

# Dangerous Goods - Hazardous Materials Group & Network

## Release 2010 – 632 Newsy Stuff

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

**August 18 2010**

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### INDIA, MUMBAI, AUGUST 11 2010. OIL SPILL: INDIA TELLS SALVAGERS TO SPEED REMOVAL OF CONTAINERS BLOCKING BUSIEST PORT

siddharth philip

 **Photo's** <http://www.npr.org/templates/story/story.php?storyId=129083668>



*Oil slick floats in the water of the Arabian Sea in Mumbai, India, Tuesday, Aug. 10, 2010. The oil spill from a damaged container ship that collided with another vessel in the Arabian sea had stopped after coast guard officials managed to plug the leak in its fuel tank, a top government official said Tuesday.*

India told salvagers to quicken work clearing hundreds of containers ditched into the sea off Mumbai's coast as the nation's busiest cargo-box harbor remained closed for a third day. "This work has to be speeded up," [Rakesh Srivastava](#), the joint secretary for ports at the Ministry of Shipping, said in an interview yesterday after a meeting to discuss recovery operations. Salvagers are retrieving four to six boxes a day of the 300 that are floating in the sea or submerged, he said. The

boxes must be removed by Aug. 14 to pave the way for the re-opening of Jawaharlal Nehru Port and the smaller Mumbai Port, which together handle about 40 percent of India's exports, Srivastava said. The shutdown has disrupted deliveries of oil to a local refinery, hindered shipments of grains and forced container terminal operators to suspend export bookings. "You cannot afford to have ports closed for a week," R. Venkatesh, vice president of the Western India Shippers Association, which represents about 130 exporters and freight forwarders, said in a Bloomberg TV interview. "The reaction should have been much speedier." Mediterranean Shipping Co.'s MSC Chitra shed the containers after colliding with another vessel on Aug. 7, according to the shipping ministry. The ship, built in 1980, is now listing after being deliberately beached.

#### Stranded Ships

The Chitra had 1,219 containers on board, of which 31 held hazardous chemicals and pesticides, according to Satish Agnihotri, India's director general for shipping. The containers are well-packed and aren't expected to cause environmental problems, Srivastava said. India's coast guard has stopped oil spilling from the listing ship, Environment Minister Jairam Ramesh told parliament yesterday. As many as 32 ships have been stranded in the ports or were waiting to dock because of the shutdown, according to the government. AP Moeller-Maersk A/S's Indian unit, which runs a terminal at Jawaharlal Nehru Port with Container Corp. of India Ltd., said it had suspending all export bookings. DP World Ltd. and Jawaharlal Nehru Port Trust also operate container terminals at the harbor.

#### Oil Tankers

Bharat Petroleum Corp., a state refiner, said yesterday that three ships carrying 1.5 million barrels of crude supplies for its 138,000 barrel-per-day refinery in Mumbai haven't been able to unload due to the closure of the port. The refinery will instead use crude from a pipeline and from inventories. India's soybean meal exports through Jawaharlal Nehru Port may be delayed by a week, according to Rajesh Agrawal, a spokesman for the Soybean Processors' Association of India. After the collision, about 200 liters of hydraulic oil leaked out from the MSC Chitra, while the 24 crew members were evacuated using tugs, the government said. Salvagers from Smit Internationale NV are working to stabilize the ship and its cargo. An official at Smit's office in Singapore declined to comment on the work. Jawaharlal Nehru Port in Nhava Sheva handled 4.1 million containers in the year ended in March, an increase of 2.8 percent, according to data on its website. That's about 60 percent of nationwide container volumes. By comparison, Singapore, the world's busiest container port, handled 25.9 million boxes last year. Total cargo tonnage at Jawaharlal Nehru Port, including commodities and other types of freight, rose 6 percent to 60.7 million tons last fiscal year.

<http://www.bloomberg.com/news/2010-08-11/india-tells-salvagers-to-speed-removal-of-containers-blocking-busiest-port.html>

### INDIA, MADURAI, AUGUST 11 2010. RAID TEAM INJURED IN BID TO DESTROY FIREWORKS

padmini sivarajah,

A team of eight police and revenue officials suffered critical burn injuries on Tuesday afternoon when they tried to destroy a 500 kg bundle of wicks (fuse used in fireworks) in a village near Sivakasi. They have been admitted to a hospital in Madurai with more than 70% burns. Based on a tip-off that fireworks were being illegally manufactured, the team of officials, including revenue inspectors of Sattur, Nenmeni and Nalli villages, the Kalaiganpatti village administrative officer, the Sattur town police inspector, a sub-inspector and two constables raided a farm belonging to Ramasubbu, 50, of V Meenakshipatti near Sivakasi. Their search revealed that a large amount of 'quick match' or wicks was stored in the room where the agricultural pump was located. The team had pulled out the huge bundle and set fire to it. But they were not prepared for the loud blast

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and fire which engulfed them. As the team had not taken the fire service team along with it, the men, whose clothes were afire, took some time to douse it. All of them sustained serious injuries. The pump room was damaged. J Tamilselvan, president of the Indian Fireworks Association, told TOI that illegal wick manufacture prevailed in Sivakasi for more than 50 years. "But the officials were ignorant about the safe method of disposing the wicks. What they should have done is to douse the entire bundle with water, whereas they had ignited it and the gunpowder in the wicks led to the blast," said Tamilselvan. It was also unfortunate that no steps were being taken to keep in good condition the burns ward in the government hospital in Sivakasi, notorious for accidents. "Often, the AC was found to be out of order making it impossible to treat victims there and the journey to Madurai is an ordeal," he said. Virudhunagar collector S K Shamugam said it was the police and revenue staff who conduct these raids and the fire service did not accompany them. "All of them, except the inspector, had sustained over 70% burns," he said. Virudhunagar fire officer A Karunakaran said the accident occurred due to "improper disposal" of the wicks. "Every day, in fireworks units, even the tiny pieces of wastes are set on fire," he said. Sivakasi police have registered a case. The injured include revenue inspectors Rajesh Kannan, Chandrasekhar and Rajmohan, VAO Kumarasamy, police inspector Abdul Latheef, sub inspector Ramesh and two constables Asaikani and Ganeshan.

<http://timesofindia.indiatimes.com/city/chennai/Raid-team-injured-in-bid-to-destroy-fireworks/articleshow/6290226.cms>

#### USA TN, KNOXVILLE, AUGUST 11 2010. RIG DRIVER CRITICAL AFTER I-75 CRASH IN ANDERSON COUNTY



*Interstate 75 North at mile marker 121 was closed after a tractor-trailer wreck in Anderson County*

The driver of a diesel tanker that crashed shutting down both northbound lanes of Interstate 75 near mile marker 121 is in critical condition this afternoon at the University of Tennessee Medical Center. John A. Estep of Gate City, Va., was driving a 2007 International pulling about 7,400 gallons of diesel fuel when he crashed into a 2000 Pontiac Sunfire in Anderson County. The car was stranded in the left lane near Raccoon Valley Drive after a tire blew out, said Tennessee Highway Patrol spokeswoman Dalya J. Qualls. Estep is in critical condition, and a THP trooper's report says he was not wearing a seat belt. The impact caused between 2,000 to 2,300 gallons of diesel to be spilled onto the interstate. The driver

of the stranded Pontiac, Michael J. Dillman of Cincinnati, was not injured. The tanker is a carrier for Frazier & Mann Fuel Oil in Weber City, Va. The oil company declined comment this morning. Dillman lost control of his vehicle after a tire blowout about 6 a.m., stranding his car in the left hand lane of the interstate, Qualls said. After Dillman had exited his car, Estep struck the Pontiac, sending both vehicles to the right side of the road. Both lanes of the interstate were shut down until about 10:10 a.m., Qualls said. Because of the interstate closure, traffic redirected to Callahan Road caused trouble in North Knoxville near the 7000 block of Central Avenue Pike. Knoxville emergency responders said anywhere from 10 to 12 rigs who were trying to avoid traffic could not pass under a bridge on 7050 Central Pike Avenue, causing numerous traffic delays. Qualls said traffic is flowing smoothly on the interstate.

<http://www.knoxnews.com/news/2010/aug/10/tractor-trailer-crash-closes-lane-i-75n/>

#### USA, TX, TEXAS CITY, AUGUST 11 2010. BP TEXAS CITY VICTIMS SEEK TO OVERTURN 'LENIENT' PLEA DEAL



*The wreckage at the BP facility in Texas City after an explosion in 2005.*

David Leining, a BP worker based in the oil giant's Texas City refinery, was in a construction trailer discussing safety issues of all things when he heard the first blast. His work site was exploding. Leining was one of the lucky ones. While most of the people in that meeting were killed, Leining, now 58 and retired, only broke both his ankles and suffered permanent knee damage, hearing loss and short-term memory loss. In March 2005, BP's Texas City refinery, located 30 miles south of Houston, exploded, killing 15 and injuring hundreds. The incident raised to 40 the death toll at the refinery over the last two decades. The repercussions of that tragedy continue to this day -- from continuing physical injuries of workers to fines assessed by the government -- and the massive oil spill in the Gulf has refocused

attention on BP's actions at the refinery. On Monday, the state of Texas sued BP, alleging that it illegally emitted 500,000 pounds of air contaminants at the refinery over a recent 40-day period and polluted the environment over the last 10 years. And lawyers for the 2005 explosion's victims are trying to overturn the oil giant's plea deal with the government that was

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reached in the wake of the incident. After the 2005 explosion, the company pleaded guilty to willful safety violations in front of an administrative court within the Occupational Safety and Health Administration (OSHA). The company was granted a plea deal, which included a \$21 million fine -- a fraction of the \$1 billion revenue the refinery generated for BP in 2004 -- and a four-year probation during which BP agreed to correct safety violations at the refinery. BP paid the fine and since then claims it has paid more than \$1 billion to victims of the blast. But OSHA reviewed the plea deal four years later in September 2009 and found that BP failed to make safety corrections. As a result, the agency slapped BP with an unprecedented \$87 million fine. However, this fine has yet to be paid because BP is contesting the indictment. "We continue to believe that we are in full compliance with the Settlement Agreement, and we look forward to demonstrating that," said Keith Casey, Texas City refinery manager, in a statement issued last October. Next Tuesday, BP will go before OSHA to officially appeal the fine. The hearing will determine whether BP violated the terms of its 2005 plea deal. If so, it could pave the way for criminal restitution at the federal level. After all, parallel to the OSHA indictment, [BP also pleaded guilty in 2007 to criminal environmental charges for the blast in a case that was prosecuted by the Department of Justice \(DOJ\) and the Environmental Protection Agency](#). As a result, BP had to pay the DOJ \$50 million in fines, face a three-year probation and adhere to OSHA's 2005 plea deal. "With the rig explosion I think people will be pretty intolerant with BP's request for more time to make improvements," says Brent Coon, one of the more prominent attorneys for the victims. In the wake of the Deepwater Horizon explosion and ensuing oil spill and numerous other safety violations, Coon and fellow lawyer David Perry have stepped up efforts to throw out the 2005 plea deal altogether. For the last few months, they have sent letters and met with federal prosecutors to re-open the September 2005 judgment, which they say has [done little](#) to improve the refinery's track record. Meanwhile, the slow legal proceedings have greatly frustrated Texas City victims. While BP has managed to put off the \$87 million fine for almost a year, victims of the blast continue to rack up massive medical expenses. Perry claims that one of his clients lost both his arms and has been in and out of the hospital "all summer" to treat infections; another victim lost part of his face and is non-functional from post-traumatic stress disorder (PTSD); one woman has breathing problems from scars in her lungs and must be cared after full-time by her husband, yet another victim. "Somebody at BP needs to go jail," Leising says. "That's the only way to wake them up. So far they've just had their hand slapped." Perry agrees. "It's been five years and [the government] still hasn't made things right at Texas City, as OSHA well knows," he says. "If we are to believe that the government is truly going to hold BP accountable for the Deepwater catastrophe, then it needs to start with enforcing the law against BP in the Texas City tragedy." BP and OSHA declined requests for comment.

[http://www.huffingtonpost.com/2010/08/09/bp-texas-city-victims-see\\_n\\_676299.html](http://www.huffingtonpost.com/2010/08/09/bp-texas-city-victims-see_n_676299.html)

### USA, TX, LUBBOCK, AUGUST 11 2010. FLAMES ENGULF RV AT LUBBOCK GAS STATION



Things could have been much worse after an RV caught fire at the 7-11 at 50th and University shortly after 10:30 Monday night. Details are still coming in, but here's what we know from the scene so far: a fire somehow sparked near the RV's propane tank. The flames quickly spread and engulfed the RV. Firefighters doused the flames before they could spread to the store or the nearby fuel pumps. Everyone inside the store and the people in the RV were able to move away from the area without being hurt. The vehicle was actually a rental RV from Southwind Party Buses. It was parked at the gas pump as if someone was pumping gas at the time of the explosion. The Lubbock Fire Department and the Lubbock Police Department blocked off the streets surrounding the intersection of 50th and University.

<http://www.kcbd.com/Global/story.asp?S=12952515>

### USA, MA, BOSTON, AUGUST 11 2010. MIT FRATERNITY SETTLES WITH WORKERS INJURED IN 2007 [CHUNKS OF SODIUM] EXPLOSION

*jen thomas*

Students from an MIT fraternity who inadvertently caused an explosion that injured two environmental cleanup workers on the Charles River in 2007 have reached a six-figure settlement with the victims, a lawyer for the workers said Monday. Insurance carriers for the fraternity, Tau Epsilon Phi, and two individual defendants from the MIT chapter agreed to pay an undisclosed amount to compensate the workers – retired teacher Thomas Soisson and former Harvard graduate student Kate Nardin – for their injuries and emotional trauma, according to a press release from the victims' lawyer, John J. Barton. The defendants,

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current MIT students and members of the fraternity, participated in a fraternity prank during Rush Week in September 2007. According to Barton, more than 20 fraternity brothers and alumni attended the event, where students dropped chunks of sodium metal into the Charles River to watch the chemical explode. Two days later, a four-person volunteer river cleanup crew aboard the Charles River Cleanup Boat spotted a piece of the sodium along the riverbank and put it in the trash. Within minutes, the trash barrel began to smoke, the lawyer said, and then exploded, striking Soisson and Nardin with pieces of burning plastic and sodium. The caustic substance burned their arms, legs and faces, and Soisson later underwent skin graft surgery. Emergency responders were also hurt when the sodium caught fire as it came in contact with water. "Fortunately, Tom Soisson and Kate Nardin have now recovered from their injuries, the responsible parties have been held accountable, and there is hope that others will learn from these events," Barton said in the release. An investigation by State Police and MIT Police led to criminal charges being brought in 2008 against student Bhaskar Mookerji, one of the students who participated in the late night "sodium drop." Mookerji was charged with disorderly conduct and an environmental pollution violation, but the case never went to trial, according to Erika Gully-Santiago, a spokeswoman for the Suffolk County District Attorney's Office. Investigators also found a YouTube video that showed students throwing the sodium bricks into the water at night. Another student, Matthew Peddie, who was the president of the MIT chapter in 2007, testified during the civil suit that the national fraternity tried to distance itself from the accident and asked students to write letters denying the fraternity chapter's involvement, the release said. A spokesman for Barton refused to give a settlement figure. Representatives for the fraternity were not immediately available.

<http://www.wickedlocal.com/cambridge/news/x1179102969/MIT-fraternity-settles-with-workers-injured-in-explosion>

### USA, LA, NEW ORLEANS, AUGUST 11 2010. MECHANIC SUES SHELL OVER BENZENE EXPOSURE

*michelle massey*

A mechanic has filed a Jones Act lawsuit against his previous employers for allowing their vessels to be saturated with benzene-contaminated air and for not warning him of the risks of contamination. Eric C. and Carolyn Wright filed suit against Shell Offshore Inc., Shell Oil Products Co., P.G.S. Exploration, D.W.S. International Inc., C.G.S. Veritas International, S.A. Permatex Inc., Klean Strip, Radiator Specialty Co., LPS Laboratories, Henkel Loctite Corp., WD-40 Co., Minnesota Mining and Manufacturing Co. July 27 in federal court in New Orleans. Eric Wright worked as a mechanic on the various defendants' vessels from 1976 until 2009. During that time, Wright states he was exposed to benzene and benzene-containing chemicals and solvents. The defendants are accused of permitting the vessels to be saturated and/or enveloped with benzene-contaminated air, failing to properly inspect or maintain their vessels to ensure the contaminated air would be contained, failing to warn of the unsafe conditions and health risks associated with the benzene exposure, failing to make adequate precautions on their respective vessels to prevent the ongoing release of benzene into crew spaces and work areas, and failing to reduce, minimize or eliminate benzene exposure levels. The companies are also accused of not implementing adequate air monitoring, failing to provide personal protective equipment and violating transportation regulations by transporting hazardous materials in interstate commerce. The manufacturer defendants, Shell Oil Co., Permatex, Radiation Specialty Co., LPS Laboratories, Henkel Loctite, WD-40 Corp., W.M. Barr, and Minnesota Mining and Manufacturing Co., are accused of strict product liability in that their products presented an unreasonable risk of harm and were unreasonably dangerous due to inherent characteristics, lack of warnings and defective designs. The Wrights are seeking damages for physical pain, suffering, functional disability and impairment, mental and emotional pain, anguish, suffering, mental and emotional deficiency, medical expenses, loss of wages, lost benefits, loss of earning capacity, loss of insurability, disability and disfigurement, loss of enjoyment of life, loss of consortium, interest, maintenance and cure. The plaintiffs are represented by Metairie attorneys L. Eric Williams of Williams Law Office and Richard J. Fernandez and Amber E. Cisney of the Law Office of Richard J. Fernandez. U.S. District Judge Sarah S. Vance is assigned to the case. Case No. 2:10cv02108

<http://www.louisianarecord.com/news/228820-mechanic-sues-shell-over-benzene-exposure>

### UK. SHIPTON-UNDER-WYCHWOOD, AUGUST 11 2010. THIEVES STEAL 1,400 GALLONS OF DIESEL FUEL

6 thousand litres of diesel fuel were stolen from a garage in Shipton-under-Wychwood. Thieves broke into an above-ground fuel tank at Station Road Garage sometime between 11pm on Saturday and 1am on Sunday. Police said the thieves drove into a field at the back of the site and cut their way through a fence to get to the tank. Owner David Johnson said the fuel cost almost £1 a litre. He said: "It's a real problem for garages and it's difficult to see how it's going to be resolved. "It's a problem that's sweeping the country and it would appear it's on the increase. "It's anywhere where there is large storage of fuel. It's so valuable and it's easy to get rid of or use yourself. "This was quite well planned so as a result they didn't bring the lights on, which come on if people walk on to the premises." Det Con Paddy O'Grady, from Witney CID, said: "This is a large amount of

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fuel that has been stolen and would have required a big vehicle to transport it and taken several hours to siphon off." Anyone with information should contact Det Con O'Grady on 08458 505505 or Crimestoppers anonymously on 0800 555111

[http://www.oxfordmail.co.uk/news/yourtown/witney/8323846.Thieves\\_steal\\_1\\_400\\_gallons\\_of\\_diesel\\_fuel/](http://www.oxfordmail.co.uk/news/yourtown/witney/8323846.Thieves_steal_1_400_gallons_of_diesel_fuel/)

#### USA, UT, OGDEN, AUGUST 11 2010. MOST OF FRESenius DIESEL SPILL CAPTURED



A broken valve in a diesel oil storage tank at Fresenius Medical Care spilled an estimated 2,900 gallons of fuel Tuesday afternoon, but a containment system at the facility captured almost all of it. Ogden Fire Marshal Matt Schwank said the company's containment system at the plant, 435 W. 13th St., captured most of the fuel and the company responded quickly. "They got it stopped pretty quick, and we've got cleanup crews down there," he said. Some oil got to a drainage canal but, he said, "they've got the canal blocked. They've got most everything cleaned out. Some went down the canal. We've got a cleanup crew making sure none of it goes down (farther)." The Ogden Nature Center is beside the canal and downstream from the Fresenius facility. Mary McKinley, the nature center's executive director, said because of the fast reaction, "there are all sorts of things in place to capture any diesel, should it reach our property." As of several hours after the 1 p.m. break, she said, none had reached the nature center. After a similar break three years ago that

did allow some fuel to reach the nature center, Schwank said, the company put new containment measures into place. In addition to the company's workers, he said, the fire department's hazardous materials team responded. Schwank said officials from Weber County Health Department and the State Department of Environmental Quality were on hand to monitor the response. "Everything's good," he said. Steve Marler, senior director of operations at the Fresenius plant, said the diesel spill was caused by a broken valve in the storage tank. The containment system installed after the last break consists of an oil trap in the drainage line, similar in function to the trap in a sewer line, he said. It captured almost all the spilled diesel, he said. Marler said Fresenius will work with Ogden Fire Department to make any further necessary changes to the system. Fresenius Medical Care is a major provider of dialysis services and renal care products.

<http://www.standard.net/topics/business/2010/08/10/most-fresenius-diesel-spill-captured>

#### USA, TN, LEBANON, AUGUST 11 2010. 1,500 GALLONS OF DIESEL FUEL LEAKS FROM TANKER TRUCK >> VALVE IS DAMAGED AFTER RIG HITS GATE

jeff ford

Crews spent much of Tuesday afternoon and evening cleaning up a diesel spill in Lebanon. According to the Wilson County Emergency Management Agency, a tanker truck driver clipped a gate while making a fuel delivery to the city's public works facility. The collision damaged one of the tanker's fuel valves, and 1,500 gallons of diesel leaked out. No one was injured.

<http://www.wsmv.com/news/24587067/detail.html>

#### USA, N.H, MILFORD, AUGUST 11 2010. MILFORD NEW HAMPSHIRE GAS STATION PAYS EPA \$49K FOR 2009 SPILL

The [U.S. Environmental Protection Agency](http://www.epa.gov) announced via press release Thursday, July 29, 2010 that the owner and operator of a gas station in Milford, New Hampshire, agreed to pay \$49,000 in order to settle EPA claims that federal Clean Water laws regulating oil spill preparedness were violated. According to the EPA press release, Draper Energy, which owned the Snack Corner Mobil Station, and its operator, Energy North Inc., failed to prepare a spill prevention plan. Furthermore, the two illegally discharged diesel fuel. The Mobil Station experienced a leak on March 5, 2009. The leak allowed approximately 1,500 gallons of diesel fuel to discharge into the Souhegan River. The spill was the result of a break in a pipe connecting an above-ground storage tank containing the diesel to a pump. The alarm failed to alert anyone of the discharge as oil flowed into the soil beneath the pump. The oil then seeped into a granite culvert that runs beneath the facility and then discharged into the nearby Souhegan River. The Souhegan connects to the Merrimack River, which leads to the Atlantic Ocean. Because of the alarm failure, the oil leaked for three days before neighboring business noticed a strong smell and oil sheen on the water of the Souhegan River. Only after the spill was noticed did an emergency response happen, which was executed by the local fire department, the New Hampshire Department of Environmental Services (NHDES) and EPA. Both Draper and Energy North cooperated with the organizations to clean the spill. Since the spill, the facility has been cleaned and the above-ground storage tanks have been removed. The EPA's oil spill prevention regulations require specific preventative measures for companies that store more than 1,320 gallons of oil that could reach a waterway if spilled. The regulations were put into place to ensure

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that tank failures or accidental spills do not lead to contamination of surface waters. According to Curt Spalding, regional administrator of EPA's New England office, "This situation was an unfortunate illustration of the damage that oil spills can do to our environment. It's much smarter and less expensive to prevent oil spills before they occur."

[http://www.newyorkinjurynews.com/2010/08/11/gas-station-pays-epa-49k-for-2009-oil-spill\\_201008114552.html](http://www.newyorkinjurynews.com/2010/08/11/gas-station-pays-epa-49k-for-2009-oil-spill_201008114552.html)

### USA, IA, IOWA CITY, AUGUST 12 2010. UI STAFFER INJURED IN BALLOON EXPLOSION

*lee hermiston*

 **Watch the Video** <http://www.kcrg.com/news/local/UI-Professor-Injured-in-Car-Explosion-100359594.html>

A University of Iowa staff member who loaded balloons filled with hydrogen and a hydrogen-oxygen mix into a vehicle was injured Tuesday when the balloons exploded. According to the University of Iowa Police Department, Dale Stille, a demonstration coordinator in the department of Physics and Astronomy, filled eight balloons -- four with hydrogen and four with a hydrogen/oxygen mix -- and placed them in a Ford Explorer owned by the university. The vehicle was parked near the loading dock of Van Allen Hall. Police said that when Stille opened a side door, there was an explosion. Stille originally was taken to Mercy Hospital by private vehicle for injuries before being transported to the University of Iowa Hospitals and Clinics' burn unit. Physics Department Administrator Aaron Votroubek said Stille has been released from the hospital. A message left at Stille's home was not immediately returned. The cause of the explosion, thought to have occurred about 7:30 a.m., has not been determined, UI spokesman Tom Moore said Tuesday afternoon. The blast was not immediately reported to police, who responded to the scene at 8:21 a.m. after a passerby saw the vehicle and damage caused by the explosion, which included a shattered windshield, and suspected a break-in occurred. Police said witnesses told them Stille had intended to take the balloons to an off-campus location for an educational activity. Stille apparently was involved with the Hawk-Eyes on Science Outreach Program, a grant-funded program that performed physics-inspired demonstrations. Stille is listed as an Instructional Resource Specialist for the program. Vincent Rodgers, a professor in the physics department and another coordinator for the outreach program, did not return a message seeking comment. "This literally has been done hundreds of times over the past 15 years," Moore said of the program. "This is the first time something has gone wrong." Moore said the physics department will review its protocols for the safe storage and transportation of chemicals and other hazardous materials. An investigation into Tuesday's explosion is ongoing, Moore said. According to the program's website, the demonstrations are performed at area schools and for other community organizations. The website does not indicate where Stille was scheduled to appear Tuesday. Bruce McAvoy, the university's fire safety coordinator, the Iowa City Fire Department and the State Fire Marshal's office are assisting in the investigation.

<http://www.press-citizen.com/article/20100811/NEWS01/8110310/UI-staffer-injured-in-balloon-explosion>

### USA, NY, SARANAC LAKE, AUGUST 12 2010. GAS STATION OWNER TO INSTALL NEW EQUIPMENT TO ENSURE UNDERGROUND PETROLEUM TANKS ARE NOT LEAKING INTO GROUNDWATER

*john senn*

The owner of four gas stations around Saranac Lake, N.Y. will spend \$60,000 to improve how its gas stations detect leaks from their underground petroleum storage tank systems, and will assist another gas station and a hotel to do the same as the result of an agreement with the U.S. Environmental Protection Agency (EPA). P.J. Hyde & Son, Inc. will also pay a \$16,000 fine under the agreement, which addresses the company's failure to properly test the leak detection equipment of underground petroleum storage tank systems for leaks at five gas stations in Saranac Lake, Tupper Lake and Indian Lake, and a hotel in Lake Clear. Leaking underground storage tanks pose significant threats to soil, surface water and ground water. "Out of sight does not mean out of mind when it comes to underground storage tanks, which is why it is critical that facilities monitor their tanks and make sure they are not leaking," said EPA Regional Administrator Judith Enck. "The Adirondack Park is an environmentally-sensitive area of the state that is teeming with clean water, which could easily be impacted by leaking tanks." The leak detection system upgrade is considered a supplemental environmental project under the agreement. A supplemental environmental project is an environmentally-beneficial project that a violator agrees to undertake in settlement; it must be a project that a violator will not otherwise be required to perform. P.J. Hyde & Son, Inc. is replacing conventional leak detection devices with more technologically-advanced electronic leak detection devices at the company's four area gas stations as well as another gasoline station owned by another company and a hotel in Lake Clear, Charlie's Wilderness Inn, that the company used to own. Routine EPA inspections of P.J. Hyde & Son, Inc. gas stations and the hotel showed that from 2007 to 2009, P.J. Hyde & Son, Inc. violated the federal Resource Conservation and Recovery Act annual requirements for testing automatic line leak detectors at its gas stations in Saranac Lake, Indian Lake and Tupper Lake. P.J. Hyde & Son, Inc. also failed to install an automatic line leak detector and an overfill device at the one gasoline tank at a hotel it then owned in Lake Clear. P.J. Hyde &

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Son, Inc. is now in compliance with the requirements. Petroleum releases from underground storage tanks can contaminate water, making it unsafe to drink, pose fire and explosion hazards, and can have short and long-term effects on people's health. More than 600,000 underground storage tank systems exist nationwide, and more than 375,000 leaking tanks have been cleaned up over the last decade because of strict environmental oversight.

<http://yosemite.epa.gov/opa/admpress.nsf/0/0594550e5bb62b6c8525777c006836e9?OpenDocument>

### UK, YORKSHIRE, TOCWITH, AUGUST 12 2010. WASTE COMPANY DEFENDS ITS SAFETY RECORD AFTER TOCKWITH FIRE

julie hayes

 **Watch the Video** <http://www.bbc.co.uk/news/uk-england-york-north-yorkshire-10949097>

 **Watch the Video** <http://www.bbc.co.uk/news/uk-england-10943187>

 **Watch the Video** [http://news.bbc.co.uk/local/york/hi/people\\_and\\_places/newsid\\_8903000/8903643.stm](http://news.bbc.co.uk/local/york/hi/people_and_places/newsid_8903000/8903643.stm)

 **Photo Gallery** [http://news.bbc.co.uk/local/york/hi/people\\_and\\_places/newsid\\_8903000/8903643.stm](http://news.bbc.co.uk/local/york/hi/people_and_places/newsid_8903000/8903643.stm)



*Flames and smoke rise from the chemical blaze at BCB Environmental Services at Tockwith, near York.*

BCB Environmental Management has defended its safety record as the fire that destroyed its waste facility near Tockwith dies down. A spokesman for the business said: "There is no question about the safety record of BCB Environmental Management, otherwise it wouldn't have a licence. The Environment Agency doesn't take risks and doesn't allow operators to take risks." He said that the £40,000 fine BCB incurred earlier this year after it admitted three health and safety offences involving its handling of flammable chemicals and its equipment, was down to human error and not because there were systemic faults in the business. "Errors do happen. That was a human error, not a procedural error and the consequence of that was a fire," he said. The company, whose chief executive Phil

Boardman is rushing back to Tockwith from a narrow boating holiday elsewhere in the UK, said it doesn't know what started the blaze. The spokesman said: "We can't comment on the fire because we have yet to investigate what the causes are and as soon as possible BCB Environmental Management will be working with the Fire and Rescue services and the Environment Agency to investigate the cause." He confirmed that the materials handled in the waste transfer plant were classed as hazardous. He said the detail of what exactly is in the building varies from day to day, but generally the waste transfer facility handles paints and inks. He said the classification of hazardous is a broad one and no substances which required protective clothing were held in the plant.

[http://www.yorkpress.co.uk/news/business/news/8325178.Waste\\_company\\_defends\\_its\\_safety\\_record\\_after\\_Tockwith\\_fire/?ref=rss](http://www.yorkpress.co.uk/news/business/news/8325178.Waste_company_defends_its_safety_record_after_Tockwith_fire/?ref=rss)

### USA, CA, ORANGE CO, SEAL BEACH, AUGUST 12 2010. FINAL ANSWER: DIG IT OUT, BP/ARCO

tracy wood



*Pickers outside the Seal Beach BP/ARCO gas station over the Fourth of July weekend. Leaky underground storage tanks have contaminated the soil, and residents have tried for 25 years to get the site cleaned up.*

The Orange County Health Care Agency on Tuesday ordered BP/ARCO to dig up contaminated soil under a Seal Beach gas station and haul it away, a directive that appears to end 25 years of debate over how to clean up the pollution. "It's a happy day," said Mario Iacoboni, who lives in the neighborhood near the gas station and is a member of the city's volunteer technical advisory committee. "It's no longer us begging them (BP/ARCO) to do things. They've been directed to do it." Last winter, three homes near the gas station at Pacific Coast Highway and Fifth Street were

temporarily evacuated when fumes that originated from leaky underground storage tanks were detected in the houses. The so-called dig and haul cleanup technique was strongly favored by Seal Beach city officials and residents of the Bridgeport neighborhood, which is separated by an alley from the gas station. "We think it's perfect," said Seal Beach City Manager David Carmany. "We're looking forward to the next step, which is getting that site cleaned up." Carmany said the reaction of neighbors most affected by the contamination also strongly contributed toward getting the result they all wanted. In its letter to

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BP/ARCO officials, the county Health Care Agency agreed, saying it reviewed a cleanup plan proposed by the company and other technical information and determined that "given the criteria of certainty, timeliness, and effectiveness, excavation was the most appropriate to address the majority of the contaminated source area." A BP/ARCO spokesman said he could not comment until he'd had time to read and digest the report. Among the issues still pending is whether the gas station will be rebuilt after excavation or whether the station owners will be given another station somewhere else. The cleanup ordered by the Health Care Agency gives BP/ARCO until Sept. 30 to begin obtaining the required permits and turn in a work plan. The company is supposed to excavate contaminated soil until tests show the contamination is reduced to certain levels or the edges of the excavation reaches houses or other obstructions that require work to stop, according to the letter signed by Richard Sanchez, the county's director of environmental health. However, the letter states, contamination levels that allow digging to stop "should not be considered a final soil cleanup." An overall assessment will be made to determine when work is complete. In issuing its cleanup directive, the Health Care Agency rejected a proposal by BP/ARCO to combine some excavation with another process called electrical resistance heating. That system would have used electricity to heat the remaining ground contamination, causing pollutants to evaporate. But health officials noted that BP/ARCO had never used the system to clean up contamination and said there were fears the heat could damage underground utilities or force the pollutants farther into residential areas or into new locations. "ARCO/BP has no record of implementing (electric heating) at any of its cleanup sites, in California or anywhere else," said the letter.

### Related Links

- [BP/ARCO Appears Willing to Dig Up Dirt in Seal Beach \(June 23, 2010\)](#)
- [Guil Oil Spill: Two Months and Counting. Seal Beach Leak: 25 Years and Counting \(June 17, 2010\)](#)
- [Seal Beach Residents: '25 Years Is Too Long' \(April 27, 2010\)](#)
- [Pollutants on the Move in Seal Beach \(April 5, 2010\)](#)

[http://voiceofoc.org/oc\\_coast/article\\_d368068c-a50a-11df-b53b-001cc4c03286.html](http://voiceofoc.org/oc_coast/article_d368068c-a50a-11df-b53b-001cc4c03286.html)

## USA, MI, IMLAY CITY, AUGUST 12 2010. STATION LEAKS GAS INTO BELLE RIVER>> BP PUMP PROBLEM SPILLS ABOUT 50 TO 100 GALLONS

Watch the Video <http://abclocal.go.com/wjrt/story?section=news/local&id=7604821>

Cleanup: Imlay City firefighters clean up a gas leak at a BP gas station Wednesday in Imlay City after a sump pump failed, causing a gasoline leak that ran into a storm drain that flows into the Belle River. The firefighters were using a neutralizing agent to treat the gasoline as they cleaned it up.



Fifty to 100 gallons of gasoline traveled about a quarter-mile through a storm drain before dumping into the Belle River early Wednesday, forcing emergency crews to scramble to contain the fuel and limit the environmental impact. Emergency crew members said they quickly placed booms in the river downstream from Newark Road to absorb the fuel and contain it. However, the pungent smell of gasoline and a hazy sheen still covered the water hours after the 6:15 a.m. spill. Renee Corbett, who lives east of the river on Newark Road in Imlay Township, ran through the fumes on her morning jog. "It's scary to have oil leaks this often, especially this

close," said the 36-year-old, referring to recent incidents in the Gulf of Mexico and Michigan's Kalamazoo River. The fuel made its way to the river from Spencer BP, 2015 South Cedar St., Imlay City. Imlay City Assistant Fire Chief Rick Horton said an alarm went off at the gas station just north of Interstate 69 after a sump pump above an underground storage tank malfunctioned. Imlay City Police Chief John Stano said in a statement Wednesday afternoon the cause of the spill is being investigated. Firefighters found a large amount of gasoline in the parking lot, according to the statement. Gas station employees had turned off the gas pumps and were taking measurements to try to stop the fuel from entering the storm drain, which leads to the Belle River about a quarter-mile away. Horton said the environmental impact of the spill was the biggest concern. He said drinking-water quality was not affected by the leak. Officials from the Department of Natural Resources and Environment were called to the scene. Mary Dettloff, DNRE spokeswoman, said crews will ensure the cleanup was being handled correctly and will monitor water quality. Firefighters from multiple departments -- including Imlay City, Lapeer and Mussey Township -- put neutralizing compounds on the gasoline and flushed out the storm drain. St. Clair County's hazardous materials team also responded to the scene, along with environmental cleanup crews. Stano said officials faced some initial challenges because the departments had different radio equipment that hindered communication. He said the situation was sorted out quickly when crews changed to a statewide channel. Horton said he has dealt with fuel spills before but added they

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were "not to this magnitude." Randy Barrett, 51, rode his bike from his house on Newark Road to check out the river after receiving phone calls from people wondering what was going on. "I didn't know anything about it, but you sure can smell it," said the Imlay Township resident. John Nothaft, 15, lives on Belle River Road in Berlin Township. He said he rarely uses the waterway for recreational purposes, but added the spill northwest of his home was disturbing in view of the number of recent oil and fuel leaks. "I see it as not carelessness, but lack of awareness of what's (capable of happening)," Nothaft said. During the incident, the gas station remained open, and its diesel pumps and grocery items remained available. Regular gasoline was not available. A worker at the station referred comment to Thom Spencer of Spencer Oil, who did not return phone calls.

<http://www.thetimesherald.com/article/20100812/NEWS01/8120304/Station-leaks-gas-into-Belle-River>

### **SOUTH KOREA, SEOUL, AUGUST 12 2010. DRASTIC ACTIONS TAKEN TO PREVENT MORE EXPLOSIONS >> BUSES PRODUCED IN 2001 BANNED FROM ROADS UNTIL SAFETY CHECKS DONE**



*Officials from the Seoul Metropolitan Office, Korea Gas Safety Corporation and Bus Drivers' Association yesterday were carrying out detailed inspections on the compressed natural gas tanks of intra-city buses. The Seoul Metropolitan Office is planning to complete the safety inspection by the end of September.*

After the explosion of a compressed natural-gas bus on Monday, many regional governments and other agencies are taking drastic actions to prevent another disaster. The Seoul Metropolitan Government has prohibited about 100 CNG buses that were produced in 2001 from operating until they pass safety checks. "We will prohibit CNG buses that are nine years old from operating until they undergo close

examination, and [we will] make it compulsory for CNG buses that are at least three years old to go through safety checks annually," said Oh Se-hoon, the mayor of Seoul. Public transportation woes are expected in Seoul during the next few weeks because of the 100 buses that will temporarily be out of service. Service will also be hampered because some drivers are refusing to drive buses that haven't undergone inspection. The Seoul city government will dispatch two experts to each of the 66 bus companies in Seoul to carry out safety examinations. If bus companies do not cooperate with the safety checks, they will face restrictions, such as a limit on how many buses they can operate. Despite these actions, criticism has mounted over the belief that these measures are coming too late. Reports have revealed that the government was aware that some buses had defects but didn't take swift action to correct the problem. The Ministry of Knowledge Economy yesterday said that the ministry, along with the Korea Transportation Safety Authority and Korea Gas Safety Corporation, examined 4,300 CNG buses from across the nation over the three months between December 2009 and February 2010 and found defects in gas tanks in 201 buses (4.7 percent). Among those with gas-tank defects, 66.7 percent of them were considered serious enough to cause an explosion. "At the time, the ministry had bus drivers and companies immediately repair the leaking gas tanks," said an anonymous source of the ministry. "The ministry also drafted a law that makes it compulsory to check gas tanks of CNG buses every three years." However, even though almost 5 percent of the examined buses carried defective gas tanks, the ministry and other relevant departments didn't extend safety checks to the rest of the nation's fleet. There was also no follow-up done to make sure that the buses with defects were actually repaired. The ministry held an urgent conference yesterday and decided that about 24,500 CNG buses will go through safety checks before Sept. 17. The CNG buses that were produced in 2001, the year when the exploded bus was produced, will be the first ones to be examined. The ministry will also consider making it compulsory to attach safety devices to gas tanks, such as leakage sensors and protective covers.

<http://joonggangdaily.joins.com/article/view.asp?aid=2924529>

### **CANADA, NUNAVUT, PANGNIRTUNG, AUGUST 12 2010. ARCTIC FUEL SPILL FEARS RAISED IN PANGNIRTUNG >> NOT PREPARED TO HANDLE LARGE SPILL, HAMLET OFFICIAL WARNS**



*This fuel tanker ran aground in the harbour at Pangnirtung, Nunavut, during low tide on Sunday. No fuel spilled from the vessel, according to officials.*

Residents in the Baffin Island hamlet of Pangnirtung, Nunavut, feared a large fuel spill would result after a tanker ship carrying fuel ran aground in the local harbour this week. Witnesses say the tanker had finished unloading a bulk shipment of gasoline to the community on Sunday when the vessel drifted and became grounded, tipping at an angle in low tide. "It looked like a shipwreck, quite frankly," Ron Mongeau, Pangnirtung's senior administrative officer, told CBC News in an interview. "The front of the vessel was pointed down into the water," he added.

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"The back end of the vessel was up on the rocks with the propeller fully exposed." No fuel spilled from the tanker, which was not damaged and was dislodged in high tide some hours later. Pangnirtung, a community of about 1,325, is located 300 kilometres north of Iqaluit on Baffin Island.

### **'Environmental Disaster' Risk**

Mongeau said he couldn't help but think about the hundreds of thousands of litres of gasoline still on board the ship when it ran aground. "Obviously when you see a tanker running aground, do the words 'environmental disaster' run through your mind really quickly?" he said. The tanker belongs to the Woodward Group of Companies, which is under contract from the Nunavut government to deliver bulk fuel shipments to the territory's remote communities. Susan Makpah, director of the Nunavut government's petroleum products division, said the company has assured her that there was no chance of a spill. "At no time did the captain consider [the] ship or crew to be in any danger or any risk to the environment of any kind," Makpah said from her office in Rankin Inlet. But even without the risk, Makpah said the territorial government is investigating Sunday's incident. Transport Canada will be notified, she added. "We take it really seriously when incidents like this happen," she said.

### **Not Prepared For Spill: Official**

Back in Pangnirtung, Mongeau wondered what would have happened if there had been a fuel spill near his community. "We could have had a significant incident here for which we are totally unprepared to handle," he said. The Canadian Coast Guard has been working to provide remote Nunavut communities with resources to handle fuel spills. This summer, the coast guard is shipping containers of spill response equipment to 19 small communities across the territory. So far, six kits have been put in place. Even when all the kits have been delivered and implemented, officials say community members need to be trained on how to use them. That training is expected to happen sometime next year. "The kits that we've constructed [and] designed were geared to deal with the loading and offloading, which were the high-probability incidents that were occurring — very small-volume response ... during the ship-to-shore transfer of predominantly Arctic diesel," said Larry Trigatti, the coast guard's superintendent of environmental response. Trigatti said the coast guard is prepared to handle larger spills as well, with 150 tonnes of spill containment gear ready to be flown to remote northern communities within days of an accident.

<http://www.cbc.ca/technology/story/2010/08/11/pangnirtung-fuel-spill-concerns.html>

## **USA, IA, MUSCATINE, AUGUST 13 2010. DRIVER CHARGED AFTER OVERTURNING ETHANOL TANKER**

### **Updated Story**

The driver of an ethanol-filled tanker that overturned Wednesday on the U.S. Highway 61 Bypass has been charged with failure to maintain control. According to a preliminary report from the Iowa State Patrol, Roger Wittekind, 53, of East Moline, Ill., was driving a 2003 Freightliner tanker northbound on the at about 11:20 a.m. when he attempted to turn onto Iowa Highway 22 and lost control. The tanker rolled into the north ditch of Highway 22. Law enforcement officials began re-directing traffic at Cedar and Lucas streets shortly after the tanker truck spilled an unknown amount of ethanol. Normal traffic has resumed there today.

### **Earlier Version of Story:**

Hundreds of Muscatine motorists were inconvenienced Wednesday after a tanker spill forced the closure of a portion of Iowa Highway 22. But the time it took to take a detour was short compared to the hours affected truck driver Michael Kennedy had to spend here. Muscatine law enforcement officials began re-directing traffic at Cedar and Lucas streets shortly after the overturned semitrailer tanker truck spilled an unknown amount of ethanol at the intersection of Iowa Highway 22 and the U.S. Highway 61 Bypass around 11:30 a.m. Kennedy said the tanker could hold 7,000 gallons of fuel according to information he received from the Sheriff's Office. Kennedy said he was hauling a windmill tower toward Muscatine on Iowa State Highway 22 when a Muscatine Sheriff's Officer stopped him as he approached the intersection at Lucas Street. "He told me I wouldn't be able to go any further," said Kennedy as he stood at the intersection at 5 p.m. "We've been here since noon. They didn't tell us how long it would be," Kennedy, of Dallas, appeared upbeat despite the 90 plus degree weather. He said he'd heard he might end up staying overnight in Muscatine and he wouldn't mind doing so. He and members of a safety escort service he was driving with spent the time helping flag traffic and mark the detour site. The portion of Highway 22 between Lucas and the Bypass were blocked off to clear the area for emergency crews who were worked to contain the spill. The accident occurred in the area of a small stream, posing a potential environmental risk. Muscatine Fire Chief Jerry Ewers said it appeared the driver of the tanker, whose name was not immediately released, was trying to go around the corner too fast and lost control. The Iowa Department of Natural Resources and Iowa Department of Transportation were alerted due to the potential environment impact an ethanol spill could have. The tank was punctured but several of the holes were plugged by noon. Another tanker was dispatched to the scene to collect the fuel from the damaged tank, said Ewers. Muscatine fire, ambulance, police and

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Hazmat responded to the scene along with the Fruitland Volunteer Fire Department, the Iowa State Police and Muscatine County Sheriff's Department.

[http://www.muscatinejournal.com/news/local/article\\_58e1b452-a5bf-11df-bef7-001cc4c03286.html](http://www.muscatinejournal.com/news/local/article_58e1b452-a5bf-11df-bef7-001cc4c03286.html)

### USA, W.VA, NEW MARTINSVILLE, AUGUST 13 2010. TRAIN YARD FUEL SPILL CLEANED UP

A diesel spill that dumped an estimated 1,500 gallons of fuel on a train yard after two rail cars collided has been contained and cleaned up, officials said. At about 9 p.m. Tuesday, emergency personnel received a report that two train cars had collided at the CSX rail yard, located in the Brooklyn section of New Martinsville. New Martinsville Volunteer Fire Department Chief Larry Couch said Wednesday his crews were the first to respond to the scene. The accident occurred, Couch said, when a locomotive traveling north collided with a box car loaded with shredded paper. After impact, the train rolled on its side, causing its "belly fuel tank" to be ripped open and fuel to pour out, Couch said. "We are lucky it wasn't worse," Couch said. "Those fuel tanks hold about 3,000 gallons of fuel and this one was full." When the locomotive rolled, it was sitting about 2 feet off the ground which stopped some of the flow of the fuel, Couch said. An outside contractor brought in to clean up the site estimated the spill to be about 1,500 gallons. The West Virginia Department of Environmental Protection was at the site Wednesday investigating the spill, but no formal report has been released. Two men who were riding on the locomotive were taken to the Wetzel County Hospital Emergency Department, where they were treated and released.

<http://www.theintelligencer.net/page/content.detail/id/540677.html?nav=510>

### USA, WI, MILWAUKEE, AUGUST 13 2010. WIS. COMPANY FACES \$75,400 FINE FOR 53 VIOLATIONS

Federal safety officials are proposing fines of \$75,400 for a West Allis metal-polishing company accused of 53 health-related violations. The Occupational Safety and Health Administration announced the citations Wednesday against Wisconsin Polishing and Plating Inc. No working number for the company could be found Wednesday. OSHA says the most serious violation involved allowing an employee to be exposed to a hazardous chemical above allowable limits. It says the company also failed to provide proper protective gear for employees working with lead and other chemicals. OSHA says the company performs chrome plating and polishing for metal parts. The company has three weeks to comply with the fines or to contest the allegations.

<http://www.businessweek.com/ap/financialnews/D9HHDNVG0.htm>

### INDIA, MUMBAI, AUGUST 13 2010. OIL SPILL: 'SLOW POISONING HAS BEGUN' >> THE OIL SLICK HAS ALSO REACHED THE HIGH TIDE MARK; EXPERTS SEE SIGNS OF ECOLOGICAL DISASTER

vinaya deshpande



accommodation barge 'Sea Patriot' conducting salvage operations on Wednesday. The effect of the oil leak from MSC Chitra may not be as dramatic as hordes of blackened dead fish being washed off the shore or some oil-slick-ridden duckling being spotted somewhere. But, according to Deepak Apte, Assistant Director, Bombay Natural History Society, the process of slow poisoning has begun. And the first victims are being spotted everywhere – from the Mumbai coastline to some parts of the biodiversity-rich Konkan (coastal region of Maharashtra). The oil slick has also reached the high tide mark in these areas. Experts say that the leak has set an ecological disaster in motion, which will see many casualties. The only thing is the casualties will not include human beings now. But as the lower strata of the

food chain gets affected, even that possibility cannot be denied. According to experts, contamination transfers to higher levels of food chain soon after it reaches the lowest strata. There have already been reports of dead sea-snakes, smeared with oil, being spotted on the Uran beach and the mangroves turning black in Vashi in Mumbai.

#### Worst Affected

Sasawne in Konkan is one of the worst-affected areas. The stench of the oil can be smelled from as far as 150 metres "I spotted the tentacles of so many small filter feeders [animal-like sponges which filter food particles from the sea] and other small sea animals full of oil here," Mr. Apte said during the field visit to the affected areas. He showed sea algae swathed in oil. "They will all die," he said. Though the Mandwa beach looks comparatively cleaner from a distance, if one stands on the shore, the sand around the feet, which erodes after the wave, leaves a glistening rim bordering the footmarks. Just a bit of digging in the sand reveals a thin layer of oil that has already percolated in the sand and has formed a thin film beneath. This film

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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2010 – 632 Newsy Stuff

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

**August 18 2010**

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asphyxiates all the life forms beneath it. Walking on this beach tars one's feet. Dipping the hands in the sea at Sasawne greases the palms.

#### Worrisome

This is worrisome as it is a much richer area in terms of marine biodiversity and has lots of sensitive species. This region also breeds marine organisms such as lobsters and oysters. They survive on dead and decaying material in the sea and the filter feeders. The disturbance in this breeding ground is set to have an adverse impact on the livelihood of the people there, as that is their primary source of survival.

#### Affects Tourism

The oil contamination in the sea is also set to affect the tourism in this region, which is an all-time favourite weekend destination for many from Mumbai, Pune and nearby cities. "People come here with their families to set out in the open and beautiful sea. With this leak, the entire area is contaminated now. Who would want to come here to smell the oil?" asked Ravi Apte, who owns a home stay facility close to the sea shore in Sasawne. The area is also known for turtle nesting. December to February is the nesting season here. "As the oil has percolated in the substrata of the sand, it is very difficult for the eggs to hatch. Even if you come here after three years, you will still find the oil here," Mr. Deepak Apte said. The villagers are primarily concerned about their livelihood now. "The government has issued a warning against going in the sea. But this is festive season for us with raksha bandhan and other festivals. We cannot celebrate in this condition," said Ramchandra Nakwa, a fisherman from Revas. The slipped containers of the ship have goods strewn across the beach. People have been carrying bagful of tea powder, biscuits and other goodies for the past three days. Experts do not discount the possibility of their contamination, but the villagers ignore the warnings.

<http://www.hindu.com/2010/08/12/stories/2010081263241300.htm>

#### USA, OH, MERCER CO, FARRELL, AUGUST 13 2010. FARRELL OIL SPILL CLEAN-UP ALMOST COMPLETE

##### Watch the Video:

<http://www.wkbn.com/content/news/local/story/Farrell-Oil-Spill-Clean-Up-Almost-Complete/-bzhVIVIdE2w-D4lettqwQ.csp>



Much of the brown residue that was floating down the Shenango River on Wednesday had been cleaned up just 24 hours later. That residue came from the Duferco Farrell Corporation, which operates a steel processing mill along the river. "The company unfortunately had a pump go bad, and some of the product leaked out into the river," said Mercer County Director of Public Safety Frank Jannetti. "As soon as they noticed it, they called us. They called the various emergency response organizations that had to be notified." Duferco mistakenly pumped almost 14,000 gallons of an oil-water mixture down the drain and eventually into the Shenango River. The company has hired a private group to handle the extensive clean-up. Booms were placed in the water shortly after the spill to keep the oil from flowing too far down stream. Now crews from McCutcheon Enterprises are using their expertise to clean the river. "We have containment boom and absorbent boom in both locations," said Jannetti. "What we do is everywhere that collects, we take a vacuum truck down, and we take as much of the oil out as we can." The clean-up is expected to wrap up Thursday evening. Crews will inspect the river again Friday to see if any visible oil remains on the surface. It's not yet known if Duferco will face any penalties from the Pennsylvania Department of Environmental Protection for the spill. They are, however, financially responsible for the clean-up. They are footing the bill for the private company that's removing the oil.

##### Related Links [Farrell Company Spills Oil into Shenango River](http://www.wkbn.com/content/news/local/story/Farrell-Oil-Spill-Clean-Up-Almost-Complete/-bzhVIVIdE2w-D4lettqwQ.csp)

<http://www.wkbn.com/content/news/local/story/Farrell-Oil-Spill-Clean-Up-Almost-Complete/-bzhVIVIdE2w-D4lettqwQ.csp>

#### CANADA, CALGARY, AUGUST 14 201. DRAYTON VALLEY COMPANY FINED



##### Oil pipelines.

A Central Alberta company has been fined thousands of dollars for failing to report two incidents in 2008. Petenco Resources Ltd. released 320 cubic metres of produced water after a pipeline break between January and March 2008 and also spilled unrefined crude oil. Neither incident was reported until the Energy Resources Conservation Board discovered anomalies in the company's production report.

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Alberta Environment launched an investigation and the Provincial Court has now ordered Petenco to pay a fine of 45 thousand dollars. Half the funds will be paid to a wetland restoration project in the County of Wetaskiwin. Officials say both the spill and leak sites have been fully remediated.

[http://calgary.ctv.ca/servlet/an/local/CTVNews/20100811/CGY\\_draytonvalley\\_fine\\_100811/20100811/?hub=CalgaryHome](http://calgary.ctv.ca/servlet/an/local/CTVNews/20100811/CGY_draytonvalley_fine_100811/20100811/?hub=CalgaryHome)

### USA, N.M, ALBUQUERQUE, AUGUST 14 2010. TANKER SPILL LEAVES SLUDGE IN NEW MEXICO WATERWAY

*susan montoya bryan*

The president of a group dedicated to fishing and preserving New Mexico's trout waters couldn't believe what he was seeing. The tanker truck's back wheels slipped into the soft dirt as it was trying to turn around on a dirt road. It rolled onto its side with its top hatch open and thousands of gallons of an oily, hot asphalt mixture went spilling out. The sludge flowed down the drainage from the road toward the Rio de Las Vacas, a popular fishing and recreation spot in the Santa Fe National Forest. Rudy Rios, president of New Mexico Trout, said Tuesday's rollover was an accident but it — and the damage to the river — could have been prevented. "It was the inefficiency of government at play," he said of the scene after the spill. "Nobody wanted to take responsibility. Everybody was looking at everybody else to make a decision." Rios was concerned that the truck driver had no assistance, the lid to the tanker was not locked and it took some time before highway crews brought up any help from the resurfacing project just a half-mile down the road. By then, the sludge had reached the river, he said. Now, state and federal environment officials are trying to determine the extent of the damage. Water and soil samples were taken Wednesday, and investigators with state police and the New Mexico Motor Transportation Division were investigating the actions of the trucking company, Arizona based-Cactus Transport Inc. An employee at the company's office in Albuquerque declined to comment, and messages left for the operations manager at the company's headquarters were not immediately returned. The driver of the tanker truck suffered minor injuries, police said. His name was not released. State Police Lt. Eric Garcia said enforcement action will be taken against the company but not until investigators with the New Mexico Environment Department and the Environmental Protection Agency finish assessing the damage. "It's not a major mess, it's nothing like BP," Garcia said, referring to the oil well blowout in the Gulf of Mexico. "But it was a spill and it was contamination and it's something we're going to have to deal with accordingly." The 5,000-gallon tanker had sprayed some of its load on the N.M. 126 resurfacing project before getting tangled up, so it's unclear exactly how many gallons reached the river. It appeared most of the load leaked out by the time the tanker was righted, Garcia said. Rios, who happened to be in the area for a construction job, said he helped the driver and asked a Forest Service worker who also witnessed the accident to request a front-end loader from the road crew nearby. No loader ever showed up, and Rios said it took some time to persuade one of the crew supervisors to bring in gravel to dam up what was left of the spill. "The emulsion was breaking down and yellow gunk was just oozing down the river," Rios said. "It looked like a chemical spill in the river." New Mexico Transportation Department spokesman Mark Slimp said highway crews at the site tried to help, but the agency doesn't have a plan for when vendors have an accident. Forest Service employees also tried to use straw bales to soak up some of the spill. Marcy Leavitt, head of New Mexico's Water and Waste Management Division, said the immediate focus is to clean up the black sludge from the drainage above Rio de Las Vacas to avoid having more of it leach into the river. Because there is a culvert under the road where the truck overturned, officials are concerned that rain runoff could push more of the contaminants into the river, she said. "Right now, we need to focus on trying to get the soil cleaned up," Leavitt said. The spill along Rio de Las Vacas comes just two weeks after two train tanker cars derailed, spilling fuel oil near Bosque del Apache National Wildlife Refuge along the Rio Grande in central New Mexico. Leavitt said spills typically happen along main roads, not in remote areas like the refuge or the foothills of the San Pedro Mountains.

<http://www.manufacturing.net/News/FeedsAP/2010/08/mnet-industry-focus-safety-tanker-spill-leaves-sludge-in-new-mexico-waterway/>

### USA, LA, LAFAYETTE, AUGUST 14 2010. I-49 REOPENS AFTER SPILL



*Interstate 49 northbound was closed for several hours Wednesday after an 18-wheeler went off the road and rolled over, spilling a flammable liquid.*

A mile-and-a-half section of Interstate 49 northbound in Lafayette was reopened late Wednesday after a chemical leak by an overturned 18-wheeler forced a shutdown earlier in the day. Methanol and three other flammable agents spilled along I-49 after a tanker truck overturned Wednesday morning just past Pont Des Mouton, causing a section of the interstate's northbound lanes up to Gloria Switch

Road to be shut down for most of the day. The lanes were reopened about 10:30 p.m., according to the Lafayette Parish

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Sheriff's Office. For hundreds, if not thousands, of motorists traveling north on I-49 through Lafayette, plans were delayed and — in some cases — scuttled altogether. Ben Hampton of Lafayette was on his way to visit his mother, who had been sick recently, and bring her lunch. He had only to go as far Hector Connolly Road in Carencro to reach his destination. But in a twisted turn of events, as Hampton was sitting in traffic waiting to detour around the wreck, his car overheated. Knowing a tow truck would take hours to navigate through traffic, Hampton could only sit and wait in the 90-plus degree heat. Lafayette police spokesman Cpl. Paul Mouton said the wreck occurred about 10:45 a.m. Wednesday. The driver of the 18-wheeler lost control for unknown reasons and veered onto the right shoulder of the interstate, where the tanker overturned and came to rest near the I-49 Service Road. Mouton said authorities have not been able to determine why the driver lost control. No other vehicles were involved, and nobody was injured. I-49 northbound between Pont des Mouton and Gloria Switch Road remained closed as the cleanup process continued. By 7 p.m., a second tanker truck arrived at the scene to begin pumping out the methanol and other material out of the wrecked 18-wheeler. State police spokesman Trooper Stephen Hammons said it was going to take an hour for all of the products to be offloaded into the second truck before it could be towed. Much of the traffic was redirected to Moss Street or North University Avenue for most of the day. Chris Pate was on his way back home to Alexandria when he hit the bumper-to-bumper traffic on I-49. After having helped his friends move to Baton Rouge, he was hoping to be back home in time for work, but with the traffic, he wasn't sure he'd make it. For Kallie Colomb, driving on I-49 to and from work was a normal occurrence. She finished her shift at Zea's Restaurant and was looking forward to getting out of the heat and head home. And like thousands of drivers around her, Colomb had to work around the wreck and find another route home. <http://www.theadvertiser.com/article/20100812/NEWS01/8120333/1002/I-49-reopens-after-spill>

### UK, DARTFORD, AUGUST 13 2010. SEVERE DELAYS AFTER DARTFORD CROSSING FUEL TANKER CRASH



*The Dartford crossing carries about 150,000 vehicles each day.*

A fuel tanker has crashed in a tunnel at the Dartford crossing leading to severe delays and congestion warnings. The vehicle crashed in the west tunnel leaving the driver trapped with minor injuries on Thursday afternoon. Kent Police told drivers to use the A2 and cross the river by using the Blackwall Tunnel or the Woolwich ferry, as an alternative route. BBC travel reports warned of severe delays of up to an hour. The accident led to the closure of both the east and west tunnels, but one has since reopened.

#### Vehicle Removed

A Kent Police spokesman also said: "The incident has caused serious congestion and traffic heading for the Dartford Tunnel is advised to use the A2 into London and use the Blackwall Tunnel or the Woolwich Ferry as a crossing point." The driver was thought to have suffered minor injuries, he added. Emergency crews gave the driver first aid before paramedics arrived, and worked to remove the vehicle from the tunnel. BBC Travel news said the eastern tunnel had reopened by 1525 BST but the west bore, where the accident happened, remained closed. There were reports of severe delays of up to an hour, with stationary and queuing traffic. All traffic was at a stand at the toll booths, travel reports added. The Dartford crossing carries about 150,000 vehicles each day.

<http://www.bbc.co.uk/news/uk-england-10956876>

### INDIA, PUNE, AUGUST 13 2010. KEROSENE TANKERS IN DISTRICT TO GET COLOUR CODE

Tankers distributing kerosene under the food distribution department in the city and the rural areas will soon to have specific colour code. Officials said the initiative has been launched to keep a track on illegal sale and adulteration of kerosene. Sources from the food distribution office have stated that a meeting was convened on Tuesday by state food and civil supplies minister Anil Deshmukh in Mumbai to discuss various issues to improve the foodgrain distribution system in Pune and adjacent areas. An official from the FDO office said, "A meeting was held in Mumbai to discuss the issues with the minister. The issues included a proposal to introduce a specific colour code for kerosene tankers and introduction of SMS alert system for daily foodgrain supply. It was proposed that separate colour codes will be implemented for tankers that are supplying kerosene from supply unit to the district and from the district supply unit to fair price shops." "Final nod to the proposal is awaited," the official added. According to the district administration, there are 78 tankers that supply kerosene to Pune and the rural areas. Of which, 44 tankers are for rural areas. The administration has already introduced global positioning system (GPS) in the tankers that supply kerosene to fair-price shops. According to Food distribution officer Pradip Patil: "There are complaints about kerosene adulteration and illegal sale and supply. The new initiative hopes to curb these activities." An official from the food distribution office (FDO) added: "Plan is on to introduce SMS service to provide updates on daily foodgrain supply. Under this

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system, a SMS will be sent to the food supply officer of the respective area with the details of vehicle, food items and quantity. Such system would ensure a real-time check on the supply and restrict illegal practices." Geo-fencing and route mapping of tankers yet to begin Even though the FDO has initiated the general packet radio service (GPRS) system in the kerosene tankers, the next step in this regard, implementation of geo-fencing system and route-mapping of the tankers, is yet to take off. According to FDO sources, "These advanced systems are still to start functioning in the district. We are yet to receive the technology and software developed by Software Technology Park." Patil added: "The technologies would track the movement of the tankers. If a tanker strays from the designated route, or there is an increase in the quantity of fuel through adulteration, the chip attached to the truck will instantly send an alert to the server."

<http://timesofindia.indiatimes.com/city/pune/Kerosene-tankers-in-district-to-get-colour-code/articleshow/6300312.cms>

### USA, TN, MEMPHIS, AUGUST 13 2010. THE MEMPHIS GAS EXPLOSION OF 1921

*vance lauderdale*



Fig. 2. Wreckage of Houses in Immediate Vicinity of Explosion



Fig. 1. View Showing Dangerous Fire Following Explosion of a Tank Car of Gasoline

I've read so many books on Memphis that I thought I was familiar with most of the major disasters and crimes that have taken place here — mainly because the Lauderdale family was usually involved in them, in some way or another. So I was more than a bit surprised when I was roaming through the Lauderdale Library the other night, seeing if I had tucked away a bottle of Kentucky Nip on one of the high shelves, when I pulled out a dusty bound volume of RAILWAY AGE magazine and began to read it. And there, for the first time, I learned about the Memphis Gas Explosion of 1921 — a horrendous event that killed 11 people here, injured more than a dozen others, and leveled houses and business for blocks around. How is it possible that I have never heard of such a thing?

#### Here's what RAILWAY AGE had to say:

On January 24, 1921, vapors from a tank car of gasoline on the Union Railway spur on Front Street, Memphis, Tennessee, became ignited and resulted in a blast that killed 11 people and badly injured 19 others. Probably 40 or 50 men, women and children received slight injuries from falling debris or from burns. The explosion wrecked an oil plant, leveled a block of frame buildings, and broke window panes within a radius of five blocks, the estimated loss being \$200,000. So what caused this disaster? "A workman at the plant opened the tank car without relieving the pressure within." According to the story, the wind carried these vapors "across the street ... and the vapor became ignited by open fires in the frame buildings on that side of the street. Instantly there was a terrific explosion which demolished every house on the west half of that block, as well as destroying buildings in the blocks north and east. "This explosion was followed by a second and more muffled one, which was made by the flame flashing back to the tank car, where vapors issuing from the dome caught fire and burned as they came out. The damage on the west side of the track was due largely to the fire that followed. This fire caused the destruction of a warehouse containing four automobiles, the ruin of a warehouse of sheet-iron construction, and the loss of several hundred barrels

of oil and grease stored within. These drums caused several minor explosions and, upon breaking, burned with intense heat." What's frustrating about this account is that it doesn't say where, exactly, all this took place. A couple of grainy photographs, which I have reproduced here, show a scene of total chaos and destruction. But since everything is destroyed, I can't see any landmarks that might tell me just where on Front Street this occurred. You'll note that the account mentioned "frame buildings" on one side of the street — private residences, apparently — but without digging through old city directories, I can't say where such homes would have been located on Front Street, which seems to have been lined with businesses since the early 1900s. The story concludes with a fairly obvious observation: "The serious results of this explosion demonstrate once more the need for ceaseless vigilance in handling tank cars or gasoline or other volatile liquids which may explode." If I can find out more information about the Memphis Gas Explosion (in back issues of the local newspapers, for example), I'll post it here.

<http://www.memphisflyer.com/AskVanceBlog/archives/2010/08/12/the-memphis-gas-explosion-of-1921>

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