



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,037 Newsy Stuff

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

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CANADA, N.L., ST. JOHN'S, JANUARY 18 2014. 6,000 LITRES OF OIL LEAKED FROM NEWFOUNDLAND OFFSHORE PLATFORM HIBERNIA

The Hibernia platform stands tall above the waters of Bull Arm, Trinity Bay, Nfld.

Newfoundland and Labrador's offshore energy regulator says it has received a report from the company that manages Hibernia that about 6,000 litres of crude oil have leaked from the oil platform. The leak was first reported to the Canada-Newfoundland and Labrador Offshore Petroleum Board, when about 10 litres of crude spilled from a valve. The board says the leak, which came from a hose end valve of the northern offshore loading system, stopped Jan. 1. The methods used by the Hibernia Management and Development Company to estimate the amount of oil that leaked. ExxonMobil Canada, Chevron Canada and Suncor are the largest shareholders in Hibernia.

<http://www.ctvnews.ca/canada/6-000-litres-of-oil-leaked-from-newfoundland-offshore-platform-hibernia-1.1644112>

USA, TX, NIXON, JANUARY 18 2014. US FINES LAZARUS ENERGY \$43,400 FOR REFINERY CHEMICAL HAZARDS



Lazarus Energy LLC cited by US Labor Department's OSHA for exposing workers to chemical hazards at its Nixon, Texas, refinery; fines total \$43,400. The U.S. Department of Labor's Occupational Safety and Health Administration has cited Lazarus Energy LLC for 11 safety violations, with proposed penalties totaling \$43,400, mainly for exposing workers to chemical hazards at its Nixon refinery. The inspection, which began in July 2013 after a referral from the Environmental Protection Agency, focused on the refinery's process safety management program for handling flammable liquids in excess of 10,000 pounds. "Process safety management programs are designed to prevent the catastrophic release of highly hazardous chemicals and must constantly be updated," said Casey Perkins, OSHA's area director in Austin. "The refinery, in this case, needs to ensure all equipment, processes and new installations receive the proper evaluation and scrutiny before the production of highly hazardous chemicals." Process safety management encompasses a detailed set of requirements and procedures employers must follow to address hazards proactively that are associated with processes and equipment that use threshold quantities of hazardous chemicals. In this case, the majority of violations relate to potential fire and explosion hazards

stemming from the distillation of sweet crude oil into products, such as naphtha, kerosene and diesel fuels. The 10 serious process safety management violations cited include failing to compile process safety information for piping, vessels and other equipment properly; update and complete a thorough process hazard analysis; resolve previous process hazard analysis action items; update communication operating procedures; compile and implement written procedures for mechanical integrity; and implement a management of change program. A serious violation occurs when there is substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known. The other-than-serious violation involves failing to initiate and maintain record keeping of the OSHA 300 injury and illness logs for the 2012 calendar year. An other-than-serious violation is one that has a direct relationship to job safety and health, but probably would not cause death or serious physical harm. OSHA's standards contain specific requirements for the management of hazards associated with processes using dangerous chemicals. Additional information is available online at <http://www.osha.gov/SLTC/processsafetymanagement/index.html>. Lazarus Energy, a subsidiary of Lazarus Energy Holdings and Blue Dolphin, is headquartered in Houston and employs about 60 workers, including 45 in Nixon. The company has 15 business days from receipt of the citations to comply, request an informal conference with OSHA's Austin Area Office, or contest the citations and proposed penalties before the independent Occupational Safety and Health Review Commission. To ask questions, obtain compliance assistance, file a complaint, or report workplace hospitalizations, fatalities or situations posing imminent danger to workers, the public should call OSHA's toll-free hotline at 800-321-OSHA (6742).

<http://www.laht.com/article.asp?ArticleId=1490307&CategoryId=13280>

USA, CA, SAN FRANCISCO, JANUARY 18 2014. CHEVRON FIRE REFORMS FALL FLAT WITH FEDERAL PANEL

jaxon van derbeken

The [U.S. Chemical Safety Board](#) has rejected a proposed overhaul of California's refinery safety practices - touted by its chairman after the 2012 Chevron refinery fire in Richmond - saying the plan would do little to improve safety immediately. Two



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of the three safety board members opposed the recommendations at a packed [Richmond City Council](#) chamber Wednesday night, favoring a new study of the state of the refining industry. The final decision on how to proceed with such a study is expected in 120 days. It was a blow to the board's chairman, [Rafael Moure-Eraso](#), who had urged California to reform its fine-based enforcement approach to refinery safety in light of the Chevron fire on Aug. 6, 2012. He introduced a report last month on the fire that outlined an alternative model, embraced in Europe, under which oil refiners must continuously prove to regulators that they are cutting risks of fires and accidents to the greatest extent possible. The other two members of the board, however, were not ready to embrace it. Safety board member [Beth Rosenberg](#) said more needs to be done in the short term to improve safety, while member [Mark Griffon](#) agreed with industry officials that more study is needed before the European approach is adopted. Two lobbying groups, the [Western States Petroleum Association](#) and the [American Petroleum Institute](#), said they "stand ready" to discuss proposed changes. But the European model goes too far, they said, and is incompatible with U.S. rules requiring that regulatory mandates be commented on by companies and the public before being adopted. There is no proof that the European approach works, and it could needlessly "add complexity" to the regulation scheme, the industry groups said. Chevron officials suggested that the proposed system could cause more accidents, not fewer, because of its complexity. The Chevron fire happened when a badly corroded oil pipe in the crude-oil refining unit sprang a leak and later burst. The subsequent blaze sent smoke billowing across Richmond and other nearby cities, prompting 15,000 people to seek medical treatment for breathing problems. There were no injuries in the fire. In April, the Chemical Safety Board said Chevron had ignored warnings that the high-sulfur oil being carried in the pipe could be weakening it, and that the pipe should be replaced. By the time it failed, the pipe had lost 90 percent of its thickness. [Kim Nibarger](#), a safety representative for the union representing U.S. petroleum workers, was skeptical of the Moure-Eraso plan's reliance on the industry to improve safety. "If refiners are not following their current plans," he said, they are unlikely to take on more responsibility under the proposed new system. More can be done to improve current regulation, he said. He urged more study about how to do that. The state agency that now oversees refinery safety, Cal/OSHA, conducted only about 150 hours of planned inspections at the Chevron plant in the decade before the fire and issued no fines. State officials have acknowledged that the inspections were far from comprehensive. Chevron is appealing \$1 million in fines sought by Cal/OSHA for violations related to the fire and safety in general. In August, the company pleaded no contest six criminal charges that local prosecutors filed after the blaze, agreed to pay \$2 million in fines and restitution and accept additional oversight during a 3 1/2-year probation. The state has created a refinery safety task force, but it has yet to propose changes in the way the state regulates the oil industry.

<http://www.sfgate.com/news/article/Safety-board-rejects-overhaul-of-refineries-5147655.php>

USA, TX, WACO, JANUARY 19 2014. TWO DEFENDANTS ADDED TO WEST LAWSUITS

tommy witherspoon

Key Points:

- Lawsuits have been amended to add two more defendants in the West Fertilizer Co. explosion case.
- International Chemical Co., of Tulsa, Okla., and CF Industries Nitrogen, a Delaware corporation, were added as defendants in the West Fertilizer Co. explosion case.



Plaintiffs seeking damages from the April 17 explosion at West Fertilizer Co. in West amended their petition Friday, adding two new defendants to the burgeoning litigation. Attorneys representing about 200 individual plaintiffs, including the city of West, named International Chemical Co., of Tulsa, Okla., and CF Industries Nitrogen, a Delaware corporation, as defendants in a new pleading Friday. Waco attorney Pete Rusek, one of the attorneys representing the CF Industry defendants, said Friday he had not seen the new petition and declined comment. A spokesman for International Chemical Co. did not return phone calls Friday. Attorneys on both sides of the lawsuits met last week with 170th State District Judge Jim Meyer to discuss discovery issues and to update

him on the progress both sides are making to prepare for trial. Attorneys are aiming for the first trial to be held about a year from now, but defense attorneys told Meyer last week that date seemed "optimistic," according to their preparations. Meyer has appointed a nine-member executive steering committee of plaintiff and defense lawyers and a steering committee with one lawyer from each of 24 law firms with a client in the litigation. Meyer is presiding over all pretrial matters in the 14 lawsuits that have been filed so far in three of the county's state district courts. The new petition alleges International Chemical Co.



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bought two separate 100-ton shipments of ammonium nitrate manufactured by CF Industries in March and April 2013 and shipped it to West Fertilizer Co. At the time of the explosion, the April shipment of 100 tons of agricultural grade ammonium nitrate remained in a rail car on a rail spur on the north side of the fertilizer mixing building at the plant, the suit alleges. The March rail-car shipment had been unloaded and placed inside two wooden bins located inside the fertilizer mixing building. An estimated 30 tons of ammonium nitrate from the March shipment was inside the building when a fire of undetermined origin caused it to explode. The first lawsuit was filed two days after the blast that killed 15 people, injured 200 and damaged schools, a nursing home, an apartment complex, businesses and about 350 homes, mostly on the town's north side. The first suits named Adair Grain, doing business as West Fertilizer Co., as the sole defendant. But in a suit filed June 21, the city of West became the first to also name Deerfield, Ill.-based CF Industries as a defendant. After that, a number of plaintiffs intervened in that lawsuit or amended their pleadings to include CFI and a number of its subsidiaries as defendants. CF Industries manufactures agricultural-grade ammonium nitrate at its plant in Yazoo City, Miss., which ended up at West Fertilizer, the suits allege. Plaintiffs have been divided into three distinct groups — those who lost loved ones, those injured in the blast and those with property damage.

http://www.wacotrib.com/news/courts_and_trials/two-defendants-added-to-west-lawsuits/article_6686c20e-5d85-55b2-8ab4-7167f53cd43e.html

SCOTLAND, DORNOCH, JANUARY 19 2014. VAN DRIVER INJURED IN TANKER CRASH ON A9 NEAR DORNOCH

A van driver was taken to hospital with serious injuries after his vehicle was involved in a head-on collision with a petrol tanker. The accident happened at about 22:35 on Friday on the A9 at Poles, near Dornoch in the Highlands. The driver of the Ford Transit van was trapped in his vehicle and had to be cut free by the Scottish Fire and Rescue Service. He was transferred by ambulance to Raigmore Hospital in Inverness. The road was closed to allow officers to carry into inquiries into the crash, and an appeal for witnesses has been made.

<http://www.bbc.co.uk/news/uk-scotland-highlands-islands-25793503>

USA, N.J, PAULSBORO, JANUARY 19 2014. 'DIRTY WATER' RELEASE FROM PBF REFINERY BLAMED FOR BLACK SPOTS ON CARS, HOMES

Key Point:

- While cleaning a piece of equipment at the Paulsboro refinery on Thursday morning, January 16th, dirty water was released from the flare system.



Christin and Gary Gross from West Washington Street in Paulsboro look at their car which is covered with oil like residue, Thursday, Jan. 16, 2014. The PBF Refinery had some kind of release between 5 and 6 a.m.

The PBF Refinery has responded to complaints of [black spots on Paulsboro residents' homes and vehicles that were found Thursday morning](#) and is in the process of contacting those who may have been affected. Between 5 and 6 a.m. Thursday, a release at the refinery caused a black, oily-looking substance to fall on some of the cars and houses in the area. Residents reported finding the dirty spots when they awoke. "There's spots all over the place," Christin Goss, a West Washington Street resident said. "The whole side of the house is covered." Following an investigation into the matter, PBF Refinery, which is located in Greenwich Township, but directly on the border of Paulsboro, determined that it the release was caused during a cleaning and that the substance was "dirty

water." "While cleaning a piece of equipment at the Paulsboro refinery on Thursday morning, January 16th, dirty water was released from the flare system," said Mike Karlovich, a spokesman for PBF Energy. "We regret the event affected some homes and automobiles in the area southeast of the refinery and we are reaching out to those who may have been affected." The refinery has also reported the release to the local government and the Department of Environmental Protection. In 2008 a similar release was reported when slurry oil from the refinery's gasoline production was released into the air. Valero Refinery Company — which owned the facility at the time — offered to pay to wash cars and homes and its employees washed down the bleachers at Paulsboro High School.

http://www.nj.com/gloucester-county/index.ssf/2014/01/dirty_water_release_from_pbf_refinery_blamed_for_black_spots_on_cars_homes.html



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CHINA, BEIJING, JANUARY 19 2014. AIR POLLUTION, SAFETY CONCERNS AFFECTING FIREWORKS SALES IN CHINA

xia ruixue

 **Watch the Video** [Air Pollution, Safety Concerns Affecting Fireworks Sales](#)

Smog across China, and the tradition of setting off fireworks to celebrate the Spring Festival, only make the condition worse. China is the world's largest producer, consumer and exporter of fireworks. An estimated 90 percent of the globe's pyrotechnics are designed and produced in China, most of them in Liuyang, Hunan province. But, several fireworks incidents in recent years have raised concerns about safety, and the air pollution in Northern China has also affected sales. Liuyang's fireworks companies are trying to cope with the challenges. This used to be one of more than one thousand fireworks manufacturing companies in Liuyang, Hunan province, the world's capital of fireworks production. But 10 months ago it stopped producing fireworks and is now focusing on medical devices and small Christmas crafts. Some old "Feiying Fireworks" still haven't been removed, but the rebuilding of the new factory has been completed, and the assembly lines have been bought. Workers are now being trained in Southern China. "When the new fireworks safety standards were published last year, we found it's really difficult for us to continue. The factory was asked to move to mountainous areas where there are no inhabitants nearby. And we don't have any extra money to have good management and training to reduce the incidents," Huang Minghai from Liuyang Sange Medical Device Co. says. Yihelong Fireworks is one of the biggest fireworks manufacturing companies in Liuyang. It was asked to purchase some smaller workshops nearby, which couldn't afford to transform their businesses. Yihelong has also developed new technology to produce environmentally friendly and safer products. "There are more restrictions on producing fireworks today, particularly after some fireworks explosions occurred in China last year. I think it's good to slow down a bit. We should focus on improving the safety awareness and producing more creative and safer products," Huang Guanghui, manager of Liuyang Yihelong Fireworks Manufacturing Co. says. Besides the safety concerns, the air pollution in northern China in recent years has also impacted the fireworks trade. Many people are calling for an end to firecrackers in a bid for cleaner air. Beijing has banned fireworks celebrations if serious air pollution is forecast for the holidays. The ban will take effect if orange or red alert for air pollution is issued. In order to check how much the fireworks will affect the air quality in northern China, the local government has been conducting experiments. "We haven't finished our experiments yet, but so far, the figure does show that it will increase the air pollution when setting off firecrackers. But it will not increase the density of PM 2.5, because the fireworks produce large particles. I think it's ok to ban the fireworks during the holidays. But the fireworks are not the major cause of the smog," Huang Chaxiang, Director of Liuyang Fireworks Inspection Bureau, says. In recent years, electronic fireworks have become popular with people who wish to celebrate the holiday, but are hesitant to purchase traditional fireworks. Statistics from Taobao, China's biggest e-commerce website, showed that the sales volume for electronic fireworks in the week after the new year went up by 149.3 percent compared to the same period last year. "Liuyang's fireworks are famous around the world. We have cooperated with each other for many years. We buy different kinds of fireworks, both the traditional ones and these electronic ones," Yankovskiy Sergey of Corsair Fireworks says. Chinese people love fireworks. And if the fireworks industry is to improve, the business needs to be more regulated and never technologies introduced to modernize this traditional industry.

<http://english.cntv.cn/program/newshour/20140118/102468.shtml>

USA, MI, SPRINGPORT, JANUARY 19 2014. OIL TANK EXPLODES AT JACKSON COUNTY FARM BUT NO ONE INJURED

benjamin raven



The Springport/Clarence Fire Department responded to an explosion on Betz Family Farm on Clinton Road (M-50).

The Springport/Clarence Fire Department responded to an oil tank explosion on the Betz Family Farm off Clinton Road (M-50). There were no reported injuries at the scene. Residents nearby told the Springport Police Department that it was so loud it shook their windows. "I heard it happen a little after 7 p.m.," said Tom. Betz, owner of the farm. "Everyone in this area either felt it or heard it, because all the neighbors started calling. "As of now, I have no idea how this started." There are three connected tanks in the field, two filled with oil and one with water. The water tank was the one that burst into flames, as oil still passes through it. Firefighters warned of a secondary explosion but were able to shut



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the oil off and control the fire as they watched the flame burn out. Betz said that there was nothing suspicious leading up to this event, as the tanks are regularly checked and maintained.

http://www.mlive.com/news/jackson/index.ssf/2014/01/oil_tank_explodes_at_betz_fami.html

USA, IN, INDIANAPOLIS, JANUARY 19 2014. 3 HOSPITALIZED AFTER CAR FLIPS ON TO GAS STATION LOT

 **Watch the Video** [Car Flips on to Gas Station Lot](#)

Three people were injured in a one-car accident overnight Saturday on the city's east side. It happened around 1:15 a.m. near 38th Street and Emerson Avenue. IMPD officials say a car with four occupants was driving west on 38th Street and for an unknown reason, lost control, struck a traffic light utility box and flipped onto a nearby gas station lot. Indianapolis firefighters had to cut the top of the SUV off in order to pull one person out. Three people were taken to the hospital - two to Sydney & Lois Eskenazi Health and one to IU Health Methodist Hospital. Two of those injured were in critical condition. One person was listed in stable condition. The wreck caused the lights at the 38th Street and Emerson Avenue intersection to stop working. Police dispatch says crews have to rebuild the entire power box to the light and it could be a few days until the light at that intersection is back up and working. None of the gas pumps suffered damage. Police say they were not sure exactly how fast the car was going just before the crash and could not say if alcohol was involved.

<http://www.wishtv.com/news/local/3-hospitalized-after-car-flips-on-to-gas-station-lot>

SCOTLAND, DORNOCH, JANUARY 20 2014. CRASH BETWEEN PETROL TANKER AND VAN LEAVES MAN SERIOUSLY INJURED

A man has been rushed to hospital with serious injuries after a crash between a Transit van and a petrol tanker. Emergency services rushed to the scene of the collision at around 10.35pm on Friday on the A9 at Poles, by Dornoch. The driver of the Ford Transit van was trapped inside his vehicle and had to be cut free by firefighters. He was then taken by ambulance to Raigmore Hospital in Inverness after suffering serious injuries. A police spokesman said: "At about 10.35pm Friday January 17 a two-vehicle road traffic collision occurred on the A9 at Poles, by Dornoch involving a south bound petrol tanker and a north bound Ford Transit van. "As a result of the collision the male driver of the Ford Transit van was trapped in his vehicle and had to be cut free by the Scottish Fire and Rescue Service. "He was transferred by ambulance to Raigmore Hospital Inverness where he is being treated for serious injuries. "The A9 was closed with local diversions whilst officers from North Divisional Road Policing Unit carried out enquiries at the locus. "Police Scotland are appealing for anyone that may have witnessed the collision to contact them on 101."

<http://news.stv.tv/highlands-islands/260812-man-injured-after-transit-van-and-petrol-tanker-crash-on-a9-dornoch/>

USA, S.C, HILTON HEAD, JANUARY 20 2014. FUEL TO BE REMOVED FROM SINKING BOAT NEAR HILTON HEAD

tom barton



The shrimp boat Dianie, as photographed by the Town of Hilton Head Island when it sought bids to remove it and another boat, as it rests abandoned in Jarvis Creek off Hilton Head.

Diesel fuel remains on a sinking shrimp boat near Hilton Head Island, according to the U.S. Coast Guard. The Coast Guard has monitored the Christina Leigh for spills of environmentally hazardous materials since it ran aground on a sandbar after taking on water Jan. 11 near Calibogue Sound. "As of now, no fuel is leaking from the boat," Lt. Brandon Guldseth of Coast Guard Sector Charleston said Friday afternoon. Kemp Toomer, former owner and captain of the Christina Leigh Shrimp Co. on Tybee Island, said he had removed some of the 280 gallons of diesel fuel Friday and intended to return Saturday to remove more. "It is contained," Toomer said of the boat's fuel and oil, "but the boat is

breaking up. It's a permanent wreck. The stern's gone off of it."

Jarvis Creek Boats

As for the two abandoned shrimp boats in Jarvis Creek on Hilton Head, the town awaits the return of a signed contract from a contractor selected to remove the vessels. The contractor, which has not been publicly identified, has 10 days to respond, town public projects and facilities director Scott Liggett said. The town plans to spend \$175,000 to remove the boats that became stuck Aug. 14. Work would begin in early to mid-February and last 40 days, if the contractor agrees to the contract



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and satisfies other requirements, Liggett said. The contractor would float equipment on a barge into the creek, dismantle the boats and haul away sections on a separate barge, Liggett said. "We don't anticipate the boats can be salvaged," he said.

Related Stories

- [Coast Guard rescues 3 from sinking boat near Hilton Head, continues to monitor for spills: Jan. 13, 2014](#)
- [Town may remove boats stuck in Hilton Head creek: Dec. 19, 2013](#)

<http://www.islandpacket.com/2014/01/17/2899353/fuel-to-be-removed-from-sinking.html>

NIGERIA, LAGOS, JANUARY 20 2014. FUEL TANKER EXPLODES AT ZOOM TELECOMMUNICATION PREMISES



Fire erupted at the premises of Zoom — a telecommunications company— close to the National Theatre in Iganmu-Lagos on Sunday morning, after an explosion occurred as some people were transferring fuel from one tanker into another. The News Agency of Nigeria (NAN) reports that the explosion, which occurred shortly after 11.00a.m. caused panic in the area as many scampered to safety. At the scene of the fire, three petrol tankers and one trailer had been burnt by noon, while firefighters were battling to prevent the fire from spreading to the warehouse of the telecommunications company. Mr Bassey Moses, a security guard with Zoom, told NAN that some people were transferring diesel when a generator they were using sparked and caught fire. "We were told to allow them

to be parking their trucks here. One of their trucks had a fault and in the process of transferring the diesel from it to another tanker, the fire broke out," he said. According to Moses, nobody died or sustained any injury in the incidence. NAN reports that policemen, who arrived the scene soon after the fire started, controlled the huge crowd which gathered nearby, as firefighters continued to fight the blaze. Mr Ganiyu Olayiwola, Assistant Controller of Fire, Federal Fire Services, told NAN at the scene that he was alerted at about 11:30a.m. and mobilised four stations— Surulere, Ebute-Meta, Festac and Lagos Island, to the scene. Olayiwola said they had been battling the fire since they arrived. "I learnt that they were trying to transfer fuel when the fire was ignited," he said. He told NAN that the firefighters initially had the problem of making soapy water, but they had been able to overcome the challenge. The Director, Lagos State Fire Services, Mr Rasaq Fadipe, also told NAN on phone at about noon that his men were also at the scene and they were helping in battling the fire. NAN reports that as at 1:30p.m., firefighters were still at the scene and a huge smoke was still billowing into the sky.

Related Stories [Fuel Tanker Guts Fire in Lagos](#)

<http://dailypost.com.ng/2014/01/19/fuel-tanker-explodes-zoom-telecommunication-premises/>

NIGERIA, OGUN, AREPO, JANUARY 20 2014. NNPC PIPELINE GUTTED AS THIEVES SIPHON FUEL

kazeem ugbodaga



Scene of petrol tanker fire

The Nigeria National Petroleum Corporation, NNPC, pipeline along the Lagos-Ibadan Expressway, near Arepo area of Ogun State, Western Nigeria was gutted today, the National Emergency Management Agency, NEMA, said. NEMA spokesman, Lagos State, Ibrahim Farinloye said the fire erupted as oil thieves struck again by bursting the pipeline. "NEMA was alerted and subsequently informed the NNPC on the development after long cessation of their activities. "The pipeline exploded as a result of the activities and there are heavy fire balls from the scene," he stated. He added that NEMA was informed about the development late and that the agency still went to the scene to mobilize to put out the fire. "Supplies sources and valves of the pipelines have been blocked and shut to suffocate the fire in order to put it out easily," he said.

In another development, three tankers were burnt on Sunday in Lagos following an explosion around National Theatre area of Iganmu Lagos. The accident happened , when people were trying to transfer fuel from one tanker to another. The National Emergency Management Agency, NEMA, said that the tanker, with 40,000 litres of Premium Motor Spirit, PMS, exploded during the transfer of the fuel but noted that no life was loss. The incidence was said to have occurred around 11.00am as fire fighters and emergency officials battled to put out the fire which gutted other tankers. Loss of lives was averted as the incidence happened on a Sunday as people were not at work, which could have worsen the



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situation. NEMA's spokesman, Lagos State, Ibrahim Farinloye told PM NEWS that responders were quickly mobilized to the scene to battle the fire, which was later curtailed. He confirmed that three oil tankers were engulfed by the inferno, saying that "the fire has been brought under control. Two tankers have been totally burnt while the third tanker is partially impacted." Farinloye said there was no injury at all and there was no casualty," he said.

<http://pmnewsnigeria.com/2014/01/19/nnpc-pipeline-gutted-as-thieves-siphon-fuel/>

JAMAICA, KINGSTON, JANUARY 20 2014. RECKLESS REFILL - MEN CHARGED WITH OPERATING ILLEGAL MOBILE GAS STATION

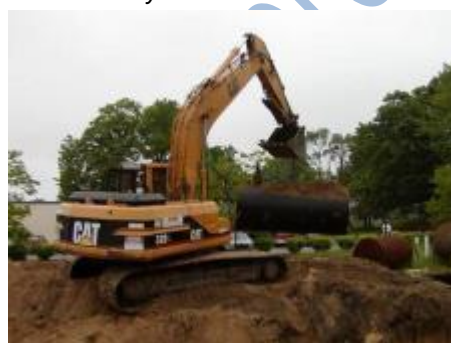
chad bryan

Two men alleged to have been operating a mobile gas station were hauled before the Corporate Area Resident Magistrate's Court last Wednesday. They have been charged with dealing in or selling petroleum without a licence, and operating a petroleum mobile filling station without a licence. The men were nabbed in St Andrew late last year, following the seizure of a motor truck and equipment used to operate a mobile gas station. Items seized by the police include a petrol pump, 14 motor vehicle tyres, a cable, and mechanical tools. The Crown alleges that the police, while on patrol, spotted a man pumping gas from a tank in the back of a motor truck. It is reported that the truck had been retrofitted to facilitate the operation. The Crown further alleges that one of the men was unable to provide a licence permitting him to sell gasoline. He was subsequently charged with breaches of the Petroleum Act. Another man later turned up at the police station and was also charged. The men are booked to reappear in court on February 5, at which point the matter will be mentioned. Attorney-at-law Patrick Peterkin represents the men. Immediate past president of the Jamaica Gasolene Retailers Association (JGRA), Trevor Heaven, is aware of the practice and maintained that the association is in full support of legal action against those involved. "You cannot get a licence to transport gas like that. I only know of the smaller tanks for servicing service vehicles, and these are done off the (public) roads. It's like a vehicle with diesel oil in particular, that goes to remote sites which services tractors and bulldozers," Heaven said. "Bauxite companies use them quite a bit, but there are some regulations and rules, and there is a structure in place. You cannot have a man who just gets a container and puts this in the back of a truck and goes out and sells fuel. It's ridiculous," Heaven said, adding that it would also give rise to public-safety concerns. "You wouldn't drive around and see people transporting a vehicle with gas. Everybody feels like there is a lot of money selling gas. You have a vehicle and you go around selling gas and there is no regulation, nothing from the Bureau of Standards," he said. Heaven added that the JGRA has also seen persons advertising this kind of service on the road, which the association has come out strongly against. Though the practice is not prevalent, he recalls seeing advertisements in St Ann and Trelawny. Heaven was also concerned about the fuel itself. "The source of the fuel is in question, and the quality of the fuel is also in question. There is no regulation in terms of testing and calibration and verification and the amount. You just don't know what you are getting," Heaven pointed out. In an article written in 2003 by Carla Paras-Sison for The Philippine Star, an oil company was looking into the prospects of operating a mobile gas station. According to the article, the fuel tanker would have a capacity of 5,000 litres, with a built-in fuel dispenser with litre and value indicators. However, for safety reasons the tanker would carry only diesel and kerosene fuels.

<http://jamaica-gleaner.com/gleaner/20140119/auto/auto11.html>

USA, MI, DETROIT, JANUARY 20 2014. GAS STORAGE TANKS LEAK AS FUND INTENDED TO HELP FLOWS ELSEWHERE

keith matheny



A storage tank is removed from a gas station in Pentwater in this 2002 photo. Contamination from leaking tanks had first been discovered at the site in 1990, DEQ officials said. The station went out of business.

By the Numbers

7/8-cent

The amount of a regulatory fee per gallon on all gasoline sold or imported into Michigan since 1988, money earmarked for cleanup of environmental contamination from leaking underground petroleum storage tanks.

\$50 million

The approximate amount the regulatory fee generates in Michigan annually.

\$850 million

The amount of surcharge spent by the State of Michigan on programs other than cleaning up underground storage tank



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7,202
150 to 180

pollution since 2005.

The number of leaking underground storage tank locations known to exist in Michigan as of fiscal year 2013. The approximate number of "orphaned" contaminated sites where the owner can't be found or cannot pay that the state Department of Environmental Quality resolves each year.

72,275
18,664
6,800

The number of active underground petroleum storage tanks in Michigan in 1991.

The number of active underground petroleum storage tanks in Michigan last year.

Approximate number of underground petroleum storage tanks in Michigan considered high-risk and likely needing replacement now or soon.

Contamination from more than 9,000 leaking underground petroleum storage tanks in Michigan has awaited cleanup for years, as a gasoline regulatory fee intended to fund such work was diverted by state lawmakers to plug general fund budget holes over the past decade. The fee, 7/8-cent on every gallon of gasoline imported into or sold in Michigan, was originally levied in 1988 to create the Michigan Underground Storage Tank Financial Assurance Fund, or MUSTFA. Its purpose was to assist gas station owners and operators with the high costs of removing a leaking underground storage tank and cleaning up related contamination. Overwhelmed by station owners needing help, the state halted the program in 1995. But it kept collecting the fee. Over the past nine years, Michigan has spent more than \$850 million from the fund for purposes such as paying off environmental bonds, back-filling a variety of state Department of Environmental Quality programs, even helping fund the salaries of employees with the Michigan Department of Agriculture and Rural Development who check the accuracy of scales and gasoline pumps. "It's not being used for what I'm paying for," said Craig Hoppen, owner of Wyoming, Mich.-based J&H Oil, which operates 40 gas stations in western Michigan. "We're paying for this, and we're getting nothing back." Meanwhile, the number of leaking underground storage tanks not yet cleaned up in Michigan continues to climb — more than 9,000 tank leaks or other petroleum product spills at more than 7,200 sites statewide, many of them "orphaned" sites whose owners can't be found or can't afford the required cleanup, leaving it to the DEQ. Many sites have waited 20 years or more for cleanup, and the level of contamination — and whether it's affecting neighboring properties or groundwater — is unknown, said Bob Wagner, director of the DEQ's Remediation and Redevelopment Division. The fee brings in about \$50 million a year, and a new state advisory board is advising that it be restored to its originally intended purpose. The board wants to make the first \$20 million collected available to gas station owners and operators to help with contamination cleanup costs, and for the state to use the other \$30 million to address orphaned sites and other tank-related environmental problems, said Mark Griffin, president of the Michigan Petroleum Association, who participated on the board.

This isn't Big Oil

It isn't corporate welfare — the fees are paid by the station owners and their customers for this purpose, Griffin said. He noted that 92% of all gas stations in Michigan are locally owned and operated. "They are no more Big Oil than they are Big Pop, Big Candy or Big Doughnut," he said. Reform of the fund use is overdue, said Mike Roy Sr., who has owned and operated the Ford Tel Marathon station on Ford Road in Dearborn for 32 years. "There are thousands of sites out there that should be cleaned up — that's what the money was for," he said. It's also needed to help station owners with new and expensive cleanups, Roy said. "If one of my tanks were leaking where it had to be dug up and the material around the tank disposed of, it would come close to bankrupting me," he said. Gas station owners and operators are required to carry private insurance to cover underground storage tank problems. But the coverage is expensive and comes with many restrictions, said John Ghafari, owner of a Mobil gas station in Birmingham and three other stations in metro Detroit. "What's becoming a nightmare right now is, not many insurance options are available," he said. "In reality, you are limited to one or two companies in the state of Michigan. It makes it expensive." Ghafari said he pays up to \$7,000 a year for tank insurance and up to \$50,000 in fund fees between his four gas stations. Without access to the vast majority of funds from the gasoline fee during the economic downturn of the early 2000s, many gas station owners facing leaking storage tanks went under. The number of active underground storage tanks in Michigan stood at more than 72,000 in 1991; it was down to 18,664 last year. "When the fund was shut down, it shut down the means for these people who may have been on the edge to begin with of staying in business," Griffin said. "It was the straw that broke the camel's back." Wagner's division has been able to clean up or otherwise resolve contamination at 150 to 180 sites per year in recent years, he said, chipping away at the backlog of thousands of sites needing work through just a portion of the gasoline regulatory fees. The level of contamination at most orphaned sites is unknown. Under state environmental law, a gas station owner and operator is required to report a confirmed release of petroleum products if the owner and operator detects an odor or any concentration of fuel in soil. "In some cases, that's the only information the department ever receives before the owner ceases operation," Wagner said. "Once they had a release, they called it quits. They couldn't see the end of the tunnel, because the revenue wasn't the same as it had been in



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previous decades." Though it disbanded the overwhelmed MUSTFA program in 1995, the state continued to levy the gasoline regulatory fee to pay off accrued debt, some of which it issued bonds to help cover. A 1995 state law called for the state Department of Treasury to stop collecting the regulatory fee when it received sufficient revenues to pay off related outstanding obligations. By 2003, the state had collected \$1.4 million more through the fee than was needed to pay off its MUSTFA-related debts, a report by the Michigan Underground Storage Tank System Cleanup Advisory Board from last March notes. Treasury, however, continued collecting the fee into 2004. The Legislature, in a bipartisan vote, passed Public Act 390, which retroactively extended the requirement to impose and collect the gas fee, renaming it the Refined Petroleum Fund and outlining its tank-cleanup-related uses. But the following year, amid a nearly \$2-billion state budget deficit, the Legislature voted, again, with both Republican and Democratic support, on an appropriations package that included shifting \$30 million from the Refined Petroleum Fund to debt service for environmental Quality of Life bonds.

Reverting the Fund

Use of the Refined Petroleum Fund for purposes other than leaking underground storage tanks has continued every year since, even as the governorship passed from Democrat Jennifer Granholm to Republican Rick Snyder. A state auditor general's report last May indicated the gasoline fee was being used in multiple ways that did not follow its intended purposes as spelled out in state law. Efforts are under consideration now in Lansing to return the Refined Petroleum Fund to tank-related cleanups because the state government is "not quite in the situation we were 10 years ago, when there was nowhere else to get money from," Wagner said. Reforms passed last year in the Legislature included better prioritizing which leaking storage tank locations get cleaned up first. Under the advisory board's proposal, Refined Petroleum funds would be overseen by a third-party, quasi-governmental board similar to the Mackinac Bridge Authority, Griffin said. "Then future Legislatures couldn't take that money to plug budget holes again, so we don't have a rerun of what we've gone through the last 13 years or so," Griffin said. The advisory board is seeking legislative partners to present bills this year that carry forward some of its recommendations, he said. The DEQ and gas station owners and operators are on the same side with the proposed reforms, Hoppen said. "We both want this money to go to clean up the state of Michigan, to protect our citizens and to protect our environment," he said.

Related Stories

- [Gasoline fee to fix tanks flows elsewhere](#)
- [Gas storage tanks leak as fund intended to help flows elsewhere](#)

<http://www.freep.com/article/20140119/NEWS06/301190049/Michigan-underground-gas-storage-tanks-leaking-cleanup>

USA, TX, BLOOMINGTON, JANUARY 20 2014. RESIDENTS FEAR WELL WILL HURT WATER SUPPLY

Melissa crowe

 [Watch the Video Residents Fear Well Will Hurt Water Supply](#)



Massive, rusted tanks block the front view from Lucy Morales' Bloomington home. The tanks and oil wells that were commonplace during the Amerada-Hess drilling heyday of the late 1940s are moving back into the community. With that, disposal wells are spreading, and companies are pulling permits for sites inside city limits. "I think we need to do something about it," Morales said. "I think we need to try to stop it." Victoria County residents line both sides of the fence when it comes to disposal wells. As oil and gas production in the Eagle Ford Shale continues and fracking continues producing millions of barrels of wastewater, companies are looking for places to dispose of it. Industry personnel say the water is stored securely in wells drilled thousands of feet deep. However, the wells cross aquifers residents' lives depend on, the injection pressure of the

water often exceeds permitted values, and lists of chemicals in the water are not always made public. While the disposal wells are seen almost as tradeoff to the blessings of oil, Morales is organizing residents, educators, groundwater conservation members, health professionals and local elected officials to protest a saltwater injection well proposed by the Houston-based company Petrodome Operating LLC.

Life after the Boom

Along Melrose and Nueces streets and at the corner of Indiana and Seventh streets, exposed pipelines line the pavement in front of metal fabricated cottages rented to "newcomers" at \$125 a month. "They're from the oil field, chemical plants, all over," Victoria County Commissioner Danny Garcia said about the tenants. Some come because they can't afford to live anywhere



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else. "So this is life after the oil boom," Garcia said. Bloomington's population lingers about 2,500 - the majority is Hispanic, and almost 23percent is living below the poverty line, according to the U.S. Census Bureau's American Community Survey. The unemployment rate sits at 6 percent, just below the national average, according to the U.S. Department of Labor. The unincorporated town has a school district and a post office, a handful of taco joints and a dollar store. Traffic comes on schedule as the trudging train rolls by, blocking the main road in and out of town. Morales said the town missed its opportunity to incorporate. Without ordinances to enforce community standards, residents live in dilapidated homes along rutted streets, out of sight, about 12 miles from the county seat. Garcia is taking charge to be the town's voice, to make life better. Across a rusted cattle guard off Key Road, brittle mesquite trees line the road to a former saltwater pit. The distinct odor of oil leaches from the dirt, coating ditches and puddles with a thick sheen throughout the field. "This is what's left after the oil boom," Garcia said. "Tell me why the grass doesn't grow there. Is there something in the water? There's something there." It's another reminder of the community's past life and the prosperity that's now gone. "It's just a hole they dug up and dumped whatever they wanted in," Garcia said. "You can tell by the sand - it's salt." The well, used by XOG Operating, is surrounded by clumps of oil, dead grass and dead mesquite trees. "Why is this one dead and those aren't?" Garcia asked, pointing to a row of lifeless trees. The Railroad Commission of Texas, which monitors the oil and gas industry, [reported in 2011](#) that there has never been a recorded case of frack fluid entering a water table. That record doesn't appease Bloomington residents. The property is ungated, unsupervised. Garcia worries about reckless teenagers trespassing in the field, the potential for an accident and the unavoidable day a student falls into one of the open pits. He worries that it's upstream from the school's water well, creating the potential for disaster. About 200 feet away, the oil company's property backs up to residences on Fifth Street. For those homeowners, "it's all they can afford," Garcia said. "And they don't have a clue it's here."

'It was Terrible'

Morales, who has made her name in the community as an outspoken activist, spearheaded the petition effort to protest one of the most recent disposal well applications in Bloomington, this one from Petrodome, a Houston-based company proposing a site north of the community's water supply. Morales lives near the water tower, where exposed oil and gas pipes have jut across the culverts for years. She remembers the toll the oil boom left on the community, the unlined salt pits left behind. "It was terrible," she said. She filed a petition against the owners of the pits back then. She wanted them covered and eventually got her way. But that was many years ago, and this fight against Petrodome may not be so easy. Petrodome is operating an oil well on the Heins lease, located near the proposed disposal well, that was originally drilled in the late 1940s into the Greta formation, said Robert Wonish, president of the company. "We're looking for leftover oil and gas," he said Friday. Wonish said the well's pressure would be tested every five years. If there's a leak, it would be reported within 24 hours, the company would stop injecting water and make the necessary repairs, he said. Victoria County Groundwater Conservation District, the Bloomington school district and the Victoria County Water Control Improvement Development board there have formally protested the well. During a meeting Friday of the groundwater conservation district, Bloomington residents, elected officials and state Rep. Geanie Morrison expressed their concerns and raised questions about the worst-case scenario. Wonish responded, "You're asking questions that most likely would never happen." The company has plans to drill a third well in the area. "I want safe water for my community," Morales said. "I want to make sure my grandchildren and great-grandchildren - all the people in the community - have good, clean, safe water." Lisa Campbell, a doctor of nursing practice, advocates for the health of the blighted community. "As a public health nurse, it is unethical for me to sit back and not say anything when there is a potential harm to the public's health," she said. Campbell and Garcia, the county commissioner, will present their case against Petrodome's permit at a railroad commission hearing, which does not yet have a set date. "You may have the latest technology and the best methods; you may not have any problems, but there are no guarantees," Garcia said. "We don't live in a perfect world." Garcia speaks in a flustered tone when conversation sways to the oil and gas industry. "This land is owned by somebody, and he's entitled to his minerals," Garcia said. "There's oil down there, and he wants it. There's also water down there, and that belongs to us."

Potential for Disaster

Whatever the outcome, Garcia is convinced it will come down to money - the money for the residents to hire an attorney, the attorney already hired to represent the industry, money for research and money for good public relations. It wouldn't be an issue if it didn't come down to money, he said. Oil and gas producers have options for managing and treating frack water. However, injection requires little or no treatment and is often the least expensive option, according to the [U.S. Government Accountability Office](#). Jim Allison, an Austin-based attorney who represents the groundwater conservation district, spoke during Friday's meeting. He wants to see rules changed so oil and gas companies are required to have a larger buffer zone between their producing wells and their disposal wells. "We saw these injection wells normally located on large tracts, away



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from population centers and public water supply sources," Allison said. "Over the years, the cost of transporting and the risk of transporting have led to them being located closer and closer to the production source. In this case, it's also closer to the public water supply source." In a quarter-mile radius from the proposed well, 10 wells have been plugged; two were permitted but later abandoned. If the plug is installed incorrectly, "fluids could come back up the old well and, thereby, reach the groundwater," Allison said. Another company in the area, KDM, wants to amend its disposal well permit to increase the pressure. Petrodome officials are protesting that application with concerns that it could affect their mineral rights at the Heins lease. While the public protest is ongoing, Petrodome is trucking its wastewater from the Heins lease to another well outside Bloomington's city limit, Garcia said, proving to him there are other locations and options outside the community. Petrodome is proposing to inject up to 10,000 barrels daily of salt water into the Catahoula Tuff for permanent storage, about 3,600 feet underground and through the Evangeline aquifer, which sits about 1,200 feet deep. Despite industry reports that the technology is more advanced than it was in Bloomington's past, the potential for disaster still exists. The aquifer in the Pecos Valley is living proof. Still dealing with [contamination caused by oil-field brine](#) in 2005, a Texas Water Development Board report found most of the groundwater's contamination "is related to past disposal of large quantities of brine in unlined pits or improperly cased oil wells." The company that was drilling there had its permit revoked, and it later went bankrupt. From her position as a health nurse, Campbell wants to test Bloomington's water, which residents like Morales have stopped drinking. "For me, it's the safety of the drinking water," Campbell said. "This is a blighted area of our county, and they need people who can advocate for them. That's my job." The industry, and fracking in particular, has loopholes and exemptions from federal law, including the Safe Drinking Water Act; Clean Water Act; Emergency Planning and Community Right to Know Act; Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act; and Clean Air Act. One such exemption allows companies to inject anything other than diesel fuel underground without violating the Safe Drinking Water Act. "They don't allow that for anybody else," Campbell said. She said the country, let alone Bloomington, will never see a moratorium on fracking, but residents can do all in their power to protect their drinking water. Morales is more hopeful. "I'm hoping that they don't get their permit," Morales said. "There's got to be another way of doing business that doesn't harm the community."

What's In Frack Water?

- Salts, which include chlorides, bromides and sulfides of calcium, magnesium and sodium. Elevated levels of salts can inhibit crop growth by hindering a plant's ability to absorb water from the soil.
- Metals, which include barium, manganese, iron and strontium, among others. Exposure to high levels of barium can cause increased blood pressure. Exposure to elevated levels of metals and production chemicals, such as biocides, can contribute to increased mortality among livestock and wildlife.
- Oil, grease and dissolved organics, which include benzene and toluene, among others. Exposure to high levels of benzene can cause anemia and increased risk of cancer. Benzene is a known human carcinogen.
- Naturally occurring radioactive materials.
- Production chemicals, which may include friction reducers to help with water flow, biocides to prevent growth of microorganisms and additives to prevent corrosion, among others.

Source: U.S. Government Accountability Office

What's the Eagle Ford Shale?

- Capable of producing both gas and more oil than other traditional shale plays, the field covers 26 counties and has developed into an important formation for oil and gas production.

The Number of Producing Oil Leases on Schedule

- 2009 – 40 2010 – 72 2011 – 368 2012 - 1,262

The Number of Producing Gas Wells on Schedule

- 2009 – 67 2010 – 158 2011 – 550 2012 - 875
- The major operators joining drilling the Eagle Ford Shale Play: Anadarko, Apache, Atlas, EOG, Lewis Petro, Geo Southern, Petrohawk, Pioneer, SM Energy and XTO.

Source: Railroad Commission of Texas

What is Fracking?

- Fracking is:- a well completion technique- a process of pumping sand, water and additives under high pressure into an underground formation
- Fracking is not:- part of the drilling process- horizontal drilling

Source: Barnett Shale Energy Education Council



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How Much?

- Nationally, there were 1,199 cases of overpressurized injection and 6,723 test failures for significant leaks from 2008-10.
- More than half of Texas' 52,016 class II wells had violations.
- Onshore oil and gas production generates about 56 million barrels of produced water daily in the U.S. Texas sees 290 million barrels of wastewater disposed of on average each month.

Source: *Propublica, U.S. Government Accountability Office*

http://www.victoriaadvocate.com/news/2014/jan/18/mc_bloomington_wells_011913_222973/

AUSTRALIA, NSW, MULWALA, JANUARY 20 2014. NSW WOMAN BREAKS LEG JUMPING FROM BLAST

A woman has broken her leg after jumping through the window of her southern NSW house when a controlled explosion at a neighbouring munitions factory went off. The factory, at Mulwala on the NSW-Victorian border, regularly tests products with controlled explosions, police say. About noon on Monday a woman in a neighbouring property heard an explosion and "jumped out of the window of her house", a police spokesman told AAP. Firefighters were called, but weren't required at the scene. The woman was treated by Victorian paramedics before being taken to hospital. Information is being sought from the Victorian ambulance service.

<http://www.heraldsun.com.au/news/breaking-news/nsw-woman-breaks-leg-jumping-from-blast/story-fni0xqi4-1226806057283>

AUSTRALIA, NSW, SYDNEY, JANUARY 20 2014. SHELL'S ARROW ENERGY TO SLASH HUNDREDS OF JOBS

angela macdonald-smith

Royal Dutch Shell's Arrow Energy coal seam gas venture in Queensland is set to cut potentially hundreds of jobs as speculation mounts that the proposed LNG project will be a casualty of reined-in spending by the oil major. One source said up to 600 jobs would go, representing half of the workforce. Another put the figure at 400 jobs out of the 1200 employed at the venture, which is half-owned by PetroChina. Arrow on Monday confirmed it has carried out "a review of staffing levels as it manages costs." It said it "remains focused on finding additional value and reducing overall costs." A spokesman wouldn't give the numbers of jobs to be lost. The statement comes amid media reports that managers in Arrow were travelling to regional centres in Moranbah and Dalby to kick off the job reductions. Arrow produces coal seam gas for sale to businesses in Queensland and has also been working on a potential \$20 billion-plus LNG project. However, work on the project has slowed amid a glut of LNG construction in Queensland, involving three similar projects already being built on Curtis Island in Gladstone. Shell has signalled that it is considering several options for Arrow LNG, including a potential merger of the venture with one of the other projects in Queensland. Arrow said on Monday it "will continue to assess development options, including collaboration opportunities, as it looks to develop significant gas reserves." The venture has received most of its environmental approvals to proceed with a massive standalone LNG project, including clearances received in the weeks leading up to the Christmas holiday. However, confidence on a project going ahead has been low due to difficulties Arrow has met with local landholders and community groups, as well as surging costs throughout the industry. "We have not ruled out any development options," Arrow said. Shell's shock profit warning last Friday had already heightened speculation that the Arrow LNG project won't go ahead, and confirmed expectations that the oil giant's stake in Woodside Petroleum and its Australian refinery business will be sold.

<http://www.smh.com.au/business/mining-and-resources/shells-arrow-energy-to-slash-hundreds-of-jobs-20140120-3142g.html>

USA, ORE, SISTERS, JANUARY 20 2014. 4 SEVERELY BURNED IN SISTERS AFTER HOMEOWNER POURS GAS ON FIRE

evan semoffsky

Four people were severely burned after someone poured gasoline on a warming fire, causing the fuel and the can to explode Saturday evening in Sisters, deputies said. Just after 6 p.m., a small crowd was standing around the fire near South Oak Street and West Jefferson Avenue, said Sgt. Ty Rupert with the Deschutes County Sheriff's Office. The fire was having trouble getting going, so a homeowner in the area decided to pour gasoline on it. The gas immediately ignited then exploded the entire can, severely burning four people on their bodies, hands and faces, Rupert said. Two of the victims were flown and two others were taken in ambulances to a Bend hospital. One of the victims is in critical condition, two are stable, and one other person was treated and released. Deputies said the incident was an accident and alcohol was not a contributing factor in the explosion. The Deschutes County Sheriff's Office wanted to remind people not to use gasoline to start or keep a fire burning.



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<http://www.kgw.com/news/local/4-severley-burned-in-Sisters-after-homeowner-pours-gas-on-fire--241090491.html>

USA, CA, VALENCIA, JANUARY 20 2014. OVERTURNED TANKER SPILLS 50 GALLONS OF CRUDE IN VALENCIA

jim holt

 **Photo's** [5] [Overtaken Tanker Spills 50 Gallons of Crude](#)



Crews examine the overturned trailer of the tanker that crashed Sunday morning on Rye Canyon Road in Valencia, spilling an estimated 50 gallons of crude oil onto the road.

A tanker-trailer hauling crude oil flipped and spilled 50 gallons at the intersection of The Old Road and Rye Canyon Road in Valencia on Sunday, prompting a shutdown of the intersection and re-routing of traffic. No one, including the truck driver, was injured in the crash, and none of the spilled oil found its way into the sewer system or nearby creek, said county Fire Department Battalion Chief Ron Larriva. "About 50 gallons of petroleum crude spilled from the rear trailer when the truck overturned," he said. The California Highway Patrol received reports that the rear trailer of a big rig flipped near the intersection shortly before 7:30 a.m. That prompted an immediate call to the Los Angeles County Fire Department Hazardous Material Unit specializing in cleanups. The CHP shut down Rye Canyon Road between The Old Road and Avenue Stanford and

reported to Haz Mat that the crude was spilling onto Rye Canyon. "We diked and contained the spilled crude," Larriva said. Once the spill was contained, firefighters began the sensitive work of transferring crude oil from the flipped trailer into a replacement tanker called to the scene, he said. "We had to tap into the rear tank," Larriva said, noting that vapors from the transferred fuel are not as volatile as those from gasoline sold at the pumps. "It has a high flash point," he said. "It's not as volatile as gasoline." Since the spilled oil was promptly contained and prevented from leaking into the sewer system or creek, "no outside agencies had to be informed," Larriva said, referring to state and federal environmental regulatory agencies.

<http://www.signalscv.com/section/36/article/112776/>

NIGERIA, LAGOS, APAPA, JANUARY 20 2014. TANK FARM: A LOOMING DANGER IGNORED

bennett oghifo



Tank farm.

There is always a nagging fear that something would go wrong someday to cause unquantifiable disaster at the highly inflammable petrol tank farms that stretch along the Apapa waterfront. Even the owners of the farms harbor this fear but sigh in relief each day it did not happen. They are lucky to feel that way because they live far away in Ikoyi or Victoria Island and would probably hear of the disaster as news breaks. However, those who live just outside the perimeter fence of the tank farms and, who battled without success to stop the construction of the first petrol silo on the first farm are not that lucky. Residents of the low density beachland and Julius Berger estates built their homes and

raised their families there before the investors brought a threatening danger to their neighbourhood. First, these residents were scared, as they still are, but they soon got used to fear and resigned themselves to fate. It is their home and, so they made personal and collective survival plans on how to outrun raging fire. They perform mental fire drills continually. They keep watch for the faintest sign of smoke from across their fence. The movement of every family is known by every member of that family and children in the German school within the beachland estate are taught fire drills by the school, and by their mothers. Nobody loves this lifestyle, particularly when they are unsure of the magnitude of the fire when it is ignited. People believe it is a matter of when, citing the massive destruction caused last week by the explosion of a tanker bearing a mere 33,000 litres of premium motor spirit (petrol) as a test case. The federal and Lagos state governments must show leadership in this matter to keep citizens safe at all times. It is their responsibility. Fire experts say unlike flood water that gets to the ankle before it builds up enough to drown its victims, fire creeps up on unsuspecting victims. Like a mean warrior, it sends up smoke to cut off the oxygen link before it burns. Fire does not kill; it is the smoke that kills. Thus, families know they must invest in breathing apparatus; oxygen masks and cylinders as well as fire resistant suits in addition to fire retardants/extinguishers. The air those



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who live close to tank farms breathe is usually tainted with the smell of petrol. According to experts, this means this inflammable spirit is close by and that it can explode, if ignited, like bomb, spreading and claiming more victims in the process. Those who live in mortal fear of being burnt in their sleep or while going about their businesses have their homes and offices just across the road or fence from the deadly fuel laden silos on the tank farms that stretch from the Sunrise Bus Stop to almost the end of Olorogun Michael Ibru Boulevard (former Creek Road). For instance, the developers of two residential estates, Beachland and Julius Berger, off Sunrise Bus Stop on the Mile II-Apapa stretch, were attracted by the serene environment and the waterfront. They built their homes and set up a boat club, from where they take boat rides into the creeks and up to the mouth of the Atlantic Ocean for sport. For them, it was and still is the good life, only that the once beautiful water is polluted by oil firms and have to work their noses to be able to take in oxygen. The estates are of international standards and were built to the tastes of the high class residents. They have the best facilities and the asking price of a plot of land in the Beachland Estate is about N100 million. According to an Estate Surveyor, Okey Nwainokpo, "Nobody walks away from such a huge investment and so it is difficult to ask the people to relocate. Besides, they got there first and, who approved the other developments? Did they conduct Environmental Impact Assessment or audit?" Also, Beachland Estate is where the German School is situated. On its left is Julius Berger Estate, home to the company's management team and their families. On Beachland's right is Capital Oil's tank farm; on its left are tank farms managed by Obat and Rahmannia. There are other ominous-looking tank farms on that stretch. After last week's fire caused by the explosion of a tanker bearing 33,000 litres of premium motor spirit (petrol), the Manager of Beachland Estate, Mr. Gbenga Egunjobi, restated the plea of residents that the tank farms be relocated. Egunjobi said, "I advise government to relocate the tank farms from the residential areas because tank farms are supposed to be at least 25 kilometres away from where people are residing. It is only in Nigeria where tank farms are situated within residential areas. They are too close for comfort and we want government to yield to our call."

How Silos Sprang Up

In the past, storage of petroleum products in huge silos was reserved for oil multinationals with the competence in the management of the highly inflammable tank farms. But then things changed in 1998 with the liberalisation of fuel import trade. As fuel shortages grew in magnitude in the mid-1990s, the federal government was compelled to open up the business of fuel importation to more private sector operators. This led to increased investment in depots and facilities in and around the Apapa seaports. With increasing demand for tank farm space, several warehouses along the Apapa road stretch were demolished. However, the construction of fuel depots was done without conducting environmental impact assessment studies and in outright disregard to the safety and wellbeing of the residential estates already in the neighbourhood. Ironically, owners of these tank farms live in far away Ikoyi, Victoria Island and Lekki, said Chinedu Nwokolo, a shipping agent with a major line who also resides in Apapa. "The owners did not construct them to the standards the Department of Petroleum Resources (DPR) prescribed because they were constructed by businessmen who wanted to take advantage of the fuel importation regime and the inability of the nation's refineries to function properly. They know that when the refineries start operations they will be out of business. So, why spend so much money building something that conforms to mandatory safety measures." About this time last year, there was a fire at a barge owned by MRS, one of the big importers of petroleum products in the country. After the fire was doused, the Chairman of MRS Plc., Sayyu Dantata was quoted as saying fire could happen anytime, particularly during the dry season. He said, "Obviously there must have been something that caused the barge to catch fire and explode, but investigations are still ongoing to ascertain what actually caused the fire. The important thing for me personally and the company is that we took precautionary measures to match international standards of modern Oil installations in terms of safety. Regardless of this, the fire caused major damage. He could not believe the extent of the devastation. "I'll tell you the truth, when I arrived at the scene of the fire incident less than two hours after, I could not believe that no one died because the amount of damage I saw from the explosion was enormous." That inferno was caused by a barge that was empty at the time of the explosion. Dantata said, "It was an empty barge. If it was laden with fuel you can imagine what the situation would have been, even though an empty barge can be more dangerous than a barge that is full of oil because there is no oxygen and it is easier to monitor."

Relocation Plans

Worried by the development last January, Lagos State Governor, Babatunde Fashola, promised to work towards a relocation of the tank farms to the Lekki Free Trade Zone, away from residential areas. Dantata said the Governor's move was alright but that there were issues that should be attended to before the relocation. According to him, "If he is talking about free zone, we'll be happy because people will build more modern facilities, better than the ones we have now and I can assure you that if our facility was not built with all safety standards strictly adhered to, perhaps the fire incident would have been worse." Government will also have to increase the frequency of transportation of petroleum products by rail, which resumed in



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September last year. However, Dantata said tank farm owners understood the governor's line of thought and would cooperate with him to ensure a successful relocation. "We are on the same page with the governor -to sit down, design and plan, when and how the depots can be relocated. For depots to be relocated we have to look into the issue of pipelines. Today, you have people who continue to vandalise petroleum pipelines." He said if security of pipelines was guaranteed, depots would not need to be by the sea, saying "If there is a will, there is always a way. It is a problem that all Nigerians need to come together to solve." Poverty, he said was largely responsible for the problem, "because if you have means to live well then why would you think of bursting a pipeline to steal product, a very risky venture that has consistently claimed the lives of many people." According to him, "It may take 5-10 years to relocate the terminals but let's sit down with state, federal government and marketers to plan. It is a gradual process. The good thing about it is that when he (Lagos State governor) says things, he does it."

DPR Guidelines

The Department of Petroleum Resources' guidelines stipulate that fuel depots must be far away from high-density residential areas; should be close to deep waterways, of which the water body must be above 7.5 metres; and the soil texture must be hard enough to carry the basement of the tank, which must be buried deep into the earth so that it does not shift or collapse. DPR also stipulates that the tanks must be 15 metres apart with a 5-metre concrete wall constructed around each of them and they must rest on a concrete floor. The loading gantry, according to the Department, must be 30m away from the tanks. In respect of fire-fighting preparedness plan, the DPR stipulates that each tank must have a thousand metric ton capacity water hydrant to which is connected a water sprinkler that should be installed on its top. This equipment would be handled by well-trained fire fighting personnel and that there should be enough ventilation in each tank to control pressure changes as well as thunder arrestors.

Safety Measures

There is a firm belief among residents of homes in the vicinity of the tank farms that they cannot prepare enough for fire outbreak. According to an engineer, Afolabi Adediji, "There is fire hazard/risk, which, coupled with the activities of militants/insurgents and the capabilities of the public fire services, could be a very real threat, not just to those living in the immediate vicinity but to metropolitan Lagos."

Adediji said this devastation could be up to an approximate radius of five to 10 kilometers of Apapa where the bulk of the tank farms are located. Another safety expert, Patrick Adenusi, said the tank farm owners ignored most of the safety requirements, thus putting the lives of families in their neighbourhood in danger. "The emergency preparedness plan in the event of any emergency in that tank farm area is zero. There will be no ship left in Nigeria waters if fire breaks out there. The current fire service we have does not have the equipment to fight any fire outbreak there, neither do the tank farm owners," he said. He was worried that even the National Emergency Management Agency, which is allocated funds annually, does not monitor these tank farms. "The first step to emergency management is taking preventive measures. The tank farms are a disaster waiting to happen because the whole of Apapa, Ajegunle, Ijora and others around will not survive it, as the explosion of one tank alone can wreck untold havoc." Adenusi said he prays daily that nothing should happen at the farms. "If any of those tanks bust and the fuel spills on top of the water there will be disaster because all those ships and their cargo at the dock stand the risk of being destroyed. So, the NEMA, fire service department, the ports, and federal government should ensure that we have the capacity to avert and control a disaster." Responding to a disaster, he said, would depend on the response time because if it comes late then the risk would increase. "If fire breaks out there, we will need to appeal to the global community for help." He reasoned that the way the tanks are clustered would make them vulnerable. "If fire occurs at the back, I don't think any Nigerian fire fighter will take the risk of driving to the back to fight it because they don't have the equipment."

<http://www.thisdaylive.com/articles/tank-farm-a-looming-danger-ignored/169067/>

PHILIPPINERS, MANILA, JANUARY 20 2014. FUEL RETAILER STARTS EXPANSION

c. feliciano

PTT Philippines Corp. has started its retail network expansion this year with the opening of four new stations in Quezon province, the oil firm said in a statement yesterday. Two of the stations are located in the municipality of Tayabas, while the remaining two are in the municipalities Mauban and Lucban. PTT Philippines said all the stations carry the company's signature coffee shop known as "Café Jungle." Besides the coffee shop, the stations in Lucban also feature a convenience store called "Jumbo Express." The same statement quoted Wisarn Chawalitanon, PTT Philippines president and chief executive officer, as saying that this will be the first time that the company offers "non-oil service facilities." "The coffee shop itself offers a different kind of atmosphere. It brings you to a jungle-like environment while enjoying our signature beverages



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and other coffee-based products," Mr. Chawalitanon said. He said the convenience store in Lucban is designed to meet the various needs of motorists -- food and non-food products as well as air-conditioned comfort rooms. The four new stations in Quezon add to PTT's existing 70 service stations in Luzon and the Visayas as of end-December. Mr. Chawalitanon said the opening of the new service stations signals "the aggressive expansion that PTT Philippines will undertake this year." "Expect that PTT Philippines will be more visible in many areas in Luzon starting this year to serve more customers," Mr. Chawalitanon said. This is part of our expansion program that covers Luzon and the Visayas, particularly the province of Cebu," he added. The company is also scheduled to open two more stations -- to be located in Taytay, Rizal and Fairview, Quezon City -- in the second quarter. Last December, the same official said PTT Philippines will spend P2.1 billion for a five-year expansion plan that starts this year. The said expansion involves opening of 15 new stations every year until 2018. PTT Philippines -- a subsidiary of Petroleum Authority of Thailand Public Co. Ltd. -- engages in retail, wholesale and commercial marketing of petroleum products.

<http://www.bworldonline.com/content.php?section=Corporate&title=Fuel-retailer-starts-expansion&id=82218>

USA, MN, TODD CO, JANUARY 20 2014. TWO TANKER TRUCKS COLLIDE IN TODD COUNTY

dan debaun

Todd County Deputies responded to a crash involving a propane tanker and a semi tanker carrying gasoline on County Road 21 at 370th Street on Thursday. The gas tanker was owned by Wayne Transport of Rosemount and driven by Scott Carpenter. The propane tanker was owned by Lakes Gas of Forest Lake and driven by Lawrence Doll of Eagle Bend. Both trucks were traveling north at the time of the incident. The propane truck was turning left onto 370th Street when the gasoline truck attempted to pass, causing the crash. Both trucks received moderate damage during the incident, the driver of the propane truck had minor injuries. Both of the tanks on the trucks remained intact and no contents were spilled. The crash is still currently under investigation.

<http://wjon.com/two-tanker-trucks-collide-in-todd-county/>

CANADA, N.S, HALIFAX. JANUARY 20 2014. FIRE ON OIL TANKER EXTINGUISHED

ian fairclough

An oil and chemical tanker that sailed from Halifax caught fire about 83 kilometres north of Gaspé, Que., on Sunday morning. Capt. Peter Ryan of the Joint Rescue Co-ordination Centre in Halifax said a Cormorant Helicopter and Hercules aircraft from 14 Wing Greenwood were sent to the area where the Algonova reported a fire in Honguedo Strait just after 9 a.m. Atlantic time. A Coast Guard ship and commercial vessel also pulled alongside. The Algonova sailed Friday from Halifax. "There were lots of assets there to help, and the situation is now under control," Ryan said. The crew extinguished the fire and no one was hurt, he said. Nothing spilled in the water. Ryan didn't know what had been burning, where the fire broke out or the cause. The 130-metre, Canadian-registered ship was built in 2008.

<http://thechronicleherald.ca/novascotia/1180780-fire-on-oil-tanker-extinguished>

ENGLAND, HULLBRIDGE, JANUARY 20 2014. OVER 5,000 LITRES OF FUEL STOLEN FROM PETROL STATION

Police are investigating after more than 5,000 litres of diesel fuel was stolen from a service station in Hullbridge. Thieves are believed to use specialist equipment to pump the fuel from an underground tank at the Coventry Hill Service Station, in Lower Road. stolen from a service station in Hullbridge. Thieves are believed to use specialist equipment to pump the fuel from an underground tank at the Coventry Hill Service Station, in Lower Road. The theft was discovered when staff arrived to open the service station at 8.30am today, Sunday, 19 January. Routine checks on tank capacities showed that 5,620 litres of diesel with a retail value of more than £8,000 had been taken. The thieves are believed to have parked a Luton van on the forecourt for about two hours from 12.03am and pumped the fuel into tanks in their truck. Investigating officer, PC Ahren Perry said: "Lower Road is a busy road and we know that many vehicles would have driven past during the two hours the thieves were on the site. We also know that a number of pedestrians walked past. We want to hear from anyone who has information about the van and the two men. "We do not know what equipment they used to get into the service station tank but it seems that they had pumps and large tanks inside the Luton van. "We also hope that drivers might remember seeing the van after it was loaded with fuel because 5,620 litres of diesel fuel would have a heavy load for a Luton van and it would have been very low on its suspension." Anyone with information should contact PC Perry at Rayleigh police station on 101 or call Crimestoppers anonymously on 0800 555111. Other garages and service stations in the area are being urged to check their security,



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especially on underground tanks as a result of this incident. Anyone seeing suspicious vehicles parked late at night on closed garage forecourts are urged to phone the police immediately.

<http://www.theenquirer.co.uk/read.aspx?id=14185>

USA, TX, HOUSTON, JANUARY 20 2014. FIRES SEND 3-YEAR-OLD, TWO OTHERS TO HOSPITALS IN MONTGOMERY COUNTY

kate morris

Two separate weekend fires in Montgomery County sent three people to the hospital, including a 3-year-old who was severely burned. The first incident occurred Saturday afternoon at a home on Cheryl near Pinehurst. According to [Montgomery County Fire Marshall Jimmy Williams](#), a small child suffered burns that covered 75 percent of her body after standing near an outdoor burn pile. The child was taken to [Tomball Regional Medical Center](#), but then flown by Life Light to the [University of Texas Medical Branch Burn Center](#) in Galveston. Authorities will investigate whether old gasoline was disposed of on the fire before the accident, as initial reports indicate. "Many may think that old or weathered gasoline is less likely to ignite and thus less dangerous, but it is just the opposite, as weathered gasoline can be even more volatile, especially when poured near an open flame," Williams said.

<http://www.chron.com/news/houston-texas/houston/article/Fires-send-3-year-old-two-others-to-hospitals-in-5157718.php>

PHILIPPINES, LOILO CITY, JANUARY 21 2014. ILOILO, GUIMARAS BRACE FOR POSSIBLE OIL SPILL

elsa s. subong

The Disaster Risk Reduction and Management Councils of Iloilo City and of Guimaras have alerted their coastal towns for possible oil leak from the sunken cargo vessel MV Sportivo. MV Sportivo, based in Cebu but was anchored in the Iloilo-Guimaras Strait for several days because of bad weather, sank off the strait yesterday early morning after strong winds and waters caused it to slam with another vessel. The vessel's skipper Nemesio Igona said in media interviews that the impact caused a hole in the middle portion of MV Sportivo's portside causing the seawater to enter the vessel. The vessel was carrying around 28,000 sacks of fertilizers, 12,000 liters of bunker fuel, and 1,500 liters of a mix of diesel and bunker oil. Coastguard-6 Commander, Commodore Athelo Ybañez said they have received reports of oil sheen in the area where Sportivo sank and are having it checked if it came from the vessel. Igona said they have managed to seal the tanks, while the Coastguard will be conducting inspection at the soonest possible time. The Coastguard Marine Environment Protection Unit is now monitoring the Iloilo-Guimaras Strait for possible signs of an oil spill. Meanwhile, Iloilo City DRRMC Chief has alerted the coastal barangays to be on guard for the presence of oil sheen that may have come from the sunken vessel. Guimaras PDRMC Coordinator Teresita Siason said they are also monitoring the coastlines of Jordan and Buenavista, and have started to make spill booms in case there is an oil spill.

Related Stories

- [Oil spill feared after ship sinks in Guimaras Strait](#)
- [Cargo ship sinks in Guimaras Strait](#)
- [Cargo ship sinks in Iloilo](#)
- [Cargo vessel sinks off Guimaras Island in central Philippines](#)
- [Guimaras villagers brace for oil spill](#)

<http://news.pia.gov.ph/index.php?article=911390189458>

TRINIDAD & TOBAGO, JANUARY 21 2014. PETROTRIN REVIEW ON OIL SPILLS TO BE RELEASED TODAY

A review is expected today of a report on Petrotrin's investigation into 12 employees who have been suspended in connection with a series of oil spills that began on December 17, 2013. In a media statement at the weekend, the company said the "operation report" was completed on Friday into the employees, who were suspended with pay two weeks ago. Petrotrin has also said it fired a senior manager in connection with what it said is a possible oil-fuel bunkering scheme that could be related to the spills, which were tallied at 11 up the start of this year. The Oilfields Workers' Trade Union (OWTU) has denied that any of its members have been fired. The December spill at the Pointe-a-Pierre jetty is one of four spills that have impacted heavily on the Southern Peninsula, in particular La Brea, resulting in Petrotrin being fined \$20 million by the Environmental Management Authority (EMA) for remediation and rehabilitative works along affected areas of the Southern coast. In its media statement, Petrotrin also stated: "We also wish to remind of the special e-mail account: oilresponse@petrotrin.com that has been created for persons seeking information or wanting to provide information. Please note that updates continue to be



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posted on Petrotrin's website: www.Petrotrin.com for your information." However claims by the EMA and Petrotrin of a successful clean-up mission so far have been met with disdain by some conservationists and particularly the group Fishermen and Friends of the Sea (FFOS), who have continued to insist that the spills may be the final nail in the proverbial coffin for the local fishing industry. "Contrary to protestations by the respected chairman (Lindsay Gillette) and president (Khalid Hassanali) of Petrotrin that there is "no oil in the Gulf", another massive oil spill, this one approximately four square miles in size, has yesterday reached the North of the Gulf of Paria," FFOS secretary, Gary Aboud, stated in a media release yesterday. Aboud said fishermen have discovered an oil slick north of the known affected areas, in the vicinity of the popular 'down the islands', where some nationals also own island homes. The southern fishing industry is already crippled, FFOS said, claiming that the oil slick will continue to move within the Gulf of Paria towards Chaguaramas, and will drain in the Bocas, continually crippling the fishery and poisoning the food chain for some 50,000 plus primary stakeholders and innumerable consumers. Asked about the oil slick last Friday, the EMA said no report of such a sighting has been made. The group has again requested a meeting with Petrotrin officials.

<http://www.trinidadexpress.com/news/Petrotrin-review-on-oil-spills-to-be-released-today-241105811.html>

USA, CT, NEW CANAAN, JANUARY 21 2014. QUESTIONS REGARDING UNDERGROUND FUEL OIL TANK REQUIREMENTS.

The New Canaan Fire Marshal's Office continues to field questions regarding underground fuel oil tank requirements. Following is a list of answers to common questions:

There is no regulation or law that requires the removal of residential, underground oil tanks unless they are known to be leaking. Most of the removals are the result of banks not wanting to finance homes with underground tanks. Generally if a tank has been in the ground for 30 years, it would be prudent to have it removed. New, approved tanks may still be installed underground, if desired (extremely rare). For many reasons, it is desirable to remove an underground tank as opposed to abandoning in place. Unless there are unusual circumstances such as topography or under structures, it is also usually less expensive to remove an underground oil tank. If abandonment is chosen, the top of the tank must be exposed, a man hole cut into the tank, all residual sludge removed, soil samples taken from under the tank (usually by cutting a hole through bottom), and then filled with approved, inert, material that will prevent a future sinkhole from forming. No permit is required to remove an underground oil tank. The New Canaan Fire Marshal's Office requests that a one page "registration" form be completed and returned to our office prior to removal (form available at www.newcanaan.info). It is very important to obtain a "closure" report from the removal contractor to verify, for future purchasers, that the tank was properly removed and that there was no contamination. If there was contamination, to verify that it was properly removed and disposed. Copies of any reports should be forwarded to the fire marshal's office so that it is on file for future reference by realtors and attorneys conducting research for closings. Contact the New Canaan Fire Marshal's Office at 203-594-3030 for further questions.

<http://www.newcanaannews.com/opinion/article/From-the-desk-of-Fire-Marshall-Fred-Baker-5159093.php>

NEW ZEALAND, NELSON, JANUARY 21 2014. MOTUEKA ESTUARY CONTAMINATED BY DIESEL SPILL

diesel spill has polluted the Motueka harbour and estuary. The extent and cause of spill is being investigated, said Tasman District Council spokesman Chris Choat. The spill was noticed about midday on Monday, and the smell was noticeable from the causeway, he said. "We are looking at the extent of it and confirming where it is coming from," he said. "Our advice is that with the sea conditions and warm temperatures it will break up." He described the spill as moderate and as a light diesel oil that spread quickly in a thin film. "Our main concern is identifying how far it has gone. We don't believe there will be any more than what is already there." The council was also contacting the Department of Conservation and the Friends of the Haven. At this stage there was no sign of marine life being affected

<http://www.stuff.co.nz/nelson-mail/news/9629848/Motueka-Estuary-contaminated-by-diesel-spill>

NEW ZEALAND, NAPIER, JANUARY 21 2014. PETROL LEAK SITE ONLY TO BE MONITORED, SAYS COUNCIL

Six years after petrol leaked into groundwater beneath a Napier service station, it has been decided to do nothing other than monitor it. An unknown amount of petrol leaked from the Caltex service station in Hyderabad Rd in 2007, with two "plumes" found in groundwater and believed to be drifting toward residential properties. Hawke's Bay Regional Council said station owner Chevron had given undertakings that the contamination would be dealt with, but this never happened and in 2012 it sought an enforcement order from the Environment Court. Chevron said it preferred to deal with the contamination through "natural attenuation" - leaving it to break down naturally. In affidavits obtained by The Dominion Post, council staff said they



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found that option unacceptable. In response to a Local Government Official Information and Meetings Act request filed this month, the council said it had signed a confidential agreement with Chevron last September. Under the agreement, the council withdrew its enforcement order. The parties agreed natural attenuation was best, with monitoring done twice yearly for two years and annually after that.

<http://www.stuff.co.nz/dominion-post/news/hawkes-bay/9630317/Petrol-leak-site-only-to-be-monitored-says-council>

USA, KY, LEXINGTON, JANUARY 21 2014. TANKER TRUCK DRIVER TAKES OUT YARDS OF GUARDRAIL ALONG INTERSTATE

 **Watch the Video** [Truck Driver Arrested](#)



Clark County Fire Department Battalion Chief Ernie Barnes, left, points out a hole in a tanker truck to Emergency Management Coordinator Gary Epperson early this morning at the Shell Station on Rockwell Road.

A truck driver was arrested after running his rig into a guardrail along I-64 in Clark County. Police say truck driver Bryan Scott Miller, 37, of Elizabethtown, took out about 50 yards of guardrail along the interstate, blowing out several tires on the rig and causing a diesel fuel leak. Police say the tanker was hauling hot asphalt. There was initially some concern that it might leak, but the tank was not compromised. They located the tractor-trailer at the Shell station on Van Meter Road by following the trail of debris. The rig was leaking fuel in the gas station parking lot. Police say they found pills and marijuana in the tractor-trailer. Police arrested Miller and charged him with DUI (drug), drug possession and leaving the scene of an accident. The Clark County Detention Center website

also lists an assault charge. What led to that, remains unclear. State Police say Miller was also wanted for other warrants.

<http://www.lex18.com/news/truck-driver-arrested-after-hitting-guardrail-identified>

USA, PA, ARMENIA TWP, JANUARY 21 2014. FUEL LEAKS AT ARMENIA DEBATING SOCIETY SITE

amanda renko

A gas leak at the Armenia Debating Society site in Armenia Township led to the release of hundreds of gallons of heating oil in December, according to the state Department of Environmental Protection. Two heating oil tanks on the property released red-dyed diesel fuel after recent ground freezing and thawing cycles caused one of the tanks to sink, according to DEP spokesman Dan Spadoni. The sinking caused a pipe connecting the tanks to break, resulting in both tanks releasing the fuel. The DEP sent a Notice of Violation letter to the society on Jan. 3, notifying it of its noncompliance with the state's Clean Streams Law. State Fish and Boat Waterways Conservation officers first discovered the fuel leak Dec. 28, Spadoni said. However, the DEP believes that release of the oil into the nearby Tioga River had been ongoing since at least Dec. 22. An investigation by DEP's Emergency Response Team revealed that the fuel entered a sluice pipe and traveled to a roadside ditch along Fallbrook Road. The fuel then discharged into the river about 300 feet away from the site, according to the DEP. The society immediately contacted the DEP and began to clean up the fuel after receiving notification of the leak, said Evan Williams of the Armenia Debating Society. Society members were unaware of the pipe break until contacted by the state Fish and Boat Commission, Williams said, although they had noticed there was no heat to the building. Absorbent booms were placed downstream of the sluice pipe and onto free-floating oil, where fuel had collected in pooled water, according to the DEP. Armenia Township also used its backhoe to create an earthen dam in the ditch to stop the flow of fuel into the water. Very little fuel entered the Tioga River after the dam was installed, Spadoni said. Fish commission members told the club that no aquatic life was damaged as a result of the leak, Williams said. After receiving approval from the DEP, the society hired a cleanup contractor to excavate the contaminated soils on its property and maintain the booms until cleanup is complete. The landowner is legally responsible to correct any polluting condition at the site, according to the DEP. DEP's Environmental Cleanup and Brownfields Program will continue to oversee the remediation until it is properly completed, according to Spadoni. Society officials were unsure Sunday how much cleanup will cost the club, but the society is fully complying with DEP and the fish commission, Williams said. "As a hunting camp, we're very interested in conservation and ecology and so forth," Williams said. "We're prepared to do anything we can to get it fixed."

<http://thedailyreview.com/news/fuel-leaks-at-armenia-debating-society-site-1.1619454>



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

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TURKEY, ISTANBUL, ONE KILLED IN TANKER BLAST OFF ISTANBUL COAST



A Turkish-flagged chemical tanker sailing along the Marmara coast burst Jan. 20, careening the 101-meters long ship off Pendik docks in Istanbul's Asian side. An 34-year-old man, identified as Mehmet Karan, was killed in the blast, while four people have been injured, according to reports. The rest of the personnel, 10 people, were evacuated from the ship. Turkish Coast Guards said the vessel named "Tibil" was empty. "Six swift rescue boats and two towing boats have been sent to the scene, following the notification that an explosion occurred in the Turkish-flagged chemical tanker Tibil," the coast guards said in a statement. Smoke was seen rising from the ship as it was intercepted by the rescue boats. The captain, the second captain and another official reportedly

returned to the ship for a further investigation. The ship will be transferred to the Tuzla Shipyard. <http://www.hurriyetdailynews.com/blast-in-empty-chemical-tanker-off-istanbul-coast.aspx?pageID=238&nID=61299&NewsCatID=341>

ENGLAND, LONDON, JANUARY 21 2014. NO REFUGE FOR FIRE-DAMAGED CHEMICAL TANKER MARITIME MAISIE



Stricken chemical tanker Maritime Maisie has remained without refuge after Japanese and South Korean authorities declined to honour requests from operator MSI Ship Management. The 44,404 dwt Hong-Kong-flagged vessel, which was swept between Korean and Japanese waters during its 19 days on fire, was finally extinguished by salvors last Thursday after having been ablaze since 29 December. The vessel's 27 crew were safely evacuated by the Korean Coast Guard in the early stages of the fire, which followed a collision between the tanker and newbuild car carrier Gravity Highway off Busan, while the latter was on a sea trial from Hyundai Mipo Dockyard. The tanker was carrying 29,337 tonnes of volatile chemicals. "It is now very crucial and important that the tanker is granted a place of shelter or port of refuge in order for the safe transfer of the

remaining cargo and bunkers," MSI said in a statement. "The firefighting efforts were hampered by the difficult weather conditions where the waves were sometimes up to 3m high. "As a result, the salvor could not carry out the fire fighting effectively and had to stop from time to time as it was too dangerous." The news follows [calls from the International Salvage Union \(ISU\), International Chamber of Shipping \(ICS\) and the International Union of Maritime Insurance \(IUMI\)](#) for governments to tackle to the issue of places of refuge for distressed vessels.

<http://www.seatrade-global.com/news/asia/no-refuge-for-fire-damaged-chem-carrier-maisie.html>

AUSTRALIA, VICTORIA, HORSHAM, JANUARY 21 2014. ILLEGAL FIREWORKS HAUL AT ST HELENS PLAINS EXPLODES DURING GRAMPPIANS FIREFIGHT

Firefighters battling to save houses from the Grampians bushfire during last week's heatwave found themselves confronted with an exploding shipping container and a haul of illegal fireworks. The fireworks at a Ross Road property in St Helens Plains in Victoria's west were hidden inside a shipping container that also contained a drum of flammable liquid. When the 44-gallon drum exploded early on Saturday morning, the force of the blast was so intense the shipping container's shape was transformed from square to round and its doors blown open. The stash of fireworks ignited and shot out the doors, causing the firefighters to retreat from the property and notify police, in accordance with CFA safety procedures. Horsham Crime Investigation Unit detectives are investigating the explosions and a police spokeswoman said it was not yet known what the liquid was or why it was being stored at the property. CFA teams were in St Helens Plains protecting farmhouses as the Grampians fire headed towards the area about 3.30am when they were confronted with the blasts. Detective Sergeant Steve Walker from Horsham CIU said fireworks were illegal without a permit and the incident highlighted how dangerous flammable liquids were when not stored correctly. "CFA volunteers were already putting their lives at risk fighting the fire, for them to be put in further danger because of an incident like this is completely irresponsible," he said. Police executed a search warrant yesterday and seized a number of items.

<http://www.theage.com.au/victoria/illegal-fireworks-haul-at-st-helens-plains-explodes-during-grampians-firefight-20140121-315w0.html>



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