



Dangerous Goods - Hazardous Materials Group & Network

Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

NEW ZEALAND, BAY OF PLENTY, NOVEMBER 9 2014. LOCAL COUNCIL SAYS LEAVE RENA IN PLACE

Bay of Plenty Regional Council released a statement last Thursday indicating it supports the Rena owners' application to leave the wreck in place on Otaiti (Astrolabe) reef. However, a final decision is expected to be made by New Zealand's Environment Court. Regional Council chief executive Mary-Anne Macleod said that in addition to receiving 151 submissions, the council had prepared its own technical report, analyzing the proposal to leave the wreck in place. "The report concludes that the damage already caused by the grounding, coupled with the difficulty and high health and safety risks of full wreck removal essentially restricts the options available," says Macleod. The council's report recommends that, provided key issues can be adequately addressed through the consent process, including consideration of cultural concerns, the application should be granted. The council has also recommended a number of conditions for the Environment Court to consider if the consent is granted. Macleod acknowledged the report's conclusion that while full removal of the wreck from the reef was technically possible, it was not feasible, given the high health and safety risks associated with full removal. There was also likely to be extensive further damage to the structure and ecology of the reef from on-going salvage, and further discharge of contaminants. Some key concerns with the proposal needed to be further considered through the consent process, says Macleod. These include potential long-term adverse effects of copper on the local environment and the reef ecology, potential cumulative effects of any future discharges and cultural effects. The council's recommended conditions include the clearing of debris, removing remaining sections of the bow, working to remove copper, conducting underwater surveys, establishing a Kaitiaki Reference Group and a Technical Advisory Group and preparing a monitoring plan as well as working closely with Maori. Rena was a 3,351 TEU container ship owned by the Greek shipping company Costamare through one of its subsidiaries, Daina Shipping. On 5 October 2011 the Rena ran aground near Tauranga, New Zealand. The ship was carrying 1,368 containers, eight of which contained hazardous materials, as well as 1,700 tons of heavy fuel oil and 200 tons of marine diesel. By Sunday, 9 October, a 5-kilometre (3.1 mile) oil slick threatened wildlife and the area's rich fishing waters. Oil from the Rena began washing ashore at Mount Maunganui beach on 10 October. Bad weather that night caused the ship to shift on the reef, and the crew were evacuated. The shifting of the ship caused further damage, resulting in a further 130–350 tons of oil leaking. On 11 October the spill was declared New Zealand's worst ever maritime environmental disaster by Environment Minister Nick Smith.

<http://www.maritime-executive.com/article/Local-Council-Says-Leave-Rena-in-Place-2014-11-08>

USA, MA, PITTSFIELD, NOVEMBER 9 2014. FORMER DRY CLEANERS IN PITTSFIELD, GREAT BARRINGTON STUDIED FOR CONTAMINATION



The former Stetson Cleaners has been empty for a number of years because of the liability of contamination.

The state and federal governments are spending about \$175,000 this year to start to find out how much pollution was caused by two local dry cleaning businesses — one in the city and one in Great Barrington. The town of Great Barrington was just awarded \$91,000 to conduct more assessments of the Ried Cleaners site on Main Street. Meanwhile, Pittsfield is preparing to use a \$83,463 grant for Stetson Cleaners on Federal Street. Both sites are linked to perchlorate contamination — a chemical that is more difficult to assess because of its mobility. "We don't know in what directions it migrated and how far," said Berkshire Regional Planning Commission Executive Director Nathaniel Karns. "These will both end up being \$200,000 sites just to assess." BRPC used what

was left in the Brownfield Assessment Program, which is funded through the U.S. Environmental Protection Agency, for the Pittsfield site. Officials from the state's MassDevelopment program allocated the funding for Great Barrington's assessment. According to Karns, the Great Barrington site is prime for redevelopment but developers and businesses are avoiding it because of the unknown liability. The hope is that the assessment will detail what the property will need for a cleanup. "There is very active market interest in it but this is an impediment," Karns said. Ried Cleaners closed in 2006 after more than 50 years in business; the circa-1900 property at 218 Main St. included a Laundromat and was initially listed at about \$800,000. It is currently listed at \$165,000. BRPC officials say the potential for redevelopment allowed MassDevelopment, an economic development focused program, to award the funds to the project — and thus allowing both sites to be assessed. In Pittsfield, the \$83,463 will be spent on conducting the assessments during the demolition of the former Stetson Cleaners, which passed from the Stetson family's hands nearly 20 years ago. The property has been abandoned and perchlorate was found on land



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

more than a block away and traced back to the former dry cleaner. The mortgage holders won't foreclose on the land because of the liability so the city is planning to take it via tax title and [demolish the building to build a parking lot](#). The building is set to be torn down in December and that's when the assessment work is to be completed. The assessment allocations are only the start of the remediation process. "We are preparing to apply directly to the EPA for additional assessment activities (Phase II) on the site and any potentially impacted sites and prepare the Phase III — selection of remediation action alternatives — if we receive the funds," wrote Permitting Coordinator Nate Joyner in an email on Friday. Tracking down the extent of the contamination is difficult with perchlorates so understanding just how much of the chemical is there and how many parcels it affects is a lengthy process. The chemical was used in dry cleaning businesses and often disposed of through floor drains. Trenches excavated for underground utility lines allows for the chemical to travel. But how far? That's what local officials need to find out or else the properties will continue to be vacant and unsellable. "You have to do assessments in a wide area to find out what is going on," Karns said. The Pittsfield site was only determined to be contaminated after the chemical was found at the intersection of First and East Street. Both sites have already gone through a Phase 1 assessment, which identified the source of the contamination. Now environmentalists need to find out how much of the chemical remains and how far it traveled. In the end, the two sites will cost taxpayers nearly a half-million dollars to determine the extent of contamination. "We have two sites and either one could consume every dime we have," said Karns of the brownfield assessment program.

<http://www.iberkshires.com/story/47839/Former-Dry-Cleaners-in-Pittsfield-Great-Barrington-Studied-For-Contamination.html>

AUSTRALIA, VICTORIA, MELBOURNE, NOVEMBER 12 2014. MONASH FREEWAY REOPENED AFTER CHEMICAL SPILL



Traffic banked up for kilometres after a section of the Monash Freeway was closed.

The Monash Freeway has been reopened after a section was blocked off to traffic for hours as emergency crews cleaned up a chemical leak. The CFA said chemical containers ruptured when a truck carrying them crashed on the freeway under the Heatherton Road overpass at Endeavour Hills. A drum of flammable aviation fuel was left leaking onto the freeway. Emergency crews stabilised the leak and the freeway was reopen about 3:00pm. The freeway was closed between Stud Road and Heatherton Road, leaving traffic banked up for kilometres in both directions. Authorities said there was no threat to the community but people in the area were asked to turn off air-conditioning.

<https://au.news.yahoo.com/a/25492632/monash-freeway-closed-as-emergency-crews-clean-up-chemical-spill/>

GEORGIA, TBILISI, NOVEMBER 12 2014. GEORGIA TIGHTENS REQUIREMENTS FOR GAS FILLING STATIONS SAFETY

nana kirtzkhalia



The ministry of economy of Georgia prepares a bill which will tighten the requirements for safety on the gas stations of the country. The bill requires the introduction of a fine from 200 to 1500 GEL (\$1 = 1.76 GEL) for non-compliance of gas filling stations with the safety norms. In addition, a penalty of 1,000 GEL is required for gas filling stations which work without a license, and a fine of 750 GEL for refusing to conduct a legal check, according to the bill. "The number of gas stations for cars in Georgia has increased dramatically in recent years, but there is no control over them," the Deputy Economy Minister Natia Mikeladze told the Kommersant radio. "This leads to greater risks, as the gas is dangerous itself. Accordingly, the government intends to carry out technical supervision over their condition, and in particular this applies to the security requirements." Owners of gas filling stations in Georgia welcome the new initiative of the

government. In particular, the company has built 20 gas stations in Georgia so far that are fully compliant with international standards, SOCAR Energy corporate director Irakli Zubitashvili told reporters Nov.4. "It is important that standards are adhered



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

to by all," said Zubitashvili. "It is necessary that the indicated field is tightly controlled by the state for the maximum protection of the interests of the population as a whole."

<http://en.trend.az/scaucasus/georgia/2329370.html>

CANADA, ALBA, ROSEBUD, NOVEMBER 12 2014. COURT RULES THAT ALBERTA ENVIRONMENT CAN BE SUED FOR FAILING TO PROPERLY INVESTIGATE AND REMEDIATE WATER CONTAMINATION NEAR ROSEBUD

The Chief Justice of the Court of Queen's Bench of Alberta has ruled that Alberta Environment can be sued for failing to properly investigate and remediate water contamination allegedly caused by Encana's hydraulic fracturing activities near Rosebud, Alberta. "This is a big victory for water and for all Albertans. The decision means that landowners can stand up and hold governments and regulators to account if they fail in their duty to properly investigate environmental contamination" said Rosebud resident and plaintiff Jessica Ernst. Alberta Environment argued in court it didn't owe a "private duty of care" to individual landowners when investigating causes of groundwater contamination that left wells so polluted with methane and other contaminants that the water could (and still can) be lit on fire. In other words, the regulator argued that individual landowners couldn't try to hold government legally responsible for negligent investigations of environmental contamination, no matter how faulty. The Court disagreed. Chief Justice Wittmann ruled that "[w]hile this is a novel claim, I find there is a reasonable prospect Ernst will succeed in establishing that Alberta owed her a prima facie duty of care." In addition to ruling in favour of Ms. Ernst on all key points, Chief Justice Wittmann took the rare step of ordering the government to pay triple Ms. Ernst's legal costs for the improper manner in which her claim was attacked. "Ernst was wholly successful in responding to this Application. . . . These arguments could have been raised as part of Alberta's first application, but were not. Ernst was put to the time and expense of two applications, not one. . . . As a result of these considerations Ernst shall have her costs against Alberta fixed at triple [the regular rate]"

PDF Document The judgment can be found here: <http://www.ernstversusencana.ca/the-lawsuit>

PDF Document For French translation and more information, including Encana's Statement of Defence:

<http://www.ernstversusencana.ca/the-lawsuit>

<http://www.newswire.ca/en/story/1443435/court-rules-that-alberta-environment-can-be-sued-for-failing-to-properly-investigate-and-remediate-water-contamination-near-rosebud>

BANGLADESH, TANGAIL, NOVEMBER 12 2014. OIL TANKER EXPLODES IN TANGAIL

Watch the Video [Oil Tanker Explodes](#)



A fuel tanker exploded in a filling station in Tangail's Natiapara on Tuesday.

The incident took place around 9am Tuesday at Nahian filling station disrupting transport on the Dhaka-Tangail highway for about an hour. Tangail Fire Service and Civil Defence Deputy Director Abu Jafar said another vehicle slammed into the oil-filled lorry when it was parked at Nahian Filling Station. That triggered the explosion. The fire in the tanker spread to a nearby covered van, a Diba Paribahan bus and four trucks. Six fire fighting units rushed to the spot to bring the fire under control after an hour. Abu Jafar said no one was hurt, but the tanker was completely gutted. The tanker contained 9000 litres of oil belonging to the Meghna Oil Company, said Police Sergeant Jamal Hossain.

<http://bdnews24.com/bangladesh/2014/11/11/oil-tanker-explodes-in-tangail>

USA, CA, SAN DIEGO, NOVEMBER 12 2014. NEW DETAILS IN KGB SKY SHOW FIREWORKS MISHAP THAT BURNED BOY

steven luke

Watch the Video [Raw Video: KGB Sky Show Mishap](#)

he family attorney for an [11-year-old boy hit in the chest](#) by a firework at the KGB Sky Show says the fireworks company could bear ultimate responsibility for the child's injuries. Saturday night, the annual KBG fireworks show capped off a San Diego State football victory against Idaho at Qualcomm Stadium. But while most in the stadium had their gaze at the sky, one section quickly had their attention diverted by a scary, split-second misfire from the field. "One witness seems to recount something appeared to catch fire and fall over," said the family's attorney Robert Cartwright Jr. "Another witness just felt like



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

part of the rocket launcher fell over and one of the rockets was launched into the audience." The firework exploded into the Field Level Section 9. It ignited the sweatshirt of the 11-year-old boy, who was visiting with his family from Orange County. The boy was left with first and second degree burns to his arms and ears, according to Cartwright. "His stepfather leaned over with his bare arms to try and put the flames out and burned himself in the process. He also had some burns on his forearms. The mother was horribly traumatized to see her 11-year old son catching fire" said Cartwright. The boy's mother took him to paramedics at the stadium, and according to his attorney did not return to his seat - contrary to some media reports. He was also treated by doctors at an Orange County hospital the following day, Cartwright told NBC 7. He is expected to make a full recovery. The company running the fiery display was Pyro Spectaculars, based near San Bernardino. Its resume includes Super Bowls and Olympics shows. NBC 7 has emailed the company's attorney but has not heard back. "Everyone involved could potentially have some legal responsibility, but primarily it's the people in charge of the fireworks and they have a duty legally to exercise extreme care when dealing with dangerous materials like this" said Cartwright.

<http://www.nbcsandiego.com/news/local/New-Details-in-KGB-Sky-Show-Fireworks-Mishap-That-Burned-Boy-282238461.html>

USA, WA, SEATTLE, NOVEMBER 12 2014. DIESEL FOUND NEAR OLYMPIC PIPELINE MIGHT BE FROM 1988 SPILL

graham johnson

 **Watch the Video** [Diesel Found near Olympic Pipeline might be from 1988 Spill](#)

An investigation is underway after oil was discovered on the ground along the Olympic Pipeline outside Anacortes. A spokeswoman at the state's Utilities and Transportation Commission told KIRO 7 indications are the pipeline is not actually leaking, and that the oil might have been on the ground for some time. The pipeline owner, BP, said crews noticed about 60 gallons of diesel in a hole at the Allen Pumping Station. The company said crews dug the hole weeks ago for maintenance but didn't have a chance to fill it in. Then, last Wednesday, they noticed the oil, shut down the pipeline as a precaution, and began looking for a leak. "We've been spending the time between then and now trying to get to the bottom of this thing," said Bill Kidd of BP. Kidd said BP notified regulators and shut down the pipeline as a precaution. Crews dug out around the pipe but couldn't find a leak. The oil appears to be old, weathered diesel. The state's Department of Ecology told KIRO 7 the best theory right now is that it was left over from a 160,000 gallon spill at the pump station in 1988 and was flushed into the hole and a nearby monitoring well by last week's rain. "It just does not appear to be fresh material," Kidd said. The Olympic Pipeline sends all kinds of petroleum products from refineries in Whatcom and Skagit Counties to Seattle and Portland. It also provides jet fuel to Sea-Tac Airport. In 1999, an explosion on the pipeline killed three people in Whatcom County. Since then, the state's Utilities and Transportation Commission has been regulating pipelines in Washington. BP has owned the pipeline since 2001. The pipeline fully resumed operations Monday afternoon. No shortages have been reported.

<http://www.kirotv.com/news/news/olympic-pipeline-investigated-potential-leaking-af/nh4ps/>

AUSTRALIA, NEW SOUTH WALES, COOTAMUNDRA, NOVEMBER 12 2014. FIRE AT COOTAMUNDRA FERTILISER FACTORY

alex mcconachie



Fire and Rescue NSW and Hazmat crews are on scene at a factory in Cootamundra.

A dozen people in Cootamundra had to be evacuated from their homes on Tuesday afternoon following a chemical fire in a factory. The fire took hold on a small pallet carrying the chemical Zinc Chloride inside the factory, with the small blaze causing a chemical reaction which emitted a gas. As a result, a 200-metre exclusion zone was set up around the factory, on the corner of Berthong and Wills streets, with six homes in the area evacuated. Roadblocks were set up around the building on Berthong Street, Wills Street, Hume Street and Pinkerton Road as police cordoned off the area surrounding the fire. Firefighters from Fire

and Rescue NSW, along with Hazmat teams tackled the blaze were on Tuesday night working to isolate the burning zinc chloride. "The crew's been inside in fully encapsulated suits and using a forklift, we've moved the pallets that were not touched," Cootamundra fire captain Les Carr said at about 7pm on Tuesday. "We've left one pallet, the trouble pallet in situ, and we will be placing it in a 200-litre Hazmat bin." The fire, which took hold at about 4.45pm, burned well into the evening as emergency services co-ordinated to defuse the situation.

<http://www.dailyadvertiser.com.au/story/2689254/fire-at-cootamundra-fertiliser-factory/?cs=12>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

USA, WASHINGTON DC, NOVEMBER 12 2014. JUDGE APPROVES ANADARKO'S RECORD CONTAMINATION SETTLEMENT

timothy cama

A federal judge has approved Anadarko Petroleum Corp.'s \$5.15 billion settlement over accusations that its subsidiary left toxic waste in dozens of United States communities. The money could start to be disbursed within weeks, an attorney involved in the case against Anadarko told Reuters Monday. The agreement, which involved the Justice Department, the Environmental Protection Agency (EPA) and creditors of Tronox Inc., is the largest environmental cleanup settlement in United States history, federal officials said in April when the parties reached the deal. Federal attorneys say that paint materials maker Kerr-McGee contaminated the communities where it had facilities for 85 years. It spun off the operations responsible for cleanup to Tronox in 2005 before Kerr-McGee was sold to Anadarko, an oil producer, in 2006. The government accused Kerr-McGee of playing a "corporate shell game" to avoid its duties to clean up its messes. Much of the money from the settlement will be used to remediate sites, including a uranium mining operation on Navajo Nation land.

<http://thehill.com/policy/energy-environment/223646-judge-approves-anadarkos-record-contamination-settlement>

USA, CA, ARCADIA, NOVEMBER 12 2014. FRITO-LAY SNACK CHIP TRUCK CRASHES INTO FUEL STATION CANOPY

jonathan lloyd

 **Watch the Video** [Caught on Camera: Fuel Station Awning Collapse](#)

A fuel station's canopy was damaged early Tuesday after the driver of a Frito-Lay snack chip delivery truck crashed into the structure. The crash, reported at 7 a.m., occurred at a Valero station in the 900 block of West Duarte Road in Arcadia. Fire department personnel blocked off the entrances to the station as they checked for damage to fuel pumps and the canopy's support columns. Nearby streets also were closed early Tuesday. No injuries were reported.

<http://www.nbclosangeles.com/news/local/Lays-Doritos-Truck-Crash-Fuel-Gas-Station-Valero-Awning-Canopy-282281681.html>

USA, CA, SAN BERNARDINO, NOVEMBER 12 2014. CAL/OSHA CITES FUEL DISTRIBUTOR NEARLY \$100,000 AFTER FATAL EXPLOSION

Cal/OSHA has cited fuel distribution company National Distribution Services Inc. (NDS) \$99,345 following an investigation into an explosion at the company's Corona facility that killed one employee and left another with severe burns. The owner of the company has been previously cited for similar incidents. On May 6, 2014, two employees attempted welding operations on a 9,000-gallon tanker truck containing an unknown amount of crude oil. The tank had not been purged or tested for flammable vapors, resulting in the explosion. Samuel Enciso, 52, was a welder who had been with NDS for four years. He was found dead on the floor of the facility with his right hand and lower arm completely severed. A second employee with five years of experience suffered burns to more than 50 percent of his body. Investigators from the San Bernardino Cal/OSHA District Office determined that NDS contributed to this incident by failing to have required safety procedures in place for working with flammable vapors. Additionally, investigators found that NDS failed to train employees on the dangers of welding near combustible materials. "California requires employers to have and adhere to an Injury and Illness Prevention Program" said Christine Baker, Director of the Department of Industrial Relations (DIR). Cal/OSHA, formally known as the Division of Occupational Safety and Health, is a division of DIR. "This preventable death is a reminder of what can happen when that requirement is ignored," said Baker. While investigating the May 6 event, investigators learned about a previous explosion at the Corona facility that occurred under similar circumstances, and involved the same two NDS employees. On September 25, 2012, the lid of a fuel tanker blew through the ceiling of the repair facility after the employees commenced welding on a truck filled with flammable vapors. No injuries occurred on that date. "Enforcement of California safety laws sends a message to non-compliant employers," said Juliann Sum, Acting Chief of Cal/OSHA. "You cannot cut corners when it comes to worker safety." The Federal Motor Carrier Safety Administration served NDS with an emergency restriction order on August 14, prohibiting the company from using cargo tank motor vehicles. The company appealed the order in September. The owner of NDS, Carl Bradley Johansson, served prison time following a previous similar incident. In the 1990s, Johansson operated a business in Montebello known as Atlas Bulk Carriers. On September 27, 1993 there was an explosion involving welding operations on a fuel tanker that had also not been purged or tested. This incident also took the life of a welder employed by the company. Atlas Bulk Carriers was cited by Cal/OSHA for this incident.

<http://www.workerscompensation.com/compnewsnetwork/news/20147-cal-osha-cites-fuel-distributor-nearly-100-000-after-fatal-explosion.html>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

PALESTINE, GAZA, KEREM SHALOM, NOVEMBER 12 2014. FUEL TANKER BLAST KILLS ONE PALESTINIAN IN GAZA NEAR KEREM SHALOM CROSSING

A Palestinian was killed and several others were injured on Tuesday in an explosion apparently caused by a technical malfunction during a fuel transfer at an Israel-Gaza border crossing, Israeli and Palestinian officials said. The blast occurred as a fuel tank was being filled at the Kerem Shalom crossing. Israeli and Palestinian officials said they believed the explosion was accidental.

<http://www.jpost.com/Breaking-News/Fuel-tanker-blast-kills-one-Palestinian-in-Gaza-near-Kerem-Shalom-crossing-381430>

USA, IN, UNION CITY, NOVEMBER 12 2014. CARDINAL ETHANOL FINED \$9,600

seth slabaugh



Cardinal Ethanol has paid a \$9,600 fine to settle a complaint that it violated its Clean Air Act operating permit. The penalty is insignificant in light of the grassroots, investor-owned company's profitability — \$26.4 million net income for the fiscal year ended Sept. 30, 2013. President Jeff Painter said revenue and income data for fiscal year 2014 are not available because an independent audit has not been completed. But according to Securities and Exchange Commission information, the company's net income for the third quarter of fiscal year 2014 totaled \$29.4 million. Until now, Cardinal Ethanol had been the only biofuels plant in East Central Indiana that had not paid a civil penalty for alleged air or water violations. Those violations usually occur during planned shutdowns for maintenance or start-ups. "We paid the assessment in order to expedite this settlement," Painter said. According to the Indiana Department of Environmental Management, the company did not take reasonable steps to

restore an air pollution scrubber's operation to normal operation as soon as practical during planned shutdowns in 2011-13. The complaint also accuses the company of failing to record visible emissions of bag house exhaust around Christmas time in 2012. The plant produced 110 million gallons of ethanol, 314,321 tons of distillers grain used in cattle feed; and 26.5 million pounds of corn oil in fiscal year 2013. Cardinal Ethanol needs about 39 million bushels of corn a year, or 107,000 bushels a day, to produce 110 million gallons of ethanol. An ethanol plant is essentially a fermentation plant, Cardinal Ethanol says in its SEC reports. Ground corn and water are mixed with enzymes and yeast to produce a substance called "beer," which contains about 10 percent alcohol and 90 percent water. The beer is boiled to separate the water, resulting in ethyl alcohol. While the fine was insignificant, the company says in its SEC reports that environmental regulations, which often require expensive pollution control equipment, can be expensive and reduce profitability. "Carbon dioxide may be regulated in the future by the EPA as an air pollutant, causing us to obtain additional permits and install additional ... equipment," the company reported to investors. Besides greenhouse gases, other air pollutants of concern emitted by ethanol plants include volatile organic compounds, acetaldehyde and particulate matter. In 2010, IDEM issued Cardinal Ethanol an operating permit for air emissions that increased the plant's operating capacity and emission limits, including those for particulate matter. The Natural Resources Defense Council (NRDC) appealed the issuance of that and other ethanol air permits, winning at the Indiana Court of Appeals level. "IDEM has petitioned to transfer the matter to the Indiana Supreme Court and the parties are awaiting a decision on the petition," the company reported in August. " ... should NRDC's challenge of our permit ultimately be successful ... this would result in a decrease in our production of ethanol and distillers grains and could have a negative effect on our profitability." However, Painter this week told The Star Press: "After the Indiana Supreme Court reversed a ruling in favor of NRDC on the same issue but involving different ethanol plants, NRDC voluntarily filed a motion to dismiss its administrative challenge to Cardinal's ... permit." The POET Biorefining ethanol plant in the Madison County community of Alexandria has been fined more than \$55,000 for alleged violations of its permit; the POET Biorefining plant in Portland has been fined \$18,000; and the Central Indiana Ethanol Plant in Marion has been fined \$22,500. In addition, Central Indiana Ethanol now faces another fine for alleged violations including failure to operate a scrubber to control emissions of volatile organic compounds and hazardous air pollutants during a three-day shutdown this past May. In 2008, soy bio-diesel producer E-Biofuels, Middletown, paid IDEM a penalty of \$18,000 for discharges into sanitary sewers that interfered with operations of the town's wastewater treatment plant. Last year, E-Biofuels was accused of buying low-grade fuel from elsewhere, shipping it to its Middletown plant, switching labels, marking up prices and selling the product as premium fuel to its customers. Federal officials says the company cheated investors and taxpayers out of more than \$100 million. The Louis Dreyfus soy bio-diesel plant in the Kosciusko County



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

community of Claypool was fined \$103,750 in 2009 over alleged start-up violations. The plant was fined another \$7,750 last year.

<http://www.thestarpress.com/story/news/local/2014/11/11/cardinal-ethanol-fined/18874883/>

CANADA, ONT, TORONTO, NOVEMBER 12 2014. RAIL CARRIERS KEEP EMERGENCY RESPONSE PLANS SECRET FROM RESIDENTS

jessica mcdiarmid

 **Watch the Video** [Smoke rises from tanker cars in downtown Lac-Megantic, Que., after a derailment in July 2013.](#)



Junction Residents Raise Concerns about Rail Safety in their Neighbourhood. 'We as the public keep getting asked to take on the risk ... but are refused basic information,' says the Safe Rails Communities group, which sought details from CP and CN. Railroads cut through almost every community in Canada, but the companies that operate them are keeping secret from the public their emergency response plans. A Toronto rail safety community group wrote Canada's two largest rail carriers in late September asking for information on emergency response plans, insurance coverage, worst-case scenarios and track maintenance. The response was "extremely disappointing (but not surprising)," said Helen Vassilakos via email. "We as the public keep getting asked to take on the risk to both public safety and the public purse but are refused basic information. Everything seems to be done in secret with the assumption that we

should just quietly go along with it." Vassilakos and Patricia Lai, co-founders of the [Safe Rail](#) Communities group, wrote to Canadian Pacific Railway and Canadian National Railway. "We appreciate the importance of rail transport to our local and national economy, but after Lac-Megantic we feel it behooves us all to explore every option to guard against another such disaster," they wrote. In a response sent a month later, CP's director of government affairs, Randy Marsh, said the company has an emergency response plan that is "continually updated and improved" and reviewed with local officials, but it is not a public document. Information on track maintenance and insurance coverage isn't public, either, but the company meets or exceeds federal requirements, he wrote. "For safety, security and proprietary reasons, we do not publicly discuss a number of the items you have raised," Marsh wrote. CP spokesperson Breanne Feigel told the Star it isn't feasible to share the company's emergency response plan with the public. The document runs tens, if not hundreds, of thousands of pages and contains complex information. "It's not relevant and palatable to (someone) sitting at the dinner table," Feigel said. Vassilakos and Lai both live near the CP Rail corridor that runs through the Junction neighbourhood and along Dupont St. They founded Safe Rail Communities to advocate for greater rail safety in the wake of the July 2013 train derailment and explosion in Lac-Megantic, Que., that killed 47 people. While companies do not divulge information publicly about what dangerous goods they transport, a Star [investigation](#) found that substances such as crude oil, methanol, radioactive materials and sulphuric acid are transported along the rail corridor that passes their homes in the heart of the city. And the transportation of dangerous goods, particularly crude oil, by rail is on the rise. In 2009, only 144 carloads of oil were shipped by rail in Canada. By 2013, that figure was nearly 128,000. Late last year, Transport Canada ordered railways to provide historical, aggregate data to municipalities to help them prepare for emergencies, information CN and CP have said they already provided upon request. But municipal officials who receive that information are sworn to strict confidentiality. Companies argue that sharing the information publicly would threaten security and potentially harm business. Transport Canada did not answer questions about the rationale behind not releasing emergency response plans, instead sending information about the 2013 order that required companies to share dangerous goods information with municipalities. The department said that in the event of an incident, its emergency response centre, CANUTEC, would provide first responders with advice. Transport Canada does not require railways to disclose their insurance coverage, as it is considered commercially sensitive. Nor does the department release information on track maintenance and inspections reports, as they contain what is considered third-party and commercial information. Peggy Nash, the NDP MP for Parkdale-High Park, said people in the community want basic information about the goods moved past their homes and what to do if there is an emergency. "People are looking for some guidance ... They are also looking for reassurance," said Nash. "They have discovered there is a very real danger." Feigel, who did email the Star additional information on the notification process the company would use if an accident occurred, as well as data on track inspections, said the company shares its emergency response plan with local responders, as well as providing training, and there are detailed processes and protocols in place to deal with an emergency. In the event of an incident that threatened the public or



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

the environment, local responders would assume command and CP would assist with rail expertise and extra resources as needed, said Feigel. The company has trained more than 700 Toronto firefighters, and its fire chief is an expert in fighting crude-oil fires, with 25 years of experience in the oil fields of Alberta, said Feigel. Feigel said Marsh attended the September meeting organized by Nash in Toronto for concerned community members and answered 80 per cent of the questions from the room. "It's a really well-regulated, well-run, safety-conscious industry that had a really awful event occur," said Feigel. "We are doing our due diligence. We are doing it properly." CN spokesperson Mark Hallman told the Star, via email, that the company has taken steps to improve safety following the Lac-Mégantic disaster, such as acquiring new defect-monitoring equipment, conducting risk assessments of rail corridors and urging mutual aid protocols for emergencies. The company has \$1.24 billion in accident liability insurance and a "strong, comprehensive emergency response plan," said Hallman. CN sent a similar response to Safe Rail Communities after being contacted by the Star. When asked to clarify whether CN would share emergency response plans or worst-case scenarios publicly, he said the company had nothing further to add. Mark Winfield, an associate professor at York University who studies public safety regulation, said the secrecy surrounding emergency plans is "very problematic" because it prevents the public from seeing if they are adequate or up-to-date. "The issue again goes to basic issues of accountability and the balance between the economic interests of the railways and the safety interests of the public being struck in the plans," said Winfield. The Transportation Safety Board's scathing final report on the Lac-Mégantic incident, released in August, identified 18 factors that led to the crash, such as mechanical problems, unsuitable tank cars, [lax safety standards](#) and human error. Transport Canada issued a series of regulatory [changes](#) over the 16 months since the disaster, but the safety board still recommended the government force rail companies to use more physical defences to prevent runaway trains and take a more aggressive approach to enforcement. Nash said the Lac-Mégantic tragedy shone a light on Transport Canada's "lack of enforcement and poor safety culture." People have lost trust in the government systems designed to protect the public, she said. "We need to rely on the federal government to do its job when it comes to rail safety, and they are not," said Nash. "We should not have to have the residents policing CP Rail." Toronto has communications protocols in place with both CN and CP for emergencies, said city spokesperson Leisa Odum. First-responders would be in charge of the incident site, with support from rail companies; an evacuation, if required, would probably be ordered by the city's emergency services. The city has an "all-hazards" emergency [response plan](#) that covers all potential incidents available online. "The City of Toronto encourages the public to be emergency-ready for any potential event, not just a rail incident," said Odum.

Safety Response

CP provided the Star with information on response and preventative measures it takes to avoid accidents.

- Emergency procedures: In the event of a train incident, CP notifies local first responders (fire, police, ambulance). The company determines the products involved and notifies on-scene responders, while CP staff are dispatched to the site. Regulatory agencies such as the Transportation Safety Board and provincial authorities are given preliminary information and the shipper is notified (if the incident involves dangerous goods, shippers will dispatch staff to the site). Depending on the incident severity and type, specialized contracted services may be directed to the site. Environmental containment and remediation takes place. If evacuation is necessary, CP will advise and coordinate efforts with public information, housing, social and food service agencies.
- Track maintenance: CP staff do visual inspections regularly, as required by Transport Canada's Railway Track Safety Rules. Additional inspections are carried out during extreme heat and cold or environmental conditions such as high water, excessive rainfall or earthquake activity.
- CP has a rail-defect detection car that uses induction and ultrasonic technology to find flaws that are not visible. It also has a computerized track evaluation car used to pinpoint areas of concern. These cars traverse CP's mainlines four times a year and the entire network at least once per year.

http://www.thestar.com/news/gta/2014/11/11/rail_carriers_keep_emergency_response_plans_secret_from_residents.html

AUSTRALIA, NEW SOUTH WALES, SYDNEY, NOVEMBER 12 2014. SHIPPING LAWS 'TAKE TOLL' ON REFINERIES

annabel hepworth

Oil refineries are coming under additional pressure because of costs related to Labor's coastal shipping law, the Coalition will argue today. In a speech to the inaugural Australian Maritime Safety Authority "Ship to Shore" conference in Melbourne, Deputy Prime Minister Warren Truss will argue that the "defective" Coastal Trading Act is failing industries, including the petroleum sector. Local refinery operations are already under pressure because of the rise of Asian "mega-refineries" and surplus capacity in foreign markets. Already, Shell closed its Clyde refinery in 2012 and Caltex converted its Kurnell refinery to



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

an import terminal last month. BHP Billiton announced it would close its Bulwer Island refinery in Brisbane in mid-2015, and it may be converted to an import terminal. "In fact, under the Coastal Trading Act requirements, the liquid fuel industry pays approximately \$6.5 million per ship per year — a cost that impacts directly on refining in Australia," Mr Truss will say in the speech. "It is no longer cost-effective to carry offshore oil in Australian waters to an Australian refinery for processing. This is an opportunity cost to the Australian industry of \$3.5m per year, which places additional pressure on the cost of refining in Australia. "And, as I hear time and time again from other industries that use coastal shipping services, it is now cheaper to import petroleum products from overseas than refine in Australia and transport that product around the coast." The Coalition has pledged to change what it has called a "flawed, bureaucratic and protectionist" system for shipping cargo from one port to another. Labor's 2012 Coastal Trading Act created a new licensing system. It gave Australian ships an advantage by allowing them to compete for voyages proposed to be done by cheaper foreign vessels, while the petroleum sector has been worried about the interaction with the Customs Act. Arguing for Canberra's agenda, Mr Truss will say the Coalition is committed to reforming "our predecessor's assault on Australia's coastal trading sector". "The national interest demands that shipping carries a much greater share of the freight load, not a declining one — and not least to reduce pressure on our road and rail links," he says in the speech. Labor has argued that the changes were developed after "comprehensive" consultation and that it was trying to arrest a decline in the Australian shipping industry that began under the Howard government. There are five major refineries operating — BHP's Bulwer Island and Kwinana, Exxon Mobil at Altona, Shell at Geelong and Caltex at Lytton in Brisbane. They import an estimated 80 per cent of oil and feedstock from Asia, the Middle East and Africa. The Australian Institute of Petroleum, which represents Mobil, Shell, BP and Caltex, has said the need for coastal shipping to supply Australian refineries will "substantially decline" as the proportion of Australian crude used in refineries here falls. Also, refinery closures mean coastal shipping of finished petroleum products is expected to fall. Nevertheless, in a submission on Canberra's options paper on coastal shipping regulation, the AIP said there was a "a pressing need to address the adverse impacts of the administration of the (Coastal Trading Act) on the competitiveness of the Australian oil refining industry".

<http://www.theaustralian.com.au/business/shipping-laws-take-toll-on-refineries/story-e6frg8zx-1227119992567>

THAILAND, CHIANG MAI, NOVEMBER 12 2014. CANAL POLLUTED AFTER JET FUEL LEAKS FROM TANK AT CHIANG MAI AIRPORT



Residents have been warned not to use water from a public canal after around 10,000 litres of jet fuel leaked from a tank at Chiang Mai Airport on Saturday night. The leak was reported at around 11.15pm. The fuel leaked from the storage tank into the nearby Mae Kha canal, which flows past three villages. A 300-metre-long section of a drainage ditch caught fire after an angler threw a cigarette butt into it, the Bangkok Post [reported](#). An emergency response team from state oil and gas company PTT put out the blaze, which damaged two houses but caused no injuries, [according to the National News Bureau of Thailand](#). It said PTT had sent staff to investigate and had offered help to affected communities. It will be working with the airport and related sectors to repair any damaged caused as quickly as possible, NNT reported. [The Nation today](#) quoted the mayor of Padad municipality, Rungpreecha Punkaew, as saying that the smell of oil was quite strong and facemasks had been provided to

people living near the canal, which is used to irrigate farmland and for fishing. They have also been asked not to light fires nearby. "We will later take legal action against [PTT](#) for environmental damage," Rungpreecha was reported as saying. The Bangkok Post quoted a PTT official as saying that the leaked oil was valued at around 26,000 baht. Flights to and from the airport were not affected.

<http://chiangmaicitynews.com/news.php?id=4634>

INDONESIA, BANTEN, LEBAK REGENCY, NOVEMBER 12 2014. 4 MINERS FOUND DEAD IN POISONOUS WELL IN LEBAK

Four traditional miners were found dead in a 40-meter-deep well in Mandiri village, Panggarangan district, Lebak regency, Banten, on Monday. "The four victims have been identified as Apad, 25, Juarta, 30, Ugan, 45, and Odon, 30," Panggarangan Police chief Adj. Comr. Yusuf said as quoted by Antara news agency on Wednesday. The incident occurred at 2:30 p.m. on



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

Monday, when the miners were digging up the abandoned well, which was believed to emit toxic gas. "We suspect the four victims inhaled the poisonous gas," Yusuf said.

<http://www.thejakartapost.com/news/2014/11/12/four-miners-found-dead-poisonous-well-lebak.html>

RUSSIA, MOSCOW, NOVEMBER 13 2014. RUSSIA'S ENVIRONMENTAL WATCHDOG BLAMES MOSCOW REFINERY FOR AIR POLLUTION

katya golubkova & vladimir soldatkin

Russia's environmental watchdog, Rosprirodnadzor, has noticed an increase in air pollutants to above permitted levels in Moscow coming from the area of the local region's oil refinery, the ministry for natural resources said on Tuesday. It alleged that the air near the plant was contaminated with cumene, or isopropylbenzene, a colorless liquid used mainly to produce phenol and acetone. However, Gazprom Neft, the oil producer which controls the refinery on the south of Moscow, denied the allegations. "Isopropylbenzene is not used in the Moscow refinery production ... The Moscow refinery can not be the source of the air pollution by these substances," the company said in a statement. On Monday an unpleasant smell was noticed in some parts of the city and an official with Moscow's Emergency Ministry was also quoted earlier by the Interfax news agency as saying that a malfunction at a Moscow refinery was to blame.

 **Related Stories** [Russia opens criminal probe after sulphurous pong hits Moscow.](http://www.reuters.com/article/2014/11/11/us-russia-gazprom-neft-refinery-idUSKCN0IV1JG20141111)

<http://www.reuters.com/article/2014/11/11/us-russia-gazprom-neft-refinery-idUSKCN0IV1JG20141111>

CANARY ISLANDS, SANTA CRUZ DE TENERIFE, NOVEMBER 13 2014. ANGRY CANARY ISLANDERS BRACE FOR AN UNWANTED GUEST - THE OIL INDUSTRY

stephen burgen



Nearly 200,000 people - one in 10 of the population - protested against plans to extract oil from in and around the Canary Islands.

Madrid and Repsol have pushed through deepwater drilling and fracking licences to recover a hoped-for 2.2bn barrels of oil despite massive local opposition. In most places the news that you've struck oil would be cause to crack open the champagne. But not in the Canary Islands where Spain's biggest oil company Repsol is due to begin drilling off Lanzarote and Fuerteventura. "Our wealth is in our climate, our sky, our sea and the archipelago's extraordinary biodiversity and landscape," the Canary Islands president, Paulino Rivero, said. "Its value is that it's natural and this is what attracts tourism. Oil is incompatible with tourism and a sustainable economy."

Rivero, a former primary school teacher, is on a crusade against oil and he is not alone. Protest marches have drawn as many as 200,000 of the islands' 2 million inhabitants on to the streets. The regional government planned to consolidate public opinion with a referendum on 23 November. Voters were to be asked: "Do you believe the Canaries should exchange its environmental and tourism model for oil and gas exploration?" As with the weekend's scheduled referendum on Catalan independence, the Madrid government contrived to have the plebiscite banned as unconstitutional and Rivero has now commissioned a private poll he hopes will demonstrate the strength of public opinion. "The banning of the referendum reveals a huge weakness in the system," said Rivero. "You have to listen to the people. There's a serious discrepancy between what people here want and what the Spanish government wants. You are allowed to hold consultations under the Spanish constitution and what we wanted to do was completely legal. The problem we have is that some government departments have too close a relationship with Repsol." Repsol is flush with cash after settling a long dispute with Argentina and is keen to develop what may be the country's biggest oilfield after winning permission to drill in August. The company believes the fields may contain as much as 2.2bn barrels of oil and is investing €7.5bn to explore two sites about 40 miles (60km) east of Fuerteventura. If its estimates are correct, the wells could produce around 110,000 barrels a day for 10 years, equivalent to 10% of Spain's oil needs. Spain, which has never had a wealth of natural resources, currently imports 99% of its oil at a cost of around €40bn a year. Drilling in the area has been held up for more than a decade by environmental challenges and delays by successive governments, but Repsol has said it expects to begin work before the end of the year. The company claims it has offered every guarantee that the work will be carried out safely and with respect for the environment and has set up an €80m contingency fund for compensation in the event of accidents. Rivero is not convinced. "When we look at the development of Argentina or Mexico or Nigeria we see that the local people don't benefit much from oil," he says. "Furthermore, the oil here is



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

in very deep water which hugely increases the risks, as we saw with the environmental disaster in the Gulf of Mexico." The Spanish government says it cannot pass up on the possibility of finding oil and has issued licences for conventional exploration as well as fracking. José Manuel Soria, the minister for industry, energy and tourism, said last month that "Spain cannot afford the luxury of not finding out whether we have hydrocarbons." Speaking at a conference under the slogan "Reindustrialise to win", Soria said that "we spend €100m a day on gas and oil that our industry needs. We all want our industry to be more competitive and for that to happen we need cheaper energy." Rivero concedes that there is a conflict between what the Canaries want and the Spanish national interest. "As president of the Canaries, my first responsibility is to protect the Canaries' interests," he says. "There's no benefit for us. It presents risks to tourism, the environment, fishing, agriculture and to the desalination of seawater. When we weigh up what we have to gain and what we stand to lose, we don't gain anything. Repsol is the one who profits from this." Rivero's principal argument is that, the risk of oil spills aside, the oil will in due course be exhausted whereas tourism gives the islands a sustainable economic base. The tourist industry, which attracts 12m people to the islands, is worth €13bn a year, 32% of GDP. The islands, where 40% of land is protected, boast three Unesco world heritage sites and are a major ecotourist destination. As well as hiking amid unspoilt landscape, visitors can opt for the Loro Parque on Tenerife, the rainforest of La Gomera, or volcano treks on Lanzarote, among other attractions. Another issue is unemployment, currently running at 33% in the Canaries, nearly 10% above the Spanish national average. Rivero remains unconvinced that the oil business will make much of a dent on the jobless total. "Repsol says it may create 3,000 jobs but in Lanzarote and Fuerteventura alone more than 50,000 people work in tourism and in the Canaries it's more than 400,000," he says. "The oil industry will not complement what we already have. In fact, it will impede it." Despite the setback in the high court and the determination of the central government to explore all energy opportunities, Rivero remains unbowed. "We in the Canaries do not accept being treated like a colony, like something from another century when the Europeans pillaged Africa's resources," he said. "Repsol thinks everything has a price but they're not going to buy the Canaries. We won't bow down. We may lose a battle but we'll win the war."

<http://www.theguardian.com/business/2014/nov/10/canary-islands-brace-unwanted-guest-oil-industry>

USA, MD, BALTIMORE PORT, NOVEMBER 13 2014. MARYLAND STATE PATROL, HOMELAND SECURITY CONDUCT HAZMAT STING



the country," WJZ reported.

<http://cdllife.com/2014/top-trucking-news/maryland-state-patrol-homeland-security-conduct-hazmat-sting/>

According to Baltimore WJZ, Maryland State Police troopers conducted a 3-day sting to crack down on trucks hauling hazardous materials. The troopers reportedly teamed up with local law enforcement agencies and Homeland Security to "catch drivers hauling illegal and dangerous cargo," WJZ reported. Authorities focused their efforts at the Baltimore Port. A checkpoint was set up in Cecil County, Maryland on I-95. Authorities inspected trucks and their cargo. They were looking to make sure drivers had proper permits for the substances they were hauling. In total, authorities searched more than 100 trucks. Thirty trucks were found to have violations. "Troopers say the sting could become a model for other agencies to target illegal cargo at ports across

INDIA, CHENNAI, NOVEMBER 13 2014. IOC TO AUTOMATE ALL PETROL STATIONS IN 3 YEARS



IndianOil

Chennai: Indian Oil Corporation is in the process of automating its petrol stations and aims to complete the work in the next three years, a top official said. "In the retail front, we have taken a major initiative. We have gone for a large scale automation. Total delivery is controlled in automation system and there is always a verification system to check the quality and the volume of fuel delivered," B Ashok, Chairman and Managing Director, Indian Oil Corporation Ltd, told reporters. Indian Oil till last month has automated more than 6,200 retail outlets and is planning to automate 7,500 more in the current fiscal across the country. The company has automated two petrol stations one each in Tiruppur, Tamil Nadu and the other at Puducherry. One petrol station in Chennai and Coimbatore was underway for automation, he said. "For 2014-15, the company has lined up investment of Rs 125 crore for setting up new retail outlets and modernise existing retail outlets with canopy, visual identity and installation of modern dispensing units in Tamil Nadu," Ashok said. Indian Oil has invested about Rs 550 crore in Tamil Nadu till October towards automation and augmentation of existing facilities. "We are planning to cover



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

all the retail outlets in three years time," he said. On the setting up of rural petrol station under the Kisan Seva Kendra scheme, he said by March 2015, Indian Oil will have 7,000 such stations across the country.

http://zeenews.india.com/business/news/companies/ioc-to-automate-all-petrol-stations-in-3-years_111771.html

INDIA, KARNATAKA, HUMNABAD TALUK, NOVEMBER 13 2014. 4 DEAD, ONE INJURED IN AMBULANCE-DIESEL TANKER COLLISION

Four died and two were injured when an ambulance hit a diesel tanker on the Solapur-Machilipattanam national highway in Molkeri village in Humnabad taluk on Wednesday morning. The dead are yet to be identified. The dead and injured are members of a family from Aurangabad carrying the dead body of a youth in the ambulance. A case has been registered in Humnabad police station.

<http://www.thehindu.com/news/national/karnataka/four-dead-one-injured-in-ambulancediesel-tanker-collision/article6589966.ece>

USA, CA, RICHMOND, NOVEMBER 13 2014. CSB RELEASES FINAL REPORT ON CHEVRON RICHMOND REFINERY FIRE

The [US Chemical Safety Board](#) (CSB) has issued the final regulatory report on its investigation of the August 2012 pipe rupture and ensuing fire at Chevron Corp.'s 257,000-b/d Richmond, Calif., refinery, in which the agency reinforced its call for a more-rigorous approach to safety management at US refineries. CSB released the report, which received unanimous approval by agency board members, on Nov. 10. The second of three parts in CSB's investigation of the Aug. 6, 2012, process fire and vapor release at the Richmond refinery's crude unit ([OGJ Online, Aug. 7, 2012](#)), this latest report reiterates CSB's previous recommendation for California and US refiners to implement a safety case regulatory regime similar to that already adopted by refiners in Norway, the UK, and Australia ([OGJ Online, Dec. 17, 2013](#)). The shift to a safety-case regime would represent a fundamental change to current US practices by shifting the responsibility for continuous reductions in major accident risks from regulators to the company by requiring companies to demonstrate to refinery industry regulators—through a written "safety case report"—how major hazards are to be controlled and risks reduced to as low as reasonably practicable. Specifically, the report describes attributes of the safety case regulatory scheme that would help to transform the US's currently "reactive" PSM system into a more proactive one, according to CSB.

Worker, Safety Requirements

- In contrast to the PSM system used by US federal and state regulators today, the safety-case regulatory regime would improve worker and public safety by requiring:
- More comprehensive process hazard analyses.
- Documented use of inherently safer systems analysis and the hierarchy of controls to the greatest extent feasible, with the goal of continuous risk reduction to a specified risk target.
- Analyses of the effectiveness of safeguards intended to control hazards.
- Effective use of process safety indicators that drive performance.
- More thorough inspections and audits by a technically qualified regulator.

These enhancements would provide US regulators the adaptability necessary to keep current with improving standards and advancing technology, without requiring the regulatory bodies to engage in the process of lengthy and often unproductive rulemaking, CSB said. The agency also lauded the California Division of Occupational Safety and Health's (Cal/OSHA) recent move to revise and strengthen PSM requirements for state refiners with the September release of its Draft Process Safety Management for Refineries Regulation (PSMRR). In addition to incorporating a risk-reduction goal of "the greatest extent feasible" for process hazard analyses, Cal/OSHA's draft PSMRR proposes new requirements such as performing damage mechanism reviews and hierarchy of controls analyses. "California's draft regulations address numerous issues raised in the CSB regulatory report, and the CSB will be monitoring the California rulemaking process closely to see if those provisions remain in the final rule," said CSB Chair Rafael Moure-Eraso. CSB said it will release the third part of its investigation into the Richmond refinery fire at a public meeting in mid-December. In its first report on the incident, CSB found that [Chevron](#) repeatedly failed over a 10-year period at the Richmond refinery to apply inherently safer design principles and upgrade piping in the crude oil processing unit, which was extremely corroded and ultimately ruptured by the time of August 2012 incident ([OGJ Online, Apr. 15, 2013](#)). Had Chevron identified and evaluated damage mechanism hazards, the possibility of a catastrophic sulfidation corrosion-related piping failure likely would have been detected and prevented, according to CSB.

<http://www.ogj.com/articles/2014/11/csb-releases-final-report-on-chevron-richmond-refinery-fire.html>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

USA, OH, BELMONT CO, NOVEMBER 13 2014. FULLY FILLED TANKER TRUCKS ROLLS OVER, STOPS INCHES FROM BELMONT COUNTY HOME

 **Watch the Video** [Fully Filled Tanker Trucks Rolls Over](#)



A rollover crash hit a little too close to home for a pair of Belmont County residents on Tuesday night. When our camera crews arrived to find a truck resting next to a home, we expected the worst, but those homeowners say they've been waiting for this to happen. Diana Davis estimates nearly a half-dozen accidents have occurred along the stretch of road in front of her house along State Route 149 in the 36 years she's lived there. This was the first accident, however, involving a fully filled tanker truck that came barreling down toward the door. Standing outside the home surveying the damage, Davis was in awe that the truck came to a stop where it did – just a few feet from the walls. "(My husband) called on the phone and said 'what was going to happen to our house, did,'" Davis said. "He said 'one of the trucks just ran into the house.'" The previous accidents predominantly involved cars. "We get a lot of traffic-- high speed traffic around here," Davis said. Remarkably, aside from some landscaping damage, there appears to be minimal harm to the home. That landscaping may have prevented the truck from bursting right through the family's kitchen. "There was a rock that was buried in the front yard about 6 feet deep, and he dug it about 10 feet," Davis said. "So that probably slowed him down from actually hitting the house." Standing back while crews worked to remove the truck, Davis she's just thankful that no one was hurt. "The house is over 200 years old, and the house has never been hit by storms or anything," Davis said. "It's kind of scary because we've sat on the front porch all summer. "That'll probably make me sit outback from now on." The driver was taken a local hospital and treated for minor injuries. He will be cited with failure to control. Davis said the trucking company has been helpful with offering to pay for any damages from the accident.

http://www.wtov9.com/shared/news/features/top-stories/stories/wtov_fully-filled-tanker-trucks-rolls-over-stops-inches-belmont-county-home-6404.shtml

MALAYSIA, PERAK, IPOH, NOVEMBER 13 2014. ALZA ON FIRE AFTER HITTING GAS CYLINDER FROM OVERTURNED TANKER AT NSE

sylvia looi



The Perodua Alza catches fire after hitting a gas cylinder which had fallen from an overturned tanker at Km257 northbound of the North South Expressway.

A Perodua Alza caught fire after it hit a gas cylinder which spilled from an overturned tanker at Km257 northbound of the North South Expressway after Menora Tunnel. In the 9.22am incident, the tanker driver was believed to have lost control of his vehicle before it overturned and spilling the gas cylinders it was carrying. Two cars - a Perodua Alza and a Proton Exora - which could not stop on time crashed into the cylinders. However only the Alza caught fire after the gas cylinder it hit exploded. Rescue operations are still underway. The incident caused traffic on the stretch to come to a standstill. Motorists are advised to exit at Ipoh and continue their journey at Federal route before exiting at Kuala Kangsar.

<http://www.nst.com.my/node/52139>

USA, S.C, JASPER CO, NOVEMBER 13 2014. JASPER BUSINESS FINED \$2,500 FOR FUEL TANK LAPSE

sarita chourey

A Bluffton business owner has been fined \$2,500 by state regulators for violations related to its operation of fuel tanks at a Jasper County store. Environmental regulators cited Sand Hill Stations of Bluffton, LLC, which operates the Coosawhatchie General Store, located at 6282 West Frontage Rd., in Coosawhatchie. The S.C. Department of Health and Environmental Control conducted a file review, and in mid-May issued a Notice of Alleged Violation. At least three of the four fuel tanks at the site are in use, according to the agency's database. The business owner violated the South Carolina Underground Storage Tank Control Regulations failing to provide "financial responsibility" for an underground storage tank system and for not



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

producing financial records to state regulators upon request. When a gas station or marina operates with underground storage tanks on site, regulators require that the business take "financial responsibility." That refers to the process of paying for site rehabilitation and compensating third parties for bodily injury and property damage caused by accidental releases from underground storage tanks containing petroleum or petroleum products. Site rehabilitation, according to DHEC, consists of investigation, evaluation, engineering, construction, or other activities aimed at responding to subsurface soils, groundwater, or surface water that has been contaminated or affected in some way. The civil fine is contained in agency board's agenda materials prepared for this month's board meeting. The regulatory agency is requiring the Bluffton business owner to send state officials a completed Certificate of Financial Responsibility, proof of the ability to take financial responsibility, and to pay a civil fine of \$2,500. State records show this is the site's first violation, but one tank release was reported in 2004. The law and regulation in effect are the Environmental Response Bank Act of 1988, the SUPERB Act, and restrictions under the S.C. Underground Storage Tank Control Regulation. Managing underground storage tanks and closing them is not for the careless. "They can contain large quantities of explosive vapors that may ignite if handled improperly," reads agency guidelines.

<http://www.jaspercountysun.com/about>

USA, ME, PORTER, NOVEMBER 13 2014. PORTER ROAD REMAINS CLOSED AFTER GAS TANKER TOPPLES >> UP TO 2,500 GALLONS OF GASOLINE SPILLED

 **Watch the Video** [Porter Road Remains Closed after Gas Tanker Topples](#)

WMTW News 8's Courtney Sturgeon reports on the cleanup of up to 2,500 gallons of gasoline in Porter after an Irving oil truck tipped over into a ditch. No one was hurt in the crash, but a section of Route 25 will remain closed as the gasoline is moved to another tanker.

<http://www.wmtw.com/news/porter-road-remains-closed-after-gas-tanker-topples/29690304>

RUSSIA, MOSCOW, NOVEMBER 13 2014. MOSCOW UNDER SIEGE WITH TOXIC GAS

donal macintyre

Putin's Government investigate foul gas over Moscow and Parliament building. Moscow is under siege by a unidentified noxious gas and investigators are attempting to discover the source of it, despite no reports of industrial or chemical accidents. Terrorism is not thought a likely cause but the gas which has a consistency of hydrogen sulphide and a smell of rotten eggs is toxic and has been hanging over the city as the weather system stalls overhead. The gas has been detected in the main shopping areas and around the parliament buildings in recent hours, the EIN news agency reported. Local emergency agencies could not identify the source but one agency suggested that the local oil refinery was to blame. A spokesperson for the refinery said however, that it was not to blame, Interfax news agency reported. The spokesperson said that there had been no spillage and no reports of excessive levels of the gas. The gas was also detected in the capital's main shopping areas and around the parliament building, reports said. Other industrial suspects include sewage treatment plants but these have also been discounted. Terrorism is still an unlikely possibility, according to security sources. Medics said that exposure to the toxic gas can cause headaches and nausea and even hallucinations.

<http://www.sundayworld.com/top-stories/crime-desk/donal-macintyre-s-crime-cafe/moscow-under-siege-with-toxic-gas>

AUSTRALIA, VICTORIA, MELBOURNE, NOVEMBER 13 2014. TANKER IDLE IN MELBOURNE AS STOUGH DRAGS ON

paul howell

The Tandara Spirit sits idle in Melbourne as the union and shipowner fight it out in the Fair Work Commission. The Maritime Union of Australia (MUA) is allegedly refusing to prepare a Teekay-owned fuel tanker for what the union says will be a final voyage to Singapore. The Tandara Spirit is currently docked in Melbourne. While owned by Teekay, the tanker is currently being operated by Viva Energy Australia, which manages the former Shell oil refinery in Geelong. It plans to hand the ship back to Teekay when its current lease agreement expires in January next year, saying the vessel is surplus to its requirements in a trading environment that will involve substantially less fuel being exported from Victoria. "As a result of agreeing new contracts which significantly increase ground fuel sales in Victoria, Viva Energy's requirement to export product from Victoria has considerably reduced and, consequently, Viva Energy no longer requires a dedicated coastal vessel to transport petroleum products within Australia," spokesperson Jessica Marinner says. It is understood the ship will likely be decommissioned at the end of this service, and the Australian crew, employed by Teekay, will be made redundant. "A plan of stealth was hatched by the company whereby it would leave Australia in two days and dump the Australian crew, unemployed, in Singapore," the MUA alleges. "Vitol is trying to dump the Australian crew without telling anyone and it's not on." Swiss



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

company Vittol is the major investor behind Viva Energy Australia, which says it remains independent and locally-managed. "This decision [to hand back the Tandara Spirit] was not prompted by the purchase of the business by Vitol," Marinner says. "Viva Energy's coastal requirements have changed to an extent that the vessel is no longer required." Teekay and the MUA were scheduled to meet at the Fair Work Commission on November 11. As well as resolving the ongoing dispute, Teekay has made an application to stop the MUA participating in unprotected industrial action – in this case, workers' refusal to refuel the Tandara Spirit. A ruling has not yet been made.

<http://www.fullyloaded.com.au/news/logistics/1411/tanker-idle-in-melbourne-as-stoush-drag-on/>

NIGERIA, LAGOS, NOVEMBER 13 2014. SHELL 'WARNED NIGERIA PIPELINE COULD LEAK BEFORE SPILLS'

howard mustoe



The claimants, who are suing for a clean-up plus damages, say the illegal refining only started in earnest after the spills, which killed the fish they rely on for food and their livelihoods.

Oil firm Royal Dutch Shell was told a pipeline had reached the end of its life years before it spilled up to 500,000 barrels of oil, according to court documents seen by the BBC. Two spills in 2008 affected about 35 sq miles (90 sq km) in southern Nigeria, according to a group suing Shell. The area included sensitive mangroves. Shell "dismisses the suggestion that it has knowingly continued to use a pipeline that is not safe to operate," it told the BBC. The emails, letters and internal reports submitted to a court in London show that senior Shell

employees were concerned before the spill that Shell's pipelines in the area had reached the end of their lives and needed replacing to avoid danger to lives, the environment and the economy.

Water

The spills took place in Bodo, a town in the Ogoniland region, where people interviewed for an [Amnesty International report](#) into the effects of the incident reported headaches and eyesight problems. Following the spills, the price of fish, a local staple food, rose as much as tenfold, according to Amnesty. People who worked in fishing had to find jobs in other industries which proved more difficult to find. Oil spills in the Ogoniland region have also contaminated local drinking water sources, seeping into groundwater, according to a [report](#) from the United Nations Environment Programme (UNEP). Toxins found by UNEP in the wider Ogoniland area's drinking water include [benzene](#), which is thought to cause cancer. The two spills came from the same pipe on the Trans Niger Pipeline, operated by Shell, which takes oil from its fields to the export terminal at Bonny on the coast. It carries about 180,000 barrels of oil per day. The firm disputes the size of the spills and says much of the oil was spilt as a result of thefts and sabotage. In September 2006 - two years before the spills - a letter from Basil Omiyi, managing director of Shell's Nigeria business, SPDC, to the governor of Rivers State said that the pipeline was of "immediate and utmost concern". Shell had not inspected the pipeline for several years due to difficulties in accessing it, he said. "There is a risk and likelihood of rupture on this pipeline at any time, which if it happens, could have serious consequences for the safety of life, the environment and the nation's economy." A study conducted in 2000 by Shell's Nigeria business and Shell Global Solutions International, the oil giant's consulting business, found "the remaining life of most of the SPDC oil trunklines is more or less non-existent or short, while some sections contain major risk and hazard." An internal Shell email in December 2009, after the spills, said the firm was "corporately exposed as the pipelines in Ogoniland have not been maintained properly or integrity assessed for over 15 years." "The decision by Shell to continue pumping oil through pipelines which they knew were not fit for purpose is quite shocking," said Martyn Day, a senior partner at Leigh Day, the lawyers representing the community filing the claim. "The result was an environmental catastrophe for the Bodo Community and the biggest loss of mangrove habitat in the history of oil spills. The 40,000 residents of the Bodo Community primarily relied on fishing and their way of life and source of livelihoods has been destroyed for years to come," said Mr Day.

Compensation

Shell, in documents submitted in its defence, admits its pipeline failed due to a faulty weld, but disputes the volume of spilled oil. It says much of the damage caused to the area comes from other spills, including damage from sabotage and attempts at theft. Shell will pay "just and reasonable" compensation to those affected, it says. Shell told the BBC: "SPDC ceased operations in Ogoniland in 1993 following a rise in violence, threats to staff and attacks on facilities. Levels of violence and criminality have remained high over the following 21 years, constraining SPDC's ability to access the area. "The condition of the pipeline is regularly assessed. "Also, SPDC has always made use of the opportunity presented during sabotage [and]



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

crude theft point leak repairs to carry out on-the-spot coating and internal checks to confirm the integrity of the pipeline and coating." The area's humidity corrodes pipelines and its many rivers and lowlands means fixing a leak often necessitates wading through swamps, carrying floating booms and other equipment, which is slow work, according to one former Shell employee with whom the BBC spoke. International industry rules call for operators to consider tools to detect corrosion in pipelines, leak detection equipment and so-called cathodic protection in environments where corrosion is a risk. This is where a structure, such as a pipeline, is protected from corrosion by an electric current. There are no leak detection systems or flow rate meters on the pipeline, say the members of the community - systems which are industry standard in the West. Shell was unable to use its other leak detection systems such as flow monitoring or acoustic sensors because they were sabotaged or stolen and it was "not reasonable to keep replacing such equipment," it said.

'Survival'

The claimants say the pipelines were not checked regularly for corrosion or failing welding by robots known in the industry as intelligent pipeline inspection gadgets, or PIGs. In the UK, pipelines would be inspected in this way every five years or so, according to industry experts. Shell says it employed contractors to guard and monitor the pipeline and arranged for inspections from the air. The claimants say a lack of boats and too few people to adequately patrol made their job "inadequate". The claimants say Shell didn't want to shut down the pipes that form the Trans Niger Pipeline because of the company's reliance on them, citing an internal Shell email which says "sustenance/stability via the TNP [pipeline] is key for our survival". "From all we have seen in pursuing the Bodo claims, Shell has demonstrated a very worrying lack of care when it comes to the operation of their pipelines in the Niger Delta," said Mr Day, the community's lawyer. Shell said: "We are in the process of preparing for a trial in May 2015 regarding the Bodo operational spills, at which time internal documents produced by SPDC relating to the Trans Niger Pipeline (TNP) will be set in their proper context for review by the court."

Shell in Nigeria

- In 2009 Shell paid \$15.5m in an out-of-court settlement in a case accusing it of complicity in human rights abuses in Nigeria. It was brought by relatives of nine anti-oil campaigners, including author Ken Saro-Wiwa, who were hanged in 1995 by Nigeria's then military rulers. Shell denied any wrongdoing and said the payment was part of a "process of reconciliation"
- In 2013, Shell produced 265,000 barrels of oil per day from Nigeria, which is 8.3% of the 3.2m barrels of oil per day it had for sale from its drilling business.
- The area is also one of the most cost-effective for Shell. The cost of producing a barrel of oil in Africa last year was \$14.43. Only Asia and Oceania were cheaper. In Europe and the USA, the cost was \$17.66 and \$21.57
- Shell told its investors in its 2013 annual report of the "disputes" in Nigeria, where it "believes that the outcomes of these matters will ultimately be resolved in a manner favourable to Shell" albeit with the caveat "no assurance can be provided"

<http://www.bbc.com/news/business-29997074>

USA, HI, HONOLULU, NOVEMBER 13 2014. REPORT RECOMMENDS RED HILL TANKS BE DOUBLED-LINED

The Navy should add a second lining to underground fuel-storage tanks at Red Hill within a decade or shut them down, a draft report ordered by the [Hawaii Legislature](#) has concluded. The legislature created the Red Hill Fuel Storage Facility Task Force after a leak in January 2013 of an estimated 27,000 gallons of jet fuel from a World War II-era storage tank at Red Hill. The group's final report is due in December, and the draft lays out concerns, the Honolulu Star-Advertiser (<http://bit.ly/1xt24RI>) reported. "Ultimately, the storage of up to 187 million gallons of fuel, 100 feet above a drinking-water resource, is inherently dangerous to the environment," the draft report states. [Tom Clements](#), environmental public affairs officer for Navy Region Hawaii Public Affairs, said the Navy did not see the draft before it was made public last week and that it "misrepresented the Navy's position on several key points." He did not elaborate in an email response to a request for comment. The massive underground fuel farm near Pearl Harbor was completed in 1943. Twenty cylindrical fuel tanks, each large enough to hold Honolulu's Aloha Tower, can store fuel for ships and aircraft. State health and city water officials say a leak could seep through concrete and permeate bedrock to contaminate groundwater. Testing has revealed no contamination. The Red Hill facility "should only exist on the condition that aging facility be upgraded with secondary containment and state-of-the-art leak detection to ensure safe operations and (no) adverse impact to the environment," the draft report said. [Gary Gill](#), state deputy health director for environmental health, said after a task force meeting Thursday that Navy officials did not submit recommendations in time to be included in the draft but had previously stated that tanks should be given a second lining. The Navy has not recovered fuel from the January 2013 spill, he said. "Recovering the spilled product is still an issue for us," Gill



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

said. "We know that these tanks have been leaking for 70 years, and we know that there is contamination in the groundwater directly below them. But we don't know exactly how much contamination there is and in what direction it may be flowing toward any drinking water wells." The Navy has installed two new groundwater-monitoring wells north of the storage facility, Clements said by email. Both wells will allow the Navy to "apply suitable engineering practices in coordination with regulators and others to determine possible future groundwater well sitings."

<http://www.chron.com/news/science/article/Report-recommends-Red-Hill-tanks-be-doubled-lined-5888563.php>

NAMIBIA, WINDHOEK, NOVEMBER 14 2014. ROYAL DUTCH SHELL RETURNS TO NAMIBIA

After pulling out of the local market in 2002, UK-based oil and exploration giant, Royal Dutch Shell has once again set up shop in Namibia, to join the oil hunt along the country's south western coast. The company set up its new offices on Tuesday, with country chairman Dennis Zekveld giving assurance of the firm's long-term commitment, especially discovering oil in Namibia. The firm pulled out after failing to get the much delayed Kudu Gas project off the ground. Shell's renewed interests in the Namibian oil exploration sector was awakened after Brazil's HRT discovered none-commercial viable oil samples last year off the Atlantic coast. It returned to Namibia in February, after acquiring 90% stakes in the Orange Basin license blocks 2912A and 2914B, with the remaining 10% owned by the state-owned Namibian Petroleum Corporation. "The nature of our business is unfortunately very risky. Though I will give you the assurance that, if hydrocarbons are in fact present in (its licensed blocks), we will find it, Zekveld was quoted as saying by the local press on Thursday. He added: We are not here simply to drill a few holes. Zekveld told the media that Shell now had a sizeable amount of seismic data at its disposal, which is currently being analyzed by experts for interpretation. Essentially we'll be a small team. The first phase is the risky bit, and will see relatively little activity. But it's the long term that we are really excited about, this he said.

<http://en.starafrica.com/news/royal-dutch-shell-returns-to-namibia.html>

USA, OK, MEDICINE PARK, NOVEMBER 14 2014. TANKER HAULING SULPHURIC ACID STUCK IN MEDICINE PARK

derek hendy



A tanker carrying 45,000 pounds of sulfuric acid is currently stuck on Big Rock Road near State Highway 58 in Medicine Park. The Medicine Park Police Chief says the driver was headed to the water treatment plant around noon when he took Highway 58 to Big Rock Road instead of going down State Highway 49. If you've ever driven through the area, you know there's a steep grade with a lot of sharp turns. At some point, the back end of the tanker went off the road and became stuck. The Medicine Park Fire Department and police, along with the Oklahoma Highway Patrol and the Comanche County Sheriff's Department, responded. They closed off the road that leads to the Big Rock Estates for safety reasons. The police chief says they are waiting on an empty tanker from Texas to arrive and transfer the acid so they can safely remove the stuck tanker from the road. He also says the company is flying out a safety specialist to monitor the transfer. They expect to begin transferring the acid Friday morning

when they have daylight to work in. The road will remain closed until at least noon Friday.

<http://www.kswo.com/story/27378714/tanker-hauling-acid-stuck-in-medicine-park>

USA, ILL, ELWOOD, NOVEMBER 14 2014. CHEMICALS RELEASED FROM RAILROAD TANKER IN ELWOOD >> NO WORKERS AFFECTED OR OFF-SITE IMPACT REPORTED

brian stanley

A cloud of chemicals was released early Thursday from a railroad tanker at the Stepan Company chemical plant. About 1 a.m., employees had just begun offloading a rail car when a pressure relief valve malfunctioned, according to Will County sheriff's spokeswoman Kathy Hoffmeyer. A small vapor cloud of sulfur trioxide sprayed into the air within the facility, which is along the Des Plaines River, just off Millsdale Road and northeast of Interstate 55. Elwood and 12 other fire departments assisted Stepan employees for a hazardous material alarm call. "An additional small release was experienced while the rail car was being locked down," Hoffmeyer said. Stepan spokeswoman Kim Kumiega said no employees were affected by the gaseous release, but all employees were required to take shelter until it was contained. Hoffmeyer said sheriff's deputies also evacuated truck drivers waiting to make deliveries at the south gate. Access roads were closed until the gas was contained



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

and personnel were diverted to staging areas, according to Hoffmeyer. Kumiega said plant operations had returned to normal by 10 a.m. "There was no impact to the community," Kumiega said. "We will be conducting a thorough investigation to determine the cause of the release." Sulfur trioxide is used to manufacture sulfuric acid and is considered toxic, according to Stepan documents. The Environmental Protection Agency reports sulfuric gases in the atmosphere can contribute to acid rain. "It's definitely a material you don't want to encounter if you don't need to," said Harold Damron, director of the Will County Emergency Management Agency. Damron said there were no off-site complaints about the leak. Stepan kept the situation under control, he said. "We had a few people on the scene throughout the night," Damron said. "We were satisfied there wasn't any off-site impact. They were using a water stream to knock the vapors down at the site." Several fire departments were called to the scene as a cautionary measure in case there was contamination or any impact on employees, Damron said. But the leak was mainly controlled by Stepan emergency crews. "They requested outside assistance early on," he said. "It wasn't something that we came into eight hours later."

<http://www.theherald-news.com/2014/11/13/chemicals-released-from-railroad-tanker-in-elwood/aje5ewf/>

USA, ME, PORTER, NOVEMBER 14 2014. CREWS WORK TO RECOVER GASOLINE FROM IRVING TRUCK ROLLOVER

david hench

The crash in Porter spilled about 2,400 gallons, according to the DEP. Environmental cleanup crews have recovered about 1,074 gallons of gasoline that spilled when an Irving tanker truck rolled over into a ditch Wednesday night on Route 25 in Porter. The crash spilled about 2,400 gallons, according to the state's Department of Environmental Protection spokesman Karl Wilkins. The remaining gasoline that spilled is contained in the ditch, he said. Excavators were to be used this morning to dig up contaminated soil and haul it away in dump trucks for disposal, he said. The truck rolled over at about 6:30 p.m. Nobody was hurt, but responding fire crews from Kezar Falls had to be wary of the explosive vapors. The truck was loaded with a total of 10,500 gallons, but it is stored in separate compartments so not all of it leaked out, Wilkins said. The unspilled cargo was pumped off into another truck. Route 25 near the York Oxford county line remains closed during the cleanup. No gasoline spread to nearby waterways, Wilkins said.

<http://www.centralmaine.com/2014/11/13/crews-work-to-recover-gasoline-from-irving-truck-rollover/>

USA, MISS, MATHISTON, NOVEMBER 14 2014. HIGHWAY 82 OPEN AFTER ANHYDROUS AMMONIA TANKER SPILL

Highway 82 has been cleared to be open to traffic after a tanker spill late Wednesday night. Chief Roger Miller confirmed with WTVB that the stretch of road from the Highway 82 and Highway 15 intersection to Fox Run Road is open. Sgt. Criss Turnipseed with the Mississippi Highway Patrol tells WTVB that a tractor trailer was hauling anhydrous ammonia around 7:30 p.m. Wednesday on U.S. Highway 82 when a pressure pump valve came off and vapor came off the tanker Anhydrous ammonia is a dangerous chemical handled in farms. The Columbus and Starkville Hazmat Team was on the scene as well as the Hazmat Team from the Department of Environmental Quality in Jackson. No injuries were reported, but homes within a half mile radius were evacuated.

<http://www.wtva.com/news/national/story/UPDATE-Highway-82-open-after-tanker-spill/fSBsipRIrka9leJsAYQFIg.csp>

USA, TX, PECOS CO, NOVEMBER 14 2014. GAS FUMES MAY HAVE KILLED MAN FOUND ON HIGHWAY 67

frank rodasky

A man found dead near Highway 67 north most likely died from exposure to toxic gas fumes. The Pecos County Sheriff's Department is investigating the death of 66-year-old oil field worker James Gross, who was found by a passerby in a field near Highway 67 gasping for air. He died before officials arrived at the scene. Pecos County Deputy T.J. Perkins said Gross was gas pumper, tasked with checking gas wells. He was equipped with a hydrogen sulfide (H₂S) detector to alert the wearer of the presence of the colorless, flammable and hazardous gas. Deputy Perkins says the detector was in test mode so it may have been malfunctioning, making Gross unaware that he was being exposed to a lethal dose of the poisonous gas. Gross' vehicle was found about a mile away from his body on a lease road near an oil well. Deputies smelled gas when they examined the vehicle. The vehicle was registered in Gross' name, so Deputy Perkins believes he was an independent contractor. "It looks like he left his vehicle and walked out," Deputy Perkins said. "If it's strong gas they're supposed to get out of the vehicle and walk upwind and get out of that gas. That's what I think he was doing." Deputy Perkins theorizes that the gas exposure overcame him, causing him to collapse where he was found. There is a bit of mystery surrounding the condition of Gross when he was found. His shoes and clothes were fairly clean, considering the wet, muddy conditions from the recent



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

rain. "He should have been at least wet because it was pouring down rain," Deputy Perkins said. Yet there were no other footprints found near his body and nothing such as drag marks to suggest anyone was with him or brought him to the location. The autopsy report showed no blunt force trauma or any other outward signs of injury. The final toxicology reports, due in about two weeks, will determine if he had a fatal dosage of gas in his system. "We're just covering all our bases," Deputy Perkins said. "We don't suspect any kind of foul play. We think H2S got him. We're checking into everything." Deputy Perkins said the investigation is continuing.

http://www.fortstocktonpioneer.com/news/article_5b11a5f2-6aaf-11e4-98d6-73449cd6c7cc.html

NIGERIA, LAGOS, NOVEMBER 14 2014. 2008 NIGERIA SPILLS BIGGER THAN THOUGHT, SAYS SHELL

Royal Dutch Shell said on Thursday that two 2008 oil spills in Nigeria were larger than earlier thought, ahead of a compensation court case in England's High Court. The Anglo-Dutch energy giant's Nigerian arm said in a statement that the spills had been greater than the previously-reached total figure of 4,144 barrels. Lawyers bringing a compensation bid for 15,000 members of Nigeria's Bodo community have in the past claimed the spills could be as large as 600,000 barrels. Shell did not give a revised figure but a spokesman said the volume would not be a "key issue" in determining compensation. The compensation case is expected to be heard at the High Court in London next year. The two sides failed to agree a compensation deal in 2013. Leigh Day, the legal firm for the Bodo community, says the local environment was devastated by the two spills, depriving thousands of subsistence farmers and fishermen of their livelihoods. "From the outset, we've accepted responsibility for the two deeply regrettable operational spills in Bodo," said a spokesman for the Shell Petroleum Company of Nigeria (SPDC). "We want to compensate fairly and quickly those who have been genuinely affected and to clean up all areas where oil has been spilled from our facilities." He said that following the spills, a team involving government agencies, the SPDC and representatives from the Bodo community visited the sites and completed a joint investigation. "They estimated that the total volume of oil spilled was in the region of 4,144 barrels," the spokesman said. "As part of the litigation process, we asked satellite remote sensing experts, hydrologists and specialists in mangrove ecology to assess how the Bodo waterways and mangroves were impacted and other relevant information addressing the question of the volume of these spills and the extent of the damage. "Having reviewed their findings, we accept that the total volume of oil released as a result of the two operational spills is likely to have exceeded the joint investigation visit estimates." SPDC was prepared to compensate all members of the Bodo community who have been "genuinely" affected by the spills, the spokesman said. Nigeria is Africa's biggest crude producer, but much of the Niger Delta oil region remains deeply impoverished. Decades of spills have caused widespread pollution in the region. Last year, Leigh Day claimed independent experts had estimated the two spills in the cluster of fishing communities in Rivers state to have been between 500,000 and 600,000 barrels. Human rights group Amnesty International, citing an independent assessment published by US firm Accufacts Inc., claimed that the total amount of oil in the first spill exceeded 100,000 barrels. Shell has "dramatically underestimated the spills," said Audrey Gaughran, Amnesty's director for global issues.

<http://www.biznews.com/africa/2014/11/13/2008-nigeria-spills-bigger-thought-says-shell/>

USA, W.VA, CHARLESTON, NOVEMBER 14 2014. FORMER MASSEY CEO INDICTED OVER WEST VIRGINIA MINE EXPLOSION THAT KILLED 29



Massey Energy CEO Don Blankenship testifies on Capitol Hill in Washington in 2010.

Former Massey Energy CEO Don Blankenship charged following mine safety investigation that followed the fatal 2010 blast. The former CEO who oversaw the West Virginia mine that exploded in 2010, killing 29 people, was indicted on Thursday on federal charges related to a mine safety investigation that followed the blast. US attorney Booth Goodwin said a federal grand jury indicted former Massey Energy CEO Don Blankenship on charges that include conspiracy to violate mandatory federal mine safety and health standards, conspiracy to impede federal mine safety officials, making false statements to the Securities and Exchange Commission and securities fraud. Blankenship could face up to 31 years in prison if convicted. The indictment alleges Blankenship conspired to violate mine safety and health standards at the Upper Big Branch Mine from January 2008 until April 2010, when an explosion at the mine killed 29 coal miners. Specifically, the indictment said Blankenship was part of a conspiracy to provide advance warning of federal mine safety inspections, allowing mine bosses to



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2014 – 1,115 Newsy Stuff

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

November 25 2014



Alliance Partner
JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of
ISCO

www.spillcontrol.org

conceal and cover up safety violations. After the explosion, Blankenship made false statements and representations to the SEC concerning Massey Energy's safety practices prior to the explosion. He made similar statements in connection with the purchase and sale of Massey Energy stock, the indictment said. Alpha Natural Resources bought Massey for \$7.1bn in June 2012. Blankenship, who retired ahead of the merger, has denied any wrongdoing. Four investigations into the Upper Big Branch explosion found that worn and broken cutting equipment created a spark that ignited accumulations of coal dust and methane gas. Broken and clogged water sprayers allowed what should have been a minor flare-up to become an inferno. The federal Mine Safety and Health Administration said the root cause was Massey's "systematic, intentional and aggressive efforts" to conceal life-threatening problems. MSHA said managers even maintained two sets of pre-shift inspection books – an accurate one for themselves, and a sanitized one for regulators.

<http://www.theguardian.com/business/2014/nov/13/west-virginia-mine-owner-indicted-explosion>

USA, TX, MISSOURI CITY, NOVEMBER 14 2014. AT LEAST 2 WORKERS INJURED IN PLANT EXPLOSION

craig hlavaty & john boyd



An explosion at a concrete plant in Missouri City has left at least two workers seriously injured. Capt. Paul Poulton, of the Missouri City Police Department, said the explosion occurred at about 4:30 p.m. at the American Materials asphalt facility at 2122 Highway 90. The facility is on property that includes the CEMEX plant. The cause of the explosion is unknown, Poulton said. One plant employee with unknown injuries was LifeFlighted to a local hospital, Poulton said. The status of the second is unknown. The fire has been extinguished. Multiple units from the Houston Fire Department assisted at the scene.

<http://www.chron.com/houston/article/Blaze-burning-at-concrete-plant-near-Missouri-City-5891437.php>

USA, GA, GWINNETT CO, NOVEMBER 14 2014. HIDDEN TANKS, STOLEN CREDIT CARDS USED IN FUEL THEFT SCHEME

tom regan

 **Watch the Video** [Hidden Tanks, Stolen Credit Cards used in Fuel Theft Scheme](#)

A Lilburn gas station clerk, who became suspicious over a customer who was pumping more fuel than his vehicle was designed to hold, sparked an undercover investigation, six arrests, and links to a fuel theft scheme that has raked in millions to criminal organizations nationwide. Nicknamed "Pump and Dump," the scheme involves placing hidden fuel tanks into cars, trucks and SUVs, and using stolen credit card to purchase large quantities of fuel which is sold at cut rate prices on the street. "They would construct aftermarket tanks to put inside these vehicles. As they pulled up to a pump, it looked like any other person swiping a credit card and pumping fuel. Except they weren't pumping it into the tank that was designed by the manufacturer of the vehicle," said Lilburn police Captain Thomas Bardugon. Bardugon showed Channel 2 Action News nearly a dozen cars, trucks, semis and other vehicle that were used in the criminal scheme, which was cracked last month. Some of the hidden tanks hold over a hundred gallons of fuel. "These vehicles were equipped with a battery operated pump system. They would go off site. They would sell the fuel to another driver somewhere, pump it straight from the their vehicle or pump it out later," said Bardugon. The thieves created credit card using stolen personal information. "And based on that information they were able to create fake credit cards. They actually had machines they would swipe the cards through and embed the credit card information on it," said Bardugon. Police arrested a half-dozen Cuban immigrants, and also seized \$15,000 cash, and nearly 3,000 gallons of diesel fuel. They believe that the thieves sold a hundred times that amount before they were arrested late last month. Those who purchased the stolen fuel may also face charges. "People who are buying fuel for \$1 or less a gallon, went it's selling for \$3 a gallon, they should have known it was stolen, especially when nit comes out of the back of someone's car or truck," said Bardugon. The U.S. Secret Service assisted in the investigation. Similar investigations and arrests have occurred in other cities.

<http://www.wsbtv.com/news/news/local/hidden-tanks-stolen-credit-used-fuel-theft-scheme/nh6sR/>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au



Franklin Fueling Systems

www.upp.co.uk