

## Dangerous Goods & Hazardous Materials Group and Network

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**"RELEASE 2010 – 570 NEWSY STUFF"**

**February 09 2010**



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### **KENYA, NAIROBI, FEBRUARY 2 2010. FRAUDSTERS PILE ON THE MISERY FOR SACHANG'WAN FIRE VICTIMS**

*george sayagie*

The horror incident on the Nakuru-Eldoret highway left 130 people dead. Seventy eight of them were buried in a mass grave in the area. Families of the victims say every day has been full of pain as they try to come to terms with the loss of their loved ones. However, their suffering has been aggravated by fraudsters who flocked the area and conned them of thousands of shillings in the name of buying land, educating orphans and building houses for them. Mrs Naomi Waithera Ndung'u, who lost four children in the fire and is now taking care of four grandchildren, spoke of "pastors" who came knocking with loads of promises. Narrating her ordeal, Mrs Ndung'u said she paid a Sh3,000 registration fee and opened an account with a local bank, which the church-based organisation would deposit money in. "The pastor came here more than three times to pray for us and to take names of orphans for financial assistance," a tearful Waithera said. She said that she used part of the Sh50,000 compensation they were given by the government to register and to open the bank account. She also travelled to the church's headquarters in Nairobi several times. "Once we travelled to Nairobi after we were summoned to be shown land. We stayed for three days, but came back with nothing," said Waithera. She is not alone. More than 80 other women have fallen victim to the fraudsters, with each parting with not less than Sh2,000. Mrs Alice Wanjera Kimani, who lost her husband and a 15-year-old son in the tragedy, gave out Sh10,000 to the same church organisation after she was promised that the church would buy land for her in Ol-Kalou. "They took us to Kitengela and showed us barren land on which houses were to be built, but we have not heard from them since then," she said. When the Nation visited her at her home in Gebunja Village, she produced receipts showing how much she had paid to the church organisation. "We have been visiting a church connected to the fraudsters in Molo Town to see the pastor, but for some time now, we have not seen or heard from him," said Ms Susan Njeri, another victim. Ms Njeri, who is taking care of her two-year-old granddaughter, has as a result developed ulcers due to stress and depression. Molo district commissioner Julius Kavita said the government learnt of the fraud late and was tracking down the con men. Mr Kavita said that police had received crucial leads, adding that they would soon be arrested. He called on the victims to provide any information about the fraudsters to the police. "I am aware of the cartel, but we also need those affected to come forward with information that may assist the investigations," he said.

<http://www.nation.co.ke/News/regional/-/1070/853954/-/8pgc5y/-/>

### **USA, AKA, NORTH POLE, FEBRUARY 2 2010. RESIDENT SAYS FLINT HILLS REFINERY DAMAGED WATER**

A North Pole man has sued the current and former owners of the Flint Hills oil refinery, saying a chemical from the refinery damaged public water supplies. James West filed the lawsuit Wednesday in Superior Court in Fairbanks against Flint Hills Resources LLC, which has owned the refinery since April 1, 2004, and Williams Alaska Petroleum Inc., which previously owned the plant. The lawsuit contends that sulfolane from the refinery damaged the water supply, posing a risk to health and hurting property values. Flint Hills spokesman Jeff Cook told the Fairbanks Daily News-Miner that he could not comment on the case because he had not yet seen it. The lawsuit lists West both as an individual plaintiff and as a representative of a class of plaintiffs affected by the contamination. The court has not certified the lawsuit as a class action. The Alaska Department of Environmental Conservation said about 55 private wells in North Pole have tested positive for sulfolane. The chemical is used to refine oil into gasoline and bonds easily with water. There are no proven studies on the long-term effects of ingesting small amounts of sulfolane. Tests on animals have associated health problems with the chemical but at levels far higher than have been found in North Pole. Flint Hills officials believe a sulfolane spill sometime before 2000 leached into the water table near the refinery. They have offered free testing and contacted residents to provide them with bottled drinking water. Local and state officials have called the testing precautionary and Flint Hills' actions proactive.

<http://www.adn.com/news/environment/story/1118921.html>

### **USA, PA, WESTVILLE, FEBRUARY 2 2010. SUNOCO SELLING CHEM UNIT, SHUTTING EAGLE POINT REFINERY**

*andrew maykuth*

[Sunoco Inc.](#) announced today that it is selling its polypropylene business, including a polymer plant in Marcus Hook, to a Brazilian petrochemical maker for \$350 million. The sale of a portion of Sunoco's chemicals unit to Braskem S.A. is the Philadelphia company's latest attempt to reconfigure its operations to improve earnings, which have been hammered by the economic downturn. "This transaction produces value for our shareholders by monetizing a business that has not been able to meet its cost of capital, and provides us with capital to redeploy for future growth in our areas of strategic focus," Lynn L. Elsenhans, chief executive, said in a statement. Sunoco, whose chief business is petroleum refining and marketing, also announced it has permanently shut down its idled Eagle Point refinery in Westville, Gloucester County. Some of the plant's 400 employees had accepted severance payments when the plant was idled in November, but others remained on furlough in case the market for fuels recovered. "This provides some closure to employees - they're not wondering if we're going to restart the refinery," said Thomas P. Golembeski, Sunoco's spokesman. Sunoco will continue to operate fuel storage and handling facilities on the Eagle Point site, and has no plans to sell the property. He said Sunoco was exploring a number of options for the property, including as a potential center for biofuels production. Sunoco had put its chemicals unit on the market more than a year ago, and the deal with Braskem includes only the polypropylene operations. Sunoco will retain its phenol and derivatives business, which has manufacturing plants in the Frankford section of Philadelphia and in Haverhill, Ohio. Today's sale included the Marcus Hook polymers plant, adjacent to Sunoco's refinery. It also includes manufacturing facilities in La Porte, Texas, and in Neal, W.Va. The plants have a combined capacity to produce 2.1 billion pounds of polypropylene annually. The sale also includes Sunoco's Research and Technology Center located in Pittsburgh. Braskem, based in Sao Paulo, is the largest resin producer in the Americas and has aims to become one of the top five

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petrochemical companies in the world. "The acquisition of Sunoco Chemicals provides Braskem with a solid and competitive platform for growth in the world's biggest market, which will complement its ongoing internationalization strategy through important greenfield projects under development in Mexico, Venezuela and Peru, Braskem's CEO, Bernardo Gradin, said in a statement.

[http://www.philly.com/inquirer/breaking/business\\_breaking/20100201\\_Sunoco\\_selling\\_chem\\_unit\\_for\\_350M.html](http://www.philly.com/inquirer/breaking/business_breaking/20100201_Sunoco_selling_chem_unit_for_350M.html)

### **USA, NC, MOREHEAD, FEBRUARY 2 2010. POLICIES REVIEWED AFTER HAZARDOUS MATERIAL SPILL**

Policies and practices for handling explosive cargo at North Carolina's state ports are getting a closer look following last month's hazardous material spill at the Morehead City facility. The Jan. 12 spill of the potentially explosive chemical Pentaerythritol Tetranitrate, also referred to as PETN, was cleaned up without injury or damage to the environment. And while N.C. State Ports Authority officials believe the current policies were effective, they also expect them to be strengthened. "Obviously after this event, all policies and practices are being reviewed. This is an opportunity to re-examine and discover any lessons learned and changes that can be made to strengthen those policies," said State Ports Authority spokeswoman Karen Fox. "We are committed to the safety of our public." The State Ports Authority Board of Directors received a briefing on the hazardous material spill at its regular meeting last week in Wilmington. The incident involved an initial spill of PETN caused when nine drums containing the chemical were punctured by a forklift. The PETN substance, transported as slurry, was packaged in 50-kilogram fiberboard drums on pallets shipped in 12-foot by 20-foot shipping containers. There were 18 drums per pallet and 270 drums per container. In the report to the SPA board, it was said the incident was an accident that "resulted from a moment of inattention." As that spill was being cleaned up, a separate, smaller issue involving the same shipment was discovered. The State Ports Authority is conducting an internal review and is coordinating with the U.S. Coast Guard as it conducts an official investigation. The incident closed the port for two days and precautions to protect the public included the closure of a section of U.S. 70 near the port for most of the first day and a voluntary evacuation of homes and businesses within an initial safety zone established around spill site. While the PETN was safely cleaned up and the undamaged cargo transported by truck to its final destination, the event tested the response of agencies involved in the hazardous material incident. The State Ports Authority has a memorandum of understanding with the Coast Guard that outlines the roles and responsibilities the two agencies have for the safe handling of explosive cargo. The 2007 MOU included an examination of policies and procedures at that time. According to the presentation to the SPA board, there is a permit application process that includes review by trained Coast personnel and pre-operation routines such as vessel and gear inspections by Coast Guard. Once shipments arrive at port, cargo handling procedures call for working mostly at night with work performed by stevedores, with longshoremen watched by the Coast Guard. Explosive cargo is not to be stored at the port, with shipments going directly from ship and loaded for transport to the next destination. The PETN shipped through Morehead City was manufactured by MAXAM EUB, S.L. of Vizcaya, Spain, and was loaded on board the vessel Lehman Forester in the Port of Bilbao, according to the Ports Authority presentation. The U.S. consignee was MAXAM Initiating Systems in Connecticut and the cargo was destined to commercial/industrial locations in Illinois, West Virginia and Arkansas.

<http://www.enctoday.com/news/reviewed-72332-jdn-city-spill.html>

### **CANADA, VANCOUVER, FEBRUARY 2 2010. FORMER HOMEOWNERS TOLD TO PAY \$200K BILL FOR CLEAN-UP OF BURIED OIL TANK**

jane seyed

A couple has been told by a B.C. Supreme Court judge they are on the hook for costs to clean up pollution from a buried old tank in West Vancouver after they sold the property without telling the new owner of potential problems. Alexander and Lynda Colbeck are responsible for costs to remediate the property at 2304 Mathers Ave. because they knew about the buried oil tank and possible pollution but didn't do enough to fix the problem, ruled Justice Ian Pitfield of the B.C. Supreme Court, Jan. 20. Pitfield said when the Colbecks sold the property to Susan Aldred in 2001, they gave her the impression the tank had not damaged the property and had not resulted in any environmental pollution. But that wasn't true, said the judge. When the new owner tried to sell the property in 2008, she had to hire someone to deal with the pollution in the soil and was slapped with a \$200,000 bill for the clean-up. At the time the new owner discovered the problem, she had an offer from a buyer to purchase the house for \$1.57 million. But while the pollution was being cleaned up, that offer fell through. After the site was cleaned, Aldred eventually sold the property in 2009 for \$1 million. According to court documents, when the former owners bought the Mathers Avenue property in 1998, a building inspector noted evidence of a buried oil tank and advised them to find it and do testing for pollution. But the Colbecks ignored that advice. The judge noted the couple knew about the dangers of underground oil tanks because a year earlier they had bought a property on New Market Drive in North Vancouver where the sale contract specifically contained a clause about underground oil tanks. In the case of the Mathers Avenue property, however, the couple didn't deal with the tank until after they decided to sell the property. At that point, the Colbecks called the West Vancouver Fire Department and got a list of 13 contractors. They hired Randy Scotland who worked on the site for one day. He gave them an invoice for \$900 stating he had pumped out 580 gallons of water, oil and sludge from the 636-gallon tank, cleaned it, filled it with sand and removed the pipes. In court, the Colbecks argued they had met the required standard of care in hiring Scotland to deal with the tank. But the judge disagreed, stating, "Common sense suggests that the representation made by Mr. Scotland with respect to the work that had been done in the course of a single day was false." That was later confirmed when the new owner hired a contractor to deal with the tank in 2008. That contractor found the tank still contained 200 gallons of oil, water and sludge that had to be removed before the tank could be hauled out. The judge noted the Colbecks also didn't ask the contractor for any soil testing results or require that he certify the work had been done to municipal standards -- something they had requested before they bought their previous property on New Market Drive. Before Aldred signed

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the deal to buy the Mathers Avenue property -- without the involvement of either a Realtor or a lawyer -- the Colbecks showed her a copy of their earlier home inspection report and told her they had carried out the work as recommended. But the judge found "the Colbecks' representation that the oil tank referred to in the 1998 building inspection report had been removed or decommissioned was untrue, inaccurate and misleading." Aldred only discovered the truth when she was in the process of selling the property and her Realtor advised her to double check that the oil tank had been removed. Aldred subsequently hired a contractor, Digger Dick's, to remove the tank at a cost of \$2,700. The contractor then gave Aldred an estimate of \$56,500 to remediate the site. But the company later billed her almost \$203,000 -- an amount Aldred is disputing in court. The judge ruled the amount the Colbecks will eventually have to pay will depend on the outcome of that court case. Experts estimated the property had been contaminated for about 10 years. The judge declined to award Aldred any further damages for her delay in selling the Mathers Avenue property or for "discomfort, disappointment, anxiety and frustration" over the tank.

<http://www.vancouversun.com/entertainment/Former+homeowners+told+200k+bill+clean+buried+tank/2506071/story.html>

### USA, CA, LOS ANGELES, FEBRUARY 3 2010. STATE SEARCHES H.B. FACILITY IN CONNECTION WITH OIL SPILL

annie burris



*Lisa Birkle, of the Wetlands & Wildlife Care Center, in Huntington Beach looks for a pair Double-crested Cormorants that were reported to the center with oily residue earlier in the morning, Wednesday, Jan 27. Crews from state, local and federal agencies are working to contain an apparent oil spill in the Huntington Beach Channel that was discovered last Friday, Jan 22.*

The state's Fish and Game Department recently served a search warrant of a Huntington Beach oil drilling and production facility as part of an investigation into last week's 700-gallon oil spill into the city's flood-control channel. Officials executed the warrant on Angus Petroleum Friday at their facility on Delaware Street, according to a release by the Fish and Game Department. The facility was search after officials found oil in a storm drain near the Angus Petroleum location. The drain flows into the city's flood channel and eventually to the

Talbert Marsh and the ocean. The investigation is ongoing and samples of the spilled oil are being analyzed by Fish and Game's Petroleum Chemistry Lab to determine if they match oil from the Angus Petroleum facility, the release said. Angus is cooperating with the agencies in the investigation of the cause of the spill, the release said. Once a responsible party is identified, the group may be charged with illegally discharging deleterious materials into waters of the state, failing to report the release to the appropriate authorities, and other violations. In addition, it will be responsible for all cleanup costs and administrative fees, the release said. Residents near the flood-control channel reported smelling crude oil to city officials Jan. 21. The next day local, state, and federal officials launched a cleanup and investigation. Crews contained the spill using plastic barriers that prevented the oil from reaching the Talbert Marsh -- a protected wetland. The cleanup is ongoing and is expected to take several weeks. The metal sides of the channel are being cleaned with power washers, and the oily water is being removed with vacuum trucks and absorbent materials, the release said. Wildlife crews have collected 30 dead birds and one raccoon. Whether these animals died from the oil is still being determined. In addition, six live oiled birds were collected and taken to a wildlife care facility. Various deterrents are being used to keep birds away from the impacted area. If people find oiled wildlife, they are asked not to approach or collect the animal, but to call the Oiled Wildlife Care Network at 877-UCD-OWCN (823-6926).

<http://www.ocregister.com/news/oil-232100-release-facility.html>

### CANADA, QUEBEC, FEBRUARY 3 2010. 2-FIRE SHUTS UNIT AT VALERO QUEBEC REFINERY >> DAMAGES 66,000 BPD GASOLINE PROCESSING UNIT

- No word yet on restart
- Canada's second-largest refinery
- Not expected to cause fuel shortages in Quebec (Adds company comments, gasoline price reaction)

Valero Energy Corp's 265,000 barrel a day refinery near Quebec City was damaged by fire early on Tuesday, shutting a key gasoline processing unit for an indefinite period, the company said. However, the outage at the Jean Gaulin refinery, Canada's second largest, is not expected to cause fuel shortages in Quebec as the company has plenty of inventory, said Ultramar Ltd, the Valero subsidiary that runs the plant. The 66,000 bpd fluid catalytic cracker unit ignited around 2 a.m. local time and burned for more than 2-1/2 hours. After it was extinguished, a smaller blaze ignited from some pumps, Ultramar spokesman Louis Forget said. The cause is under investigation, but efforts are being complicated by the water that froze after being pumped into the blaze, with overnight temperatures falling to -26 Celsius (-15 Fahrenheit, he said. "By the time we find out, it could take some days," Forget said. The French-language TVA television network said 40 firefighters battled the blaze. No injuries were reported. Residents in the area were advised of the fire, but were not evacuated, TVA reported. Apart from the damaged unit, the refinery is still operational, Forget said. Traders of New York Harbor gasoline said a small gain in prices on Tuesday may have been partly the result of the Quebec refinery fire. Though not a direct key supplier to the harbor, it is a supplier to the Boston area in the U.S. Northeast. The refinery processes imported crude oil that it receives by tanker on the St. Lawrence River. Quebec is expected avoid gasoline shortages, Forget said. Ultramar has inventories at the refinery, its terminal in Montreal and elsewhere. In addition, the other two refineries in Quebec are operating under capacity, he said. "So if at one point in time we need it, which we don't feel we will, we could borrow product from them, or we could import," he said. "But at the present time we don't feel we will need it, so there's no

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concern for supply." Royal Dutch Shell ([RDSa.L](http://www.rdsal.com)) plans to close its Montreal East refinery this year and turn it into a terminal, but the work is not expected to start until at least spring.

<http://www.reuters.com/article/idUSN0224918220100202?type=marketsNews>

## **USA, OH, MADISON CO, FEBRUARY 3 2010. ACETONE LEAK SHUTS DOWN I-70**

*fran odyniec & jane beathard*

Interstate Highway 70 was shut down Tuesday evening in both directions (east and westbound) due to a tanker leaking acetone, a highly flammable acid, in the westbound lanes at milepost 83, near the Taylor Blair Road overpass. Acetone is used as a paint remover and as a solvent for certain oils and other organic compounds. Units from Jefferson Township Fire Department, Pleasant Valley Fire District, Norwich Township Fire Department, the Ohio State Highway Patrol, Madison County Sheriff's Office, and Madison County EMD responded to the scene. According to police reports, the tanker was carrying 6,914 gallons of acetone when the leak was reported at approximately 8:30 p.m. The six-mile stretch of I-70 between state routes 29 and 142 was completely shut down. However, the eastbound lanes were reopened at 9:30 p.m. The Madison County Emergency Management Agency was also on the scene. Assistant Chief Buck Van Horn of the Jefferson Township Fire Department was the incident commander as a command center was established at 8:47 p.m. At press time, I-70 remained closed westbound until further notice. Traffic was rerouted on to U.S. 40 through West Jefferson to U.S. Route 42 to I-70. West Jefferson Police assisted with traffic control.

<http://www.madisonpress.com/local.asp?ID=1891&Story=1>

## **USA, TN, KILLEN, FEBRUARY 3 2010. TENNESSEE MAN IS FOURTH KILLED IN FOUR DAYS ON U.S. 43**

*tom smith*

**Watch the Video:**

<http://www.timesdaily.com/article/20100202/ARTICLES/2025031/1011/NEWS?Title=Tennessee-man-is-fourth-killed-in-four-days-on-U-S-43>

A Lawrence County, Tenn., man was killed Monday afternoon when he apparently veered into the path of a tractor-trailer on U.S. 43 north of Killen, officials said. Michael Wayne Griffin, 51, 57 Pleasant Valley Road, Ethridge, Tenn., was pronounced dead at the scene by Lauderdale County Coroner Andy High, state troopers said. Griffin is the fourth person to die from injuries sustained in a traffic accident on U.S. 43 since Friday. Three people died in a crash Friday at U.S. 43 and Lauderdale 140 in the Greenhill community. State troopers said Monday's accident happened just before 3 p.m. about a mile north of Killen near Lauderdale 170. Reports indicate Griffin was driving a 1996 Buick Grand Sport north on U.S. 43. It slammed into a tractor-trailer traveling south. The driver of the 2000 Freightliner tractor-trailer tanker, Dohn Jones, 53, of Birmingham, was not injured. Officials at the scene said Jones had just left a convenience store in Greenhill where he had unloaded fuel from the tanker. Emergency personnel at the scene said it appeared the car veered into the path of the truck. The point of impact was clearly visible in the southbound lane. The car struck the truck just behind the cab with such force that it drove the first rear axle of the truck into the second rear axle. The impact knocked the rubber tire off the outside rim. The front fender on the car was twisted and shoved into the inside of the front seat of the vehicle. Authorities at the scene said it appeared after hitting the truck, the car veered back across the roadway, stopping 100 feet from impact on the shoulder of the northbound lane. The truck ended up off the road near an embankment that bordered the southbound lane. Various pieces of debris from the car and truck were scattered across the roadway. Traffic was rerouted around the wreck for nearly 90 minutes as crews worked to clear the area. The accident is being investigation by the Quad-Cities State Troopers Post.

<http://www.timesdaily.com/article/20100202/ARTICLES/2025031/1011/NEWS?Title=Tennessee-man-is-fourth-killed-in-four-days-on-U-S-43>

## **USA, ARK, LITTLE ROCK, FEBRUARY 3 2010. TEACHING TANKER TRUCK SAFETY**

*jessica duff*

**Watch the Video** <http://www.todaysthv.com/news/local/story.aspx?storyid=98820&catid=2>

Melissa Dunbar-Gates is live Tuesday morning at Searcy High School as they are hosting a tanker truck safety tour. The tanker truck safety exhibit is touring Arkansas and it's currently at Searcy High School. Students are learning safety tips for driving around big rigs. The event is put on by the Arkansas Fluid Transporters Association. They are focusing on areas in the Fayetteville Shale Play. Those areas can see as many as 3500 tanker trucks on their roads each day. According to Johnny Hance, who coordinates the safety exhibit, many of the communities in the shale play have never had tanker trucks on their roads; now they have tons. The exhibit has visited high schools in Morrilton and Conway. It will be in Searcy this month. If you'd like the tanker truck safety exhibit to visit your school or church call the association office at 501-281-4625.

<http://www.todaysthv.com/news/local/story.aspx?storyid=98820&catid=2>

## **USA, IA, WINTERSET, FEBRUARY 3 2010. KEROSENE TANK FILLED WITH GAS BY ACCIDENT**

*tom alex*

A delivery person accidentally filled a kerosene storage tank with gasoline last week at a Winterset convenience store, prompting officials to try to find customers who bought the volatile mixture. About 50 to 70 gallons of the gasoline-kerosene mixture were sold. The mixture was half gas and half kerosene. A Kum & Go spokeswoman said 12 of the 13 customers who bought the mixture have been found. Customers can buy kerosene at the pump, said Meggan Kring, company spokeswoman. The error occurred on Friday

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and was discovered Monday afternoon during a routine check of fuel levels at the Winterset store, 122 S. First St. Kring said the company immediately notified Winterset firefighters and Madison County Emergency Management. Kum & Go checked kerosene supplies at all locations and later reported that the problem occurred only at the Winterset store. "My biggest concern was with kerosene space heaters used to heat homes and buildings," said Todd Brown, coordinator with Madison County Emergency Management. "This is a much more flammable mixture than those heaters are designed to handle. There is much more risk of fire or even explosion." Some 5,715 residents whose phone numbers and e-mail addresses are listed with emergency management were notified by way of a Code Red emergency alert system. Brown said 4,522 contacts were made via text messages, e-mails and phone calls.

<http://www.desmoinesregister.com/article/20100203/NEWS01/2030357/1002/Kerosene-tank-filled-with-gas-by-accident>

### INDONESIA, JAKARTA, FEBRUARY 3 2010. INDONESIAN MAN LOSES HIS TEETH IN A CIGARETTE EXPLOSION

An Indonesian man has been given compensation after a cigarette he was smoking exploded, taking out six teeth. Andi Susanto, 31, told Indonesian media the cigarette had blown up in his mouth while he was riding a motorcycle. He accepted a payment of 5m rupiah (\$535; £335) and all his medical costs from PT Nojorono Tobacco, makers of the brand of cigarette he was smoking. Police are investigating what caused the blast, but Mr Susanto said he would try to give up smoking now anyway. He told the Jakarta Post newspaper he had been smoking since he was a schoolboy and had never had any problems. "The incident was all so unexpected," he said. He told Metro TV the company had talked to his family and agreed to "settle it amicably" with an out-of-court settlement. A spokesman for Clas Mild cigarettes, the brand Mr Susanto had been smoking, said there were no plans for a recall. "We are communicating with the police and still waiting on the forensic laboratory tests," Iwan Sulistyono told the Jakarta Globe. "We do not put any strange materials in

<http://news.bbc.co.uk/2/hi/asia-pacific/8493288.stm>

### USA, NJ, BLOOMFIELD, FEBRUARY 3 2010. CONTAMINATION FEARED AT FORMER EXXON STATION

*jeff frankel*

The windows are boarded up and a guard rail prevents cars from entering the driveway. A former gas station in Bloomfield's north end has been under recent state scrutiny for alleged contaminants in the ground, according to a state official. A sign reading "environmental investigation/cleanup in progress at the site" stands at the former Exxon Station, at the corner of Watchung Avenue and Broad Street. It was posted Aug. 19, though work appears to be limited, according to one nearby resident. "Although it says there is a cleanup in progress, there is no sign of this," wrote the resident, speaking on condition of anonymity, in an e-mail to Bloomfield Life. "The people of Bloomfield deserve to know what is lurking beneath or on top of the concrete." New Jersey Department of Environmental Protection (NJDEP) spokesman Larry Hanja said a remedial investigation report was submitted to the state and is pending review. According to the preliminary report, the site has chlorinated solvents in groundwater monitoring wells on the property. The source of the contamination is not clear. "We're at the first part of the process," said Hanja. "We're not at the cleanup process." As the name "chlorinated solvent" implies, it is an organic solvent with chlorine, often associated with leaking gas tanks, according to the Environmental Protection Agency's Web site. It is also found in aerosol spray cans, highway paint and dry cleaning fluids. The site also appears to have surface spills stemming from waste oil on the property, Hanja said. Once the NJDEP review is completed "in house," the agency will work with the property owner on a remediation plan, he said. The Exxon Mobile Corporation owns the gas station and its tanks, said Township Administrator Fred Carr, while a third-party retains ownership of the land.

<http://www.northjersey.com/news/environment/83579342/Contamination-feared-at-former-Exxon-station.html>

### UK, CHESHIRE, FEBRUARY 3 2010. SHELL TO AXE ANOTHER 1,000 JOBS AND SELL LAST UK REFINERY >> OIL FIRM WILL SELL 15% OF REFINERY OPERATIONS AND SLOW DOWN TAR SANDS PROJECTS AS FOURTH-QUARTER PROFITS FALL BY 75%

*terry macalister*

Shell is to sell off 15% of its refinery capacity in Europe and the Americas after reporting a 75% collapse in final-quarter profits and a slump in annual results. Peter Voser, the chief executive, said four previous years of increased profits had allowed the company to "to eat too much and get fat". Shell, which is cutting 1,000 jobs on top of [5,000 already announced](#), said it was looking at \$3bn (£1.89bn) worth of divestments and was slowing down investment in higher-cost oil production, such as the tar sands of Canada. As the share price fell 2% to £16.76, Voser denied there was a fire sale going on. "We are not selling for the sake of selling. We are selling for the sake of value. If the value is not right we will not sell," he said, after reporting that fourth-quarter earnings fell by 75% to \$1.2bn, compared with a [33% increase at arch-rival BP](#) which has replaced it as Europe's largest oil group by stock market value. Shell's last remaining UK refinery, Stanlow in Cheshire, which produces a sixth of the country's petrol, is one of the facilities being disposed of, as Shell shifts its focus in this "downstream" part of the business to China and Asia. Shell also aims to sell refining plants in Montreal, Canada and Heide and Harburg in Germany as it cuts 560,000 barrels a day of capacity in the light of a \$1.8bn loss from downstream operations over the last three months. "There is a significant overhang of industry refining capacity, exacerbated by the economic downturn. That's why we have initiatives in place to refocus Shell's downstream footprint to fewer, more profitable markets with potential growth," it said. But the Anglo-Dutch group said it had no intention of following the lead of Norway's Statoil, which earlier this week announced plans to sell off its entire petrol forecourt operations. Shell, which unveiled a

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69% fall in 2009 full-year earnings to \$9.8bn, has started to dispose of some "upstream" exploration and production assets in troubled Nigeria and has scaled back planned expansion in the controversial tar sands of Canada.

<http://www.guardian.co.uk/business/2010/feb/04/shell-job-cuts-profits-fall>

### **USA, OH, WEST JEFFERSON, FEBRUARY 3 2010. PART OF OHIO HIGHWAY REOPENS WHERE 6,900-GALLON TANKER TRUCK LEAKED HIGHLY FLAMMABLE CHEMICAL**

A section of a central Ohio highway that was closed after a tanker truck spilled a flammable chemical on it has been reopened. The Ohio State Highway Patrol says the truck's driver noticed the leak Tuesday night while on Interstate 70 in West Jefferson. The driver called for help on his cell phone. Police say the 6,900-gallon tanker was carrying acetone, a colorless solvent used to make nail polish and paint thinner. About 100 gallons leaked. But no injuries have been reported. Police closed a 4-mile stretch of the highway in both directions between the Route 29 and Route 142 exits. The eastbound lanes reopened after about an hour. The westbound lanes reopened after two hours. Authorities are trying to find the cause of the chemical spill.

<http://www.fox8.com/news/sns-ap-oh--highwaychemicalspill,0,4146297.story>

### **SAUDI ARABIA, JEDDAH, FEBRUARY 3 2010. PHARMACIES NEXT TO GAS STATIONS SHUT**

*fatima sidiya*

The Civil Defense has started to close down pharmacies that are near or part of gas stations. The Ministry of Health has labeled them a health hazard. It has also prevented them from renewing their licenses. At least 15 pharmacies in Jeddah have already been closed down, costing owners an estimated SR20 million. Saud Al-Rugi, who owns two pharmacies in Jeddah, opposed the decision to close down one of his stores located next to a gas station on Madinah Road on Jan. 24. It had been operating for over 10 years and he estimates its closure will cause him a loss of over SR2 million. He said the owners of the affected pharmacies had sent an official complaint to the Health Ministry's General Administration for Medical Licensing, demanding that it give a reason for the decision. According to Al-Rugi, the ministry told him and other owners that there were flammable materials inside the pharmacies and that toxic hydrocarbon gas from petrol could affect medicines. He is not convinced. "If toxic gas can affect the medicine, then the packaging is badly designed. As for flammable materials inside the pharmacy, in that case I think that they should also close down restaurants and car repair shops because they contain flammable materials." Al-Rugi also called on the ministry to define whether affected pharmacies had to be actually located inside gas stations or next to them. This had caused owners much confusion. Dr. Ali Al-Zawawi, general director of Medical Licensing at the Ministry of Health, said that this issue was an old one and was surprised it had come to the fore again. "The decision was not random. A committee consisting of the Ministry of Health, Ministry of Interior and Civil Defense was formed to study the matter," he said. "It was a joint decision especially after reviewing similar experiences in other countries. We also consulted the Food and Drug Authority on this matter." Al-Zawawi added that Jeddah has the largest number of pharmacies inside or next to gas stations. "We have over 5,000 pharmacies in the Kingdom. If 15 of them were shut down, then what is the harm in that?" Head of the Civil Defense in Jeddah Abdullah Al-Jeddawi said that pharmacies were not among the services normally included in gas stations but they had started to appear recently in large numbers. "We don't see any harm in having pharmacies next to gas stations as long as they do not contain medical labs. We specified a number of conditions to the Ministry of Health, but they rejected the idea of pharmacies in such places. They have their reasons," he said.

<http://www.arabnews.com/?page=1&section=0&article=132323&d=3&m=2&y=2010&pix=kingdom.jpg&category=Kingdom>

### **USA, KY, LOUISEVILLE, FEBRUARY 4 2010. TRENCH INTENDED TO STOP FLOW OF CHEMICALS INTO SEWERS**

*james bruggers*

Workers have dug a trench to intercept and collect groundwater from under Nuplex Resins in south Louisville in hopes that it will stop a suspected flow of chemicals into sewers, officials said Wednesday. But officials with the U.S. [Environmental Protection Agency](#) and Metropolitan Sewer District said they were still measuring somewhat elevated levels of chemicals at some manholes extending west for about eight blocks from the plant. "We have not stabilized the flow into the sewer system," said Art Smith, the on-scene coordinator for the EPA. "We will need a day or so." He said the company may need to expand the trench to other areas of the plant property located at 4730 Crittenden Drive. And he said state environmental regulators will oversee a longer-term study by the company to determine the extent of groundwater contamination in the vicinity of the plant. State environmental officials declined to be interviewed. Allison Fleck, an Energy and Environment Cabinet spokeswoman, would only say that "an assessment of the situation and the extent of the problem continues." Mike Wright, health and safety official at the plant, said the company is first focused on resolving the immediate problem. "If (a bigger groundwater study) is what we need to do, that is what we absolutely will do," he said. Environmental investigators also Wednesday were trying to determine the size and potential role of a waste-water spill that the company reported to authorities on Monday. The incident began on Monday, when residents in as many as 50 homes reported chemical vapors coming from household drains that lead to the city's sewer system. MSD told them to make sure their drain traps were filled with water and suggested they open their windows. Jeff Miller, president of the Beechmont Neighborhood Association, said residents want answers about what happened and what is being done to prevent it from happening again. Cherie Wentworth, who lives on Gillette Avenue, said fewer vapors seemed to be getting in her house. But she said the odors were still strong, and now she's facing a big cleanup. "The drapes will have to come down," she said. "The furniture will have to be cleaned. All our clothes will have to be cleaned." She said she and other neighbors are still having symptoms from the exposure. "We are having issues with our stomachs (and) we haven't been able to taste anything since Monday." Lisa Stretch, who lives on South

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Third Street, said odors continued Wednesday inside her home and that she has had headaches since Monday. "I am most curious to hear what is being done as far as testing and correction," she said. "I am also curious to find out long-term effects from exposure." Smith said EPA on Wednesday sampled air at manholes to determine whether levels exceed safety thresholds. Lisa Gaus, who oversees industrial waste issues for MSD, said more generalized testing in a few homes by MSD on Monday and Tuesday revealed levels 10 to 15 times higher than what would be expected. Smith said those were below what's required in workplace settings. He identified some of the suspected chemicals as acetone, xylene, ethylbenzene, methyl ethyl ketone and toluene and said they are commonly found in paints and other household products. The plant makes resins for industrial-grade paints and employs more than 80 people. It's operated at the site for more than 60 years. The company stopped discharging its wastewater into the sewer system in 2003, instead having it hauled away for treatment at another location.

[http://www.courier-](http://www.courier-journal.com/article/20100203/NEWS01/2030415/1008/NEWS01/Trench+intended+to+stop+flow+of+chemicals+into+sewers)

[journal.com/article/20100203/NEWS01/2030415/1008/NEWS01/Trench+intended+to+stop+flow+of+chemicals+into+sewers](http://www.courier-journal.com/article/20100203/NEWS01/2030415/1008/NEWS01/Trench+intended+to+stop+flow+of+chemicals+into+sewers)

### **USA, CA, SAN FRANCISCO, FEBRUARY 4 2010. BAY OIL SPILL COMPANIES MAY FACE LEGAL ACTION**

*john upton*

California oil spill investigators met with Bay Area district attorneys to discuss a fuel overflow that killed birds in the Bay late last year. Dozens of birds were oiled by hundreds of gallons of bunker fuel that seeped into the Bay on Oct. 30 while a maritime company attempted to fill the tanks of the Panamanian-flagged Dubai Star tanker ship. State investigators told district attorneys that they expect a complete report on the accident to be complete by March 1. The report will help officials decide whether to pursue criminal or civil actions against maritime companies linked to the spill.

<http://www.sfoxaminer.com/local/Bay-oil-spill-companies-may-face-legal-action--83513657.html>

### **USA, OH, CINCINNATI, FEBRUARY 4 2010. CHEMICAL SPILL IN WINTON HILLS SENDS 4 TO HOSPITAL**

**Watch the Video** <http://www.kypost.com/content/wcpshared/story/Chemical-Spill-In-Winton-Hills-Sends-4-To-Hospital/6yZlAlgrz0CKhHBE25tudw.csp>

Four people have been transported to the hospital after a chemical spill in Winton Hills Wednesday afternoon. The accident happened at Drumm Incorporated in the 5300 block of Este Avenue shortly before 3 p.m. Police say the victims inhaled fumes from the chemical they were using on a rail car. Two of the victims suffered serious injuries. The other two suffered minor injuries. The fire department says the chemical is not toxic and does not pose a threat to the community. Police have not released any other information at this time. The accident remains under investigation.

<http://www.kypost.com/content/wcpshared/story/Chemical-Spill-In-Winton-Hills-Sends-4-To-Hospital/6yZlAlgrz0CKhHBE25tudw.csp>

### **SCOTLAND, AYRSHIRE, FEBRUARY 4 2010. INSPECTION 'FAILURES' BEFORE AYRSHIRE DERAILMENT**

Network Rail has been blamed for a catalogue of inspection failures over a bridge collapse which caused a freight train to derail in Ayrshire. The train, which was carrying kerosene, gas oil and diesel, came off the rails south of Stewarton on 27 January 2009. The Rail Accident Investigation Branch said corrosion in the bridge's girders meant it could not support heavy loads. Its report criticises Network Rail's maintenance regime for the bridge and says corrosion went unidentified. Six of the 10 wagons came off the rails during the incident and some caught fire, causing flames to shoot 50ft into the air. Power lines were also brought down and the nearby A735 was closed. It took the emergency services several hours to bring the fire under control. The resultant leakage of fuel contaminated local waterways, causing harm to wildlife. In the immediate aftermath, it was thought that the derailment had caused the bridge to collapse. But in its report, the Rail Accident Investigation Branch (RAIB) said the bridge - referred to as bridge 88 - had failed under the weight of the train, causing it to derail. The report states: "The immediate cause of the derailment was the collapse of the bridge that followed the catastrophic structural failure of its east and centre main girders. "Heavy corrosion had so significantly weakened these main girders that they were no longer able to carry the loading from trains that were permitted to run over the bridge." The report criticises Network Rail's maintenance regime for the bridge and said "hidden corrosion" had gone unidentified.

#### **'Lack of Action'**

It states that "no arrangements had been made to inspect the hidden parts of the east and centre main girders" where the heavy corrosion had occurred. Corroded parts of the bridge were "not fully repaired" when the bridge was waterproofed in 1987. The report also states that the bridge superstructure was not re-painted when the waterproofing work was done, or afterwards. The RAIB also said there had been a "lack of action" after corrosion was highlighted in an urgent defect report in October 2003. It recommends that Network Rail undertakes "checks and intervention action" on other bridges "that may be at risk because of similar hidden corrosion issues or erroneous assessment findings". The operator of Britain's rail infrastructure is also urged to improve its "methods and processes for the examination of hidden critical parts of structures" and its management of the information used for making decisions about the structural safety of its bridges. Network Rail said that since the crash it had carried out inspections on 575 bridges of similar design throughout the UK - 129 of which were in Scotland. A spokesman said: "This was a serious incident which we have investigated thoroughly alongside the RAIB investigation. "Both investigations have concluded that the main cause of the incident was the condition of the centre main girder supporting the bridge deck which failed under the weight of the loaded freight train.

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### 'Precautionary Check'

"Although the bridge had previously been inspected (on 25 February 2008), the style of construction of the bridge meant this internal main girder was not open to inspection. "Network Rail reacted immediately by carrying out precautionary checks on all bridges of a similar design. "Of these, to establish confidence in potentially hidden parts, 575 have been inspected by engineers. No bridges have been found in a condition similar to that of the bridge at Stewarton. "As a result of this incident, we have reviewed the way we examine bridges of a similar style. "We have made changes to our inspection procedures so that bridge inspectors are required to expose hidden critical elements of the bridge during examination."

[http://news.bbc.co.uk/2/hi/uk\\_news/scotland/glasgow\\_and\\_west/8495807.stm](http://news.bbc.co.uk/2/hi/uk_news/scotland/glasgow_and_west/8495807.stm)

### USA, AZ, YUMA, FEBRUARY 4 2010. MCAS LEADS DISASTER DRILL

*william roller*

If a disaster occurs in Yuma, don't worry - the city is in good hands. Operation Desert Eagle 2010, a simulated exercise Wednesday near the railroad tracks south Interstate 8's Avenue 3E exit, evaluated emergency responsibilities as well as demonstrated the importance of a mutual aid agreement between Marine Corps Air Station Yuma and the Yuma community, said MCAS Staff Sgt. Ryan O'Hare. Agencies cooperating with MCAS included the Yuma Fire and Police departments, Yuma County Sheriff's Office, Arizona Department of Transportation and Union Pacific Railroad. In this particular scenario, emergency management teams simulated a situation in which a railroad car filled with chlorine derails and results in a chemical leak, said Tim Beeler, an MCAS evaluator who is a CBRN (chemical, biological, radiological, nuclear) defense officer. "I'm here to look at the interaction of the Yuma and MCAS fire departments and how they mitigate the chlorine leak. What we're looking at is how the wind is blowing and the impact the leak can have on the base and the surrounding communities." Organizing the entire exercise was Charles Richardson, the mission assurance department director at MCAS. Richardson is responsible for emergency management of MCAS, handling anti-terrorism as well as natural and manmade disasters. "It's the fire departments who assess whether there is a plume (chemical cloud) and if it threatens the installation (MCAS) and the surrounding neighborhood," Beeler noted. In this simulation, five railroad workers were injured in the derailment and had to have chlorine washed off of themselves with fire hoses. Since this was a hazardous material spill, the YFD supported MCAS with all the resources it normally provides in a similar situation, said Mike Erfert, YFD spokesman. They address the victims' needs by having responders lead them out of harm's way rather than sending in equipment to "ground zero," which can ensnare rescuers themselves. The nature of the contamination can then be assessed by responders reading the placards on the back of the rail cars. Once they determine its composition, they can plan a proper response, he added. Pedro Correa, incident command controller with CRA Inc., a private consultant company working with military installations all over the U.S., said it is then when the Emergency Operations Center, one in the city and one at the base, decide between themselves to call for evacuations or order "sheltering in place." The latter is necessary when it is too late to evacuate and people in the area must stay inside with doors and windows closed and heating and air-conditioning units shut off to prevent any contamination from outdoors. But with mild temperatures and a 5 mph wind, this scenario proved to be low risk and the operation a success, Correa said. Aaron Hunt, Union Pacific director of public relations, said derailments can happen when freezing temperatures occur and then a warming trend causes cracks in tracks or train wheels. But trains have a record of 99.998 percent successful delivery rate and are the safest means of transporting commercial goods, he said. Sgt. Clint Norred, YPD spokesman, said Wednesday's drill was the most practical way to prepare for an actual emergency. "These exercises are not only a good way to get to know your fellow emergency responders but it is a great opportunity to work an incident and improve ourselves for the real thing."

<http://www.yumasun.com/news/mcas-55952-yuma-railroad.html>

### BULGARIA, GORNI LOM, FEBRUARY 4 2010. 3 MEN HURT IN BULGARIAN AMMO FACTORY EXPLOSION

Three men got injured during an ammunition factory in the village of Gorni Lom in Northwestern Bulgaria. The explosions at the privately-owned "Midzhur" started at Wednesday night, and are still continuing as there were 10 tons of ammonite in its storage facilities as well as mines and other ammunition. The Bulgarian authorities have closed off the area around the factory in a four kilometer radius, and have made declared that there was no danger for the local population. The sight of one of the three hurt men could be impaired, and he has been transferred to a hospital in Sofia. The injuries of the other two are minor. It is still unclear what caused the setting off of explosives at the military plant. All fires on the territory of the plant have been put out.

[http://www.novinite.com/view\\_news.php?id=112777](http://www.novinite.com/view_news.php?id=112777)

### NORWAY, OSLO, FEBRUARY 4 2010. STATOIL PLANS RETAIL DIVISION SPIN-OFF, LISTING

Norway's Statoil plans to spin off and float its international chain of forecourts, in the most radical yet in a succession of moves by major western oil companies to reduce exposure to low-margin fuel retailing. Several big oil companies have in recent years sold off big chunks of their retail operations to focus investments in the more lucrative sectors of finding and producing oil and gas. Analysts welcomed Wednesday's announcement, which paves the way for Statoil to join that group by shedding its lowest margin operations while maintaining its supply chain based mainly on two refineries in Scandinavia. Statoil said the to-be-floated Energy and Retail (E&R) division includes 2,300 fuel filling stations in eight countries, as well as the business that supplies lubricants, aviation and marine fuels. The unit would most likely be listed on the stock exchange, at the earliest in the fourth quarter of this year, it said in a statement. "In the future, we believe that this unit's growth and further development will be best achieved as an independent company with direct access to the capital markets," Chief Executive Helge Lund said. Statoil said that if it proceeds

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with the initial public offering, it would be a "significant owner at the introduction" and over time its ownership would be "tailored to the new company's development needs." One Stage Further. BP sold its U.S. retail network in 2007, and in 2008 Exxon Mobil did likewise. Royal Dutch Shell has agreed to sell retail networks in Greece, Ireland, Kenya and the Caribbean in recent years. However, they all retain retail operations in some countries where they believe they have a competitive advantage. Statoil's aims to make a break with all its retail operations, even in its home Scandinavian markets. "The division needs more money," analyst John Olaisen at Carnegie said. "It is difficult (for Statoil) to allocate money to a unit with low returns on invested capital. To grow it's smart for them to be independent." Statoil said the spun-off business would retain its droplet logo and service station design, which represented a "large part of E&R's brand value." It would also be natural to maintain existing market-based supply agreements. The Mongstad refinery in Norway and Kalundborg in Denmark supply fuels to the division. "The refinery business will not be affected by a new ownership structure in E&R," Statoil said. Fewer than 10 percent of E&R's roughly 12,000 employees work in Norway and some 80 percent are employed at Statoil-operated service stations. "This development is positive," said analyst Trond Omdal at Arctic Securities. "But it has very limited strategic value. All value creation occurs in the upstream divisions."

<http://www.reuters.com/article/idUSTRE6122BA20100203>

### USA, TEN, NASHVILLE, FEBRUARY 4 2010. BODY IDENTIFIED AFTER BEING PULLED FROM TANK

*chris cannon*

**Watch the Video** <http://www.newschannel5.com/Global/story.asp?S=11921590>

The Nashville Fire Department has identified the man whose body was discovered on the bottom of a tank at a North Nashville chemical distribution company. The department's hazardous materials team was called to the Ashland Chemical Company on Clifton Street at 3:15 p.m. Tuesday. They found 49-year-old Dan Dugan of Rock Hill, S.C. at the bottom of a tank that once held the solvent Heptane. Dugan is part owner of D&D Construction out of Rock Hill. Ashland hired him to do routine maintenance on the tank. Firefighters had to perch a ladder truck over the tank and lower two crew members into the tanks to retrieve Dugan's body. They finally were able to do that at 5:20 p.m. Nashville Fire District Chief Charles Shannon said it was a tough task for the hazardous materials team to complete. "To be able to get in and get this gentleman out, in what we consider a reasonable amount of time. Because understand, that hole is only 18 inches to 22 inches and our people are going in protective gear. It's very tight, you don't have a lot of room. It just takes a lot of physical work," said Shannon. Dugan went into the tank around 8:15 a.m., and no one had heard from him all day. The private contractor was found unresponsive in the tank hours later. Metro Police detectives did respond to Ashland Chemical Company. They are called out where never there is an unexplained death. Representatives from the Occupational Safety and Health Administration will also investigate the circumstances that led up to this deadly workplace incident. The coroner will do an autopsy on Dugan's body to determine a cause of death.

<http://www.newschannel5.com/Global/story.asp?S=11921590>

### USA, GA, SAVANNAH, FEBRUARY 4 2010. SPILLED FUEL CLEARED FROM PORT WENTWORTH SERVICE STATION

*michael atkins*

**Watch the Video** <http://savannahnow.com/latest-news/2010-02-03/video-spilled-fuel-cleared-port-wentworth-service-station>

A hazardous materials team has cleaned up 25 gallons of gasoline that spilled at a Port Wentworth service station this afternoon. About 1:45 p.m., fire crews were called to the Enmark station at 7001 Ga. 21, near Interstate 95, where workers had been replacing a filter in one of the gas pumps when a problem with the valve caused the spill, Port Wentworth Fire Chief Greg Long said. The fuel spread to standing water at one corner of the parking long, "which doubled the clean-up efforts," Long said. A private hazmat team from Moran Environmental Recovery pumped the spillage into a large vacuum truck. Crews then spread absorbent material and swept up remaining fuel. The station was shut down briefly. No injuries were reported.

<http://savannahnow.com/latest-news/2010-02-03/video-spilled-fuel-cleared-port-wentworth-service-station>

### CHINA, BEIJING, FEBRUARY 4 2010. ILLEGAL FIREWORKS SALES ABLAZE

*zhao yanrong*

Illegal fireworks are still being sold in Daxing district, Beijing ahead of the government's authorized period of sale, despite a crackdown on Monday. Firecracker sales should officially start on Sunday inside the Fifth Ring Road, while sales outside the perimeter began yesterday, the authorities said. "Do you want to buy fireworks? I have all kinds and they are cheaper than in licensed shops," said a man in his mid 30s, standing outside Langfa Village inside the South Fifth Ring Road and waving at passing vehicles. The unidentified man asked an undercover METRO reporter yesterday to follow him to his car. Three other men quickly joined to promote the sale. "Don't fire this one within 50 m of a building, otherwise all the windows will be destroyed," the man said, while holding a firecracker the size of a 500 ml water bottle. "You can never find such powerful fireworks in licensed shops in the city." The fireworks on sale here are much cheaper than in official shops located outside of the Fifth Ring Road. Firecrackers, for example, are 2 yuan each with licensed counterparts priced at 5 yuan. In less than 10 minutes, four groups of customers had arrived to check out the goods. "I spent more than 2,000 yuan in licensed shops last year, but many firecrackers exploded without getting off the ground," said a female driver from Haidian district who came to the village to buy fireworks. "Why should I spend more than I need to?" The four fireworks salesmen said they stopped customers from following them to their illegal warehouse to escape police. "There are many cops in the village now. They have already confiscated more than a million yuan in illegal fireworks," a salesman in the group who identified himself as Wu said. "I only have some samples in my car. If the police come, I can just pretend that I bought some for fun. A friend of mine was detained on Monday by police for 15 days in their latest

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**"RELEASE 2010 – 570 NEWSY STUFF"**

**February 09 2010**



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crackdown," he added. Wu said they imported most of their goods from Zhuozhou, Hebei province, last August. "There were fewer police on the highways checking fireworks transport than now. Even so, we needed to bribe some of the checking points," he said. A male customer told the sales team they could make a lot of money. "The shop owner I usually use in the village earned 300,000 yuan in just three months before the last Chinese New Year," he said. According to a fireworks regulation released by the municipal government on Christmas Day last year, only licensed shop owners can sell fireworks from Feb 7 to 28 inside the Fifth Ring Road in Beijing. All products must be approved and certified by the government. A nine-year-old boy blew his four fingers off from unlicensed fireworks last week near Daxing district, the Beijing Times reported yesterday.

### Related Readings:

- [Four killed in fireworks factory blast in E. China](#)
- [Fireworks truck explodes; driver missing](#)
- [Death toll from China fireworks blast rises to six](#)
- [Stricter limits for festival fireworks in Beijing](#)

[http://www.chinadaily.com.cn/bizchina/2010-02/04/content\\_9429110.htm](http://www.chinadaily.com.cn/bizchina/2010-02/04/content_9429110.htm)

### USA, OK, BIXBY, FEBRUARY 4 2010. FIREFIGHTERS, SOONER EMERGENCY PREVENT CATASTROPHE

*jo-ann jennings*

Firefighters helped prevent a potentially dangerous situation Jan. 9 with a quick response to a gas spill at a local Kum-N-Go station. "It could have been very dangerous because of the amount of fuel," said Bixby Fire Chief, Steve Abel. "The vapor from the fuel is extremely flammable, and in colder months when the humidity is lower, static electricity is always a concern. It was the largest spill we've had around here for a long time, but I can ever remember having one out of a gas pump. We were fortunate when the vehicle struck the pump, we didn't have ignition." A passenger vehicle recently hit a gas pump at Kum-N-Go at 131st Street, causing 85 gallons of unleaded fuel to pump out. Bixby firefighters and Sooner Emergency averted a major emergency. Because of the fuel vapor issue, trucks were kept on the scene to deal with any flash fire or related issues. Capt. Bobby Shipman of the Bixby Fire Department said the gas spill took place at the Kum-N-Go at 11115 S. Memorial after a vehicle collided with a fuel pump. The alarm sounded at 10:38 a.m. and firefighters were on the scene two minutes later. "On arrival we found large amounts of gasoline flowing from the base of a gas pump," Shipman said.

<http://www.bixbybulletin.com/articles/2010/02/02/news/doc4b68b2da2c70b532304364.txt>

### USA, NY, LONG ISLAND, FEBRUARY 4 2010. TRUCK DRIVER DUMPS OIL IN L.I. COUPLE'S HOME AND TAKES OFF

*demarco morgan*

**Watch the Video** <http://abclocal.go.com/wabc/story?section=news/local&id=7255589>

A slippery, oily nightmare could cost a [Bethpage](#) family thousands of dollars to clean up. The [Long Island](#) couple was left with the mess after a delivery man filled their basement with heating oil and then took off in the middle of the night. The driver of the white tanker truck with blue lettering left investigators and the owners of the house in fumes after making a dump on the inside of their basement and leaving behind a big oil spill. "The bottom of our house is destroyed right now and we can't live in the house until all of the fumes are cleaned out," said Charles Garner. "The whole situation is devastating," said [Barbara Garner](#), pointing out the drenched carpet and the ruined walls. Charles and his wife, Barbara, both say they saw the truck outside before they headed to bed. They assumed the driver was making a delivery to one of their neighbor's homes because the Long Island couple's two-story house doesn't use oil. Fifteen to 20 minutes later, the whole house wreaked of gasoline, Charles said. "He (Charles) came up and woke me up and said, Oh my God! And I said, 'Oh my God that's gasoline,'" said Barbara. As it turns out, the driver dumped the oil by mistake. The mysterious driver apparently connected a hose to the spigot that's been out of service for a number of years, dumping nearly 30 gallons of home heating oil and ruining the basement. It'll be costly to fix. And to make financial matters worse, the couple, who already has a 4-year-old girl, is expecting a baby any day now. "I'm at risk for pre-term labor. I'm just trying not to go into labor," said Barbara. "The whole house smells like oil." Charles said he phoned the fire department for help. They arrived shortly after to assist with the clean-up. Still, the damage is done. Fortunately, the couple does have insurance. "The insurance company is going to want whoever this insurance company is to pay and they should," said Charles. "They're completely responsible."

<http://www.nbcnewyork.com/news/local-beat/Truck-Driver-Dumps-Oil-in-Long-Island-Couples-Home-and-Takes-Off--83483342.html>

### USA, VA, RICHMOND, FEBRUARY 4 2010. HENRICO COUNTY FUEL SPILL >> CLEAN UP CREWS STILL WORKING TO REMOVE DIESEL FUEL FROM CREEK.

*sam brock*

**Watch the Video** [http://www2.timesdispatch.com/rtd/news/local/article/FUEL03\\_20100202-211604/321802/](http://www2.timesdispatch.com/rtd/news/local/article/FUEL03_20100202-211604/321802/)

**Watch the Video** <http://www.wtvr.com/news/wtvr-henrico-government-building-fuel-spill.0.7855650.story>

Cleanup crews continue to pump the material out of the Lake. They have worked all day today and continuing their efforts this evening and into tomorrow. A initial assessment has been done on the creek ( Rocky Branch) , where the material flowed into the lake. Work continues at the site of the spill, where the tanks are in the ground. The cause still appears to be some type of mechanical malfunction that occurred, but we have no exact cause just yet. The tanks are still in the ground but the diesel is being

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pumped off. There is still much work to be performed at all the sites. The impending weather may have some impact on the cleanup. That impact is not yet known, it really depends on how much and what type precipitation we get.

### Update 7:30 P.M.

Henrico County Fire and Police teams have pinpointed the cause of a diesel fuel spill at the government complex. Now they have to track it all down and remove the petroleum from area ponds and streams. "This is a lengthy process that will go on not just today, but well into the future," observed Henrico Fire Captain Chris Buehren. Hazmat crews brought in several trucks Tuesday night to skim the top layer of fuel from Lake Henning, a pond situated between Henrico County's government center and juvenile courts building. Earlier in the day, the pond was flooded with diesel fuel. The water itself took on a rust-colored tint. Officials believe it will be days, if not longer, before the product is entirely removed from neighboring streams and creeks. "We are estimating that there are several hundred gallons of diesel fuel that have leaked from the storage tanks [underground]," added Captain Buehren. The fuel migrated from a stream by the Public Safety building into the Lake Henning Pond, and then into other waterways and outlets. Area resident Skip Brooks reported smelling a "faint odor of oil or diesel fuel" the previous afternoon. At the time, he attributed the scent to the moving of industrial equipment. Brooks now knows better. "I'm not concerned about my safety," asserted Brooks, "I'm more concerned with the Chesapeake Bay where the fuel will end up if it doesn't get blocked." A spokesperson for the state's Department of Environmental Quality told CBS 6 the agency didn't have any indication of serious environmental damage, but would know more in the coming days. Meanwhile, officials say local drinking water will be unaffected by the spill. "There does not appear that there is any jeopardy [the fuel] will get into public waterways," said Buehren. When a fuel tanker turned over at Richmond International Airport late in 2009, it took crews about a week and a half to clean up the spill. Buehren said the area affected during Tuesday's leak is much wider, and the process will be more comprehensive. Henrico fire and Haz-mat crews are working to clean up a large fuel spill at the County's Government Building. Around 10:30 a.m. Tuesday morning someone noticed the leak that had spilled into a nearby creek by the Government Center that feeds Lake Henning, behind the Public Safety building. Crews inspected and found hundreds of gallons of diesel spill had leaked out of a storage tank used for generators at the complex. Henrico fire spokesman Chris Buehren says they aren't sure what time the leak started exactly and says the tanks hold 4,000 gallons of diesel each. Buehren says they're also trying to figure out why it happened. Haz-mat crews brought in a crane and shut down both northbound lanes of Parham Road to remove the leaking tank and replace it. Parham Road has since reopened. Diesel fuel is less flammable than gasoline but there is an environmental concern. Buehren says the public's drinking water has not been affected.

<http://www.wtvr.com/news/wtvr-henrico-government-building-fuel-spill.0.7855650.story>

### USA, LA, BATON ROUGE, FEBRUARY 4 2010. I-10 REOPENED AFTER TANKER SPILL

**Watch the Video** <http://www.wafb.com/Global/story.asp?S=11922841>

Several lanes of Interstate 10 eastbound were closed for nearly five hours after a tractor trailer began leaking fluid onto the roadway Tuesday evening. The driver noticed a liquid spilling out from the top of the tanker around 5:30 p.m. when he neared the Dalrymple exit off I-10. Hazardous material and cleaning crews at the scene had the spill cleaned up by 10:30 p.m. According to Barry Mounce with the Baton Rouge Fire Department, the truck leaked a chemical called ethylhexanol. Mounce said the chemical did not pose a threat to the surrounding area or vehicles passing by, but can be an irritant in high concentrations. The tanker was en route to New Jersey.

<http://www.wafb.com/Global/story.asp?S=11922841>

### INDIA, PUNE, FEBRUARY 4 2010. SPEEDING TANKER KILLS SCHOOLGIRL IN KHADKI, ANGRY MOB THRASHES DRIVER

A speeding petrol tanker knocked down a two-wheeler, killing six-year-old schoolgirl Prachi Sudhir Sandbhor in the chaotic Khadki Bazar area on Tuesday afternoon. The Khadki police have arrested the tanker driver Chandrakant Namdeo Kale (24). After the incident, an angry mob tried to set the petrol tanker on fire. But the police reached the spot in time and controlled the situation. According to the police, Prachi was a Class I student of St Joseph's school in Khadki. Around 1.45 pm, her mother Jayshri picked her from school and they were going home in Bopodi on a two-wheeler. While going via Dr Babasaheb Ambedkar road, a speeding petrol tanker hit the two wheeler from behind. Both Jayshri and her Prachi collapsed on the road. A rear wheel of the tanker went over Prachi, killing her on the spot, police said. Jayshri was also injured in the mishap.

<http://www.indianexpress.com/news/Speeding-tanker-kills-schoolgirl-in-Khadki--angry-mob-thrashes-driver/574691>

### USA, NY, ALBANY, FEBRUARY 4 2010. CLEANUP OF FORMER MATT PETROLEUM SITE UNDERWAY IN UTICA

Marking another environmental milestone in Utica, New York State Department of Environmental Conservation (DEC) Commissioner Pete Grannis today announced that the cleanup of the former Matt Petroleum site in the heavily industrial northern section of the city is underway. "The launch of the Matt Petroleum cleanup is significant for the people of Utica, the local economy and the environment," Commissioner Grannis said. "With this cleanup, DEC will address contamination left behind by past users of the property which will enable the city to plan for its future productive use." Since fall 2008, DEC has achieved three major remediation goals in Utica: the removal of the Bossert Manufacturing site from the Superfund program, the launch of the dredge-spoil cleanup of Utica Harbor and the commencement of the Matt Petroleum cleanup. Located on Leland Avenue and bordered by the Mohawk River, the former Matt Petroleum site is a 4.7-acre parcel that housed a brickyard in the first half of the 20th century and a bulk petroleum terminal from the 1950s to the 1990s. Over the years, leaking pipes and tanks contributed to soil and water contamination, and several major oil and gasoline spills in excess of 50,000 gallons resulted in discharges reaching the river. Various grades of petroleum products ranging from heavy fuel oil to lighter gasoline and diesel products were routinely stored and

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used on the site. As DEC was developing the cleanup remedy for Matt Petroleum, some interim remedial work was conducted, including the removal of 14 above-ground petroleum storage tanks, five underground storage tanks, a network of piping and several buildings. The interim work allowed DEC to determine the extent of the pollution and the appropriate cleanup strategy. As the cleanup gets underway, the plan calls for excavating approximately 77,000 tons of petroleum-contaminated soils. Digging will be conducted to the underlying clay layer which ranges from five to 12 feet below the surface. Beginning this week, contractors will be on-hand to prepare the site for the cleanup work. Utica Mayor David Roefaro said: "I've spent my first two years in office working tirelessly with the DEC and committing to projects that promote green energy, revitalization and overall urban renewal. Today, the DEC and the City of Utica work hand-in-hand. Together, we've embarked on three major projects, and the cleanup of the former Matt Petroleum Site is another major milestone that will usher in clean land, investors and, eventually, developers. I thank Commissioner Grannis for working with my administration to enhance underutilized land just waiting for its second chance, its renaissance. These remediation projects play a vital role in sustaining our tax base, our environment and our people." "The clean-up of the Matt Petroleum site is an extremely important step in the revitalization of the Harbor Point area and of North Utica," said Assemblywoman RoAnn M. Destito. "The removal of the large cluster of storage tanks that were on-site greatly improves the appearance of the area, and the cleanup of contaminants removes a major obstacle to Mayor Roefaro's plans to redevelop this very valuable tourism asset here in the Mohawk Valley region. I want to commend Commissioner Grannis because he clearly understands the importance of remediating this area so that Harbor Point can reach its full potential as a recreation area for local residents and visitors." "This site has been one of the most notorious contaminated areas in Utica and I applaud DEC for its continued commitment to assist Mayor Roefaro in helping to clean this site," said State Senator Joseph A. Griffo. "Commissioner Grannis is to be commended for keeping our area a high priority."

<http://readme.readmedia.com/Cleanup-of-Former-Matt-Petroleum-Site-Underway-in-Utica/1120362>

### **USA, KY, CATLETTSBURG, FEBRUARY 4 2010. REFINERY FIRE POSES NO THREAT**

*tiffney henson*

A Kentucky refinery is back to business as usual after a small fire Thursday morning. A small fire interrupted the morning routine at the Catlettsburg refinery of Marathon Petroleum. Public Affairs Manager, Robert Calmus says the fire started around 9 a.m. in the idled lubrication plant. The plant is no longer in operation. On-site emergency responders were able to extinguish the fire and the "all clear" was given 45 minutes later. Calmus went on to say there were no injuries and refinery operations were not impacted.

<http://wowktv.com/story.cfm?func=viewstory&storyid=74662>

### **USA, TX, CORPUS CHRISTI, FEBRUARY 4 2010. NUECES COUNTY JURY AWARDS \$12.1M MAN PARALYZED IN REFINERY ACCIDENT >> MAN, 49, PARALYZED FROM THE NECK DOWN AND RELIES ON A VENTILATOR TO BREATHE SINCE THE AUGUST 2007 INCIDENT**

A Nueces County jury awarded \$12.1 million to a man left paralyzed in a Big Spring refinery accident and found a local refinery contractor and two other companies negligent because safety measures weren't followed to prevent it. A stack of electrical cabinets toppled onto David English, 49, of Snyder causing him to fall against steps, break his neck and sever his spinal cord. English is paralyzed from the neck down and relies on a ventilator to breathe since the August 2007 incident. The jury found local refinery contractor Bay Ltd., Universal Construction and refinery owner Alon USA negligent. The trial before District Judge Nanette Hasette lasted 1 1/2 weeks and ended Wednesday, said Tony Pletcher, managing partner of local firm, Watts Guerra Craft LLP. English's legal team led by Mikal Watts secured agreements with Bay, United Fabricators and Alon USA mandating the verdict will not be appealed. English worked for the Alon refinery as a master electrician for 17 years when he was injured. He has been confined to a nursing home in Lubbock since, his wife of 29 years, Ginger English, said Thursday. Ginger English said her husband, who did not attend the trial because of his health, harbors no anger. "He is moving on," she said. "His goal is to get out of the nursing home and into a home environment. He is ready to get out of there and start a new life."

<http://www.caller.com/news/2010/feb/04/nueces-county-jury-awards-121-million-man-in/>

### **USA, KS, SALINA, MACPHERSON, FEBRUARY 5 2010. FUEL SPILL CAUSES HIGHWAY CLOSURE**

five-mile stretch of U.S. Highway 56 was blocked in western McPherson County through most of Thursday while 8,000 gallons of gasoline and ethanol were vacuumed from a ditch. A tanker skidded out of control on a slick highway Thursday morning and the trailer rolled onto its top in a ditch, losing nearly \$20,000 — estimated retail price — in fuel. Kansas Highway Patrol Master Trooper Chris Bauer, of Lindsborg, said the tanker driver, Brian Rhea, 31, of McPherson, was not injured. Hazardous materials teams from Wichita and Great Bend were on the scene, about nine miles west of McPherson, removing the fuel from the ditch. Traffic was diverted to paved roads around the spill site, said Capt. Joe Hoffman of the McPherson County Sheriff's Office. The tanker had loaded at the NCRA refinery in McPherson and was headed to LaCrosse, Bauer said.

<http://www.salina.com/news/story/closehighway2-4-10>

### **UK, WALES, FEBRUARY 5 2010. JOBS 'AT RISK' AT PETROL FORECOURTS**

*sion barry*

As many as 1,000 jobs are under threat at independent petrol retailers, claims an industry body. RMI Petrol, which represents two thirds of the 9,000 petrol forecourt sites in the UK, predicts that the Valuation Office Agency's proposed increase in business rates for independent petrol retailers in Wales will cost the industry a minimum of 1,000 jobs, as an additional 200 mainly rural filling

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stations are put out of business by rate increases of more than 450%. The process being used to calculate business rates for independent forecourt operators in Wales is the same as that used by the VOA in England. Forecourt shops associated with the petrol filling stations are being rated on turnover, not on square footage like every other retailer in the country. In Wales, RMI Petrol members are seeing revaluation assessment increases of up to 725% which could be implemented from April 1. To make it worse, Welsh independent forecourt operators are not being offered the transitional relief being offered to businesses in England which sees the increase in rates softened for the first four years. Brian Madderson, chairman of RMI Petrol, said: Welsh independent forecourt operators are being hood-winked into a huge increase in rates as a result of lazy and anti-competitive procedures adopted by the VOA. The costs, both social and financial, of this change, are enormous to rural societies, the motor retail industry and the economy as a whole. A Valuation Office Agency spokesman said: "We are aware of the concerns of the petrol industry operators and are working closely with them to resolve these. We are currently reviewing the 2010 Petrol Filling Station scheme following receipt of more detailed information from RMI and several of the large oil companies. We are continuing discussions with the industry and hope to reach an agreement on a valuation scheme. "For petrol filling stations, rental value is determined by the amount of petrol throughput, shop and car wash turnover. In recent years, the rental value of petrol filling stations has grown considerably and it is only fair to all ratepayers that this is reflected in the rateable value. "It is wrong to say the VOA is anti-competitive. The purpose of rating valuation is to determine the rent that would be paid in the open market, at a consistent point in time. The same rules are applied across England and Wales to ensure fairness and consistency. There is also no evidence that any petrol station will close because of the change in rateable value, and the figures presented by the RMI are purely speculative."

<http://www.walesonline.co.uk/business-in-wales/business-news/2010/02/04/jobs-at-risk-at-petrol-forecourts-91466-25757949/>

### USA, ALA, PINSON, FEBRUARY 5 2010. MAN UPSET WITH GAS STATION'S POLICY DRIVES SUV THROUGH WINDOW

**Watch the Video** [http://www.myfoxphoenix.com/dpp/news/offbeat/pay\\_first\\_020302](http://www.myfoxphoenix.com/dpp/news/offbeat/pay_first_020302)

An Alabama man was charged with attempted murder after police say he drove his truck through a service station's window. Police say 49-year-old Roger Mayes pulled into a Pinson gas station on Sunday and told the clerk she was going to die. Investigators say the men went into the store arguing that he couldn't get the gasoline. The clerk said the store had a pay first policy. Mayes then left the store and came back momentarily as he drove through the front window and into the counter. The entire crash was caught on tape. Police eventually subdued him with a stun gun. He was treated by paramedics and later jailed on attempted murder and resisting arrest charges. Mayes' bond was set at \$63,000.

[http://www.myfoxphoenix.com/dpp/news/offbeat/pay\\_first\\_020302](http://www.myfoxphoenix.com/dpp/news/offbeat/pay_first_020302)

### USA, OH, DAYTON, FEBRUARY 5 2010. CAR BURSTS INTO FLAMES AT GAS STATION

There were some scary moments at a gas station early Thursday morning when a car burst into flames next to several gas pumps. Some people ran for cover, while others tried to get fire extinguishers to put the fire out. The fire happened at the Valero gas station at the intersection of Philadelphia Drive and Siebenthaler Drive in northwest Dayton. Authorities said a woman coasted into the pumps and stepped out of her car. That is when the fire erupted. iWitness7 Reporter Joe Rodgers captured the fire on video. He said, "A young man ran inside and got a fire extinguisher, but that ran out and he could not put the fire out. The fire was going down and the tires were on fire." Dayton firefighters were called to the scene and managed to put the flames out. However, they are trying to figure out what sparked the fire. Fire officials said the gas station's employees shut off the gas line to the pumps as soon as they noticed the fire. No one was injured and firefighters do not believe that there was ever much danger of a larger fire and explosion. They said even if the pumps had been left on, a backflow valve shuts off the flow and limits the amount of flammable material.

<http://www.whiotv.com/news/22460717/detail.html>

### USA, NV, RENO, FEBRUARY 5 2010. COMMISSION HEARS REPORT ON UNDERGROUND FUEL STORAGE TANK INVENTORY PROJECT

*keith trout*

The Lyon County Board of Commissioners heard a brief report from a representative of Broadbent & Associates, Inc., about a program it is involved in locating orphaned and/or abandoned gasoline and diesel underground storage tanks. The Nevada Division of Environmental Protection contracted with Broadbent & Associates (BAI) to manage a program to research and locate the tanks within the state of Nevada. It is funded under the American Reinvestment and Recovery Act (ARRA) of 2009 ("Leaking Underground Storage Tank Trust Fund Assistance Award). Kristy Lattin, a temporary employee of Broadbent on this project, appeared at the meeting to briefly present the program and answer questions. She said her primary work involves the orphaned tanks, those that are buried on property that the current property owners are not aware of. An abandoned tank is defined in Nevada Administrative Code as one that isn't maintained and is not in service and doesn't comply with federal regulations. An orphaned tank for this project is one with no current registered owner and the current land owner has no knowledge of the presence of the tanks and never utilized the tank. A detailed implementation work plan for this project is available on the NDEP website at the following link: <http://ndep.nv.gov/recover/index.html>. Lattin noted the primary objective is not to create environmental liabilities or financial obligations for unsuspecting property owners. The project objective says: 1)to review available resources in an effort to locate and build an inventory of orphaned and/or abandoned gasoline or diesel USTs within the state that were never properly assessed and/or closed at the time they were taken out of use; and, 2)potentially address sites identified with the highest priority, depending on available funds. Lattin noted Broadbent of Reno hired 15 field representatives for the projects, of which she is one.

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She said one of their chores is to talk to long-time residents to find out where old service stations might have existed and about ranches where USTs might have existed. Lattin noted orphaned tanks would be given priority in this investigation, primarily to avoid creating the liability situation for an existing property owner, with funding potentially available through this ARRA program to address the environmental liability. She stressed the project wasn't trying to create a liability for anyone but the improve the UST database for NDEP, which didn't start keeping track of USTs until 1985. Lattin said the Site Priority List (of which should be pulled out sooner) they are creating would be based on location near water resources, utilities, schools, etc. (imminent threat to public health). For more information, contact David Howard, project manager, Broadbent & Associates, 200 Kirman Ave., Reno, 98502 (775 (322-7969); or Art Gravenstein, UST/LUST branch supervisor with NDEP, 910 So. Stewart St., Ste. 4001, Carson City, 89701 (775) 687-9376.

<http://www.rgj.com/article/20100205/MVN01/2040367/1305/BIZ01>

### **USA, NC, RALEIGH, FEBRUARY 5 2010. CSB BOARD MEMBERS TO CONSIDER URGENT GAS CODE RECOMMENDATIONS FOLLOWING DEADLY CONAGRA EXPLOSION >> INVESTIGATION TEAM TO PRESENT FINDINGS AT PUBLIC MEETING IN RALEIGH**

The U.S. Chemical Safety Board (CSB) is set to consider [two urgent recommendations](#) that national fuel gas codes be changed to improve safety when gas pipes are being purged (cleared of air) during maintenance or installation of new piping. The recommendations – to be voted on by board members at a CSB public meeting in Raleigh tonight – grow out of the CSB's ongoing federal investigation into the June 9, 2009, natural gas explosion at the ConAgra Slim Jim production facility in Garner, North Carolina, which caused four deaths, three critical life-threatening burn injuries, and other injuries that sent a total of 67 people to the hospital. In preliminary findings to be presented at a news conference this morning and at the public meeting tonight, CSB investigators determined that the catastrophic explosion resulted from the accumulation of significant amounts of natural gas that had been purged indoors from a new 120-foot length of pipe during the startup of a new water heater in the plant that made Slim Jims, a popular beef-jerky product. During pipe purging, workers feed pressurized gas into a pipe in order to displace air or other gases so that only pure fuel gas remains in the piping when it is connected to an appliance such as a water heater or boiler. CSB Chairman John Bresland said, "The board is very concerned that companies across the country continue to purge pipes indoors, and this evening we will consider recommendations to the National Fire Protection Association (NFPA), the American Gas Association (AGA) and the International Code Council (ICC). Currently, the codes of the NFPA and ICC do not require gases to be vented outdoors or define adequate ventilation or hazardous conditions, nor do they require the use of combustible-gas detectors during these operations. The CSB recommendations, if adopted, would urge that these things be done." The NFPA and the ICC are prominent organizations whose codes are used and followed by government bodies, private organizations and individuals nationwide. CSB investigations supervisor Donald Holmstrom said his team made the recommendations to the board during the course of the ConAgra investigation after discovering gaps in the fuel gas codes. "Purging flammable gases into building interiors is a recipe for disaster. At ConAgra, we determined the accident would not have happened had the gas been vented safely outdoors through a hose or pipe." Mr. Holmstrom noted that since the June 2009 accident, ConAgra has instituted strict policies on purging, requiring it be done to safe outdoor locations. As proposed, the CSB recommendations would urge the NFPA, the American Gas Association (AGA), and the ICC to enact tentative interim and then permanent changes to the National Fuel Gas Code. These would require that purged gases shall be vented "to a safe location outdoors, away from personnel and ignition sources." In cases where outdoor venting is not possible, companies would be required to seek a variance from local officials before purging gas indoors, including approval of a risk evaluation and hazard control plan. The recommendation would also require the use of combustible gas detectors to continuously monitor gas concentrations; the training of personnel about the problems of odor fade and odor fatigue; and warnings against the use of odor alone for detecting releases of fuel gases. The CSB issued a safety bulletin in October 2009 entitled "Dangers of Purging Gas Piping into Buildings." The bulletin's key lesson is: "Purging new or existing gas piping into a building can be highly hazardous due to the possible accumulation of gas ... and the associated danger of fire and explosion." It notes that large numbers of workers are at risk, including plumbers, gas installers, maintenance workers, contract supervisors, and industrial facility managers. Mr. Holmstrom said, "The CSB has examined several other similar accidents in which gas was purged indoors and not detected. We have determined that workers cannot rely on their sense of smell to warn them of danger, in part because people become desensitized to the odorant added to natural gas and propane. Gas detectors must be used." Other incidents examined by the CSB include: a 1999 explosion at a Ford power plant in Dearborn, Michigan, killing six, injuring 38, and causing a \$1 billion property loss; a 2008 explosion at a Hilton Hotel under construction in San Diego, California that injured fourteen people; a 2005 school explosion in Porterville, California, burning two plumbers; and an explosion at a hotel in Cheyenne, Wyoming, in 2007 severely burning two plumbers. In addition to Chairman Bresland, the board consists of William E. Wright and William B. Wark. There are currently two board vacancies. Approval of recommendations requires a majority vote. The CSB meeting will be held at the Sheraton Raleigh Hotel, 421 South Salisbury Street. Following a presentation of preliminary findings by the investigation team, the board will receive the views from a panel of experts: Chris Noles of the North Carolina State Fire Marshal's Office (the state has passed strict regulations to require outdoor gas purging since the accident), Ted Lemoff of the National Fire Protection Association, and Belinda Thielen of the United Food and Commercial Workers International Union, which represents employees at the ConAgra Slim Jim plant. Finally, the board will hear from members of the public who wish to speak. "This was a devastating accident," Chairman Bresland said, "and it is my hope that workers and residents in the area will let us know their views on the need for the stricter codes that we will be considering on Thursday evening."

[www.csb.gov](http://www.csb.gov).

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### **USA, TX, PORT ARTHUR, FEBRUARY 6 2010. 4 HURT IN PORT ARTHUR OIL TANKER CRASH FILE SUITS >> SHIP'S CREW AND OWNER ACCUSED OF NEGLIGENCE**

*jennifer latson*

Four workers on the two vessels hit by an oil tanker in Port Arthur last month have filed lawsuits against the tanker's owner, claiming severe and permanent injuries from the crash and accusing the tanker's crew and owner of negligence. The Eagle Otome, an 800-foot tanker loaded with Mexican crude oil, veered into the path of an oncoming barge and slammed into a cargo carrier moored at the port of Port Arthur on Jan. 23. The barge crashed into the tanker's hull, gouging a hole that spilled more than 450,000 gallons of oil into the shipping channel. Three Port Arthur residents who were working aboard the barge are suing the Eagle Otome's owner for up to \$15 million, according to one suit filed on Jan. 28. The men are claiming injuries to their necks and backs, and health effects from inhaling hydrogen sulfide, a chemical that can be fatal at high concentrations, according to the court document.

#### **A Separate Lawsuit**

A fourth man, Robert Prosperie of Orange County, filed a separate suit, also on Jan. 28, for unspecified damages, also claiming severe neck and back injuries. Prosperie was operating a crane aboard the moored cargo carrier, the Gull Arrow, when a collision alarm sounded, according to his attorney, Matthew Matheny. Workers scrambled off the carrier, Matheny said, but Prosperie was still on board, and hanging from a ladder, when the ships collided. He managed not to fall, but the force of the crash caused injuries that have kept him from working since, Matheny said. Prosperie sued AET Inc., which owns the Eagle Otome, along with Exxon Mobil and the Sabine Pilot Service, claiming in the court document that his injuries were caused by the "unseaworthiness" of the Eagle Otome. Attorneys for the barge workers did not immediately return phone calls Thursday. A spokesman for AET, an Malaysian-based shipping company, said the company was aware of the lawsuits but said he could not discuss the cases. "We knew about the potential of the claims," said Paul Lovell, the company spokesman. "We put up a claims line ourselves the day after the incident, and we've been monitoring the activity." The lawsuits allege that the Eagle Otome's crew did not properly operate or maintain the tanker and that AET did not hire adequate crew members or train them sufficiently. Coast Guard officials are investigating the cause of the crash, but declined on Thursday to release details. Officials initially reported that the Eagle Otome had lost power in the moments before the collision, but later said there was no evidence of any mechanical failure.

<http://www.chron.com/disp/story.mpl/business/6851896.html>

### **USA, ILL, HAMPSHIRE, FEBRUARY 6 2010. FIRE DAMAGES HAMPSHIRE SERVICE STATION**

*dave gathman*

The diesel fuel section of the Road Runner service station on Route 20 near the Hampshire tollway interchange remained closed late Thursday after a semi-trailer truck caught fire under its canopy Wednesday night. Mike Lucas, fire investigator for the Hampshire Fire Protection District, said a 2004 Peterbilt semi tractor caught fire about 10:38 p.m. as it was taking on diesel fuel. "Luckily, a Road Runner employee recognized the fire early and quickly shut down power to the pumps," he said. Lucas said there were conflicting accounts of what the truck driver was doing at the time, and video surveillance tapes will be viewed to try to clarify that. The cause of the fire remained unknown as of Thursday, he said. According to Lucas, the blaze totaled the truck tractor, worth about \$45,000, and did about \$40,000 damage to the service station's canopy and a set of diesel fuel pumps. The truck trailer sustained only minor damage from the heat, he said. Firefighters from Burlington, Huntley, Pingree Grove and Genoa also responded to the blaze, which was put out within a half hour. Hampshire Fire Capt. Trevor Herrmann said the Road Runner was closed down overnight. He said the store and the gasoline pumps at the front were reopened Thursday, but the that diesel fuel pumps at the rear would remain closed until the undamaged ones and the damaged canopy can be inspected by the state fire marshal's office and village building inspector. Fire officials would not release the name of the truck driver or his company.

[http://www.suburbanchicagonews.com/couriernews/news/2030587.3\\_1\\_EL05\\_04FIRE\\_S1-100205.article](http://www.suburbanchicagonews.com/couriernews/news/2030587.3_1_EL05_04FIRE_S1-100205.article)

### **USA, KS, MCPHERSON CO, FEBRUARY 6 2010. TANKER ACCIDENT CLOSES HIGHWAY 56**

*mike androes*

A gasoline tanker crash Thursday morning caused US-56 to be closed for more than 16 hours. A state trooper, sheriff's deputies, firefighters from McPherson, Conway and Windom, McPherson EMS personnel and Emergency Management personnel responded to the one-vehicle accident on US-56, west of 4th Avenue, at 7 a.m. Thursday. The driver, Brian Rhea, McPherson, was driving a semi, owned by Groendyke, and was loaded with 8,554 gallons of fuel, consisting of 5,293 gallons of ethanol and 3,261 gallons of unleaded gasoline. Rhea was eastbound and lost control due to slick conditions and slid off the roadway into the south ditch. The accident caused the tanker-trailer to rupture and the majority of the load to spill. Rhea was not hurt. The trailer overturned and came to rest on its top and the truck-tractor remained upright. Firefighters remained on scene until 3:49 p.m. Thursday. Law enforcement officers and a hazardous material crew were on scene until the highway re-opened at 11:45 p.m. Other agencies responding include: Kansas Department of Transportation, Rice and McPherson County, Windom Police Department, McPherson County Public Works and the McPherson Red Cross chapter. No dollar estimate of the damage is available.

[http://www.mcphersonsentinel.com/news/police\\_and\\_fire/x655689484/Tanker-accident-closes-Highway-56](http://www.mcphersonsentinel.com/news/police_and_fire/x655689484/Tanker-accident-closes-Highway-56)

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