally to reassure residents. "In the new world of social media, if you don't have reliable information, rumours circulate...Lac St-Louis is polluted and things like this," Kelley said. At a midnight press conference, Pointe Claire Mayor Bill McMurchie said he wouldn't accept any more delays. "The city council of Pointe Claire insists on behalf of Pointe Claire citizens that immediate action be taken by the [environment ministry] and considers unacceptable any additional administrative delay," he said. But Environment Minister Yves-François Blanchet says even though he'd rather not offer an extension, he has no choice. "It's a matter of law...we have to provide them with the minimum delay to provide us with an answer to do exactly as we ask." Blanchet says he doubts the extension will make a difference. The company has until 10:25 a.m. Friday to submit its action plan.

#### Up to 1,200 Litres of Oil C ontaining PCBs Leaked

Ministry officials said they have been negotiating with Reliance Power Equipment for weeks to to clean up the site, to no avail. The environment ministry confirmed Tuesday that it had investigated the leak of 800 to 1,200 litres of oil containing PCBs (polychlorinated biphenyls) that had spilled on the company's West Island property in March. Ministry officials are expected to arrive on the site on Friday to begin securing the area. The City of Pointe Claire will continue to monitor the site until then. The company has not responded to CBC's requests for an interview.

#### Who Will Pay?

It's estimated the cleanup will cost between \$2 and \$2.5 million. If the company does not submit an action plan, the environment ministry will take over the work, which could take months. The environment minister says Reliance Power Equipment will be billed for the work.

#### The Dangers of PCBs

McGill environmental assessment expert, Michel Bouchard, says PCBs are volatile and present a serious health risk. "The real danger is combustion, either accidental fire or...[arson] by somebody who would want to do something bad," Bouchard says. If the contaminated area caught fire, smoke carrying the PCBs could spread to outlying areas, including Montreal. PCBs were once used as a coolant and insulating fluid. The import, manufacture and sale of PCBs were made illegal in Canada in 1977. However, Canadian legislation has allowed owners of PCB equipment to continue using the equipment until the end of its service life. In 1988, 500 barrels of oil laced with PCBs exploded at a warehouse St-Basile-le-Grand, sending plumes of smoke across the region and forcing residents to flee.

#### Related Stories

- [Pointe Claire firm given 24 hours to make plan to get rid of PCBs](#)
- [PCB-laden oil found illegally stored in Pointe Claire](#)

<http://www.cbc.ca/news/business/story/2013/08/29/quebec-pointe-claire-pcb-contamination-midnight-bill-mcmurchie.html>



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