



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,096 Newsy Stuff

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

**August 29 2014**



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### USA, FLA, WEST MIAMI, AUGUST 19 2014. MAN CHARGED IN CONNECTION WITH GAS STATION EXPLOSION OUT ON BOND

 **Watch the Video:** [Man Charged in Connection with Gas Station Explosion out on Bond](#)

A man who was sent to the hospital and then arrested after an explosion at a West Miami gas station has been released from jail.

<http://www.local10.com/news/man-charged-in-connection-with-gas-station-explosion-out-on-bond/27535510>

### UK, LONDON, AUGUST 19 2014. EXPLOSIVES REGULATIONS 2014 >> GUIDANCE ON REGULATIONS – SAFETY PROVISIONS

The Explosives Regulations 2014 will come into force on 1 October 2014, and the Approved Code of Practice to the Manufacture and Storage of Explosives Regulations 2005 will be withdrawn. The Approved Code of Practice and guidance in [L139 Manufacture and storage of explosives. Manufacture and Storage of Explosives Regulations 2005. Approved Code of Practice and guidance](#) applies up to and including 30 September 2014. You can download it for free or buy a printed version. From 1 October 2014 when the Explosives Regulations 2014 come into effect, the guidance in L150 will apply. A draft version of L150 is available for download, or you can order a printed copy, which will be despatched after 1 October 2014. Please note that if you download a copy before 1 October 2014, the draft may be subject to further change before the Explosives Regulations come into effect.

#### About this Guidance

This publication is for anyone who has duties under the safety provisions of the Explosives Regulations 2014, particularly employers, private individuals and other people manufacturing explosives, storing larger quantities of explosives or storing explosives that present higher hazards. It provides overarching guidance on how the safety provisions of the Regulations should be met. It is supported by subsector guidance to be published over the summer. You should use the relevant subsector guidance to support and supplement this guidance. L150 Safety provisions should be read alongside L151 Security provision.

#### What has Changed?

- Merging registrations into the licensing system
- Allowing local authorities to issue licences up to 5 years, aligning them with equivalent HSE/police-issued licences
- Extending licensing to address storage of ammonium nitrate blasting intermediate (ANBI)
- Exceptions for keeping desensitised explosives without a licence have been updated
- Tables of separation distances have been restructured to better allow for sites with more than one store. The tables have also been revised to cover quantities of explosives greater than 2000kg
- A revised list of explosives that can be acquired or acquired and kept without an explosives certificate from the police.

The repeal of the Fireworks Act 1951, as its remaining provisions have been superseded by the Pyrotechnic (Safety) Regulations 2010

<http://www.hse.gov.uk/pubns/books/l150.htm>

### USA, W.VA, HUNTINGTON, AUGUST 19 2-14. SPECIAL METALS PLANS TO REPLACE SPENT ACID TANK IN SERVICE SINCE 1948

*tony e. rutherford*

Huntington Alloys applied to the West Virginia Department of Environmental Protection (Division of Water and Waste Management) on August 1, 2013. Their proposal seeks replacement of a spent acid tank which began use in 1948, according to documents obtained from the Environmental Protection Agency. The documents indicate that this underground spent acid tank is also known as a Monel storage tank. It is described in the Draft RCRA FACILITY ASSESSMENT (March 31, 1993). At the time of examination in the early 1990s, the EPA report indicated that the 50,000 gallon tank was one of three ground acid brick line concrete storage facilities. A Southeast tank and a Northwest tank stored 8,000 gallons each of hazardous waste. The smaller tanks were certified as closed January 17, 1983. Waste managed at that particular tank, according to the EPA:

Waste Managed: The following hazardous waste are neutralized in this unit:

1. Spent Pickling Acids.
2. Sludge from the pickling rinse water.
3. CopJHH Nickel spent plating solutions.
4. Dust from Air Pollution control units.
5. Spent Pickling solution from Off-site (Burnaugh plant).



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The report indicated that "there are no records concerning inspections conducted by Federal or State regulatory agencies prior to November 1980." ("The Atomic Energy Commission AEC leased Huntington (Reduction) Pilot Plant operated from 1952 until demolished in 1979, when classified portions were buried in Piketon, Ohio. The plant was on cold stand by from 1963-1978, when demolition began. AEC/NRC facilities had regulatory rules subject to "in house" interpretation.) INGO, had been classified by the WV DEP as a hazardous waste storage, treatment and disposal (TSD) facility because characteristic and listed hazardous waste has been stored and/or disposed at the facility. A RGRA hazardous waste management (HWM) permit was issued on June 25, 1984 permitting INCO to operate three (3) HWM units consisting of two (2) container storage areas (hazardous waste containers and Baghouse dust containers) and an open top storage tank (Monel Tank). At the time of assessment (1993), there were ten (10) satellite hazardous waste storage areas at the facility where hazardous wastes are generally stored and/or collected for less than 90 days. A list of satellite areas are included Areas of Concern. The facility had an Industrial Waste Discharge (IWD) permit t1 (0187017) issued by the City of Huntington's Sanitary Board to discharge treated wastewater from its wastewater treatment plant to the city's sewer system. This permit application was refiled on December 18, 1985. This permit became effective as of April 1, 1988 and was in effect until April 1, 1993.

<http://www.huntingtonnews.net/93233>

#### SCOTLAND, ABERDEEN, AUGUST 19 2014. OIL WORKER DIES ABOARD TECHNIP VESSEL IN ABERDEEN



*Technip's Skandia Achiever.*

A young oil worker died last Wednesday after becoming ill on a vessel docked at the Aberdeen Harbor in Scotland. Trainee rigger James Usher was on board Technip's supply vessel Skandia Achiever when he became sick, the Aberdeen paper the Press and Journal said. When his co-workers noticed he was ill they called emergency services. Usher, 24, was rushed to the hospital where he later died. Details about his illness have not been released. Usher was not working when he fell ill. Police are investigating the death although they said it does not

appear as if foul play was involved. "The death is being treated as unexplained and inquiries are still ongoing to establish the full circumstances," a police spokeswoman said. Usher is from Wales and joined Paris-based Technip in October 2013. He had been working as a trainee rigger on board a dive support vessel. "Technip UK Ltd staff and the crew of Skandia Achiever are deeply saddened by the loss of their colleague James Usher," a Technip spokesman said. A spokesman for Aberdeen Harbour Board said the case is a police matter and would not comment. The results of the autopsy have not been released yet.

<http://petroglobalnews.com/2014/08/oil-worker-dies-after-falling-sick-on-aberdeen-ship/>

#### ENGLAND, SURREY, AUGUST 19 2014. BOC TO PAY £260,000 AFTER EXPLOSION INJURES WORKERS

BOC Ltd, a multinational industrial gas supplier based in Surrey, was sentenced on 7 August at Bristol Crown Court, after an explosion at one of its manufacturing plants in Bristol left one worker with life changing injuries. HSE prosecuted BOC Ltd after a plant explosion and fire caused Alan Garton, 57, from Bristol, to suffer serious burns and injuries. Two other employees, Craig Knight and Dale Roberts were also injured in the incident. The court heard how on 7 January 2010 Mr Garton, at that time an employee at BOC Ltd's Dissolved Acetylene Filling Plant at Whitby Road in Brislington, was filling an acetylene cylinder as part of a routine operation when the incident happened. The acetylene solution within the cylinder became unstable and the cylinder exploded, starting a fire which was allowed to burn for eight days, until, after careful consideration, it was extinguished by Avon Fire & Rescue Service. Mr Garton suffered multiple lacerations and significant burns to his left thigh, left arm and head. An investigation by HSE found that BOC had failed to ensure the health, safety and welfare of its employees and did not take necessary measures to prevent a major accident. BOC Ltd, of Priestley Road, Surrey Research Park, Guildford was fined £175,000 with costs of £85,000 after admitting breaching Section 2(1) of the Health and Safety at Work etc Act 1974. No evidence was presented on the other charge concerning a breach of the Control of Major Accident Hazard Regulations 1999. In summary HH Judge Longman said: "Alan Garton was a very experienced employee at the plant who was performing his duties properly when the explosion took place. Mr Garton suffered severe psychological and physical injuries as a result. It is important to emphasise that there are no suggestions that Mr Garton is in any way to blame or that his behaviour contributed to the explosion in any way." He added: "The exact cause of this incident has never been ascertained because of the destruction of the equipment involved. It can be said that, as the valve was the only moving part of the cylinder, the incident must be attributed to the valve." Sentencing, HH Judge Longman, said: "The defendant company accepts that there



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should have been greater monitoring of the human elements in the system, while submitting too that the company was not out of step with industry standards at the time. There is no evidence that human error led to the incident, it is possible that it was a cause. This should be set against the background of the safe operation of the plant". After the hearing, HSE inspector Evan Bale, said: "Acetylene is a colourless gas which is widely used as a fuel and a chemical building block. It is very unstable in its pure form and is normally dissolved in a solution within a cylinder prior to distribution. The company fell below the standard expected for controlling risks associated with handling this hazardous chemical. In a statement BOC Ltd said: "We can confirm that BOC Ltd pleaded guilty under section 2, part 1 of the Health & Safety at Work Act 1974, following an incident at its plant in Bristol in January 2010. We accept the verdict of the court and we have already put in place the recommendations of the HSE. We deeply regret that three of our colleagues were injured in the incident and the disruption to local businesses and the community." Further information about explosives can be found on the HSE website at [www.hse.gov.uk/explosives/index.htm](http://www.hse.gov.uk/explosives/index.htm) <http://www.shponline.co.uk/in-court/in-court/full/boc-to-pay-£260-000-after-explosion-injures-workers>

### CANADA, QC, MONTREAL, AUGUST 19 2014. TSB SET TO RELEASE LAC-MÉGANTIC DERAILMENT REPORT AUG. 19 >> EXPERTS FOCUSED ON RAIL CARS, ENGINEERING, HUMAN ERROR

*riley sparks*

 **Watch the Video:** [Watch the live webcast of the TSB's derailment report Tuesday at 10:30 a.m.](#)

The Transportation Safety Board is expected to release its final report on the Lac-Mégantic train derailment on Tuesday. The agency's investigators arrived in Lac-Mégantic hours after a train with 72 tanker cars hauling crude oil derailed and exploded at the centre of town early in the morning of July 6. During the year-long effort in Lac-Mégantic, the TSB assigned to the file roughly 50 investigators and experts in dangerous goods, engineering, human error, railway transport and mechanics. After the 150 firefighters working on the scene brought the oil fire under control — which took about four days — search and rescue teams, TSB investigators and provincial police began looking through the wreckage for bodies and evidence that could help determine the cause of the accident. During the investigation, TSB employees interviewed witnesses and railway employees, inspected the train's black boxes and analyzed oil from the Lac-Mégantic rail cars and from wells in North Dakota, where the oil originated. They examined kilometres of track, took samples of the tank cars to determine their composition and made 3D laser scans of all 72 cars to figure out exactly how they failed. Investigators focused on several factors they believed may have influenced or caused the accident: the railway cars and infrastructure, the oil, and possible human error. The Montreal, Maine and Atlantic train travelling through Lac-Mégantic on July 6 was hauling crude oil bound for an Irving refinery in Saint John, N.B. The train consisted of five locomotives pulling 74 cars, including 72 unpressurized DOT-111 class tanker cars loaded with oil. The TSB and its U.S. counterpart, the National Transportation Safety Board, have both noted in dozens of accident reports that the cars are prone to failure in accidents. In a set of recommendations released in January, the TSB wrote that "for about 20 years" the agency had warned that the DOT-111 class cars are likely to release their contents in a crash. "In previous investigations, the TSB identified the risks posed by the release of product from Class 111 tank cars, and the vulnerability of these cars to release product due to accident damage. The weaknesses of Class 111 tank cars have been acknowledged by the regulator and industry," the TSB wrote. Almost all of the cars involved in the crash were breached and released oil. Four of the cars also suffered thermal tears — shell failures caused by extreme pressure inside the tanks that built up as the fire heated and vaporized the oil. Two of these cars tore within the first 20 minutes of the fire, TSB investigators found. With flammable material, this type of tank failure can be catastrophic and cause "large fire balls," the agency explained in a lab report released in March. In their recommendations released in January, the agency suggested that the federal government require railways transporting flammable liquids in DOT-111 class cars to improve their cars to meet new, stricter safety standards introduced in 2011. Those standards require thicker shells and improved fittings on the cars. None of the Lac-Mégantic cars were equipped with these features. Investigators also tested the crude oil the 72 tankers carried. Several firefighters on the scene of the accident last year observed that the oil burning in Lac-Mégantic seemed unusually flammable. Crude oil is not typically easy to ignite, and some guessed that the train had been carrying natural gas or another more reactive substance. Transportation Safety Board investigators also said that they were surprised by how readily the oil had ignited. Investigators sampled oil from nine of the train's cars, which did not explode and were moved to Nantes, uphill from Lac-Mégantic, after the derailment. The oil contained in these cars, which were not damaged in the accident, provided a more accurate sample than oil that had been heated by the fire, the TSB said. TSB analysis confirmed that the oil was more volatile than the train's shipping manifest suggested. The oil had been labelled as a packing group III substance — the least volatile classification for flammable liquids, which are categorized under Canada's Transportation of Dangerous Goods regulations. But TSB analysis found that its properties would place it in the more volatile packing group II. The oil's flashpoint — the



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temperature at which vapours would ignite — was closer to gasoline, the TSB said. The TSB recommended in January that Transport Canada require railways to do regular risk assessments and adopt stricter safety measures, including speed reductions and more regular inspections, for all dangerous cargo routes. The agency also recommended that railways be required to write emergency response assistance plans for all trains carrying large amounts of oil, which was not a requirement in July 2013. The TSB's report is also expected to address human factors and infrastructure problems that might have led to the accident. At the time of the accident, MMA was one of two railway companies in Canada using one-person crews. The train that derailed in Lac-Mégantic was crewed by just one employee, engineer Thomas Harding. MMA chairman Ed Burkhardt said after the accident that the company believed one-person crews were safer, because employees were less likely to be distracted. Around 11 p.m. on July 5, Harding parked the train on the main track in Nantes before going to a motel to sleep for the night. He later told police that he turned on the train's air brakes and set seven hand brakes. According to police documents, the company's guidelines required that at least nine brakes be set. Another MMA employee told police in an interview that 10 to 15 brakes should have been applied. After shutting down the train to test the hand brakes, Harding left one engine running to maintain power to the air brake system, and then took a taxi to a hotel in Lac-Mégantic. According to Harding, the lead engine — which he left running — had been smoking throughout the day. Parked in Nantes, the engine was releasing a cloud of oil so thick that the taxi driver who met Harding had to use his windshield wipers to remove oil from his car before driving back to Lac-Mégantic. Several MMA employees interviewed by police said that before the accident they had been worried about the poor state of the company's equipment and allegedly infrequent maintenance. After Harding left, the locomotive caught fire. Firefighters from Nantes shut down the running engine before putting out the fire — which had the unintended effect of stopping power to the air brake system and left the train secured only by the seven hand brakes. Firefighters and an MMA employee who arrived after the fire left the scene before 1 a.m. The train began rolling downhill sometime after, and at 1:14 a.m. it reached the centre of Lac-Mégantic, where it derailed and exploded.

<http://www.montrealgazette.com/news/release+report+after+year+inquiry/10125959/story.html>

#### **KUWAIT, KUWAIT CITY, AUGUST 19 2014. BLAZE BREAKS OUT AT KUWAIT NATIONAL PETROLEUM REFINERY**

A fire broke out Saturday at Kuwait National Petroleum's (KNPC) Mina Al Ahmadi refinery. The fire started in a wastewater treatment area and was extinguished by the refinery's fire brigade, state-owned KNPC said. Contract employees working near the fire were taken to a nearby hospital and treated for burns. No deaths were reported.

KNPC did not comment on the extent of the damages. Operations at the refinery and its associated gas plant and export terminal were not impacted by the fire. The company is currently investigating the cause of the incident. The refinery has a capacity of over 460,000 barrels per day and is about 28 miles south of Kuwait City. KNPC operates three refineries that have a combined capacity of about 515,000 barrels per day. In April, KNPC closed on a series of contracts for work related to the company's Clean Fuels Project at its Mina Abdullah and Mina Al Ahmadi refineries. The project is intended to double Kuwait's total refining capacity to 1.4 million bpd, Oil & Gas Journal said. KNPC did not say if the fire will impact work on the Clean Fuels Project.

<http://petroglobalnews.com/2014/08/blaze-breaks-out-at-kuwait-national-petroleum-refinery/>

#### **USA, FLA, MIAMI, AUGUST 20 2014. VIDEO: VAN USED BY THIEVES TO STEAL HUNDREDS OF GALLONS OF GASOLINE EXPLODES AT THE PUMPS**

 **Watch the Video:** [Van Explodes at the Pumps](#)

An exploding van is bringing attention to a trend that most consumers don't realize is even happening. The van was being used by thieves who pulled up over the underground tanks, opened up a hidden trapdoor in their vehicle and pumped gallons of gasoline without being detected. Or at least that was the plan before something caused the gas to ignite and explode. Watch the video for more details, including just how much this is costing businesses every year.

<http://www.theindychannel.com/news/u-s-world/video-van-used-by-thieves-to-steal-hundreds-of-gallons-of-gasoline-explodes-at-the-pumps>

#### **CANADA, QC, MONTREAL, AUGUST 20 2014. COUCHE-TARD ON SHORTLIST TO BUY CHINESE GASOLINE CHAIN**

Alimentation Couche-Tard is among a handful of companies shortlisted to buy a minority stake in China's Sinopec Sales, the world's largest fuel retail network, according to a report by the Reuters news agency. Citing unidentified sources, Reuters said the Quebec-based convenience store operator has been approved for the bidding process, along with China's Tencent Holdings Ltd., China Life Insurance Co Ltd., ENN Energy Holdings Ltd., Fosun Group, Hopu Investment Management and



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Affinity Equity Partners. State-run Sinopec Sales, formerly known as China Petroleum and Chemical Corp., is planning on selling a 30 per cent stake in the company by the end of the year. The minority stake is estimated to be valued at US\$16 billion. It's unclear how many companies will be shortlisted to bid overall. Bids are due at the end of August, the news agency reported. Couche-Tard has been looking for acquisitions as it looks to grow its network of stores internationally. It has more than 6,000 convenience stores and gas stations in North America, more than 2,000 stores in Europe and 4,600 stores in Asia under the banner Circle K.

<http://montreal.ctvnews.ca/couche-tard-on-shortlist-to-buy-chinese-gasoline-chain-1.1965966>

### **KENYA, NAKURU, AUGUST 20 2014. FAMILIES ASK FOR DNA TESTS TO HELP IDENTIFY TANKER EXPLOSION VICTIMS**

robert kiplagat



*Eldama Ravine District Hospital Medical Superintendent Philip Kamau with other medical officers attend to a victim of Saturday's explosion.*

The death toll of the Kamara petrol tanker has risen to seven after one more person succumbed to injuries. The petrol tanker overturned at Kamara near Makutano along Nakuru-Eldoret highway attracting young men including a form two student who was killed in the incident. Those reported missing include Erick Korir, Nahashon Kibet, Victor Kipkoech, David Mibei and Kipsang Lang'at all residents of Kamara. At Eldama Ravine District Hospital where six victims have been admitted, four of them are in critical condition while two are stable. The hospital's Medical Superintendent Philip Kamau said the victims will be discharged soon. "We referred one to Moi Teaching and Referral Hospital. Most

had first acute burns. We have dressed the wounds, rehydrated them and are out of danger," said Dr Kamau. He said two, who had minimal burns will be discharged in two or three days. The survivors Samuel Mutai, 30, and Silas Kipng'etich, 20, said it was their first time siphoning fuel and vowed never to repeat it. "I have never siphoned fuel before but I was a bit drunk and there was also pressure from my friends. I was scooping leaking petrol, when one man wanted to loot the vehicle batteries tried to disconnect it while the tanker's engine was still on causing the fire," said Mutai. Kipng'etich, however blamed 'evil spirits' for the rampant looting of goods on transit among the youth in the area despite plenty of food in the area. Joan Korir, a mother of three lost her husband, Erick Korir, and she regrets allowing him to go to the scene. "It was around 10pm when we had taken supper and had entered bed to sleep when some people called him to accompany them to the scene of the accident. I tried restraining him but he insisted that he was just going to 'see' then come back," said Joan amid sobs. Korir, who worked as a tractor driver to provide for his family, was never to return. David Cheruiyot, the father of 18-year-old Victor Kipkoech, a Form Two student at Kipsinendet Secondary School, said his son went out after lunch on the fateful day only to be discovered to have been among the victims. "He went out after lunch and the following morning after hearing that there were people who died at an explosion, we called him and his phone was off. We later learnt that he was among them," said the father. Kipsang Langat, who was deaf, followed his friends to get their share of the freebies but as fate would have it, that was the place he would breathe his last, his brother Richard Kipng'etich said. The families are having a hard times trying to identify the bodies because some of them are burnt beyond recognition. "Our culture as Kalenjins cannot allow mass burial. That's why we need the Government to assist us in DNA tests because we have no money," said Kipng'etich. Area chief Joseph Korir said looting started with the railway before the situation degenerated to highway looting. "We have held meetings with the police and the locals to urge them to leave such behaviours once and for all," said the chief.

[http://www.standardmedia.co.ke/mobile/?articleID=2000131909&story\\_title=families-ask-for-dna-tests-to-help-identify-tanker-explosion-victims](http://www.standardmedia.co.ke/mobile/?articleID=2000131909&story_title=families-ask-for-dna-tests-to-help-identify-tanker-explosion-victims)

### **USA, ORE, PORTLAND, AUGUST 20 2014. CHEMICAL TANKER VICTIM BURIED AT SEA**

steven dubois

The crewman who died in a fire aboard a chemical tanker that's adrift off the Oregon coast has been buried at sea. Ship spokesman Campbell Houston said Monday the engine-room fire left the 485-foot Pine Galaxy without much refrigeration, and the crewman's family gave permission for the ocean burial. Houston did not have his name. There were no other injuries, and the remaining 21 crew members from China and South Korea are still on board, hundreds of miles from Oregon. Houston said they have plenty of provisions. Petty Officer 2nd Class George Degener of the U.S. Coast Guard said the Bahamian-flagged



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vessel has drifted about 100 miles northeast since Wednesday's fire. A commercial tug from Washington state, with a damage-control specialist on board, was scheduled to arrive late Monday. The plan is to get the Pine Galaxy moving on its own or, failing that, to tow it to a still-to-be-determined West Coast port for repairs. Degener said the Coast Guard rescue-and-assistance crew that responded to the stranded vessel did not detect any damage to the cargo tanks. "The ship is considered safe for the individuals to be on board, and there is minimal risk to the environment at this point," he said. Japan-based Kasuga Shipping owns the ship built in 2004. It is managed by Unix Line of Singapore. The cause of the fire has yet to be determined. The vessel's firefighting systems extinguished the blaze, but the tanker sustained damage to its generators, leaving it without propulsion roughly 700 miles west of Cape Blanco, Oregon. Degener has said he didn't know the exact circumstances of the crewman's death. Coast Guard experts were unable to restart the engines during the weekend. The tanker left Southern California on Aug. 9, bound for South Korea with a cargo of propylene tetramer, a petroleum additive.

### Related Stories

- [Crewman killed in tanker fire buried at sea](#)
- [Disabled chemical tanker drifts northeast; crewman who died in fire buried at sea](#) - Fox Business

<http://www.chem.info/news/2014/08/chemical-tanker-victim-buried-sea>

### **USA, CA, SACRAMENTO, AUGUST 20 2014. UNDERGROUND FUEL STORAGE TANKS PROHIBITED TO USE ABOVE GROUND**

CAL FIRE advises the public that the use of converted steel underground storage tanks as above ground tanks storing flammable or combustible liquids is now prohibited. An above ground tank (AST) is defined as a storage tank that is installed above grade, at grade or below grade without backfill. According to CAL FIRE, the design, construction and installation of underground storage tanks (UST) are different than ASTs. Since the core structure of the UST is designed for underground placement, it is difficult, dangerous and costly to convert USTs for above ground replacement. For further information contact Senior Environmental Scientist Denise Gibson at [denise.gibson@fire.ca.gov](mailto:denise.gibson@fire.ca.gov) or call (916) 445-8289.

[http://www.record-bee.com/news/ci\\_26364277/underground-fuel-storage-tanks-prohibited-use-above-ground](http://www.record-bee.com/news/ci_26364277/underground-fuel-storage-tanks-prohibited-use-above-ground)

### **SAUDI ARABIA, RIYADH, AUGUST 20 2014. SAUDI PETROMIN TO PUMP \$666M INTO PETROL, SERVICE STATIONS >> 200 PETROL STATIONS, 600 SERVICE CENTRES TO BE BUILT**

Saudi Arabia's state-owned Petromin oil lubricants producer is planning to invest SR2.5 billion (\$666 million) to construct 200 new petrol stations and 600 road service centres, its CEO said in remarks published on Tuesday. Samir Nawar said the project is part of plans by the largest Arab economy to expand road services and upgrade petrol stations, adding that the new stations would cost an average SR12.5 million (\$3.3 million) each. He told the Saudi Arabic language daily 'Al Youm' that the project comes after Petromin won a government contract to manage petrol and services stations on the Gulf kingdom's motorways following competition with other bidders. "The new petrol stations we intend to build will have global standards as they will be equipped with all necessary services and facilities...they will not be like the traditional petrol stations in the Gulf countries," he said. "Our plan now is to construct around 200 petrol stations and 600 services centres on various motorways in the Kingdom by 2020 at a cost of SR2.5 billion," he added. 'Al Youm' said two other companies had also won three-year contracts to manage petrol and service stations in Saudi Arabia, including Dubai-based Emirates National Oil Company (Enoc) and the Saudi Automotive Services Company in Riyadh.

<http://www.emirates247.com/business/corporate/saudi-petromin-to-pump-666m-into-petrol-service-stations-2014-08-19-1.560103>

### **JAPAN, TOKYO, AUGUST 20 2014. JAPANESE OIL FIRM PLANS PETROL STATIONS IN INDONESIA, VIETNAM**

JX Nippon Oil & Energy Corp is looking at building refineries and petrol stations in Indonesia and Vietnam as fuel consumption slumps at home, in what would be its first major downstream oil investment in Asia outside Japan. Japan's biggest oil refiner sees the two markets as the most promising locations for investment due to their robust economic growth outlook and openness to foreign investment, the company's president Tsutomu Sugimori said in an interview. Japan's oil demand has dropped a fifth over the past decade, and is projected to fall another 8% in the next five years, a government energy committee forecast in March. Indonesia and Vietnam, where oil demand is growing 1-2% a year, are looking to beef up their refining capacities to reduce expensive product imports. Another Japanese refiner is already helping to build Vietnam's second oil refinery. Still, neither of the countries is an easy place to do business for overseas investors. Indonesia hasn't been able to agree terms with foreign partners on any proposed refinery project in the past 20 years, and access to Vietnam's retail sector



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could be limited. "Indonesia has many requirements such as a need to upgrade refineries, increase refining capacity and improve aging facilities, and we are looking for an opportunity to enter," Sugimori said. "We are looking to see if we can set up a complete refining and retail service station network." JX has opened a Southeast Asia business development section in Singapore and has been looking at business opportunities in Asia excluding China and South Korea. A company spokesman said its officials had been travelling to meet various industry and government officials in Southeast Asia, but declined to give further details. Sugimori and the spokesman provided no timeline or spending target for any potential investments. Indonesia and Vietnam, with populations of about 240 million and 90 million, respectively, have been courting foreign direct investment in their downstream oil sectors. Their economies are expected to grow more than 5% this year, and while oil demand growth has been sluggish, neither is self-sufficient in the refining sector. Vietnam's motorcycle sales have taken off as its citizens get richer and hit 3.5 million units in 2012, making it the fourth-biggest market after China, India and Indonesia. Indonesia, Southeast Asia's largest economy, could become the world's biggest gasoline importer by 2018, according to Wood Mackenzie, and industry sources say it could hold a roadshow next year to attract investors to build a new refinery. Indonesia's one million-barrels-per-day (bpd) capacity can meet only two-thirds of its domestic oil demand, while Vietnam's sole 130,000-bpd Dung Quat refinery meets about a third of oil product use there. JX already operates lubricant oil plants in both nations and launched a diesel import and sales business in Indonesia this year. "Wanting to expand overseas their core competencies of refinery and retail sales business is natural," given the state of Japan's domestic market, said Reiji Ogino, a senior analyst at Mitsubishi UFJ Morgan Stanley Securities. In Vietnam, JX had previously been looking to team up with state-owned Petrovietnam to expand the Dung Quat oil refinery, but gave up on the project last year as financial terms could not be concluded. Idemitsu Kosan Co, Japan's No 2 refiner by revenue, is already taking part in a US\$9 billion (RM28.36 billion) project to build Vietnam's second refinery. The 200,000-bpd Nghi Son refinery and chemical complex in Vietnam marks the first time a Japanese refiner is building an oil plant in Asia outside Japan. Petrovietnam is also looking for investment partners for the US\$7-8 billion needed for the 200,000-bpd Long Son refinery, slated for operation in 2020-2030. Access to Vietnam's retail sector may be limited, though, as its World Trade Organisation commitments do not include opening the market for oil product distribution. In Indonesia, an Iranian firm and a local partner are looking to build a US\$3 billion refinery, and Thailand's PTT Global Chemical Pcl is planning to triple the crude refining capacity of a joint petrochemical project slated for operation in 2020. Indonesia, however, has signed many preliminary deals on joint refinery projects over the last 20 years and none have ever moved beyond initial planning stages. Last year, for instance, Indonesia broke off talks with Kuwait Petroleum and Saudi Aramco on two projects over tax issues.

<http://www.therakyatpost.com/business/2014/08/19/japanese-oil-firm-plans-petrol-stations-indonesia-vietnam/>

### USA, PA, SUSQUEHANNA CO, BROOKLYN TWP, AUGUST 20 2014., DEP FINES CABOT \$76,000 FOR JANUARY WELL LEAK

*brendan gibbons*

Cabot Oil & Gas Corp. faces a \$76,546 fine more than seven months after a valve failure on a wellhead caused natural gas to leak for a day. On July 23, the state Department of Environmental Protection fined Cabot for a January gas leak on the Huston J1 well in Brooklyn Twp., Susquehanna County. It announced the fine Tuesday. On a frigid Jan. 5 morning, a Cabot subcontractor failed to warm the wellhead before beginning work replacing equipment, according to the DEP. A wing valve was damaged and stuck in the open position, letting gas escape. Frozen sand in the valve bore may have also obstructed the movement of the gate, which caused a function test to show the valve was closed when it was actually open, according to the DEP. Cabot contacted Wild Well Control of Houston, oil and gas emergency responders, who arrived on scene by the evening of Jan. 5. Cabot spokesman George Stark said. DEP emergency responders were also on scene. Cabot contacted five residents within a quarter mile of the well pad, warning them of the situation. DEP air monitoring showed no need for them to evacuate — gas dissipated to background levels within 100 feet of the well, according to the DEP. "This was going straight to the atmosphere in the sense of disbursement," Mr. Stark said. Scientists have identified methane leaks as a potential downside to the climate benefits of natural gas. Although burning natural gas for electricity emits fewer pollutants than coal or other fossil fuels, the climate benefits become moot if the potent, short-term greenhouse gas leaks at a rate of 3.2 percent or more across the entire system, according to research by Environmental Defense Fund, Princeton University and Duke University. By 1 p.m. on Jan. 6, Wild Well Control had stopped the leak by installing additional valves and swapping out the broken one. The well was in production, meaning the heavy equipment present during the drilling or hydraulic fracturing stage was not on the pad at the time, Mr. Stark said. Without this equipment, the risk of a spark igniting the gas was much lower. Mr. Stark said Cabot conducts drills every four months on how to respond to a leak, plus other scenarios. "We do game plan for



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this," he said. "You put a plan in place, you get to test it under a test scenario, and when January came, we were able to take that knowledge we learned in the drill and apply it to real life."

<http://thetimes-tribune.com/news/dep-fines-cabot-76-000-for-january-well-leak-1.1738409>

### CHINA, CENTRAL ANHUI PROVINCE, HUÁINÁN, AUGUST 20 2014. CHINA: EXPLOSION LEAVES 29 TRAPPED INSIDE MINE

 **Watch the Video:** [Miners Trapped after China Blast](#)

Rescuers are trying to reach 29 miners trapped after an explosion at a mine in eastern China. The miners, most of whom are in their 40s, are trapped inside a private mine located in the city of Huainan, in Anhui province. Rescuers are having to wait for the arrival of heavy rescue equipment before they can try to reach the miners, according to China Central TV. Ten other miners - one of whom was injured - managed to escape after the blast. According to reports, the government ordered the mine to be shut down in June because of safety concerns. China has seen some of the world's worst mining disasters. Some 52,607 people have been killed while working in mines inside China in the last 13 years. Stricter work safety enforcement regulations have seen a decrease in the number of fatalities. Last year, 1,049 died according to figures from the State Administration of Work Safety, down from a high of 6,995 in 2002.

<http://news.sky.com/story/1321108/china-explosion-leaves-29-trapped-inside-mine>

### USA, OH, NEW RICHMOND, AUGUST 20 2014. DRINKING WATER SAFE AFTER 5K-GALLON SPILL INTO OHIO RIVER

*ally marotti*

 **Photo's [10]** [Drinking Water Safe After 5K-Gallon Spill Into Ohio River](#)



Crews are mopping up [about 5,000 gallons of diesel fuel](#) that spilled into the Ohio River during a routine transfer at Duke Energy's Beckjord Station about 20 miles east of Cincinnati. Fuel spilled into the river starting about 11:15 p.m. ET Monday and was stopped by 11:30, said Sally Thelen, Duke Energy spokeswoman. "We notified state and local authorities of the incident and have been working with them throughout the overnight hours," said Chuck Whitlock, Duke Energy's president of Midwest Commercial Generation and vice president of gas operations. "We have cleanup crews on site that are identifying the appropriate actions that will be needed to remediate." Crews have set up three stations between the plant and Coney Island amusement park, about 9 miles downriver from the spill, to skim the oil off the water, said Steve Renninger of the Ohio Environmental Protection Agency. Almost 500 gallons have been cleaned up so far. Officials originally calculated that about 8,000 gallons of fuel had spilled into the river, but once the sun came up, the estimate was lowered.

The Coast Guard closed a 15-mile stretch of the Ohio River from river mile marker 453, where the spill occurred, to mile marker 468. Keeping boat and barge traffic out of the area is key, said Peter Tennant, executive director of the Ohio River Valley Water Sanitation Commission, because it prevents diesel fuel that is sitting on the surface of the water from moving into water intakes, which are below the surface. "This one is of major concern because of where it happened. Any time something happens upstream from a water intake, it is of major concern," he said. "You don't want to take chances with people's health." Cincinnati's water department shut down intake valves on that stretch of river shortly after midnight, Director Tony Parrot said. Reserves are near capacity and residents won't feel any effect from the spill. The spill is expected to take several days to clean up, said Chief Warrant Officer Mark Nemec with the Coast Guard's Cincinnati Marine Safety Detachment. "It's not anything that's going to be very, very quick," he said. Crews were dispatched to several areas Tuesday after reports of strong chemical odors were reported. Jack Karnes who has lived near California Nature Preserve along the Ohio River downriver from New Richmond since 1939 said he's never seen a spill on the river like this and he knew exactly what was going on when he woke up and took a deep breath. "I hauled oil for 10 years," he said. "I knew what it was." Dave Palanci, who lives in the same neighborhood, said he also smelled the oil when he woke up. "I knew what it was, but I didn't know where it was coming from," Palanci said. "You knew what it was as soon as you smelled it." The men, who were sitting in Karnes' garage Tuesday morning, said they weren't concerned about the spill because oil sits on top of the water and most fish sit on the bottom of the river.

<http://www.cincinnati.com/story/news/2014/08/19/oil-spill-reported-on-ohio-river/14274199/>



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### USA, AL, PHENIX CITY, AUGUST 20 2014. SPILL CLEANED AFTER FUEL TANKER FLIPS OVER ON SUMMERVILLE RD.

*tyrone mccoey*

 **Watch the Video:** [Spill Cleaned after Fuel Tanker Flips Over](#)

A fuel spill has now been cleaned-up after a tanker overturned in Phenix City on Monday, Aug. 18. The driver was identified as Orlando Lamourt. Police say Lamourt lost control of the tanker as he attempted to take a left turn curve on Summerville Rd. Lamourt was transported to Midtown Medical Center and treated for minor injuries. The incident happened around 4:30 p.m. at the corner of 35th St. and Summerville R. The truck started leaking gasoline through a hole the size of a water hose into a yard along the road. Phenix City Fire Chief Kristin Kennedy said first unit responders arrived on the scene around 4:30 p.m. Kennedy said the tanker was carrying approximately 7,000 gallons of fuel. Fletcher Oil Company, the company that owns the tanker, arrived to the scene and pumped the fuel out of the tanker. The company called KAM Consultants Corporation to come in and continue the Hazmat clean up.

<http://www.wtvm.com/story/26309269/fuel-tanker-flips-over-on-summerville-road>

### USA, MI, DETROIT, AUGUST 20 2014. STATE TAKING ACTION ON OWNERS OF LEAKING UNDERGROUND STORAGE TANKS

*saulius mikalonis*

Every time you fill up, it is likely that the gasoline that goes into your tank is stored in an underground storage tank (UST). According to the Environmental Protection Agency, [18,589 USTs](#) are currently active in Michigan. But, over the years, many of these USTs end up leaking and releasing their contents into the environment, creating what are known as leaking underground storage tank, or "LUST" sites. EPA has catalogued 22,394 releases from USTs in Michigan. Cleanups have occurred at 13,522 sites, but 8,872 cleanups are yet to be completed. Michigan's statute governing LUST sites is [Part 213](#) of the Michigan Natural Resources and Environmental Protection Act. Part 213 creates a process by which leaks are discovered, reported and addressed, the violation of which may subject owners and operators of USTs to significant penalties for noncompliance. You can search for open LUST sites and their current status [here](#). Given that cleanups have not occurred at nearly 40 percent of LUST sites, one has to assume that the state is quite busy with cleanups and enforcement actions across Michigan. However, [an EPA study](#) about the backlog of LUST sites in Michigan showed that while Michigan has made "significant progress" towards reducing its LUST backlog, only 16 percent of releases are high priority. A full 33 percent have so little information about them the state has not identified a priority classification. If you are potentially responsible for investigating and cleaning up a LUST site, these numbers may give you some comfort that it will be a while before the date gets around to processing your site. But, a recent Michigan Court of Appeals decision should make you think twice about dragging your feet. It appears that the state is now directing some resources to resolving open LUST sites. In [Department of Natural Resources and Environment vs. Strefling Oil Company, et al.](#), an owner of USTs on three parcels had leaks from them between 1994 and 2001. The owner reported the releases, as required, and retained a consultant to begin the process of responding to the releases from the USTs. One requirement towards responding to a release is the preparation of a report titled a "Final Assessment Report" or "FAR," which the owner had to complete and submit to the state one year from the date of reporting the release. The owner never submitted the FAR. In 2006, the state informed the owner that the FARs for the three properties were overdue and that it would start to accrue civil penalties. The state sent an additional reminder in 2007. Nothing occurred again until 2011 when the state filed a complaint against the owner of the USTs and the owners of the properties on which the USTs were located. The trial court found that the owner of the USTs and the owners of the properties were liable for past and future response costs, completion of remedial activities, civil fines administrative penalties. The court determined that the owners of the properties on which the USTs were located were liable under Part 213 because they controlled the property on which the USTs were located, they were familiar with the oil business, and they could therefore reasonably anticipate that the use of USTs could result in a release of contaminants into the soil. On appeal, the Michigan Court of Appeals mostly agreed with the lower court, with the exception of the lower court's award of attorney fees, as the state failed to keep adequate records to establish the reasonableness of the fees. The costs, fines and penalties assessed against the defendants totaled approximately \$818,500, and the attorneys' fees that the Court of Appeals disallowed totaled about \$20,000. While the Court of Appeals was unanimous in holding the owner of the USTs responsible, in a concurring opinion, one judge stated that she would have ruled that the property owners were not liable under Part 213. In [her concurring opinion](#), she stated that "a landowners' mere allowance of the normal operation of underground storage tanks on his property is insufficient by itself to impose liability under Part 213 . . . "In essence, if a party was not directly responsible for activities that



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caused a release, that party could not be held liable under the standard set in Part 213, according to the concurrence. EPA's review of Michigan's LUST program identified a variety of factors for the backlog of open LUST sites. It is certain that one reason is likely the feeling among many owners that the chances of enforcement are remote. That appears to be changing. If you own one of these sites and are tardy in providing the required reports and work to remedy a LUST site, it may be a good idea to revisit it. The cost of response is one thing, but it can be compounded with the assessment of fines, penalties and costs. In other words, to answer Lewis Carroll's question, better late than never.

<http://www.craigslist.com/article/20140818/BLOG103/140819841/state-taking-action-on-owners-of-leaking-underground-storage-tanks#>

### AUSTRALIA, VICTORIA, MELBOURNE, AUGUST 20 2014. SHELL-VITOL ENERGY DEAL COMPLETE AS DUTCH ENERGY GIANT CONTINUES TO DIVEST

*micheal kaufman*



Shell continues to divest and has finalized its deal with Vitol Energy to sell off its Australian downstream businesses. Royal Dutch Shell's (ADR) divestment spree continues as it completes the sell-off of its Australian downstream businesses (excluding Aviation) to Vitol SA, for \$2.6 billion. The rationale behind the divestiture is to shift focus from low-return assets to highly lucrative assets that fit the strategic vision of the company. Shell is on track to [divest \\$15 billion](#) of its assets around the world in two years' time. Shell's rate of [disposing off its assets](#) has increased 5.5 times year-over-year (YoY), to \$3.85 billion in the first half of 2014. The acquisition has resulted in the emergence of a company called Viva Energy, owned by Vitol, which will comprise 870 service stations, and the Geelong Refinery previously owned by Shell. In the last two years, Vitol has been involved in three acquisition deals to expand its global footprint. The Swiss company bought the Cressier Refinery in Switzerland in 2012, and took a 45% stake in the Bayernoil Refinery in Germany last year. Vitol also has operations in the UAE and Belgium. Viva Energy CEO Scott Wyatt said the company plans to invest \$1 billion in Australia, in the next five years. This will allow the company to meet more than 25% of Australia's fuel needs; in 2012, Australia's oil consumption was 1.14 million barrels of oil per day. Shell sold its 6.4% stake in the Australian Wheatstone LNG project in January this year, to the Kuwait Foreign Petroleum Exploration Corporation. Moreover, Shell finalized a disposal deal with Blackstone Group LP on Monday, and announced the sale of its [Appalachian Basin](#) acreage to Rex Energy, yesterday. Also, the Blackstone Group has taken over [Shell's 50% stake in the Louisiana gas fields](#). Shell plans to cut its spending on the upstream segment by 20% this year.

<http://www.bidnesstec.com/24084-shellvitol-energy-deal-complete-as-dutch-energy-giant-continues-to-divest/>

### USA, TX, LUBBOCK, AUGUST 20 2014. REFINERY IDENTIFIES SOURCE OF CONTAMINATED GASOLINE

*ashlyn tubbs*

 **Watch the Video:** [Refinery Identifies Source of Contaminated Gasoline](#)

Officials with Alon USA refinery have reason to believe that contaminated gas that affected dozens of cars came from their location in Big Spring. However, since there are many points through the refinery's system that the [gas could have become contaminated](#), they are still unsure where the problem came from. Although it may seem like a rare incident, Blake Lewis with Alon says it's more common than you may think. Just last May, Alon delivered contaminated gasoline to Abilene and last September in El Paso, where about 21 cars stalled outside a gas station. Matthew Kendrick, vice president of Chisum Travel Center says they originally believed the gas contained too much water, but now says that after sending it off to a testing lab it does not look like water at all. He said it may be awhile before they know the results. The only gasoline the travel center had trouble with is the gasoline from the Alon refinery in Big Spring out of five different companies that deliver each day. Jeffery Church is one customer whose car is still in the shop after he pumped the contaminated fuel into his 1988 Ford Mustang. He was stranded about a quarter mile outside of the travel center for about two hours, and says when he examined the gasoline it looked like "dirty ditch water". He said he will have between \$1,200 to \$1,500 worth of damage. "It will make me wonder anytime I pump gas from now on, is it a good product?" he said. "It's not that I doubt what people are selling. It's just that once you get bit, you're a little snake bit for a while and it will take a little while to wear off." Chisum Travel Center pumped the contaminated gas out of their 20,000 gallon tank shortly after the problem was discovered. Right now Kendrick says he thinks



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about 15 to 20 cars were affected by it. Alon and the center are compiling information and receipts as they come in to make sure everyone receives a reimbursement for their damages.

<http://goo.gl/mpNksB>

#### **BRAZIL, REMAN, AUGUST 20 2014. WORKER INJURED AFTER REMAN REFINERY BLAST IN BRAZIL**

The blast took place in the industrial waste treatment unit of the Reman refinery on Saturday night, and was controlled by the Petrobras on-site emergency services team. A weekend explosion at the Isaac Sabbá refinery (Reman) of Brazil's Petrobras left one worker with burns, the company confirmed on Tuesday. The blast took place in the industrial waste treatment unit of the Reman refinery on Saturday night, and was controlled by the Petrobras on-site emergency services team. The employee was then transferred to the burns unit of a local hospital, with the company "providing support to the employee and his family". Some reports said the injured worker had suffered burns to 75% of his body. Petrobras said the explosion did not cause any environmental damage. The company did not comment on if operations had been impacted. The full cause of the blast was still being investigated. The Reman refinery has an installed capacity of 46,000 bpd, according to the company's website.

<http://www.hydrocarbonprocessing.com/Article/3372444/Latest-News/Worker-injured-after-Reman-refinery-blast-in-Brazil.html>

#### **USA, CA, MARTINEZ, AUGUST 20 2014. CSB RELEASES INCIDENT REPORT FOR TESORO'S MARTINEZ REFINERY**

Loose pipe fittings are to blame for a sulfuric acid release that seriously injured two workers in early February at the alkylation unit of Tesoro Corp.'s 161,000-b/d Golden Eagle refinery near Martinez, Calif., according to an Aug. 15 report released by the [US Chemical Safety Board](#) (CSB) ([OGJ Online, Feb. 24, 2014](#)). Prepared by California-based engineering and laboratory testing firm Anamet Inc., the report details findings from a technical examination of stainless-steel tube assembly recovered by the California Division of Occupational Safety and Health (Cal/OSHA) following the Feb. 12 incident. According to the report, the spill of 84,000 lb of sulfuric acid immediately resulted from the insufficient tightening upon installation of a tube and a compression joint located at a sulfuric acid sampling station in the refinery's alkylation unit. The insufficient tightening between the tube, which was being pressurized at the time of the incident, and the compression joint allowed the tube to be forced from the joint, most likely by internal pressure, the report says. "This incident highlights the need for strong process safety management at facilities that ensures mechanical integrity is verified prior to the introduction of hazardous chemicals into equipment," CSB Chairperson Rafael Moure-Eraso said in a statement. The need becomes all the more necessary, says Moure-Eraso, given another incident on Mar. 10 in the same sulfuric acid alkylation unit at the Golden Eagle refinery, when two additional contract workers were sprayed with sulfuric acid while conducting planned maintenance. "Four workers burned by sulfuric acid in less than a month clearly demonstrates there are significant opportunities within the refinery for improvement in safety performance," Moure-Eraso said. Cal/OSHA—who ordered the Golden Eagle alkylation unit shut from Feb. 18-28 based upon testimony from refinery workers that they were afraid to operate the unit prior to the Feb. 12 incident amid safety concerns—is continuing a separate regulatory investigation at the refinery. Cal/OSHA's investigation at Golden Eagle is focusing on the refinery's mechanical integrity and operating procedures, according to CSB.

<http://www.ogj.com/articles/2014/08/csb-releases-incident-report-for-tesoro-s-martinez-refinery.html>

#### **USA, N.J, LINDEN, AUGUST 21 2014. 3,000 GALLONS OF JET FUEL LEAK INTO STORM SEWER AT PETROLEUM COMPANY'S LINDEN TERMINAL**

katie lannan



*The Buckeye Partners facility in Linden is shown in a file photo. The company is investigating the source of a leak that sent thousands of gallons of jet fuel into its storm sewers Wednesday.*

Officials at Buckeye Partners are investigating the source of a leak that sent thousands of gallons of jet fuel into the storm sewer system at the company's Linden facility today, according to the state Department of Environmental Protection. The liquid-petroleum pipeline company notified the DEP this afternoon that it had recovered 3,000 gallons of fuel from its onsite, self-contained sewer system, according to DEP spokesman Bob Considine. An additional 3,000 gallons of fuel mixed with water were also recovered, Considine said. The fuel was contained to a pipe around a tank and did not travel into any

waterways, said Patrick Hodgins, Buckeye's senior director of health, safety, security and environmental. "Nothing has



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escaped the facility, and it has not even gone into the retention pond that was designed to hold it back," Hodgins said. Along with the DEP's Bureau of Emergency Response, the Linden Fire Department and a Union County hazardous-materials team responded to the Buckeye terminal off of Lower Road around 12:30 p.m., said Linden Mayor Richard Gerbounka. Though Buckeye originally reported the discharged fuel as diesel, a sample taken from the recovered material proved it to be jet fuel, Considine said. He said the search for the leak is ongoing, and Buckeye has since cleaned the storm drain system, flushing it to remove any flammable vapors. Buckeye's Linden terminal is one of 100 such sites throughout the country, all of which combined can store more than 70 million barrels of liquid petroleum products, according to the company website.

[http://www.nj.com/union/index.ssf/2014/08/dep\\_cleans\\_up\\_jet\\_fuel\\_in\\_linden.html](http://www.nj.com/union/index.ssf/2014/08/dep_cleans_up_jet_fuel_in_linden.html)

### **NORTHERN IRELAND, CO ARMAGH, MEIGH, AUGUST 20 2014. IRISH COPS BUST ILLICIT FUEL PLANT FOR \$15 MILLION TAX DODGE**

A Northern Irish man was arrested Thursday for operating an illicit fuel plant and dodging \$15 million (€9 million) in duties and taxes. The production facility was discovered by Ireland's HM Revenue and Customs (HMRC) during a search of industrial spaces in the Meigh area of Northern Ireland. HMRC and the Police Service of Northern Ireland seized about 793 gallons (3,000 liters) of fuel from the plant along with machinery and two vehicles. Officials also safely removed 15 tons of toxic waste from the facility. Police said the plant was capable of producing nearly 3.4 million gallons (13 million liters) of illicit fuel a year. The man's name has not been release. "Our success in today's operation means we have stopped a large amount of illicit fuel entering the legitimate market, preventing further revenue loss and helping law-abiding traders fight unfair competition," HMRC's Assistant Director of Criminal Investigation Mike Parkinson said. The HMRC said that fuel fraud has intensified since 2011 when the sulfur standards used to identify illicit fuel were relaxed, making the fraudulent products more difficult to detect. According to research firm Grant Thornton, the illicit fuel trade contributes to the \$1.58 billion (€946 million) per year in lost taxes and \$981 million (€587 million) in lost revenue to rights holders and retailers caused by black market sales in the UK.

<http://petroglobalnews.com/2014/08/irish-cops-bust-illicit-fuel-plant-for-15-million-tax-dodge/>

### **CANADA, QC, MONTREAL, AUGUST 21 2014. INVESTIGATORS FAULT CANADIAN AUDITORS IN 2013 OIL TRAIN EXPLOSION**

A Canadian watchdog agency faulted government officials for not properly auditing the railway company involved in a major July 2013 oil train explosion in Quebec. The Transportation Safety Board of Canada said Tuesday disasters similar to the Lac-Mégantic derailment could happen again if auditors don't improve their practices, Reuters [reported](#). The explosion killed 47 and brought new attention to trains carrying massive amounts of crude oil, setting off new government and private-sector efforts to improve the safety of oil trains in both Canada and the United States. The disaster came as crude shipments have been increasing dramatically, due in part to new oil field activity. Canada has set a timeline to retire older tank cars for crude transport, and the United States has proposed doing the same. In addition to pushing for more thorough audits of railway companies' safety management by Transport Canada, the investigators called for more physical means to prevent runaway trains, such as new braking systems and wheel chocks, Reuters said. "Transport Canada knew about some of the problems at MMA, but the follow-up wasn't always there," Wendy Tadros, chairwoman of the safety board, told Reuters. "Instead, the focus was on making sure railway companies had a safety management system, not how they were using it." Transport Minister Lisa Raitt declined to answer most questions of the report, and said her agency would review the findings.

<http://thehill.com/policy/energy-environment/215562-investigators-fault-canadian-auditors-in-2013-oil-train-explosion>

### **USA, OH, CLARK CO, SPRINGFIELD, AUGUST 21 2014. I-70 RE-OPENED AFTER TANKER SPILLS LIQUID**

 **Watch the Video:** [I-70 Re-Opened after Tanker Spills Liquid](#)

Update @ 2:18 a.m.: Officials say the driver was not violating any laws at the time of the tanker spilled the lubricant on I-70. The semi was traveling from Pennsylvania to Tipp City when the tanker collapsed in on itself and spilled the liquid on the road. The left lane of I-70 west has reopened. The Ohio Department of Transportation is still on scene clearing the road of the liquid. Earlier: Crews are cleaning up an estimated 1,000 gallons of a lubricant that spilled onto I-70 west in Clark County tonight after a tanker crashed and split in two. Crews with the Ohio EPA, the Ohio Department of Transportation and troopers with the Springfield post of the Ohio Highway Patrol are on the scene of the accident, between I-70 west and U.S. 40. There are no reports of injuries from the accident, according to the Clark County Sheriff's Office. The center and right lanes were still closed at 10:30 p.m., according to a caller. According to the ohgo.com website, when the lanes will reopen is unknown.

<http://www.whio.com/news/news/local/tanker-crash-i-70-west-clark-co-spills-gallons/ng5nx/>



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### USA, AKA, ANCHORAGE, AUGUST 21 2014. BOAT EXPLOSION CONTRIBUTES TO DROWNING IN DILLINGHAM

*mallory peebles*

Alaska State Troopers are investigating the possible drowning of a 55-year-old man near Dillingham following a boat explosion. "The man was reportedly pouring gas into the engine," said Alaska State Trooper spokesperson Megan Peters. She says it's unclear what ignited but an explosion threw the man into the water in the Ralph Slough area. According to Troopers the victim was not wearing a Personal Flotation Device at the time and is believed to have drowned. His body is being sent to the State Medical Examiners office for autopsy. The boat was damaged significantly but a cost estimate is unknown according to Peters. The name of the victim has not yet been released because family is still being notified.

<http://www.ktuu.com/news/news/boat-explosion-kills-man-in-dillingham/27640862>

### USA, MISS, VERONA, AUGUST 21 2014. TANKER OVERTURNS IN VERONA

*trevor gray*

A tanker carrying an unknown, non-combustible chemical overturned this morning in Verona. No one was injured, but the driver was taken to the hospital. The Verona Fire Department and Tupelo Fire Department have been cleaning up the accident, and police temporarily shut down Lipford Road and Palmetto Road while officials lifted the tanker and investigated the incident.

<http://www.wtva.com/news/national/story/Tanker-overturms-in-Verona/9zluICdYpUCKt0dz9jDcdg.csp>

### SCOTLAND, ABERDEEN, AUGUST 21 2014. FUEL TANKER CATCHES FIRE ON A93

A tanker carrying kerosene caught on fire on a North-east road this morning. The Scottish Fire and Rescue Service was called to the A93, Drumoak to Crathes road, near Crathes Castle at 11.35am today. A spokesman said the brakes of the tanker caught fire near the Banchory castle. The kerosene did not catch fire. He said: "We sent one crew from Banchory but the fire was out by arrival." He said the kerosene was contained and posed no danger with the fire under control by 11.50am.

<http://www.eveningexpress.co.uk/news/local/fuel-tanker-catches-fire-on-a93-1.533022>

### USA, IA, DES MOINES, AUGUST 21 2014. LIGHTNING CAUSES FUEL SPILL IN DES MOINES

*katherine klingseis*

Lightning struck a communication tower and caused fuel to spill from an underground fuel tank in Des Moines late this morning, officials said. Firefighters responded to a report of a fuel spill at 925 High St. around 11:15 a.m. Maintenance staff said lightning had struck the Century Links communications tower and damaged the equipment earlier in the morning. The lightning strike caused the fuel tank located below the tower to begin pumping diesel fuel to an emergency generator without shutting it off, officials said. Maintenance crews called 911 after the fuel spill triggered an alarm. Hazmat technicians tested the area for fuel vapor levels, and found the roughly 200 gallons of fuel was confined in the secondary containment system. The fuel posed no threat to the building's occupants or to the environment, according to a city of Des Moines news release. No injuries were reported. The fuel will be transferred back to the original tank when the pump has been repaired.

<http://www.desmoinesregister.com/story/news/local/2014/08/20/lightning-fuel-spill-des-moines/14351513/>

### USA, TX, MITCHELL CO, WESTBROOK, AUGUST 21 2014. TEXAS OILFIELD ELECTROCUTION KILLS 2, INJURES 1

An accident at a Mitchell County, Texas oilfield killed two workers and injured one Wednesday afternoon. Mitchell County Sheriff Patrick Toombs told local news channel KTXS12 that the crew was moving a pumpjack to a new location when a cable from the winch truck hit a power line. Two of the workers were electrocuted and died on the site. A third worker was critically injured and taken to a nearby hospital in Colorado City before being flown to a hospital in the city of Lubbock. The accident happened at a field eight miles northwest of Westbrook. The men were working with a crew from Midland, Texas. The names of the victims and the company they worked for have not been released. OSHA will investigate the accident.

#### Related Stories

- [Deadly Oil Field Electrocution Claims Two Lives](#)
- [Deadly Oilfield Accident Kills Two, Injures Another](#)
- [Texas oilfield electrocution kills 2, injures 1](#)
- [Oilfield electrocution kills 2, injures another in crew based in Midland Texas](#)

<http://petroglobalnews.com/2014/08/texas-oilfield-electrocution-kills-2-injures-1/>



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#### USA, WASHINGTON DC, AUGUST 21 2014. FAA PROPOSES CIVIL PENALTIES AGAINST THREE COMPANIES FOR VIOLATING HAZARDOUS MATERIALS REGULATIONS, RESOLVES CASE WITH A FOURTH

The U.S Department of Transportation's Federal Aviation Administration (FAA) is proposing civil penalties ranging from \$63,000 to \$91,000 against three companies for violating Hazardous Materials Regulations, and resolved a case against another company for \$54,000. In each case, the FAA alleges the companies did not declare the hazardous materials, and the shipments were not properly classed, described, packaged, marked, labeled and in proper condition for shipment. Additionally, the FAA alleges the companies did not ensure their employees had received the required training for shipping hazardous materials, and did not provide emergency response information with the packages.

The cases include the following:

##### **\$91,000 against Kuehne & Nagel, Inc., of Jersey City, NJ.**

The FAA alleges on April 19, 2013, Kuehne & Nagel offered a cardboard box containing one 3.78 liter can of Carboline Part A paint and one can containing a liter of Carboline Urethane Converter paint to FedEx for shipment by air from Pharr, Texas, to Broussard, La. Under Hazardous Materials Regulations, paint is considered a hazardous material. The contents of the shipment were discovered after one of the cans leaked in transit. Kuehne & Nagel has requested to meet with the FAA to discuss the matter.

##### **\$78,000 against Pantropic Power, Inc., of Miami, Fla.**

The FAA alleges Pantropic Power on Dec. 9, 2013 shipped 11 12-ounce cans of aerosol paint on a FedEx aircraft from Miami to Puerto Rico. Workers at Luis Munoz Marin International Airport in San Juan discovered the package emitting an odor, and found a can had burst and leaked through its packaging. Aerosols are considered to be hazardous flammable gas. Pantropic Power is scheduled to meet with the FAA in late August to discuss the case.

##### **\$63,000 against Superior International Industries of Carrollton, Ga.**

The FAA alleges on Jan. 8, 2013, Superior International, doing business as Litchfield Industries, offered an unmarked box containing two, 12-ounce cans of Cardinal Acrylic Aerosol Enamel spray paint to FedEx for shipment by air from Carrollton to Anacoco, La. Under Hazardous Materials Regulations, spray paint is considered a flammable aerosol. The contents of the shipment were discovered after one of the cans leaked yellow paint in transit. Superior Industries has requested to meet with the FAA to discuss the case.

##### **\$54,000 against Central Garden & Pet, Inc., of Walnut Creek, Calif.**

The FAA alleged Central Garden on Aug. 30, 2013 shipped four bottles of herbicides ranging in size from 16 to 32 ounces, and two 1-pound bags of pesticide, on a UPS aircraft from Walnut Creek to Coraopolis, Penn. The herbicides are hazardous flammable liquids and the pesticide is a poisonous material. Workers at the UPS sort facility in Louisville, Ky. discovered the shipment. Central Garden paid the full civil penalty and the case is closed.

[http://www.faa.gov/news/press\\_releases/news\\_story.cfm?newsId=16794&omniRss=press\\_releasesAoc&cid=102\\_P\\_R](http://www.faa.gov/news/press_releases/news_story.cfm?newsId=16794&omniRss=press_releasesAoc&cid=102_P_R)

#### AUSTRALIA, N.S.W, SYDNEY, AUGUST 21 2014. COOTES FACES MORE THAN \$2M IN FINES FOR SAFETY BREACHES, COURT HEARS

*janelle wells*

**Map:** [Sydney, Australia](#)



*A Cootes tanker exploded in Sydney's northern beaches in October, 2013, killing two people.*

A trucking company involved in a fatal accident in Sydney last year faces more than \$2 million in fines after a safety audit, a court hears. Cootes has been under scrutiny since one of its tankers crashed and exploded in Sydney's northern beaches in October 2013, killing two people and injuring five others. The crash at Mona Vale leaked thousands of litres of fuel into waterways and bushland, sparking a massive clean-up operation. It led to a national safety audit that saw a number of the company's trucks taken off the road for repairs in New South Wales and Victoria. The company was originally charged with more than 300 offences including operating unsafe vehicles, fuel leaks and interstate registration matters. Downing Centre Local Court has been told prosecutors are

going ahead with 255 of those charges. The company has not formally entered a plea but it was understood a plea deal has been entered into with prosecutors. The court heard some of the offences carry a maximum penalty of \$11,000 and Cootes



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faces possible fines totalling more than \$2 million. In NSW it has previously offered to decommission 50 of its oldest trucks and improve maintenance. Magistrate Lee Gilmore told the court she was "horrified" by some of the information in the documents before her about past practices in the trucking industry. The company that owns the Cootes fleet, McAleese, has previously announced that due to financial problems Cootes would be restructured and it hopes to have a smaller national fleet with trucks no older than four years.

### Related Stories

- [Cootes Transport charged with 300 offences in NSW local court](#)
- [Cootes trucks taken off road after fatal tanker explosion](#)
- ['Systemic failure' at Cootes, court told](#)

<http://www.abc.net.au/news/2014-08-20/cootes-faces-2-million-in-fines-for-safety-breaches/5684228>

### USA, WA, MERCER ISLAND, AUGUST 21 2014. CITY STILL PAYING TO CLEAN UP OLD OIL SPILL

celina kareiva

Nearly a decade after clean-up efforts began on a gasoline leak from an old underground fuel tank at the city's maintenance shop, the Island is still paying about \$75,000 a year in clean-up efforts. "We've made progress," said Glenn Boettcher, maintenance director, "but it's been slow going." The clean-up has included groundwater filtering, chemical injections and air injections. Boettcher said it's not unusual for a clean-up such as this one, to take 20 years or more and that this was a "a small issue in the context of things." The city will have spent \$410,000 by the end of 2014. Another \$570,000 will have been covered by Washington Cities Insurance Authority, the city's insurer, by the end of 2014. The three underground fuel tanks were removed from the site at 9555 S.E. 36th St., just behind City Hall, more than 20 years ago when the city paid to dispose of them and a sizeable amount of contaminated soil. Contamination was first detected in 1991, northwest of the maintenance shop, where the Honeywell Industries building sat. A device was installed to remove vapors from the soil, but was never activated when paperwork was lost at City Hall. Over time, gasoline traveled through the groundwater onto the property to the west of City Hall. When a potential buyer took interest in the Honeywell International site, soil and underground water testing was conducted in July of 2004. Golder Associates had been coordinating the clean-up for the last ten years, but the city recently contacted another firm, Farallon Consulting, to determine if efforts could be accelerated at all. Boettcher said he expected the city to make "modest adjustments to Golder's approach." "Unfortunately, it's not unusual for a clean-up like this to take 20 years or more to complete," he added. The city may be eligible for some reimbursement if it meets the state's clean-up requirements. Farallon Consulting's recommendations are still in draft form but Boettcher said the most significant suggestion was to conduct additional underground exploration to see if there is still contamination around where the tanks were removed. Remaining contamination might indicate that the pollutants are still spreading onto the adjacent property.

<http://www.mi-reporter.com/news/271886151.html>

### NIGERIA, Ogoniland, AUGUST 21 2014. OIL PRODUCTION IN NIGERIA IS CAUSING AN ENVIRONMENTAL TRAGEDY

zachary tolover



*A view of the shore of the Atlantic ocean at Orobiri village, days after Royal Dutch Shell's Bonga off-shore oil spill, in Nigeria's delta state is seen in this December 31, 2011 file photograph.*

In 2011, the United Nations Environment Programme (UNEP) conducted a comprehensive analysis of the pollution in the oil-producing area of South Eastern Nigeria. At that time the report claimed that cleaning up the area would take 30 or more years. Since the report, not much has changed for the region. According to All Africa, Amnesty International and a coalition of other groups from the Niger Delta recently claimed oil production has contaminated the

drinking water of at least 10 communities in Ogoniland area. In addition, the groups made note that neither the federal government nor the oil giant, Shell Petroleum Development Company (SPDC), has made any effort to clean up pollution caused by oil production in the area. In the three years since UNEP's study was published, the federal government and Shell have taken almost no meaningful action to implement its recommendations," said the joint report issued by the groups. Nigeria is the biggest oil producer on the continent of Africa. The country is also a member of the Organization of the Petroleum Exporting Countries (OPEC). However, many communities residing around oil production in the Niger Delta remain underdeveloped. All



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Africa reports that oil companies blame gangs breaking into pipelines to steal crude oil as the main causes of oil spills in the region. Nonetheless, the largest oil company operating in Nigeria, Shell Petroleum, is now in the midst of a lawsuit from fishermen in the Niger Delta who are being represented by in the UK based law firm, Leigh Day. They argue that the company isn't doing enough to maintain and protect its pipelines from being sabotaged by oil thieves. But Shell insists it's following international best practice in its operations in the West African country. While the Nigerian National Petroleum Corporation (NNPC) has not reacted to the issue, Shell has stated that no stakeholder is in a position to implement the UNEP report on the clean-up of Ogoniland unilaterally. Read more about the dreary state of Nigeria's environmental predicament and what organizations are doing to help those suffering from oil production pollution in Ejofor Alike's article "[Nigeria: Govt, Shell Not Cleaning Oil Pollution](#)"

<http://bakken.com/news/id/219900/oil-production-nigeria-causing-environmental-tragedy/>

### USA, MI KALAMAZOO CO, BATTLE CREEK, AUGUST 21 2014. FIRST ENBRIDGE TRIAL BEGINS >> EXTREME ADVENTURES MUST SHOW LOSS OF BUSINESS

*trace christenson*



*Enbridge workers continue cleanup efforts on the Kalamazoo River near East Burnham Street in Battle Creek on Aug. 31, 2011.*

Two Michigan men testified Wednesday that a 2010 oil spill into the Kalamazoo River destroyed their business and they want Enbridge Inc. to pay for it. Charles Blakeman, Jr. of Bellevue and Robert Patterson of Mason said they were prevented from guiding disabled veterans on deer hunts in Fort Custer Recreation Area because of the spill and that they lost thousands of dollars. But Enbridge is arguing that the company, Extreme Adventures, did not have any business before the spill and didn't lose money because of it. The trial before Calhoun County Circuit Court Judge James Kingsley is the first involving Enbridge Energy Inc., responsible for the spill which dumped nearly 1 million

gallons of oil into Talmadge Creek near Marshall and the Kalamazoo River all the way into Kalamazoo County. About 30 cases have been filed against Enbridge, court records show, and more than 20 have already been settled without a trial. Several remain pending. Kingsley, who was assigned the Enbridge cases, has ruled that the company is liable for the spill and so the only issue in this and other cases is for a jury to determine if a plaintiff suffered damage and how much. Michael Leavitt of Northville, the attorney for Extreme Adventure, told the jury he would propose a financial loss for his clients at the end of the trial, which is expected Thursday. Blakeman testified he and his wife, Tracy, and Patterson had discussed for two years creating a nonprofit company to provide deer hunts and fishing trips for disabled veterans and other handicapped people before they formed the company in 2009. He said he was familiar with the recreation area and spent two years learning about the tendencies of six deer herds. They were unable to obtain grants or loans for the start-up so put in their own money to begin buying supplies. Patterson attended a course and wrote a business plan and they obtained permits from the State of Michigan, built deer blinds and began soliciting clients through advertising and visiting the Battle Creek Veterans Affairs Medical Center and disabled veterans and hunting groups. Blakeman said they expected to have clients for the fall hunting season beginning Oct. 1, 2010, but the July 26, 2010, spill changed that plan. "The oil spill shut us down," he said. "I was told no hunting along the river. And the deer scattered and they were not in the rec area. The oil spill destroyed our basic plan. It shot us down." The company expected to have 152 clients in 2010, Blakeman said, although they did not have any contracts with hunters at the time of the spill. They only had five clients that year and they were employees of Enbridge. They had three paid hunts in 2011. "Business was crippled dramatically," Leavitt said in his opening statement. "They had readied the company for a successful hunting season in 2010. But the deer left and the pilot program was for Fort Custer and there was no time to ready other state parks. They had a great idea to help people and all they wanted was a chance to help disabled veterans and handicapped people to do what they loved to do before their disability." Enbridge attorney Michael Vartanian of Detroit called the idea a noble one but argued the spill did not cost the company money. "It is up to you to determine if Extreme Adventures was damaged by the oil," he said. "Did they lose business because of the oil? No property was damaged and they didn't lose revenue." He said the plaintiff's case is based on speculation, conjecture and guessing. "You will not hear any evidence of lost business," he said. "There was not business before 2010 and it had no track record of any success. It was a noble idea, but they must prove there was a loss of business." He told the jury that the recreation area was open for hunting with only the immediate area along the river closed. He said the founders of the company were hoping to build a strong business but had



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not done it before the spill. "They did not lose any business because of the oil spill because there was no business to lose," Vartanian said.

[http://www.battlecreekenquirer.com/article/20140820/NEWS01/308200041/1002/NEWS01?nclink\\_check=1](http://www.battlecreekenquirer.com/article/20140820/NEWS01/308200041/1002/NEWS01?nclink_check=1)

#### KEYNA, NAKURU CO, KAMARA, AUGUST 21 2014. SACHANG'WAN FUEL TANKER TRAGEDY: FAMILIES SPEAK OUT ON WHY YOUTH WILL STILL SIPHON FUEL

irene wairimu



*Gone Too Soon: 17 year old Victor Kepkoech, one of the victims who perished from the explosion of the tankers on Saturday.*

When a fuel tanker exploded at Kamara area of Nakuru County Saturday night killing six people, 56-year-old David Cheruiyot was fast asleep at his home less than a kilometer away oblivious to the happenings. Little did he know that he would awaken the next morning to find his 17-year-old son, Victor Kipkoech, a Form Two student at Kipsinendet Secondary School missing. Victor was one of the five people burned beyond recognition when the tanker they were siphoning off super petrol fuel exploded at around midnight. A search amongst Victor's friends confirmed David's worst fears. He had been at the scene of the fire. His friend Joseph Choge was lucky to escape the scene just minutes before he heard an explosion. "I was going to look for more containers. I had just walked for a few minutes when I heard a bang and screams," he said. The 18-year-old is however evasive when asked whether he knew of the dangers of such scenes. He says he knew a few people who died from a similar fire in 2009 at Sachangwany area a few kilometres away. "Yes, you hear people talk about it but you tend to forget. This time however, I will never forget," he says. Area chief Joseph Korir however

revealed a culture of highway robberies that has plagued the area since time immemorial, a culture that he says is aided by parents who allow their young boys to drop out of school from as early as Class Four and go hang around the highway the entire day. Korir says that in the last three months, the practice has escalated to include heists on railway wagons along the stretch. "Since June, six cargo wagons were raided by these young men who steal anything they can find. We have also had three similar cases of people looting from trucks along the Kibunja-Kamara stretch of the highway before Saturday's incident," he says. Residents of the area however deny that there are highway robbers amongst them and instead blame joblessness among the youth. A few meters from David's home, John Kimibei's is in mourning as his 38-year-old son David Mibei is one of those classified as missing as his family has been unable to identify any of the charred remains picked from the scene. The family suffered a double tragedy as another one of their son, 20-year-old Anthony Kiprono received extensive burns on his legs and hands and is admitted at the Eldama Ravine district hospital. Mibei had left his family of a wife and eight children in Nakuru to visit his parents last Thursday. Their brother, Robert Kirui, who was home when calls came through that a tanker had overturned on the highway, says that he tried to persuade them not to go. "I was afraid because it was late and petrol is very volatile. I tried to reason with them but Mibei insisted that he had no job and was struggling to feed his family. Kiprono followed him," he says. He remembers his brother's last words to him. "Even if I get one small container, it might be enough to exchange for a day's meal." Mibei's wife, Beatrice Mibei was still in shock at the family home while flanked by all her children, the oldest in Form One and the youngest shy of his first birthday. "What am I going to do with all these children?" She posed.

<http://www.the-star.co.ke/news/article-185692/sachangwan-fuel-tanker-tragedy-families-speak-out-why-youth-will-still-siphon>

#### USA, N.Y, ALBANY, AUGUST 22 2014. CRUDE OIL LEAK AT PORT OF ALBANY

 **Watch the Video:** [Crude Oil Leak at Port Of Albany](#)

A crude oil leak occurred at the Port of Albany Wednesday. The Department of Environmental Conservation said a crude oil leak was reported at the Global site at the Port of Albany. Around 100 gallons of crude oil leaked in an area 10 feet in diameter from a service pipe that runs between two large storage tankers. Albany Fire Chief Warren Abriel said the fire department received a call about the leak around 3:45 p.m. He said the leak occurred in an area with six pipes that come from different locations. A gasket fell on an inactive pipe that contained oil in the pipeline, according to Abriel. The chief said oil began spraying in the area, and crews found the leak while they were checking their pipes. "They were going around checking all their piping like they're supposed to. They found this leak," he said. "There's like a cardboard gasket in there that keeps the



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seal, and it corroded after time." Fire crews, emergency management officials and DEC Spill Responders and Environmental Conservation Officers responded to the scene. Abriel said there was not much damage and the spill was minor. Crews pumped the rest of the oil out of the pipe. He said once all the oil in the pipeline has been removed, crews will replace the corroded gasket and work will resume at the site. Albany County Executive Dan McCoy said the number of gallons that leaked happens too frequently. "It always seems like it's 100 gallons," he said. "The last spill we had went from five gallons to 50 to 100 back to 50 then to 100 again. So what's with the 100 gallons? That's what they always say." McCoy said he learned about the leak from the Mayor Kathy Sheehan's Office and not Global. Global, however, did notify the DEC within minutes, but McCoy said only he can declare a State of Emergency. "We need to stay on top of it because more stuff like that is going to continue to happen, and I'm hoping that something like Canada doesn't happen here because I sure don't want to stand in front of you and explain to people why this accident happened." The DEC said there was no impact to the river or environmental issues due to the spill. Spill contractors began cleanup work immediately. DEC staff remained at the site to oversee cleanup to investigate the cause of the spill. The spill occurred one day before a congressional tour. Congressman Paul Tonko is expected at the site Thursday to tour the facility and learn more about products coming through the Capital Region. No injuries or serious damage was reported.

<http://www.fox23news.com/news/local/story/Crude-oil-leak-at-Port-of-Albany/GwsVy8zxi0myy3L-x8eSPg.cspgx>

### USA, N.Y, MANORHAVEN, AUGUST 22 2014. IMPROPER VENTING OF FUMES INVESTIGATED AS POSSIBLE CAUSE OF MANORHAVEN BOAT EXPLOSION

*john valenti & kevin deutsch*

 **Watch the Video:** [Improper Venting of Fumes > possible cause of Boat Explosion](#)

Authorities are investigating whether improperly vented gas fumes were the cause of a Manorhaven boat explosion that killed former Plandome Manor Mayor Robert Hogan on Wednesday. Witnesses told investigators that the explosion occurred while the motorboat was being refueled at the Manhasset Bay Marina at Matinecock Avenue and that the inboard engine may have just been started, igniting fumes in the engine compartment, officials said. Gas-run boats usually have blowers that clear out potentially dangerous fuel fumes before the engine starts. Among the questions investigators want to answer is whether the vessel had a blower, and whether that blower malfunctioned, officials said. "That's one of the big reasons they pulled the boat up," Nassau fire marshal's office Assistant Chief Michael F. Uttaro said Thursday, referring to the boat's submerged hull, which was raised Thursday. "They need to get a better look at the parts." The explosion killed Hogan, 74, the boat owner, while a passenger was able to escape harm by diving into the water. Investigators from the Nassau County fire marshal's office had the remains of the 33-foot Carver lifted up and placed on a barge Thursday. They will pull the boat apart, photograph damage, take samples and send them to a lab for testing, Uttaro said. Two dock workers at the fuel pump were uninjured, but police said a third dock worker got on a boat and shoved the burning vessel away from the dock, sustaining burns on his arms and face. The vessel drifted into an adjoining dock, setting it on fire and damaging two other boats. The injured worker was hospitalized in stable condition Wednesday. An update on his condition was not available Thursday. Hogan was a former NYPD captain and co-founder of the Manhattan College Pipes & Drums band in the Bronx. Besides his work in local politics and policing, he once worked as New York City assistant traffic commissioner and was a decades-long member of the NYPD Emerald Society Pipes & Drums band. Renowned in local bagpipe circles for his teaching and playing abilities, Hogan received a master's degree in business administration from Manhattan College in 1975 and co-founded its pipes and drum band in the early 1980s, said Thomas McCarthy, the college's director of alumni relations. Hogan served as band director until his son, Mike Hogan, took his place about 15 years ago, McCarthy said. "Bob was really like a second father to some of the band members," said McCarthy. "He was a great man, a family man, and . . . touched so many through his outstanding career of civil and public service."

<http://www.newsday.com/long-island/nassau/investigators-probe-manhasset-bay-marina-explosion-in-manorhaven-that-killed-bob-hogan-boat-owner-1.9113948>

### PHILIPPINES, PARAÑAQUE CITY, AUGUST 22 2014. WATCH: LPG TANKS EXPLODE IN PARANAQUE

 **Watch the Video:** [30 TPG Tanks Explode in Paranaque](#)

Several liquefied petroleum gas (LPG) tanks exploded inside a store in Valley 1 corner San Vicente, Barangay San Antonio, Sucat, Parañaque City on Thursday morning. In a video taken by Bayan Patroller Weslee Trout, thick smoke is seen billowing from the LPG store after a series of explosions. The explosions were then followed by a fire. Trout, who was inside his home when he took the video, said the incident occurred at around 8:20 a.m. At least one person, identified as delivery boy CJ



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Naing, was hurt in the incident. Authorities said initial investigation showed that around P50,000 worth of properties were destroyed in the explosions and fire.

 **Related Stories** [1 hurt in Paranaque LPG blast](#)

<http://www.abs-cbnnews.com/video/nation/metro-manila/08/21/14/watch-lpg-tanks-explode-paranaque>

#### N.M, ALBUQUERQUE, AUGUST 22 2014. STATE SIGNS OFF ON AIR FORCE CLEAN-UP PLAN

 **Watch the Video:** [State Signs Off On Air Force Clean-Up Plan](#)

State environmental regulators have signed off on a preliminary proposal by the U.S. Air Force to clean up a huge plume of jet fuel before the contamination reaches Albuquerque's drinking water wells. The Air Force submitted its plan earlier this month. The New Mexico Environment Department announced its approval in a letter sent Wednesday to officials at Kirtland Air Force Base. The plan calls for drilling a new well designed to extract contaminated water so it can be treated and eventually used as reclaimed water on base property. Other monitoring wells would also be installed. State regulators have asked for weekly updates and plan to make unannounced site visits while the work is underway. The fuel came from a decades-old leak from underground pipes at a Kirtland aircraft fuel-loading facility.

<http://krqe.com/2014/08/21/state-signs-off-on-air-force-clean-up-plan/>

#### USA, DE, DOVER, AUGUST 22 2014. DOVER DEVELOPER PAYS FEDS \$2.9M TO SETTLE LAWSUIT

*jeff montgomery*

Federal officials said Thursday they have collected nearly \$2.9 million from a Dover businessman and developer accused of shuffling and undervaluing assets to avoid \$2 million in fines for environmental offenses dating to 2004. Robert M. Duncan, whose former Duncan Petroleum Company once owned a chain of Delaware and Maryland gas stations, paid the total to settle a 2011 federal lawsuit aimed at undoing a "fraudulent transfer" of property and cash in the face of federal prosecution. The asset and property transfers would have left Duncan insolvent, investigators said, and unable to pay \$2 million in Environmental Protection Agency fines assessed for underground fuel tank violations and other environmental offenses at 18 sites in the two states. Duncan developed and has controlling interest in the Duncan Center office building, which overlooks the capital's Loockerman Street business district and is one of the properties that federal officials said was involved in the effort to avoid EPA penalty payments. Shawn M. Garvin, administrator of the EPA's Mid-Atlantic regional office, said the case involved "serious, well-documented violations of regulations that protect our communities from the threats to public health and the environment." "Allowing Duncan Petroleum to shirk its responsibility would be unfair to countless gas stations and other fuel tank owners who willingly comply with the required safeguards," Garvin said. Duncan sold Duncan Petroleum for \$16 million in November 2007. Federal officials said that as pressure for payment mounted, he transferred away assets, in some cases to businesses he still controlled. By early 2011, federal officials began slapping liens on 22 properties in Delaware, Maryland, Florida and West Virginia as they worked to unravel and force reversal of Duncan's moves. The liens included a claim against Duncan's home overlooking Silver Lake near the North State Street viaduct.

<http://www.delawareonline.com/story/news/local/2014/08/21/dover-developer-pays-feds-m-settle-lawsuit/14400559/>

#### USA, MI, BERRIEN CO, AUGUST 23 2014. LEAKING PETROLEUM JUDGMENT GAINS \$800,000 FOR STATE

*eric freedman*

cleanup costs, civil fines and administrative penalties for failure to properly remediate three sites with leaking underground storage tanks in Berrien County, the state Court of Appeals has ruled. The defendants are asking the Michigan Supreme Court to review the case. At issue are petroleum products that leaked from underground tanks at two gas stations and a bulk fuel distribution center in Galien and Baroda, west of Niles and north of the Indiana border. The sites still haven't been cleaned, according to the Department of Environmental Quality (DEQ). According to the court, Baroda-based Streffling Oil Co. had used the properties since at least 1986. Between 1994 and 2001, petroleum products leaked into the ground at all three locations, the court said. The company notified the state of the releases and was told to hire a consultant, clean up the contamination and submit "final assessment reports" to the DEQ. After Streffling Oil failed to submit the reports, the department sued the company, as well as its vice president and a related company that co-owns the land. A Court of Claims judge held the defendants liable under the state's Natural Resources Environmental Protection Act and ordered them to pay fines, damages and penalties. In upholding that decision 2-1, the Court of Appeals said, "Streffling Oil does not dispute that it filled and used the tanks at each site. The use of the tanks rendered Streffling Oil responsible for the tanks and responsible for releases of petroleum products from the tanks." The court also rejected the defense argument that company Vice President Ronald



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Streffling and family-owned Streffling Real Estate Investments – the property owners – shouldn't be held financially responsible. "The fact that they didn't own the tanks does not insulate them from liability because they controlled the property on which the tanks were located and had extensive knowledge of the tank operations," the court said in an opinion signed by Judges Peter O'Connell and Stephen Borrello. Ronald Streffling was a company officer and employee and knew the purpose of the tanks, the majority said. As a result, the owners could reasonably anticipate that use of the tanks could cause petroleum products to leak. But one member of the three-judge panel disagreed on liability for Ronald Streffling and Streffling Real Estate Investments. Holding them liable, Judge Christopher Murray said, "is equivalent to saying that just because one knows how underground storage tanks operate, one is responsible for any release from tanks on one's property – even if one did not operate the tanks." Under the majority's reasoning, Murray continued, the only way the property owners could have avoided responsibility for a possible leak would have been to prohibit Streffling Oil from operating the tanks. Defense lawyer Patrick Dueke said the decision conflicts with what the Legislature intended when it amended the environmental law in 1995. He cited a legislative analysis saying that change eliminated liability for property owners "unless the person caused the contamination." He said the appeals court decision creates a risk that property owners who want to lease their land will have "little room to insulate themselves from liability" for leaking underground tanks, even if they themselves aren't involved in the operation. "You have to do more than say 'You're a property owner and you're liable,'" Dueke said. According to the DEQ, Streffling Oil hasn't notified the state that cleanup is complete. "After no activity since approximately 2005, Streffling has resumed activities at the three sites within the last few months," said Frank Ballo, the Kalamazoo district supervisor of DEQ's Remediation and Redevelopment Division. "The work has included installation of soil borings and monitoring wells and collection of soil and groundwater samples." Ballo said the division has been in contact with the company's consultant but "has not received any submittals from this work." Based on the company's previous non-compliance, DEQ has tentative approved spending from the state Refined Petroleum Fund to hire its own environmental consultants "and undertake necessary corrective actions at the properties to protect public health and the environment," he said. Work could start as soon as October if Streffling Oil fails to complete the cleanup. If that happens, the state could recoup the costs under the court judgment, he said.

<http://greatlakesecho.org/2014/08/22/leaking-petroleum-judgment-gains-800000-for-state/>

### UKRAINE, CHERKASY, HORODYSCHIE, AUGUST 23 2014. OIL SPILL IN CHERKASY OBLAST >> TWENTY OIL TANKER CARS DERAILED AND 11 CAUGHT FIRE

olena goncharova

 **Photo's [13]** [20 oil tanker cars derailed and 11 catch fire](#)



*Twenty oil tanker cars derailed and 11 caught fire during a routine transfer at Horodyshe railway station in Cherkasy Oblast on the morning of Aug. 22, triggering an oil spill, stated the State Emergencies Service.*

A train carrying 35 tanks through Horodyshe in Cherkasy Oblast derailed triggering a major oil spill, with 11 tanks catching on fire. The spill was discovered at 6:35 a.m., reports the State Emergencies Service. Crews cleaned up over 1,250 square meters of the territory and extinguished the fire by 11 a.m. with the help of 230 local emergency personnel and members of Ukraine's State Emergencies Service. Horodyshe, home to 14,480 residents, was on high alert in the morning as the fire spread to neighboring houses near the railway station. Around five fire units were sent to Horodyshe, located some 142 km from Kyiv, from the neighboring Kirovohrad Oblast to extinguish it. Electricity and gas supply were cut in the morning of Aug. 22. No casualties were reported from the site, according to local officials. "Around 25 houses

were burnt. No injuries are reported," Mykola Dudnyk, the head of local city council administration told 112 Channel. While the investigation is underway, it's unlikely the catastrophe would cause significant penalties for responsible companies or make it to the top ecological inspections. Several similar accidents in the past did not lead to any major court cases, despite the ecological harm. For instance, British Petroleum oil giant paid as much as \$40 billion in fines for the oil spill in the Gulf of Mexico in 2010, when more than 200 million gallons of crude oil pumped into water. The sum included cleanup costs, and settlements as well as an additional \$16 billion due to the Clean Water Act. The company also owed around \$4.5 billion in penalties to the U.S. government.

<http://www.kyivpost.com/multimedia/photo/train-accident-in-cherkasy-region-361663.html>



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