



## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,047 Newsy Stuff

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

**March 02 2014**



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### AUSTRALIA, NEW SOUTH WALES, BOMADERY, FEBRUARY 18 2014. CUT TO ETHANOL SUBSIDIES WOULD KILL INDUSTRY: MANILDRA

*brent balinski*



Dick Honan, the owner of ethanol producer Manildra Group, has said that a cut to subsidies to his [industry would lead to the closure of Manildra's Bomaderry factory](#). [Last week The Australian Financial Review](#) reported that the federal government's "razor gang" was considering cutting ethanol subsidies, worth \$108 million a year, with the majority of this going to Manildra. A Bureau of Resources and Energy Economics report has questioned the value of the Ethanol Production Grant program, and according to The AFR's assessment, suggested this was of "negligible economic, environmental or consumer benefit". The EPG program was introduced in 2002 under the John Howard Coalition government. It benefits Manildra – who make about seven tenths of the country's ethanol – as well as the other two producers, United Petroleum and Wilmar Bioethanol. Honan caused the BREE report "garbage", and has said if the EPG was cut then the Bomaderry factory, which employs 300, would shut. "It wouldn't be viable for the renewable fuel industry in Australia if the subsidy was withdrawn," he said, according to the [Illawarra Mercury](#). Gilmore Liberal MP Ann Sudmalis, [whose Gilmore electorate takes in Bomaderry](#), said there was no evidence that cuts to the EPG were being considered. "I have talked to senior advisers and three different ministers and there is nothing before cabinet," she said. "There is no cabinet agenda; we don't even know who asked for the report. "It wasn't a minister." The federal government's has displayed a firm opposition to industry assistance since being elected, refusing to meet requests for additional money to the automotive industry [and food processor SPC Ardmona](#).

<http://www.ferret.com.au/articles/news/cut-to-ethanol-subsidies-would-kill-industry-manildra-n2512249>

### USA, AZ, GOODYEAR, FEBRUARY 17 2014. EPA PICKS PLAN FOR GOODYEAR'S CONTAMINATED GROUNDWATER

*david madrid*

Federal officials want to speed up the ongoing cleanup of a plume of contaminated groundwater in Goodyear to protect scarce water in the Southwest. Many southwest Valley residents and leaders, who have long pressed for faster action at the decades-old Phoenix Goodyear Airport Superfund site, say they support the U.S. Environmental Protection Agency's preferred eight-year, \$11 million plan, which is now available for public comment. The new plan chosen by the EPA would remove pollution at the source of the contaminated plume while efforts to clean the entire toxic area continue. There are two contaminated plumes near the airport, the south and north plume. The EPA plan concerns only the north plume. It is estimated the source of pollution could be cleaned up in eight years, which would help eliminate the rest of the plume more quickly. The comment period ends Feb. 24. For about 24 years, there has been an ongoing effort to remove contaminants left by aerospace equipment plant Unidynamics Phoenix Inc., which operated near Phoenix Goodyear Airport from 1963 until 1993. The facility dumped waste materials into dry wells and unlined oxidation ponds. The state Health Services Department discovered the groundwater contamination in 1981. Stamford, Conn.-based Crane Co. now owns the site and is conducting the cleanup. Most of the contamination is from a solvent called trichloroethylene, or TCE. Perchlorate, the primary chemical ingredient of rocket propellant, is also present. TCE can cause cancer, and perchlorate can cause thyroid problems. While southwest Valley communities' drinking water is safe, officials in Goodyear, Avondale and Litchfield Park have fought for years to contain the plume, which destroyed some wells in Goodyear and threatened those cities' drinking-water wells. For too long, cleanup efforts were inadequate, city officials say. Chemicals seeped from dumping sites into underground aquifers, an important source of water. Over time, the pollution spread throughout some aquifers. Goodyear approves of the EPA plan because it will speed up the cleanup of the most contaminated part of the plume, and accelerate restoration of the aquifer, said Mark Holmes, Goodyear's water resource manager. "This (method) has had great success at other sites that are similar to this contamination site, so the city is very encouraged by the success at the other locations, and we believe it will be very successful," Holmes said. The EPA considered seven options, with the preferred plan called Alternative 4. Solutions would be injected into the groundwater beneath the source of the plume to reduce contaminants, which could dramatically reduce the time needed to bring the plume to drinking-water standards. Currently, the plume is being cleaned by using wells that extract and treat contaminated water. The EPA's recommended treatment has been tested at the north plume. A 2010 pilot test showed a reduction of 63 percent to 96 percent in the concentration of contaminants one month after the injection, according to data



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from monitored wells. Arizona Department of Environmental Quality officials said Friday they have not made a formal determination on the preferred alternative and will not do so until they evaluate the public comments. A key community group also supports the plan, but at least one member has concerns. The PGA Area Superfund Site Community Advisory Group, which is made up of residents from Goodyear, Avondale and Litchfield Park, has been an integral part of efforts to hold all involved parties accountable and to ensure the plume does not impact remaining wells. In a letter to the EPA, the group voiced support for faster cleanup, and asked the agency to take additional steps. They want federal officials to protect an underground barrier that prevents contaminants from entering the cities' drinking wells and a contingency plan in case the barrier is breached. They also want the byproducts generated by the cleanup and chemicals injected into the source area to be contained and closely monitored, and the public to be kept informed. "We are pleased to see the progress now being made on remediation and that collaboration is evident among all parties," they wrote in the letter. Frank Scott, co-chair of the advisory group and vice mayor of Avondale, said a consultant shared by Avondale and Litchfield Park recommended the cities support Alternative 4. Still, advisory-board member Diane Krone is concerned about hydraulic fracturing, the method used to inject solutions that would be used to clean up the plume. "We (the advisory group) talked a lot about the hydraulic barrier that's part of the plan, and we voiced a concern that it be beefed up so things are not going to migrate off it once you have some high-pressure action going there," she said. Holmes said the fracturing won't be like the traditional "fracking" that uses pressurized liquid to create fractures in rocks. The hydraulic fracturing in Alternative 4 would impact clay, sand and gravel, he said. The EPA will write a record of decision based on public comments it receives by Feb. 24. Once the decision is published, Crane Co., the site's owner, has 60 days to respond with a plan to carry out the project. The company's plan must be approved by the EPA before work can begin.

[http://www.azcentral.com/community/swvalley/articles/20140214epa-goodyear-plume-plan.html?nclink\\_check=1](http://www.azcentral.com/community/swvalley/articles/20140214epa-goodyear-plume-plan.html?nclink_check=1)

### USA, N.J, HOBOKEN, FEBRUARY 17 2014. CITY WON'T TAKE BLAME FOR ALLEGED OIL SPILL ON ITS PROPERTY >> RESPONDS TO NEIGHBORS' SUIT BY SUING BOYS & GIRLS CLUB

dean dechiaro

 **Slideshow of** [Alleged Oil Spill](#)



*A Sticky Situation -- Oil from a nearby underground tank wreaked havoc on the homes of several Jefferson Street residents in the days following Hurricane Sandy, but the city of Hoboken, which owns the property, won't take the blame. They are trying to make the Boys & Girls Club, which rents the property, take responsibility for the land.*

The city of Hoboken has filed a lawsuit against the Boys & Girls Club of Hudson County alleging that the club, not the city, should be responsible for an oil spill that allegedly occurred next to the club in the days immediately following Hurricane Sandy. The suit followed one by a pair of neighbors who live across the street from the local club at 123 Jefferson St. Last year, the neighbors sued the city of Hoboken for the same spill. At the center of both suits is an underground oil tank that was buried just adjacent to the club. During Hurricane Sandy, floodwaters apparently penetrated the tank, forcing its contents into the street and allegedly into the foundation of a building across the street. Ron and Ivy Baron, who live there with their children, and their neighbor, Judith Smith, sued the city to cover mounting remediation and repair costs last year, since the city owns the property on which the Boys & Girls Club sits. The city's suit, while refraining from admitting any fault or responsibility in the matter, claims that the oil is the responsibility of the club. Despite the fact that the club only rents the property, the city is arguing that a clause in its 1994 lease mandates that the Club "be responsible for all taxes, assessments, levies, fees, and other governmental charges of whatever kind, foreseen and unforeseen, that arise with respect to the operation, possession or use of the premises." The Boys & Girls Club, officially known as the Jerry Malloy Youth Center, holds several afterschool and recreational programs for Hoboken Youth, and serves as the home of the HoLa Dual-Language Charter School. The club is part of the larger Boys & Girls Club of America, a federally-funded non-profit organization of local chapters like Hoboken's. Richard Rudin, the attorney representing the city in the suit, declined to answer questions last week relating to the matter, referring them to city spokesman Juan Melli. Melli declined to comment on the suit, citing ongoing litigation. Last year, when the Barons filed their lawsuit alleging that the city was guilty of negligence for refusing to clean the oil for months, Mayor Dawn



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Zimmer responded, "We take any allegations seriously and will review this matter and try to resolve it amicably." Margarita Garcia, the Club's director, also did not return a call for comment.

### No Mea Culpa

The city's suit, which names the Boys & Girls Club as a third-party defendant, makes clear that the city is not accepting any responsibility for the spill, despite at the same time saying the club should be forced to pay any damages that result from the Barons' lawsuit. Stuart Lieberman, the Barons' attorney, said the language used in the city's suit is relatively common in third-party civil complaints. "These cases always put defendants in a tough position, because they can't admit guilt in the matter but they also want to say that someone should have to pay for it," he said. Ivy Baron, reached on Wednesday, declined to comment on the city's suit against the club, but she said she was encouraged to see the city finally taking action on the matter, even if it still does not take the blame. "We're glad to see any progress that's being made," said Baron. "But whatever happens, they still need to step up and take care of this." The Barons' original suit, filed with Smith as a co-plaintiff last October, alleged that the city was delaying any efforts to clean up the spill. In an interview at the time, the Barons said an environmental cleanup expert estimated a remediation would cost around \$800,000. They say they cannot move forward with structural repairs to other Sandy-related damage until the oil is remediated from beneath their house. The Barons said that in the full year between Sandy and when they filed their suit, they had reached out to city officials with no results. Ronald Baron said he believed that the city's financial ability to drag out legal proceedings was allowing it to "string [them] along." On Tuesday, Lieberman echoed Barons' statements. "It's a positive thing to see them finally moving on this, but what's cut and dry here is that Hoboken was tasked with protecting its property from this storm and it didn't do a good job," he said. "The real question now is why they're not stepping up and fixing this without putting my hardworking clients through what they're putting them through."

[http://hudsonreporter.com/view/full\\_story/24581341/article-City-won-t-take-blame-for-alleged-oil-spill-on-its-property--Responds-to-neighbors--suit-by-suing-Boys---Girls-club--?instance=hoboken\\_top\\_story](http://hudsonreporter.com/view/full_story/24581341/article-City-won-t-take-blame-for-alleged-oil-spill-on-its-property--Responds-to-neighbors--suit-by-suing-Boys---Girls-club--?instance=hoboken_top_story)

### AUSTRALIA, QUEENSLAND, DALBY, FEBRUARY 18 2014. 'LACK OF GOVT SUPPORT' FORCES BIO-REFINERY TO SHUT DOWN

william hunter



*The Dalby bio-refinery could be closed due to a lack of support for ethanol from the Federal Government.*

United Petroleum has said it is close to shutting the doors on the Dalby bio-refinery due to a lack of government support. In a statement released on Saturday, chief operating officer David Szymczak said he believed the Australian Government was no longer interested in subsidising the ethanol industry. "The Federal Government in a quest to make budget savings are considering a backflip on an Australian Government promise to the renewable fuels industry," Mr Szymczak said. The Ethanol Production Grants Scheme, designed to stimulate growth in the ethanol sector, is scheduled to continue until 2021.

Dalby's bio-refinery processes ethanol from red sorghum, most of which is sourced locally. The bio-refinery is currently closed for three weeks for maintenance. Mr Szymczak said high sorghum prices had influenced the temporary closure. "We're closing it for about three weeks to run down the ethanol supply," Mr Szymczak said. "With the high price of grain...it was a good time to close for maintenance." The plan is to re-open just prior to the end of the month. The Bureau of Resources and Energy Economics released a report last week claiming the industry provided negligible benefits to grain growers and fuel consumers. Mr Szymczak said the report was "fundamentally flawed."

**Related Stories** [Dalby bio-refinery under threat of closure](#)

<http://www.qt.com.au/news/lack-govt-support-forces-bio-refinery-shut-down/2173410/>

### AUSTRALIA, VICTORIA, MELBOURNE. FEBRUARY 18 2014. MOTORISTS WARNED OVER 'PANIC BUYING' FUEL

matt o'sullivan

Victorian transport authorities have urged motorists not to resort to panic buying at petrol stations in the wake of the grounding of Cootes' fleet of LPG and fuel tankers. McAleese, the owner of Cootes, is due to reveal on Tuesday the magnitude of the hit to its earnings from the crackdown on its trucking fleet by authorities in both Victoria and NSW. The transport company will also detail the extent of a restructure of Cootes, which is expected to result in the fuel-haulage shrinking markedly in size.



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Unions have estimated about 150 jobs are at risk. Cootes' is one of the biggest suppliers of fuel to the state's petrol stations. VicRoads said it was working closely with Cootes to reduce the impact on petrol and gas supplies from the grounding of trucks through an on-site assessment of safety repairs to its tankers. "I must reiterate that returning vehicles to service will not be at the expense of safety, which comes first," VicRoads acting chief executive Peter Todd said. "Cootes Transport is one of a number of companies which deliver petrol to stations across Victoria and I expect the impact on petrol supplies will be minimal and people should not panic buy." Authorities made snap inspections of Cootes' fuel tankers in Victoria on Friday, which led to the grounding of 25 of the 35 trucks and trailers inspected. Faults included defects in brakes, air bags, loose bolts and oil leaks. McAleese also faces the possibility of law firms encouraging shareholders to pursue class actions. Class-action law firm IMF has joined its rival, Maurice Blackburn, in investigating McAleese for potential continuous disclosure breaches. IMF confirmed on Monday that it was looking into McAleese but said it was "far too early to say whether there is a viable claim". The company was placed in a trading halt on Thursday after warning that it was reviewing its earnings forecast for this financial year in light of trading conditions last month. "I don't imagine it will be overly pretty," a fund manager, who declined to be named, said of the anticipated hit to McAleese's earnings this year. "The Cootes business has obviously got some compliance issues. They are going to have to be squeaky clean because they are going to continue to get audited." McAleese shares plunged 29 per cent last month after it revealed it had lost key haulage contracts with oil and gas companies Shell and BP. The loss of the contracts came just three months after two people were killed and five injured when a Cootes fuel tanker lost control on a bend in Sydney's northern suburbs and burst into flames. Authorities in NSW and Victoria have issued Cootes with hundreds of defect notices. They have included notices for ineffective brakes, oil and fuel leaks, steering, axle, suspension and exhaust failures, broken engine mounts and tread peeling from tyres. McAleese floated on the Australian stock exchange in late November at \$1.47 a share, but last traded at just \$1.10 a share before it was placed in a halt on Thursday. The transport company has forecast that it stands to lose about \$93 million a year from the loss of contracts with Shell and BP, and its decision to drop fuel haulage contracts with 7-Eleven in NSW and Queensland.

<http://www.theage.com.au/victoria/motorists-warned-over-panic-buying-fuel-20140217-32w19.html>

#### CANADA, N.L., GOOSE BAY, FEBRUARY 18 2014. CAR COLLIDES WITH FUEL TRUCK >> DRIVER ESCAPES WITH NON-LIFE THREATENING INJURIES



A car was severely damaged in Happy Valley-Goose bay today when it collided with a fuel tanker and got pinned underneath.

##### Update

The RCMP in Happy Valley-Goose Bay has just confirmed that the driver of the car was taken to hospital with non-life threatening injuries.

##### Earlier Story

There's no official word on how serious the injuries were after a crash left a car crushed beneath a tanker truck in Happy Valley-Goose Bay on Monday. Police are not releasing any information on injuries sustained by the driver of a car that collided with a fuel truck near the Trans-Labrador Highway turnoff on Hamilton River Road earlier this afternoon. After hitting the truck, the car ended up crushed, partially pinned beneath the truck. An RCMP spokesperson said

he could not provide any details on the health status of the car driver. The crash led to long traffic delays in the area as investigators worked on the scene.

<http://www.thelabradorian.ca/News/Local/2014-02-17/article-3618612/Car-collides-with-fuel-truck/1>

#### AUSTRALIA, VICTORIA, MELBOURNE, FEBRUARY 18 2014. POTENTIAL JOB LOSSES AT COOTES TRANSPORT AMID A RESTRUCTURE OF THE COMPANY

The owner of Cootes Transport says it is in talks with staff and unions about potential job losses amid a restructure of the trucking company. Cootes was at the centre of a fatal accident in Sydney last October and has lost fuel transport contracts with Shell and BP in New South Wales. It is in talks to renew the remainder of its BP contract in March. About 540 of the 1000 workers at Cootes could lose their jobs if the company loses that tender. A spokeswoman for McAleese Group says workers are being offered jobs elsewhere in the company, or with other trucking firms that have won contracts from Cootes. McAleese has set aside nearly \$13 million to pay for redundancies this financial year. The New South Wales Roads Minister, Duncan Gay, has expressed surprise at the restructuring plans. Mr Gay has questioned the decision to set aside the money for



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redundancies. "If they've got such a big kitty why don't they put more of it into maintenance?" he said. Cootes has voluntarily withdrawn its entire Victorian fleet and a number of defects were uncovered in its New South Wales fleet two weeks ago. Shares in McAleese Group have tumbled nearly 35 per cent since resuming trade today.

<http://au.finance.yahoo.com/news/jobs-axed-part-cootes-transport-040742629.html>

### AUSTRALIA, VICTORIA, WEDDERBURN, FEBRUARY 18 2014. WORKERS ALLEGE \$50,000 OWING >> TWO PETROL OPERATORS IN WEDDERBURN HAVE ALLEGEDLY BEEN UNDERPAID ALMOST \$50,000 BY CALTEX, WORKERS ALLEGE \$50,000 OWING

*emma-jayne schenk*



*Two petrol operators in Wedderburn have allegedly been underpaid almost \$50,000 by their employer.*

The Fair Work Ombudsman has commenced legal proceedings against the former operator of Wedderburn Petroleum Pty Ltd, which formerly operated a Caltex petrol station at Wedderburn. The employees were allegedly underpaid individual amounts of \$25,621 and \$21,637 after allegedly being paid flat hourly rates ranging from \$10 to \$15.96 for all hours worked. This resulted in underpayment of their minimum hourly rate, casual loadings, annual leave entitlements and penalty rates. The company also allegedly contravened record-keeping and pay slip laws. The Fair Work Ombudsman discovered the alleged

underpayments when it investigated complaints lodged by the employees. Fair Work Ombudsman Natalie James says the company failed to rectify the alleged underpayments, despite attempts by inspectors to have it resolve the matter voluntarily. She said this was a significant factor in the decision to place the matter before court. The company faces penalties of \$33,000 to \$51,000 per breach. The Fair Work Ombudsman is also seeking a court order for the company to rectify the underpayments in full. A hearing is listed in the Federal Circuit Court in Melbourne on March 26 this year. The High Street Caltex closed unexpectedly on September 30 last year, leaving eight staff in limbo. However it re-opened ten days later with new owners and management.

<http://www.bendigoadvertiser.com.au/story/2093668/workers-allege-50000-owing/?cs=80>

### AUSTRALIA, NEW SOUTH WALES, SYDNEY, FEBRUARY 18 2014. SYDNEY PETROL STATIONS RUN DRY AS COOTES TRUCKS TAKEN OFF THE ROAD

*nicole Hasham & matt O'Sullivan*

At least two Sydney petrol stations have completely run out of fuel after fuel tankers from the troubled Cootes fleet were taken off the road. The BP at Haberfield in Sydney's inner west is displaying signs on bowlers apologising for the "current disruption to the supply of fuel in Sydney" and telling customers the problem is "industry-wide and is the result of short-term logistics constraints". It is understood the station ran out of fuel yesterday. In Naremburn, another BP station has also run out of all types of petrol. Cootes delivers fuel to more than one-third of NSW's petrol stations: BP, 7-Eleven and Shell, including the Shell-branded Coles Express sites. The company grounded trucks in Victoria last week amid safety concerns and a number of vehicles are off the road in NSW after Roads Minister Duncan Gay ordered full compliance inspections. BP confirmed on Monday that a shortage of Cootes trucks had disrupted the company's distribution network and stations in Sydney had run out of some types of petrol. Company spokesman Jamie Jardine was unable to say how many of its 424 NSW stations had run short because the situation was changing "hour by hour". Asked on Tuesday how many BP stations had run completely dry, Mr Jardine said "I'm not in a position to provide a running commentary on stocks at individual service stations". "We are using all the resources available to us to maximise supply to our service stations and customers. We would urge our customers not to change their buying patterns," he added. Service Station Association senior manager Colin Long said petrol companies who relied solely on Cootes for transport "are going to have problems". He added that other fuel retailers, such as Caltex and independent stations, "have their own transport" and were not affected. One smh.com.au reader reported petrol shortages at a Caltex and independent petrol station on Tuesday morning, saying he almost ran out of petrol. Mr Long said motorists who could not find their normal grade of fuel may "shop around" at other petrol stations, however shortages at other branded stations would be "isolated". McAleese, the owner of Cootes Transport, is due to reveal on Tuesday the magnitude of the hit to its earnings from the crackdown on its trucking fleet in NSW and Victoria. The transport company sought an extra day to prepare a review of the timing and details of a restructure of Cootes, which employs about 1000 people, after seeking a



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suspension of trading from the stock exchange. Authorities made snap inspections of Cootes' fuel tankers in Victoria on Friday, which led to the grounding of 25 of the 35 trucks and trailers inspected. Faults included defects in brakes, air bags, loose bolts and oil leaks. McAleese also faces the possibility of law firms encouraging shareholders to consider class actions. The loss of the contracts came just three months after two people were killed and five injured when a Cootes fuel tanker lost control on a bend in Sydney's northern suburbs and burst into flames. Authorities in NSW and Victoria have also issued Cootes with hundreds of defect notices, including those for ineffective brakes, oil and fuel leaks, steering, axle, suspension and exhaust failures, broken engine mounts and tread peeling from tyres. A number of service stations contacted by Fairfax Media on Monday reported fuel shortages, especially of E-10 petrol. If VicRoads or the Roads and Maritime Services continue to refuse to allow Cootes tankers onto the road, supplies to fuel retailers across Sydney are expected to remain patchy. Shell and 7-Eleven have about 350 petrol stations between them in NSW and are also serviced by Cootes. On Monday, Shell spokesman Paul Zennaro would not say whether stations had run out of fuel, adding "we are monitoring the situation very closely ... we are managing the situation with the available fleet that we have". He said Shell also used other haulers, but urged customers "not to change their normal buying habits and only buy fuel when they need to". A 7-Eleven spokeswoman would not confirm if fuel shortages had occurred, but said the number of tankers available to supply its stores "may be reduced, and therefore supply may be affected". Cootes has been under intense scrutiny since last October when one of its petrol tankers was involved in a fiery crash in Mona Vale which killed two people. Authorities in NSW and Victoria have issued Cootes with hundreds of defect notices. They include notices for ineffective brakes, oil and fuel leaks, steering, axle, suspension and exhaust failures, broken engine mounts and tread peeling from tyres. Mr Gay told the ABC on Tuesday that while some trucks were off the road, "we don't apologise for putting safety and people's lives ahead of anything else". "It is a situation that we've been closely monitoring and we do believe there is enough fleet operating if people are sensible," he said. He has threatened to ground the entire Cootes fleet in NSW – a move Service Stations Association senior manager Colin Long said "would have a substantial impact" on fuel supplies in NSW. Shell and BP both plan to switch to other haulage companies. Cootes, whose fuel tankers are owned by McAleese, was placed in a trading halt on Thursday after warning that it was reviewing its earnings forecast for this financial year, in light of trading conditions last month. "I don't imagine it will be overly pretty," a fund manager, who declined to be named, said of the anticipated hit to McAleese's earnings this year. "The Cootes business has obviously got some compliance issues. They are going to have to be squeaky clean because they are going to continue to get audited." McAleese shares plunged 29 per cent last month after it revealed it had lost the key Shell and BP haulage contracts. The transport company has forecast that it stands to lose about \$93 million a year from the loss of those contracts and its decision to drop fuel haulage contracts with 7-Eleven in NSW and Queensland. McAleese floated on the Australian stock exchange in late November at \$1.47 a share but last traded at just \$1.10 a share before it was placed in a halt on Thursday. A spokesman for Mr Gay's office said they did not know when the inspections would be finished, but the minister would wait until their completion to decide whether to ground the fleet.

<http://www.smh.com.au/business/sydney-petrol-stations-run-dry-as-cootes-trucks-taken-off-the-road-20140217-32w9k.html>

### CANADA, NEW BRUNSWICK, SAINT JOHN, FEBRUARY 19 2014. IRVING OIL TANK RAILCAR CONVERSION SENDS 'STRONG MESSAGE' >> RAIL ADVOCACY GROUP APPLAUDS VOLUNTARY MOVE TO MEET HIGHER STANDARDS



Hear at: [Irving To Update DOT-111 Rail Cars 7:13](#)



*The rail cars full of crude that exploded in Lac-Mégantic, Que., in July were destined for Irving Oil's refinery in Saint John.*

Irving Oil Ltd.'s decision to voluntarily convert its DOT-111 tank railcars to meet higher standards and to ask its suppliers to do the same is a bold statement that will affect the industry across North America, says the head of a rail advocacy group. "What Irving is saying is they will demand this of any cars that are serving their facility," said David Jeanes, president of Transport Action Canada. "They can't force companies that they're not doing business with to make changes, but they can and they are going to require it by the end of the year for anyone who is involved in shipping crude to their facilities," he said.

"That's a very strong statement. Irving is a big player in this industry and they own railway tracks in the United States themselves, in northern Maine, so their tanker cars are operating in the U.S. and in Canada and so I think this is a strong message to companies in both countries to do the same." [Irving Oil announced Monday](#) its fleet will adhere to the Association



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of American Railroads (AAR) recommended specifications, which include a thicker shell, by the end of April and it wants suppliers to make the same upgrades by the end of the year.

### Shipping Older Tank Cars Costs More

The announcement comes in the wake of the Lac-Mégantic, Que., train derailment disaster in July that killed 47 people and follows calls by the Transportation Safety Board (TSB) for [tougher standards for DOT-111 cars](#). It also comes after Canadian National Railway changed its shipping rates, charging a premium for older tank cars. "Prior to the Irving announcement yesterday, CN had taken steps to structure its rates to create an economic incentive for customers to acquire, over time, more robust tank cars that meet the higher safety standard of the more recent CPC 1232 design," CN spokesman Mark Hallman confirmed in an email to CBC News. Hallman declined to discuss the rates, citing confidentiality. "For CN, tank car design is one of the most important systemic issues arising from the Lac-Mégantic rail accident last summer. The question of tank car robustness is central, and that question is being addressed by the Association of American Railroads (AAR), to which CN belongs, in recent recommendations calling for the retrofitting or phase-out of the old DOT-111 cars used to transport flammable liquids and a reinforced standard for new tank cars built in the future. CN strongly supports the AAR position," he said. The derailed train, which included DOT-111 tank cars, was carrying a shipment of crude oil destined for the Irving Oil refinery in Saint John. Irving Oil has declined any further comment. "As a private company in a competitive industry, we generally don't share additional details on our operations; we believe our actions speak for themselves and we have no further information to provide at this time," a company spokesperson said in an email on Tuesday. The company has not said how many cars are involved, whether they're owned or leased, or how much the conversion will cost. The AAR specifications recommend that DOT-111 railcars built after October 2011 include reinforcements and enhancements that have been reported to reduce the risk of product loss if the railcars are involved in derailments.

### Related Stories

- [Irving Oil to convert tank railcars to meet higher standards](#)
- [Lac-Mégantic disaster: Rail watchdog wants tougher tank car standards](#)
- [Thicker, safer DOT-111 railcars pitched by safety regulator](#)
- [Transport Canada searches Irving offices in Lac-Mégantic probe](#)

### On The Web

- [CN Railway](#)
- [Irving Oil](#)

<http://www.cbc.ca/news/canada/new-brunswick/irving-oil-tank-railcar-conversion-sends-strong-message-1.2541879>

### NIGERIA, OYO, OGBOMOSO, FEBRUARY 19 2014. PETROL TANKER CAUGHT FIRE; ONE DIED AND PROPERTIES WORTH MILLIONS DESTROYED

One person was confirmed dead while properties worth millions of naira were destroyed in a tanker fire incident that occurred on Monday night at Takie area of Ogbomoso in Oyo State. Eye witnesses reports that the fire was caused by a petrol tanker which crashed into a nearby park following brake failure. Some eye-witnesses told NAN that the vehicle, which was trying to negotiate a roundabout at Takie, fell and spilled its content before bursting into flames. The Oyo State Police Command confirmed the death of a motorcyclist who was crushed when the vehicle ran into the park. The spokesperson of the command, Mrs Bisi Ilobanafor, confirmed the death of the motorcyclist in an interview with NAN. Ilobanafor also said policemen as well as officials of the Nigeria Security and Civil Defence Corps and the State Fire Service were at the scene to put out the fire.

<http://www.osundefender.org/?p=151126>

### USA, MD, ANNAPOLIS, FEBRUARY 19 2014. MAJOR OIL COMPANIES MAKING DOUBLE PROFITS FROM OIL SPILLS

*alisha mims*  
An investigation led by a former Environmental Protection Agency (EPA) engineer and an environmental and civil rights attorney is uncovering evidence that major oil companies are being paid twice for cleaning up toxic oil spills. Multibillion-dollar companies like [Chevron](#), [ExxonMobil](#), and [BP](#) are being paid for cleanup efforts with state government funds and again, in secret, by insurance companies, [Reuters reports](#). Thomas Schruben, a Maryland environmental engineer who was involved in drafting government pollution rules while working for the EPA, had long suspected oil companies of double-dipping when dealing with the cleanup of toxic leaks from underground tanks. Schruben has worked as an environmental engineer for over 30 years, specializing in underground storage tanks. The EPA has [noted](#) that leaking underground storage tanks are one of



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the greatest threats to the nation's groundwater. Underground storage tanks store "enormous quantities" of petroleum and other toxic substances and are found everywhere, "as close as your nearest gas station." Leaks and spills due to corrosion or other tank failures can contaminate soil and groundwater, which is the source of drinking water for [nearly 50 percent](#) of Americans. The vast majority of states in the country have special funds to cover the costs of replacing old tanks and extracting polluted soil and dirty groundwater. Although oil companies have not claimed any wrongdoing, their scheme essentially allows them to be paid double when they are responsible for a spill or leak. Schruben, attorney Dennis Pantazis, and a team of lawyers, investigators and experts are conducting an ongoing investigation into the scheme. They have brought around 20 cases to state governments, showing how oil companies have essentially defrauded states by collecting both state special funds and insurance money for the same tank cleanups. "It appears this was a really common practice and it's very disconcerting," Colorado Attorney General John Suthers told Reuters. Chevron, for example, was accused of receiving insurance payouts to clean up and monitor a gas leak in Artesia, New Mexico. However, on the application to receive state funding for the cleanup, Chevron indicated that it did not have insurance. "When I first saw these cases, I thought this is kind of incredible," New Mexico assistant Attorney General Seth Cohen, who handled the case, said. "The oil companies have, in effect, profited off polluting. Just last week, [BP was sued by the state of Minnesota](#) for double dipping into the state's tank cleanup fund. The state alleged that BP violated the Minnesota False Claims Act by fraudulently collecting more than \$25 million from its tank fund while being reimbursed by insurers as well. BP has denied any wrongdoing and claims its acquisition of tank funds have been proper. Reuters found that nine states have won settlements against oil companies, including Chevron, [ExxonMobil](#), and [ConocoPhillips](#), in the past three years. There are currently lawsuits pending in at least seven other states.

<http://www.ringoffireradio.com/2014/02/major-oil-companies-making-double-profits-oil-spills/>

### USA, NB, MCCOOK, FEBRUARY 19 2014. TANK BATTERY FIRE



A battery of three tanks lays crumpled and scorched inside and outside a berm located north of McCook, Nebraska, south of Hugh Butler Lake and northeast of the old Army Air Base this morning. Neighbors reported an explosion and fire, and Red Willow Western Rural Fire Department firefighters responded about 8:30 p.m., Monday. RWW Fire Chief Bill Elliott said this morning that they suspect the cause of the fire to be a heater inside one of the tanks, which are owned by Jim Kenny. Elliott said fighting the fire, with foam, "was no trouble," but keeping it out was tough, having to deal with oil inside an upright tank that reignited. The tank was finally tipped over and drained, he said. The tank in the foreground was blown outside the berm. Elliott had no estimate of damages this morning. Southwest Nebraska and Northwest Kansas are under "red flag" warnings issued by the National Weather Service, meaning high winds and dry conditions increase the danger of grass fires.

<http://www.mccookgazette.com/story/2052620.html>

### USA, N.Y, DUNKIRK, FEBRUARY 19 2014. GASOLINE TRUCK BRAKES CATCH FIRE

*jasmine willis*



A Crossett Inc. truck had its brakes catch fire on Route 60 near Wendy's Restaurant Monday at around 7:30 p.m.

A Crossett Inc. driver jumped quickly into action when he noticed smoke coming from his back tires on Route 60 in Fredonia Monday night. Jon Sandberg, 27, of Jamestown was on his way to Lockport with a load of 12,300 gallons of gasoline. "I was on the road when I saw an odd smoke coming from the back," he said. "I saw flames starting so I pulled over and had to use two extinguishers to put it out." "It still kept building up so I took buckets of snow and threw more and more snow on top of it until I was finally able to calm it," he continued. "By the time help came I was able to get it under control." "Thank God I was able to pull over," he said. "I had God with me on this trip; it could've gone a lot worse and I feel truly blessed by God it didn't go worse for me on the highway tonight (Monday) or I wouldn't be coming home to my wife and kids and other people



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could've gotten hurt, too." Sandberg said the fireman and state police responded as quickly as possible. "The only thing I can tell you is that it was a brake fire," Fredonia Fire Department Second Assistant Chief John Lanphere said. "There was no other fire, thank God." "He (Jon) is waiting for the company to come out and fix it or transfer the load or tow it away the way it is," Lanphere said. "With 12,300 gallons of gasoline this could've been a little bang." Lanphere said the fire happened around 7:30 p.m. Monday and is still under investigation. "They might bring out another truck and pump the gas from this truck into another; I might be back on the road," Sandberg said. "My company is going to come up and put this under investigation; see what started it and how it can be prevented from happening again." Sandberg added this is the first time this has happened to him. "Your truck starts on fire and you are loaded with gasoline you have a million thoughts running inside your head about how bad this could be," he said. "Fire is a whole different type of beast and it can get away from you real quick."

<http://www.observertoday.com/page/content.detail/id/594153/Gasoline-truck-brakes-catch-fire.html?nav=5047>

### USA, MT, BILLINGS, FEBRUARY 19 2014. TRAINS SPILL 3 MILLION GALLONS OF OIL SINCE 2008 >> MORE RAIL CARS WITH CRUDE PASSING THROUGH POPULATED AREAS, PUTTING LIVES AT RISK



*Workers comb through debris July 9, 2013, after an oil train derailed and exploded in the town of Lac-Megantic, Quebec. In January, the National Transportation Safety Board and Transportation Safety Board of Canada called on regulators to require railroads to take stock of risks along certain routes and change them if needed.*

At least 10 times since 2008, freight trains hauling oil across North America have derailed and spilled significant quantities of crude, with most of the accidents touching off fires or catastrophic explosions. The derailments released almost 3 million gallons of oil, nearly twice as much as the largest pipeline spill in the U.S. since at least 1986. And the deadliest wreck killed 47 people in the town of Lac-Megantic, Quebec. Those findings, from an

Associated Press review of U.S. and Canadian accident records, underscore a lesser-known danger of America's oil boom, which is changing the global energy balance and raising urgent safety questions closer to home. Experts say recent efforts to improve the safety of oil shipments belie an unsettling fact: With increasing volumes of crude now moving by rail, it's become impossible to send oil-hauling trains to refineries without passing major population centers, where more lives and property are at risk. Adding to the danger is the high volatility of the light, sweet crude from the fast-growing Bakken oil patch in Montana and North Dakota, where many of the trains originate. Because it contains more natural gas than heavier crude, Bakken oil can have a lower ignition point. Of the six oil trains that derailed and caught fire since 2008, four came from the Bakken, and each caused at least one explosion. That includes the accident at Lac-Megantic, which spilled an estimated 1.6 million gallons and set off a blast that leveled a large section of the town. After recent fiery derailments in Quebec, Alabama, North Dakota and New Brunswick, companies and regulators in the U.S. and Canada are pursuing an array of potential changes such as slowing or rerouting trains, upgrading rupture-prone tank cars and bolstering fire departments. Company executives were expected to offer a set of voluntary safety measures in the coming days at the request of U.S. Transportation Secretary Anthony Foxx. "I'm absolutely positive the railway industry will come up with techniques to define how to minimize risk," said Allan Zarembski who leads the rail-safety program at the University of Delaware. "The key word is 'minimize.' You can't eliminate risk."

#### Potential Problems

Since 2008, the number of tanker cars hauling oil has increased 40-fold, and federal records show that's been accompanied by a dramatic spike in accidental crude releases from tank cars. Over the next decade, rail-based oil shipments are forecast to increase from 1 million barrels a day to more than 4.5 million barrels a day, according to transportation officials. By rail, it's roughly 2,000 miles from the heart of the oil boom on the Northern Plains to some of the East Coast refineries that turn the crude into gasoline. Trains pulling several million gallons apiece must pass through metropolitan areas that include Minneapolis, Chicago, Cleveland and Buffalo. Some cities such as Chicago have belt railroads that divert freight traffic from the metropolitan core. But elsewhere, railroad representatives said, the best-maintained and safest track often runs directly through communities that were built around the railroad. Trains sometimes have no option but to roll deep into populated areas. That's the case in Philadelphia; New Orleans; Albany, N.Y.; and Tacoma, Wash. Experts say the explosive nature of Bakken oil derailments caught everyone off guard — from regulators to the railroads themselves. "I don't think people understood the potential for a problem if there were a derailment," said Jason Kuehn, a former railroad executive and now vice



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president for the industry consulting firm Oliver Wyman. A major accident was narrowly avoided last month in Philadelphia, where six tanker cars carrying oil derailed near the heart of the city on a bridge over the Schuylkill River. The CSX freight train had picked up North Dakota oil in Chicago and was headed for a refinery in South Philadelphia. Nothing was spilled, but the accident rattled nerves. Sandy Folzer, a retired professor in Philadelphia, said she worries about oil cars traveling alongside commuter rails. "During rush hour, I imagine there are a couple hundred people on each train," Folzer said. "That scares me, that there's explosive material so close to where commuters are."

### Urban vs. Rural

Proposals to route trains away from population centers are modeled on rules adopted after the 2001 terrorist attacks to restrict cargoes even more hazardous than oil — explosives, radioactive material and poisonous gases. When the rules were being written, California regulators pushed their federal counterparts to include oil. But Transportation Department officials said they were "not persuaded." Federal safety officials say it's time to reverse that decision, given the huge growth in tank cars carrying crude and ethanol, another flammable liquid involved in recent derailments and explosions. The rules gave railroads broad discretion, and routing decisions are not automatically reviewed by regulators. But the Federal Railroad Administration is authorized to reject any routes found to be too risky. That has never happened since the rules took effect, said FRA Associate Administrator Kevin Thompson. Even where trains can be re-routed through less-populous areas, critics say that simply shifts the risk to smaller communities with fewer resources to handle a fiery accident. Rural and suburban municipalities in Maine, Illinois and Vermont already have pushed back against the proposal. In Hartford, Vt., Town Manager Hunter Rieseberg said it was "a fantasy" to think that moving hazardous shipments through rural areas would resolve safety problems. John Hanger is former Pennsylvania secretary of environmental protection and now a Democratic candidate for governor calling for safer crude transportation. He's critical of regulators for suggesting that "lives are more precious in urban areas because there are more people there. That's an ethical, moral calculation that has to be avoided at all costs." The routing rules in place for other hazardous materials list 27 factors to consider, including shipment volumes, nearby population densities and proximity to "iconic targets" or environmentally sensitive areas.

<http://www.sctimes.com/viewart/20140217/NEWS02/302170055/AP-review-Trains-spill-3-million-gallons-oil-since-2008>

### USA, N.D, DICKINSON, FEBRUARY 19 2014. ND HEALTH DEPARTMENT INVESTIGATES POSSIBLE SPILL OF 600 GALLONS OF DEICING FLUID

bryan horwath



A North Dakota Department of Health release stated that the spill is likely to have occurred sometime on Feb. 10.

'Concerned citizen' reported information last week about an incident at Theodore Roosevelt Regional Airport. A North Dakota Department of Health release stated that the spill is likely to have occurred sometime on Feb. 10. Airport manager Matthew Remyne said Friday that he had been in contact with the Department of Health. The North Dakota Department of Health is looking into a possible spill of a potentially toxic fluid at Theodore Roosevelt Regional Airport earlier this month. A "concerned citizen" relayed information last week about an incident where approximately 600 gallons of airplane deicing fluid was allegedly released on the Dickinson airport's runway,

according to a release sent out Friday by Kris Roberts of the department's Environmental Health Section. The department release stated that the spill is likely to have occurred sometime on Feb. 10. Airport manager Matthew Remyne said Friday that he had been in contact with the Department of Health. "From what I understand, a line broke on the deicing truck and it started spilling out," Remyne said. "I don't have an actual number on how much was spilled. Talking with the health department (Friday) morning, the airline that had the spill is the one who has to report it." Remyne said the spill came from fluid that was on a GAT Airline Ground Support truck. Based out of Alabama, GAT is a company that contracts for aviation support services at airports, including the airport. Stating that a cap was placed over the airport's storm water drain once the spill was discovered, Remyne added that some of the fluid likely escape into the drainage system. A typical deicing routine for a small handful of planes would require close to 200 gallons of glycol-based deicing fluid, of which there are multiple types used within the industry, he added "The airport monitors the runoff," Remyne said. "We've been monitoring that and we file a report every year with the North Dakota Department of Health. That's all within our storm water permit. Having the deice truck just start dumping glycol is out of the ordinary, but we did cap the drain so not all of it went down and we swept it back into the snow so it would evaporate." When reached Friday afternoon, Roberts said that -- under the North Dakota Century Code -- a



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spill such as the one that allegedly occurred at the Dickinson airport last week would need to be reported within 24 hours. No information had been offered to his department as of Friday other than what was provided by the concerned citizen, he said. "I've been in contact with the airport manager," Roberts said. "I'm assuming he will be telling the airline people there that it's not kosher not to report (a spill) so they get their act together." Roberts said a penalty could come down from his department regarding the spill, but he wouldn't divulge what such a penalty might consist of and who it would be levied against. "We don't talk about that," Roberts said. "There are always extenuating circumstances, so we don't talk about what penalty might or might come down. We could do a monetary penalty, we could do a work-type penalty, we could do a consent agreement for different things, but I'll just say it could be penalized and leave it at that." A malfunction of a hose caused a spill of deicing fluid, said Carl Schouw, GAT executive director of station operations. He called it a "small spill" and said it "didn't consist of anything hazardous." Roberts -- who specializes in the area of water quality -- said that he is familiar with two different types of fluids commonly used for the deicing of airplanes. "One is propylene glycol, one is ethylene glycol," Roberts said. "Propylene glycol is a food-safe antifreeze. Ethylene glycol is not. Ethylene glycol is the one that everybody warns to not let pets get around -- it is toxic to animals and a lot of other things." Runoff from the storm drain flows into a field near the airport, Remynse said. Schouw seemed to downplay the incident, stating that "the same chemical is sprayed at every airport," though he said he could not identify which type of glycol was allegedly released Monday. "For anyone to say that this was a toxic spill, they're wrong," Schouw said. "The fluid we use at the Dickinson airport is approved in every state of the U.S. for deicing purposes in the airport environment. If it made it to the drainpipe, that's an airport issue. We've meet asking Matt (Remynse) to cover the drain for months." Roberts said Friday that the plan was to have a department official visit the airport on Monday to look into the spill further.

<http://www.aviationpros.com/news/11313590/health-department-investigates-possible-spill-of-600-gallons-of-deicing-fluid>

### CANADA, KELOWNA, B.C, FEBRUARY 19 2014. MYSTERY OIL SLICK — KELOWNA

*blaine gaffney*



**Update:** Officials confirm the substance is a mineral oil, similar to WD40.

Officials are trying to determine the source of what appears to be either gas or oil leaking into Okanagan Lake. A groundskeeper at Manteo Resort on Lakeshore Road discovered the tainted water flowing in Wilson Creek Monday morning and called the authorities. Crews have set up booms to contain the slick and are trying to determine the source. So far, they've traced the source of the leak to a residential property on Cook Road — on the other side of Lakeshore Road. It's not clear how much of the substance has seeped into the lake.

<http://globalnews.ca/news/1154699/mystery-oil-slick-kelowna/>

### UNITED ARAB EMIRATES, ABU DHABI, FEBRUARY 19 2014. OIL SPILL NEAR SAADIYAT ISLAND FORCES SWIMMERS OFF BEACH

*ramona ruiz*

An emergency team from the Environment Agency in Abu Dhabi immediately visited the site and conducted an initial assessment confirming the occurrence of a minor oil spill. The Environment Agency — Abu Dhabi is investigating the cause of an oil spill that forced swimmers off Saadiyat beach at the weekend. The agency was notified on February 14 through the Abu Dhabi Government Contact Centre that an oil spill had occurred along St Regis Saadiyat Island Resort beach and the Park Hyatt Hotel beach on Saadiyat Island. "Members of EAD's environmental emergency team immediately visited the site and conducted an initial environmental assessment confirming the occurrence of a minor oil spill," Dr Humaid Al Kindi, section manager of emergency management environment quality at EAD, said on Tuesday. "EAD collected water samples for analysis and a full investigation into the cause is under way." On Monday, the Saadiyat Management Office (SMO), through St Regis Property Management, notified residents and guests of a "tar spillage" on its beaches. "SMO are currently in communication with the necessary authorities about the source of this spill," the St Regis Property Management said in an email sent to residents on Monday afternoon. "As a result you are advised not to swim at this moment in time." SMO's environmental team



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are carrying out the required cleaning activities on the beach, and are in contact with the government agencies, it added. "It is prudent that we keep yourselves and your guests aware of the beaches' current condition," St Regis Property Management told residents. Dr Al Kindi on Tuesday said the agency was "working closely with its various partners, including the respective hotels, to ensure that the situation is handled swiftly and properly.

<http://www.thenational.ae/uae/environment/oil-spill-near-saadiyat-island-forces-swimmers-off-beach>

### USA, PA, HARRISBURG, FEBRUARY 19 2014. PA FIFTH IN THE NATION IN HAZARDOUS SPILLS

*natasha khan*

Every year, thousands of hazardous materials move through or are stored in Pennsylvania. They may be piled up close to your house, rumbling through your neighborhood on a railcar or transported in a semi-truck you pass on the highway. We don't often think of these chemicals — until there's an accident. In January and February, a deluge of events has reminded us of the consequences of chemical spills. The most recent scare came when a [train of cars carrying crude oil derailed last week in Westmoreland County](#). There were no injuries. However, when several thousand gallons of crude oil spilled, it became the largest such spill in the state since 1990, according to federal records. Near Philadelphia, there have been a series of accidents involving crude oil since the beginning of the year. Seven cars of a 101-car train carrying crude oil derailed on a bridge over the Schuylkill River, nearly spilling its contents. And [broken pipes](#) at two industrial complex spilled more than 1,000 gallons of the slick black liquid, soiling the Delaware River. It was an incident in West Virginia that grabbed the attention of the nation in January, when a little known chemical used to wash coal spoiled the drinking water for more than 300,000 residents. And in early February a spill of more than 100,000 gallons of coal slurry — sludge that's a byproduct of coal mining — [polluted](#) another West Virginia waterway. These incidents have left the public questioning the safety of storing and transporting such materials and reminded them that hazardous-material spills have repercussions beyond the immediate impact. They can cause deaths, injuries, environmental damage, evacuations and slowed transportation for travelers. The cleanup costs can be in the millions of dollars for the companies transporting the materials. To better understand the history of hazardous-materials spills in Pennsylvania, PublicSource analyzed nearly 40,000 federal records. The records were U.S. Department of Transportation (DOT) reports of unintentional hazardous-materials incidents from January 1971 to September 2013. These occurred during transportation on highways, railroads, planes and waterways.

#### PA cities with the Most Spills:

- Lewisberry (1,683 incidents), Carlisle (793), Mechanicsburg (776), Harrisburg (604), Philadelphia (598)
- PA is fifth in the nation.

Pennsylvania had more than 12,500 events since 2000, the fifth-highest number of hazardous-materials incidents in the nation. That's an average of 76 incidents per month. However, only about two percent of those incidents were classified as serious. Nationally, the average is about three percent. Serious incidents include events that result in death or major injuries, the evacuation of at least 25 people or the release of a large quantity of hazardous material. Cleaning up the incidents is costly. Since 2000, cleanup costs and property damage in Pennsylvania have cost more than \$34 million; 50 incidents led to environmental damage, and 86 people were injured and one person died because of a hazardous-material spill, according to federal records. There were 59 events that caused evacuations and 96 major transportation arteries were closed. Transporters of hazardous materials are required to submit reports of spills to the federal government. The government uses the data to track unsafe transporters and repeat offenders and to issue enforcement actions, according to Joe Delcambre, a spokesman for the DOT's Pipeline and Hazardous Materials Safety Administration, which collects the data. The majority of the spills in the records PublicSource looked at occurred on highways. This likely means that more hazardous materials are transported by truck than by other means. Materials include familiar items like paint and gasoline, as well as dangerous industrial chemicals including [anhydrous ammonia](#), as well as corrosive and radioactive materials. The Pennsylvania incident that caused the largest evacuation since 2000 occurred in 2009 in Wind Gap, Pa., in Northampton County. There, 5,000 were evacuated when a tanker carrying anhydrous hydrogen fluoride swerved to avoid several deer and overturned, according to the DOT's records and media reports. The chemical is one of the strongest acids known, [according to the U.S. Environmental Protection Agency](#). After the tanker flipped, emergency crews discovered liquid dripping from the tanker's valves and piping. There were no injuries. Although the federal data seems robust, it isn't complete. While carriers are required by law to report the incidents, not all of them do. "We try to trace accidents and incidents as best we can," said Delcambre, the spokesman for the PHMSA. But "it's not 100 percent," he said. The agency now tracks unreported hazardous-materials spills by researching news articles and sifting through logs from emergency-response agencies. It's been at the effort since 2005. From 2006 to 2008, hazardous-materials transporters in the United States failed to report 1,199 serious incidents to the federal government, according to a



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2009 [USA Today news investigation](#), which looked at the federal database of unreported spills. The unreported-spills data is not readily available on the department's website for recent years. No agency tracks all shipments. In Pennsylvania, the transportation of hazardous materials is regulated by several state agencies, including the Pennsylvania Emergency Management Agency, the Pennsylvania State Police, the Pennsylvania Department of Labor and Industry, PennDOT and the Pennsylvania Department of Environmental Protection (DEP). However, officials said that no agency they are aware of tracks the number of shipments of all hazardous materials in the state. That makes it difficult to say whether the rate of incidents is increasing. Sofia Plagakis, a policy analyst at the Center for Effective Government, a Washington research organization that advocates for better health and safety standards, said that knowing what's out on the roads or on trains could better prepare first responders and residents in case of an accident. "Greater transparency is definitely needed regarding hazardous-waste shipments, especially if they are running through communities," she said. "The public needs to know," said Plagakis.

<http://www.witf.org/news/2014/02/pa-fifth-in-the-nation-in-hazardous-spills.php>

### AUSTRALIA, VICTORIA, MELBOURNE, FEBRUARY 19 2014. SHELL SELLS AUST ASSETS FOR \$2.4BN: REPORT



*Shell sells Aust assets for \$2.4bn: report*

*Royal Dutch Shell has sold its downstream assets in Australia for \$2.4 billion, reports say.*

Royal Dutch Shell has sold its downstream assets in Australia Vitol and the Abu Dhabi Investment Council for \$2.4 billion, reports say. Royal Dutch Shell has reportedly sold its downstream assets in Australia, including petrol stations and its Geelong refinery. The oil major sold the assets to Dutch-owned oil trader Vitol and the Abu Dhabi Investment Council for around \$2.4 billion, Fairfax Media reports. The successful consortium is reported to have won out over another party made up of Macquarie Capital and powerful miner-trader

Glencore Xstrata. Private equity investment firm TPG had also been vying for the assets though has been out of the sale process for some time. A Shell spokesman did not return AAP's calls for comment. The sale is part of Shell's reported wider plan under CEO Ben van Beurden to offload up to \$US15 billion (\$16.7 billion) of assets worldwide in the next two years. Shell, which has a partnership with supermarket operator Coles in Australia, has had its Geelong refinery on the market since April 2013. It later broadened the sale to include Australian petrol stations. IG Markets strategist Evan Lucas said the sale to Vitol, the world's biggest oil trader, was not surprising. But he said it was unlikely Vitol would shut down the Geelong refinery due to the heavy costs associated with converting it into a storage facility or import terminal. "I would find it very strange if they bought it and closed it off," he said. "I can understand maybe if they were trying to pick up the better assets like the downstream petrol stations. "But it still in my eyes wouldn't be financially viable to take that hit just for the sake of getting the other assets." In January Shell sold \$1.3 billion of stakes in Australian natural gas assets to a Kuwaiti state company. It sold eight per cent equity interest in the Wheatstone-lago gas field and 6.4 per cent interest in the Wheatstone liquefied natural gas project to the Kuwait Foreign Petroleum Exploration Company. In 2011 the company sold its petrol stations in New Zealand. Shell is being advised by Bank of America Merrill Lynch.

#### Related Stories

- [Shell sells local assets for \\$2.4bn: report](#)
- [Shell sells Australian petrol stations](#)
- [Shell sells Aust assets for \\$2.4bn: report](#)
- [Geelong refinery sold by Shell](#)

<http://www.sbs.com.au/news/article/2014/02/19/shell-sells-aust-assets-24bn-report>

### USA, PA, BOBTOWN - CHEVRON APOLOGIZES FOR FRACKING SITE EXPLOSION WITH FREE PIZZA >> DO OIL SPILL VICTIMS AT LEAST GET 5% OFF AT TACO BELL?

carolyn cox

In a single move, Chevron has managed to demonstrate that they are bad at apologies, public relations, and preventing explosions. After a deadly February 11 explosion at a fracking site near Bobtown, Pennsylvania, the corporation is giving out coupons for free pizza, because that's how complacent Chevron thinks their consumer base is. The citizens of Bobtown certainly deserve some sort of remediation for the explosion, although not one covered in cheese and sauce. One Chevron employee is still missing and presumed dead, while the fire created by the blast burned for five days and endangered the lives



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of countless rescuers. Residents of Bobtown say they are terrified of residual toxins left over from the inferno and claim this isn't the first time that the fracking site has impacted their community. As [The Philadelphia Daily News](#) explains, "Scores of neighbors have complained about polluted drinking water or foul odors or ailing pets and livestock, of headaches and nausea and skin rashes." So, in response to this barrage of accusations, Chevron has gifted 100 residents of Bobtown with a limited-time offer for a free "Special Combo" Pizza—one large pizza and a two-liter drink, to be redeemed before May 1st.



The bizarre coupons came attached to a more standard letter of apology, in which Chevron states that it:

- recognizes the effect this has had on the community.
- We value being a responsible member of this community and will continue to strive to achieve incident-free operations.
- We are committed to taking action to safeguard our neighbors, our employees, our contractors and the environment... Chevron recognizes the effect this has had on the community.
- We value being a responsible member of this community and will continue to strive to achieve incident-free operations.
- We are committed to taking action to safeguard our neighbors, our employees, our contractors and the environment...

Read more at <http://www.philly.com/philly/blogs/attytood/Chevron-Endure-our-fracking-fire-and-the-pizzas-on-us.html#uYq4SgSgm7g8Plbg.99>

Look, Chevron, I get it. Pizza is great. It's a perfect combination of all the best foods, but not even the most blissful of carb comas will make consumers easily forget your cavalier attitude towards the dangers of fracking. Pizza—especially Pennsylvanian pizza—is an unimaginably insulting response to a disaster that caused loss of life and great peril to a community. Pizza is what you give your buddies after they help you move, not how you distract a community from your unconscionable business practices. It's time for Chevron consumers to give the company a pizza—a pizza their mind. See what I did there?

<http://www.geekosystem.com/chvron-apologizes-with-pizza/>

### USA, PA, GREENE CO, DRUNKARD, FEBRUARY 19 2014. CLEANUP FROM GAS WELL FIRE CONTINUES; FAMILY ID'S MISSING WORKER

jason cato



A worker missing since a gas well exploded a week ago in rural Greene County is a former resident of Warren County in Northwestern Pennsylvania, a family member of the man said. Ian McKee, 27, has been unaccounted for since the Chevron well in Dunkard caught fire on Feb. 11. Two of three well heads burned until Saturday. Chevron officials said too much gas is being released to allow crews or state police to examine the site. Neither Chevron nor state police would discuss McKee or verify his identity. "Until we can gain access and determine if the missing person is in fact there, we are not releasing any names at this point," said Trooper Stefani Plume, a police spokeswoman. "We would

never want to assume that the information given to us is correct and release misinformation." The family member who confirmed McKee's identity declined further comment. Friends gathered for a candlelight vigil on Thursday to honor McKee in Warren, a town of about 9,500 people between Pittsburgh and Buffalo, N.Y. Crews continued to install and test firefighting equipment with the hope of removing a charred crane that had reignited gas, said John Sanclemente, Chevron's regional drilling and completions manager. Workers installed heat shields around a third well that did not burn, he said. "We are still working hard on plans for well intervention and the capping process," Sanclemente said. Specialized firefighters from Wild Well Control in Houston could begin capping the well by the end of the week. Sanclemente could not say what caused the fire or estimate how much gas escaped. "We're still very early in the investigation," he said. Chevron spokesman Trip Oliver defended the company's decision to distribute free pizza vouchers to residents affected by the incident. "We offered a token of our appreciation for their inconvenience," Oliver said, noting that Chevron employees went door-to-door to talk with people. "We talked to them about what we were doing and what our plans are. They really appreciated that we visited them in person



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and addressed their concerns" about traffic, noise and safety. Oliver estimated that employees visited about 30 homes, distributing Bobtown Pizza vouchers during the visits. The pizza shop in the small town of Bobtown near the gas well provided food for workers and others at the site, Oliver said. "We thought it was important to support a local business," he said. Jim Scritchfield, co-owner of the pizza shop that opened in January, said he appreciated the business. Chevron officials paid for 100 pizzas and soft drinks, he said. "They didn't have to buy the community pizzas," said Scritchfield, 48, of Dilliner. Along with three people who used their vouchers, Scritchfield said he heard from a number of anti-drilling advocates who urged him to not accept Chevron's money.

 **Related Stories** [Fire out at Chevron natural gas well blast in Greene County](http://triblive.com/news/adminpage/5617634-74/chevron-worker-gas#axzz2tkpNAAv7)  
<http://triblive.com/news/adminpage/5617634-74/chevron-worker-gas#axzz2tkpNAAv7>

### USA, KS, BOURBON CO, FORT SCOTT, FEBRUARY 20 2014. TOXIC CHEMICAL DISCOVERY SPURS TALK OF HAZMAT STORAGE NEEDS >> TOXAPHENE

*tammy helm*

The Bourbon County Commissioners on Friday will discuss applying for a grant that would help pay for a hazardous waste storage building. Bourbon County Emergency Manager William Wallis made the request during the Feb. 14 county commission meeting. Wallis said a 30-gallon container of toxaphene was "detected" in the roads and bridges barn. On Tuesday, Wallis said some employees were moving oil barrels around and saw the container that was labeled "Toxaphene." On Feb. 14, Wallis talked to commissioners about the history of the chemical and the county's response on the discovery. "Toxaphene, basically, they stopped production in 1982 and banned in the United States," Wallis said. "Then in 1990 it was banned worldwide." He said he and the fire department's Hazmat team responded to the barn with its Hazmat trailer. Wallis said some individuals had touched the chemical "and basically did a lot of washing." "There has been, that we know of, no contamination," Wallis said. Wallis said the chemical was brought to the barn when the county did a survey to collect oil to burn in the furnace to heat the shop. "It was before Jim's (Harris, Roads and Bridges director), and before my time," Wallis said. "No one had record of it. We took pictures of it, looked for placards, any way to identify it to put the 'ownness' on an individual. Needless to say, there's no records to be found -- none." While he was documenting the chemical, the Hazmat Team called Topeka to report what was found and get direction on how to contain it, Wallis said. A backhoe was used to lift the container, then placed it in another container to "capsulate" the chemical's container. An oil-dry substance was used to surround the chemical container inside the Hazmat container. He said another volunteer fire department was called in to hose those moving the container. Wallis said he called the Kansas Household Hazardous Waste Program which has an Orphan Chemical Disposal program. Wallis said the county would not qualify with this chemical because the county had accepted the chemical from a resident. He said he was told the county would need to trace the origin of the chemical, which Wallis said is not possible. An "Orphan Waste" is something that is discovered laying along side a road or highway. Wallis said he also learned the county is not enrolled in the KHHW program, which would be an asset when dealing with chemicals such as the toxaphene. He said "practically every county in the state" is involved in the program except Bourbon County. "It could get pretty ugly, but it's in an approved container," Wallis said. "It's safe." Toxaphene is an insecticide that was primarily used on cotton crops. "Because toxaphene is bioaccumulative, it does not easily break down in our environment and becomes more concentrated as it moves up the food chain to humans and other animals. Levels may be high in some predatory fish and mammals because toxaphene accumulates in the bodies of those exposed to it," information on the Environmental Protection Agency website states. In humans, toxaphene can damage kidneys and liver, the immune system, adrenal gland, lungs, nervous system, may cause cancer and can change the development of unborn children, according to the EPA information. The chemical has been moved to an undisclosed secure location, but the cost to "get rid of it is the next step." He estimates it will cost the county between \$3,000 and \$5,000 to have a contractor with the proper permits haul the chemical away and dispose of it. The container in the county's possession now weighs 250 to 300 pounds. The KHHW has sent Wallis information on obtaining a permit to establish a facility in the county to dispose of the toxaphene -- and another other chemical that might be located in the future -- into the landfill. "That's basically where they're thinking the barrel came from," Wallis said. The program also offers free training to a county employee who would be in charge of the program. Wallis said the county is not required by law to be involved in the program, but it would be an asset. "If we were to be in a construction mode to build a facility in the county, and it was to be at the landfill, we could apply for a grant," Wallis said. He said the building could already exist and the grant, which pays 60 percent of the cost, would help pay for an individual room. Wallis said the room could be 10-foot-by-12-foot. The room would have to have fire proof sheetrock and there would need to be a ground wire supported all the way around the room, and the barrel would have to sit on approved pallets and there would have to be an approved vent



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fan installed in the room. The lights and light switches would have to be "approved sparkless." "No one would have to be in attendance," Wallis said. He said someone at the landfill or shop would be in charge of accepting hazardous materials. Disposing of those materials would be about a dollar a pound, or not much more than that, Wallis said. "The folks I've talked to say this has never happened in Bourbon County," Wallis said. "Not this size and magnitude, anyway." The deadline for applying for the grant is March 15 and the grant will be awarded July 1. If the county were awarded the grant, it would pay for the permanent disposal of the toxaphene. "Where it's stored now, it can't stay there forever," Wallis said. Wallis said he was asking the commissioners if they want to apply for the grant, get involved in the program, and construct a building that could be used for containing hazardous materials.

<http://www.fstribune.com/story/2052816.html>

### USA, KY, CALLOWAY CO, FEBRUARY 20 2014. CREWS RESPOND TO TANKER TRUCK ROLL-OVER ON ALMO RD.

dated: Wednesday, February 19 2014 11:22 PM EST2014-02-20 04:22:59 GMTFeb 20, 2014 3:22 PM Feb 20, 2014 3:22 PM The Calloway County Sheriff's Office responded to a tanker truck crash on Almo Road on Wednesday morning. At 9:10 a.m. on February 19, the sheriff's office was notified of a single vehicle crash on Almo Road at the intersection of Duncan Trail. Deputy Gene Johnson responded to the crash scene and found a 1995 International Tanker truck lying on its side. The truck belonged to Andrus Excavating of Dexter, Ky. The driver of the truck was 50-year-old Robert S. Andrus of Almo, Ky. According to deputies, the investigation revealed that the tanker truck was going westbound on Almo Road at about 35 mph and Andrus tried to negotiate a curve. They say the passenger-side wheels of the tanker dropped off the shoulder of the road, Andrus overcorrected and lost control of the tanker. The tanker left the south-side of the road, rolled over and came to a rest on the passenger side. The driver of the tanker was not injured. Deputies say Almo Road was temporarily shut down for about an hour due to the crash. The sheriff's office was assisted by the Calloway County Fire and Rescue, Murray Fire Department and the Murray Calloway County Ambulance Service.

<http://www.kfvs12.com/story/24767136/crews-respond-to-tanker-truck-roll-over-on-almo-rd>

### USA, ILL, LEMONT, FEBRUARY 20 2014. TANKER ROLLS OVER AT 127TH STREET AND HIGH ROAD IN LEMONT

An ethanol semi-tanker has overturned at 127th Street and High Road in Lemont, according to Lemont Fire Protection District Chief George Rimbo. Rimbo said there is a small leak coming out of the vent hole that is being contained, but there are no ruptures in the tank, and no threat to the public. He said as of 11:30 a.m. 127th Street near High Road is closed and the fire department is on the scene as a precautionary measure while they wait for the company that owns the truck to remove the product and get the vehicle upright.

<http://www.mysuburbanlife.com/2014/02/19/tanker-rolls-over-at-127th-street-and-high-road-in-lemont/act5qh6/>

### USA, MA, MEDFORD, FEBRUARY 20 2014. SOUTH MEDFORD OIL SPILL DAMAGE LIMITED

*alex ruppenthal*



*Damage from a tanker truck oil spill at Erickson Oil has been limited, although city officials are still weighing whether or not to flush the city's storm sewers in the area. Officials are also waiting to see the extent of the leakage into the Mystic River.*

The city seems to have lucked out again after an oil spill in early January was mostly contained. However, cleanup professionals have yet to decide whether to take up the massive task of scouring Medford's storm drainage system to flush out any remaining oil. More than 1,000 gallons of oil were recovered within a day after leaking out of a tanker truck at Erickson Fuel Company on Jan. 6. The spill occurred when a protective rim at the bottom of the tank froze and then thawed, releasing oil into the company's 600 Boston Ave. parking lot and nearby storm sewers and as far as the Mystic River. The spill stretched for about 1.1 miles and affected more than 1,000 feet of Winter Brook, which empties into the

river. A spill trailer from the state Department of Environmental Protection (MassDEP) was dispatched to the site from the Chelsea Fire Department. Medford's Energy and Environment Office Director Alicia Hunt said that by using vacuums to suck oil into the trailer, about 90 percent of the spilt oil was recovered. "They told us that normally, a 50 percent recover of oil [recovery] is good," Hunt said. "And the fact that both of these are up in the 90 percent range is amazing." On May 31, 2013,



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about 9,500 gallons of home heating oil leaked from a tanker that rolled over on the Arlington-Medford border. More than 8,000 gallons were recovered, though an unknown amount of oil flowed into the Mystic River, shutting down a half-mile stretch of the river for weeks. Residents near the site of the spill also complained about a lingering scent of oil in the days following the spill. Hunt said several homes were tested for contamination levels, which were found to be acceptable. No one was harmed after the smaller spill last month, and an inspection of St. Clement School across the street from Erickson Oil found the school was not affected. In addition to MassDEP crews, other responders included staff from the Medford Fire Department, Department of Public Works and Energy and Environment Office.

### Cleaning Sewers

Although cleanup crews were able to recover most of the oil found aboveground, they had no way of extracting oil that flowed into the underground storm drainage system, where water, sewage and oil were flowing too fast for crews to intervene, according to reports on MassDEP's website. On the day after the spill, vacuum lines connected to the truck collecting oil began to freeze, slowing the operation. But crews from the company hired by Erickson to clean up the spill used absorbent materials to soak up oil from three recovery locations: at the intersection of I-93 and Route 16, just west of Mystic Avenue and just east of Mystic Avenue.

"The cleanup has gone very, very well," Hunt said. "Medford has very little experience with oil spills." As the initial cleanup finished, crews continued to smell oil throughout the storm drainage system, and officials from the cleanup company have recommended the system be cleaned to remove residual oil. Hunt said storm sewers are typically cleaned by flushing water through the system at a high rate of pressure. But the city's storm sewers are 6 feet in diameter, too large for a high-pressure water cleaning, she said, and the cleaning, therefore, would have to be done manually. "I had been hopeful that some of those larger rainstorms would rinse the oil out," Hunt said. "But they're still getting enough on the ends."

### River in Question

The other unknown is how much oil wound up in the Mystic River, a question that won't be answered until the river's surface thaws. In addition to oil that flowed into the river immediately after the spill, it is possible oil in the storm drainage system eventually made its way into the river. "When the ice melts, it will suddenly show up," Hunt said. "We're not really expecting that at this point simply because they collected so much." After the spill, pumping was temporarily stopped at the Amelia Earhart Dam to prevent oil from passing into the river. Hunt said personnel at the dam have not reported any sight or smell of oil. Hunt added the presence of a sheen on the river's surface is not necessarily an indication of oil in the river. "At the point it's sheen, [a river] cannot actually absorb [oil]," she said. "That actually evaporates." After the bigger spill last May, Mystic River Watershed Association Executive Director EkOngKar "EK" Khalsa asked for a study of the spill's impact on the river. Khalsa said he was worried the spill would slow ongoing efforts to improve the water quality of the river, which the EPA graded as "D" or "D-" the past three years. "It's very discouraging to see this happen because it has a deleterious effect on any natural environment and particularly a river like the Mystic that has a fairly low flow and really has a delicate ecosystem," Khalsa told the Transcript last June.

<http://medford.wickedlocal.com/article/20140219/NEWS/140216091>

## USA GUAM, APRA HARBOR, FEBRUARY 20 2014. FUEL REMOVED FROM GROUNDED FISHING VESSEL

*matt knight*



The U.S. Navy, in partnership with other federal and local agencies, removed approximately 540 gallons of the remaining diesel fuel from the grounded Japanese commercial fishing vessel Daiki Maru 7 in outer Apra Harbor Feb. 18. On Feb. 16, about 50 gallons of fuel was removed and an additional 540 gallons was removed Feb. 18. The diesel fuel was pumped into containers on shore and then staged in an environmentally safe containment zone for disposal. Additionally, four marine batteries and several fishing nets were safely removed. Divers assessed the vessel and determined the portside and bow fuel tanks ruptured, and approximately 60 percent of the estimated 7,500 total capacity was lost in the wreck and aftermath. Efforts are currently underway to safely remove the remaining fuel. The chemical nature of diesel fuel is that it dissipates at a high rate in high surf, and high temperature environments. Based on NOAA

modeling of this location, minimal diesel would remain after 24 hours. Environmental teams have found no visual evidence of fuel residue or sheen on the beach and surrounding waters. "Removing an additional 540 gallons of the diesel fuel and most of



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the other miscellaneous hazardous materials brought us one step closer to completing our primary objective of protecting the environment and allows us to shift from an emergency response to a salvage operation," said Dennis Siler, Naval Base Guam operations manager. "Once we finish removing the remaining fuel, the next big challenge the unified command and particularly the salvage teams will face is how to safely remove the vessel." Contract salvage teams are assessing the vessel and formulating plans for the removal of onboard refrigerants, and for breaking down and removing the vessel from its current location. The Navy and all partners in the unified command are taking all the necessary steps to address the situation and ensure the protection of the environment. The unified command maintains a top priority of assessing, planning for, and removing hazardous materials from the vessel to mitigate damage to the environment. The unified command consists of representatives from Naval Base Guam, U.S. Coast Guard Sector Guam, Guam Environmental Protection Agency, and the responsible party. Other agencies that have been involved in all aspects of planning from the standup include Joint Region Marianas Operations, Naval Facilities Command Environmental personnel, NOAA, Guam Fish and Wildlife Service, Cabras Marine and Osroco.

<http://www.marinelink.com/news/grounded-removed-fishing364444.aspx>

### **CANADA, SASK, BALCARRES, FEBRUARY 20 2014. SEMI, FUEL TRUCK CRASH NEAR BALCARRES, SASK >> BOTH DRIVERS TAKEN TO HOSPITAL WITH NON-LIFE-THREATENING INJURIES**



Two truck drivers were injured when their trucks crash near Balcarres, Sask., on Wednesday. Neither received life-threatening injuries. (RCMP) This fuel truck was one of two vehicles that crashed on Highway 10 near Balcarres. (RCMP). A highway crash involving a fuel tanker and a semi-truck caused traffic problems Wednesday but didn't result in life-threatening injuries. It happened early in the morning on Highway 10 east of Balcarres, Sask. The driver of the fuel tank was taken to Pasqua Hospital with non-life-threatening injuries, the RCMP said. The driver of the semi was taken to the hospital in Fort Qu'Appelle with minor injuries. RCMP said they're still investigating what happened. They were warning drivers on Highway 10 between Melville and Fort Qu'Appelle to expect delays as tow trucks removed the damaged vehicles from the highway.

<http://www.cbc.ca/news/canada/saskatchewan/semi-fuel-truck-crash-near-balcarres-sask-1.2543535>

### **ITALY, MILAN, FEBRUARY 21 2014. SHELL SALE OF ITALY RETAIL OPERATION RESHAPES PUMP NETWORK**

Royal Dutch Shell has agreed to sell its Italian retail business to Kuwait Petroleum International (KPI) in a move that could shake up Italy's inefficient petrol distribution network. Italy has about 24,000 petrol stations dotted across the country, twice the number in France and almost three times the number in British. Successive Italian governments have called for a reduction in the number of petrol stations and the introduction of more self-service pumps to make the sector more competitive but have met with stiff resistance from operators. In a joint statement on Thursday, Shell said that the Q8 brand of KPI would replace that of Shell on the Italian network once the deal gained clearance from the competition watchdog some time this year. Shell last year said that it intended to sell some of its Italian downstream assets, including its retail, aviation and supply and distribution businesses. No price indication was given for the deal with Kuwait, but a report in Italian daily MF on Thursday said the network could be worth up to 500 million euros (\$687.67 million). Kuwait Petroleum has about 2,700 petrol pump stations in Italy for a market share of around 11 percent. Shell, meanwhile, has 983 sales points. Italy's top petrol retailer is oil and gas major Eni, which has 4,698 sales points, according to data from Italian petrol association Unione Petrolifera. "This deal is an important step forward for Q8 in strengthening its competitive position on the Italian market," said Alessandro Gilotti, CEO of Kuwait Petroleum Italia. Falling demand because of continuing economic weakness has led many car-mad Italians to leave their vehicles at home, squeezing margins for many petrol retailers and prompting calls for consolidation. Shell, which in 2012 withdrew from a project to build a liquefied natural gas (LNG) plant in Sicily, said that Italy remained an important country for



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## Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,047 Newsy Stuff

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

**March 02 2014**



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its oil and gas exploration activity. "The sale is consistent with Shell's strategy to concentrate Shell's downstream footprint on a smaller number of assets and markets where we can be most competitive," the company said.

<http://www.brecorder.com/markets/energy/europe/158845-shell-sale-of-italy-retail-operation-reshapes-pump-network.html>

### AUSTRALIA, NEW SOUTH WALES, KUSSE, FEBRUARY 20 2014. CHEMICAL STORAGE FACILITY PLANNED FOR HUNTER ECONOMIC ZONE

The Hunter Economic Zone near Kurri could become home to a \$50 million ammonium nitrate storage facility. Operated by national transport and logistics company Toll Group, the 50,000 square-metre facility will be custom-designed and purpose-built to international standards, including world's best practice in fire suppression, safety and security systems. Toll currently stores ammonium nitrate (which is used as an explosive in the mining industry) at sites at Carrington and Tomago. It identified the Hunter Economic Zone as an opportunity to build a custom-designed facility from scratch on purpose-zoned land that is closer to its customers. Toll Group spokesman Christopher Whitefield said at least 400 jobs will be created during construction, and when operational the facility will create around 50 permanent, ongoing local jobs. Mr. Whitefield said Toll Group, and its subsidiary businesses, has been safely storing ammonium nitrate in Newcastle for more than 35 years without incident. "Safety is our priority always. That includes the safety of our staff, contractors working for us, and the communities in which we operate," Mr. Whitefield said. "We have identified the risks of building a facility such as this, and have proper measures in place to eliminate those risks. "Toll is by far the leading transporter of ammonium products in the Hunter Valley, currently transporting around 90 per cent of the around 400,000 tonnes of ammonium nitrate that moves through the Hunter Valley each year." The NSW Department of Planning has issued the Director-General's requirements for the proposed development. Calls from concerned residents about the facility have prompted Cessnock Greens councillor James Ryan to hold a public meeting next week. The meeting will be held at Pelaw Main on Thursday, February 27 at 6pm, at a location to be advised. Cr. Ryan said the facility's proximity to houses, bushfire risk and rise in truck movements through Pelaw Main were among the concerns. "The ammonium nitrate proposed to be stored in the HEZ is for use in explosives. By itself it is stable but if it catches fire it can explode with catastrophic consequences," Cr. Ryan said. "I will be asking further questions of the proponent regarding how this material will survive a bad bushfire in the HEZ."

<http://www.cessnockadvertiser.com.au/story/2098348/chemical-storage-facility-planned-for-hunter-economic-zone/?cs=12>

### USA, IA, NORTHWOOD, FEBRUARY 21 2014. NORTHWOOD, IOWA, EVACUATED AFTER EXPLOSION, FIRE AT FERTILIZER PLANT



The cause of Thursday's explosion at Northwood AG Products fertilizer storage that contains sulfuric acid is undetermined, according to Worth County Emergency Management Director Ray Huftalin. The explosion, which forced the evacuation of Northwood's approximately 2,000 residents for most of the day, occurred around 7:30 a.m. Thursday. Residents were given the all-clear about 4 p.m. U.S. Highway 65 was re-opened at approximately 3:15 p.m. Thursday. Considering the number of people involved, the evacuation went well, Huftalin said. Four Northwood residents were treated at Mercy Medical Center-North Iowa Thursday morning following the fire. The hospital was put on alert for the possibility of more people needing treatment. Kensett Mayor Tom Dakin breathed a sign of relief following Thursday's emergency. "The CERT (Community

Emergency Response Team) crews and the emergency management groups are just picking up the last of their stuff and pulling out of town if they can get out of town," Dakin said. "We've been trying to get all the Northwood people out of here. We've been setting car parades to follow an Iowa DOT plow back up to Northwood." Dakin was proud of how everyone stepped forward to help. "We did excellent. We did absolutely excellent. I don't think it could have gone any smoother." The mayor said emergency drills helped get them ready for the real thing. "We train for these types of events and of course they are spontaneous so you adhere to the plan as best you can and everything went pretty smooth today. It's not often that you evacuate a town." Steve O'Neil, emergency management director for Cerro Gordo and Franklin counties, assisted with the shelters for Northwood evacuees. "Like any emergency, it starts off chaotic. And all we try to do is start taking control of the chaos and managing it. We had a lot of excellent cooperation from different agencies," O'Neil said. He commended the volunteers, the people of Kensett and the Northwood residents. No additional patients had been admitted as of late afternoon Thursday, a Mercy spokeswoman said. The residents getting hospital treatment came in on their own, a hospital



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spokeswoman said. General symptoms of exposure to sulfuric acid are vomiting, nausea and respiratory problems. The spokeswoman said anyone experiencing symptoms should go to the main entrance of the emergency room. A medical team would be there to assist them.

[http://qctimes.com/news/state-and-regional/iowa/northwood-iowa-being-evacuated-after-explosion-fire-at-fertilizer-plant/article\\_2e1eb7c8-28cb-5892-bf71-9b07f5541132.html](http://qctimes.com/news/state-and-regional/iowa/northwood-iowa-being-evacuated-after-explosion-fire-at-fertilizer-plant/article_2e1eb7c8-28cb-5892-bf71-9b07f5541132.html)

### USA, PA, QUAKERTOWN, FEBRUARY 21 2014. GAS STATION CANOPY FALLS, CRASHES TO GROUND

*kelly bayliss*

 **Watch the Video:**

- [Quakertown Sunoco Canopy Collapses on 92-year-yld woman's Car](#)
- [Gas Station Canopy Collapse](#)

An elderly woman narrowly escaped injury when this gas station roof came crashing down. Near-Miss as Gas Station Roof Collapses. Police believe they know what caused a canopy that covers gas pumps at a Quakertown gas station to collapse and hit a car on Thursday afternoon. They say that heavy snow on the roof of the canopy is most likely responsible for the collapse. The collapse took place at the Sunoco at 331 West Broad Street, just moments after five cars pulled away. The front of an 86-year-old woman's car was damaged in the collapse. Police say if the woman had been just a few more feet under the canopy, she would have been crushed. No one was injured in the scary incident.

<http://www.nbcphiladelphia.com/news/local/Gas-Station-Canopy-Falls-Crashes-to-Ground-246424081.html>

### USA, OK, OKLAHOMA CITY, FEBRUARY 21 2014. WARD'S TAPSTONE ENERGY AGREES TO BUY KANSAS ASSETS FROM SHELL

*david wethe*

Tapstone Energy LLC, the closely held oil and natural gas company founded by former SandRidge Energy Inc. Chief Executive Officer Tom Ward, agreed to buy all of Royal Dutch Shell Plc (RDSA)'s assets in Kansas. The purchase, which covers more than 600,000 acres in the Mississippian Lime play, is expected to close in March, the companies said today. Both Shell and Oklahoma City-based Tapstone declined to give a price for the deal or disclose production data. Ward, who also co-founded Chesapeake Energy Corp. with Aubrey McClendon in 1989, made the Mississippian Lime beneath Kansas and Oklahoma one of his core holdings at SandRidge. That company now has 1.85 million acres in the formation, producing about equal amounts of oil and natural gas. Shell said in October it was looking to sell various assets, including in Kansas. Shell started drilling on the acreage in 2011 and decided it didn't meet targets for best value, Kimberly Windon, a spokeswoman for The Hague-based company, said in an e-mailed statement. Ward formed Tapstone using his own capital last year after he was fired from SandRidge. Ward was ousted days before an activist shareholder was poised to gain control of the board after investors questioned transactions he and his family members made with the company.

<http://www.businessweek.com/news/2014-02-20/ward-s-tapstone-energy-agrees-to-buy-kansas-assets-from-shell>

### USA, VA, SUFFOLK, FEBRUARY 21 2014. THIEVES SPILL 500 GALLONS OF OIL INTO SUFFOLK STREAM



Police and fire crews responded to a fuel spill at a Suffolk church Wednesday evening. An employee of Apostolic Assembly on Nansemond Parkway called Emergency Communications just after 6 p.m. and reported fuel leaking from a tank on the church property, according to Diana Klink with the City of Suffolk. When crews arrived about 10 minutes later, they determined the lines had been cut on two, 275-gallon, heating oil fuel tanks. A small amount of the fuel was stolen and the thieves spilled about 500 gallons of oil onto the ground, which ran into a nearby swamp and stream, which is a tributary to Bennett's Creek. "Firefighters were able to dyke the spill to keep it from spreading further, and the property owner has contacted a hazmat clean-up company to handle the spill,"

Klink said. The Virginia Department of Emergency Management also responded. The investigation into the incident is ongoing.

<http://wavy.com/2014/02/19/thieves-spill-500-gallons-of-oil-into-suffolk-stream/>



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