

Dangerous Goods & Hazardous Materials Group and Network

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"RELEASE 2010 – 567 NEWSY STUFF"

January 26 2010



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USA, CA, CONTRA COPSTA, JANUARY 21 2010. REFINERY FOES IN RICHMOND MAY GET THEIR WISH, BUT AT GREAT COST

drew voros

The Richmond City Council, along with fervent environmentalists, could soon see their wildest dream come true: Chevron is poised to shut down its Richmond refinery operations. Gone, later, hasta la vista. Kiss your economic engine, your tax-revenue generator goodbye, Richmond. Tuesday's announcement by the San Ramon oil giant that it would seek a "leaner" refinery division throughout the company with jobs cuts and exiting certain markets does not bode well for the site of Chevron's first refinery. Chevron said that workers at its downstream operations, which manufacture, transport and sell gasoline and diesel fuel, had been notified of the decision Monday. Further details are expected in March. Expect those details to include the closure of the more than 100-year-old Richmond refinery. While Richmond's green machine did not influence the overall change in corporate policy at Chevron, it certainly will have a hand in whether Chevron continues to operate a refinery responsible for sending millions of dollars to community groups in Richmond and has filled Contra Costa County coffers with literally billions in tax revenue over the years. Global oil demand is down considerably due to the worldwide recession, and Big Oil is drawing down refinery capacity throughout the world. Shutting refineries is the easiest way to improve industry profit margins. Sunoco and Valero have already announced plans to close refineries in Texas and Delaware this year. Chevron was in the midst of a major retrofit last summer at its Richmond refinery that would have enabled it to process a larger variety of crude oil, which would improve profit margins at the facility and mean less reliance on higher-grade Middle East crude. But a lawsuit put that on ice. Last summer Contra Costa County Superior Court Judge Barbara Zuniga gave Richmond city leaders and Earthjustice lawyers a victory, saying that Chevron must clarify in its environmental report whether the expanded facility will process heavy crude oil, which generates more pollution than lighter crude. Will Rostov, an Earth-justice attorney who filed the suit, said at the time the judge's decision means the city of Richmond will have to study Chevron's expansion plans more critically. The circuitous legal argument put forth by Earthjustice that Chevron's expansion will harm the environment is precisely the type of court fight that will keep the needed retrofit work from being done for years. Now, with Chevron surveying its own landscape for refinery operations to shed, Richmond is certainly at the top of its list. But city leaders shouldn't count on that expansive, waterfront property opening up for development. Last year, sources at Chevron told me that company has had discussions with Chinese buyers for the refinery, which would be dismantled and shipped to China. The land would be retained for an off-loading facility for refined crude products such as gasoline, employing far fewer people and generating scant tax revenues. If Chevron had been allowed to complete the retrofit in Richmond, there would be a strong fiscal argument to keep it open. Instead, there is a strong fiscal argument to close it.

http://www.downstreamtoday.com/news/article.aspx?a_id=20588&AspxAutoDetectCookieSupport=1

KOREA, SEOUL, JANUARY 21 2010. U.S. LITHIUM BATTERY RULES COULD HURT LOCAL EXPORTERS

kwon ho, limb jae-un

The U.S. government's plan to limit air transport of lithium batteries due to concerns over possible explosions could provide a blow to local exporters of mobile phones and notebook computers, who would likely see a drop in business or an increase in costs as a result. An official at the Ministry of Knowledge Economy said Washington has asked Seoul and Tokyo to submit their views on ways to enhance safety rules related to the transport of rechargeable batteries via air by March 12. The United States said on Dec. 30 that it will limit the overall size and weight of batteries that can be transported by plane and called for special packaging to prevent possible explosions. The U.S. government also said it would propose a related bill. Korea's mobile phone exports last year totaled \$28.7 billion, with \$8.4 billion of that total shipped to the United States. According to the Korea Customs Service, 99 percent of mobile phone exports were delivered by air. If the United States goes ahead with the stricter rules on transporting lithium batteries via air, such a move would likely limit exports of notebook computers and mobile phones or sharply increase packaging and shipping costs. The local electronics industry believes that the new rules could raise packaging costs as much as fourfold. There have been two minor incidents involving lithium batteries exploding on planes in the United States in addition to other explosions that occurred while transporting used phones by air, according to the ministry official. "Ordinary lithium batteries can cause small-scale explosions, but it is our view that rechargeable lithium batteries are safe and pose no risks," the official said. He added that if the U.S. enforces the new rules, it could have a negative effect on Korean electronics firms that export most of their mobile phones and computers with built-in rechargeable batteries. The ministry is already in talks with related industries and organizations over how to tackle the issue. "At the end of last year, Japanese rechargeable battery producers asked us to jointly deal with the issue," the official said. "Different countries have been talking about ways to toughen safety rules for lithium batteries, but as there are conflicts of interest, the United States seems to have addressed the issue first. Japan, Korea and China are against strengthening the rules and are more interested in producing safer batteries."

<http://joonggangdaily.joins.com/article/view.asp?aid=2915592>

CANADA, ONT, LANGTON, JANUARY 21 2010. FAMILY FORCED OUT OF HOME

monte sonnenberg

A local family has taken a severe financial hit thanks to toxic contamination on Queen Street in Langton. The Haldimand-Norfolk Health Unit has posted a notice on a home at 28 Queen St. warning that the building is no longer safe. A fuel spill at a nearby service station 20 years ago has migrated across the road and enveloped the property. The Ministry of the Environment has found unacceptably high level of contaminants in the air inside the home. These include benzene, toluene, ethyl benzene and xylenes. "There is a risk of elevated levels of carcinogenic compounds in the indoor air of your premises," Dr. Malcolm Lock, Norfolk's acting

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medical officer of health, said in a recent letter to homeowners Arthur and Angel Dewaele, both 87. "At this point in time with the available data, I cannot be confident that the air quality in the premises is safe or will be safe in the near future." The Dewaeles have vacated the home and now live at Cedarwood Village in Simcoe. However, the family remains saddled with a building that is uninhabitable and which would have difficulty attracting a buyer. The Dewaeles' son, Albert of Langton, wants the ministry to buy the property. The Dewaeles' home once had an assessed value for property tax purposes of \$154,000. The Municipal Property Assessment Corp. in Brantford has reduced the assessment to \$75,000 because of the contamination. Dewaele said he would like the province to take the home off his parents' hands at fair market value. "It's a shame my parents are taking the brunt of a bad situation with no help from the ministry," Dewaele said. "The ideal solution to me would be the ministry buying the house and moving it or tearing it down. Because of a situation my parents had no control over, this home has been rendered valueless." For its part, the ministry has no intention of acquiring the property. In an e-mail, spokesperson Jennifer Hall said it is not part of the ministry's mandate "to purchase properties, whether they are habitable or not." The spill happened more than 20 years ago at a service station across the road from the Dewaele property. When the spill occurred, the station had a different name from what it has today and was under different management. Residents alerted MOE to the situation in 1988 when they noticed problems with their drinking water. Ten years later, MOE traced the problem to the service station. The owner was ordered to remove and replace his gasoline tanks. Last year, a consultant prepared a report outlining MOE's options for correcting the problem. The recommendations are under review. However, MOE's goal is to ultimately clean up the situation. "Removal and disposal of the contaminated soil is part of the recommended remediation options under consideration," Hall said. "While it is a very efficient way of solving the problem, its cost is in the range of millions of dollars." The MOE has produced a map outlining the extent of the contamination, which extends from the service station west to a point beyond the rear property line of 28 Queen St.

<http://www.brantfordexpositor.ca/ArticleDisplay.aspx?e=2268272>

CANADA, ONT, STIRLING, JANUARY 21 2010. MOE OFFICIALS ON SCENE OF DIESEL FUEL SPILL

megan abraham,

Watch the Video <http://www.ckwstv.com/index.cfm?page=news&id=1792>

The Ministry of the Environment is still on site cleaning up after diesel fuel leaked into Rawdon Creek early Monday morning. Diesel fuel was accidentally pumped out onto the ground from a tank onsite at the Stirling Creamery around 4:45 a.m. Monday. Fuel ran down the sloped parking lot and into the creek, located adjacent to the creamery on East Front Street. According to Michel Finn, communications officer for the Ministry of the Environment, it's estimated that 800 to 1,000 litres of diesel fuel leaked into the creek. Since Monday morning, he said, two teams from the ministry have been attending to the spill, and water surface experts, Scott Integrated Environmental Services, has been using tanker trucks with hoses, along with absorbent pads, to remove fuel from the surface water. It's not yet known how long the ministry will be on site, Finn said. "They're there to ensure the company is taking the appropriate actions, and to give guidance," Finn said. "They will continue to be in contact until the situation is resolved." Finn added that when spills occur it's not only the quantity of fuel that determines the severity of the spill, but also the environmental conditions. "Everything has to be put into perspective," he said. "The good news is that they haven't seen any signs of dead fish, and that's encouraging." According to a press release from the municipality, four municipal drinking wells, located south of Elizabeth Street, were tested Monday afternoon, and it was determined that "impacts to the municipal drinking water system are not anticipated." Stirling Creamery general manager, Bill West, said the business is "taking full responsibility" for the spill. "Every effort is being made to ensure a quick and complete resolution to this situation," he said in a press release.

<http://www.intelligencer.ca/ArticleDisplay.aspx?e=2266549>

USA, PA, LANCASTER, CO, JANUARY 21 2010. OIL SPILL FOULS GAMELANDS >> CLEANUP BEGINS AT MIDDLE CREEK

jennifer todd

Watch the Video <http://www.whptv.com/news/local/story/Oil-Spill-Cleanup/QLcF0-LW5UGFJesUSLE1Rg.csp>

A 550-gallon oil spill on a Clay Township property that fouled nearby tributaries in state gamelands Tuesday was likely caused by a faulty fuel line or a rusted tank, fire officials said. Two 275-gallon underground tanks at 1795 Kleinfeltersville Road, near Millstone Road, were filled Monday with heating oil, Durlach Mount Airy Fire Chief Don Moyer said. There was no indication of a problem until Tuesday, when hikers in separate parts of the nearby Middle Creek Wildlife Management Area reported a strong odor of oil to park officials, Moyer said. Pennsylvania Game Commission officials investigating the report were able to trace the problem to the Kleinfeltersville Road property, and fire crews were dispatched just before noon Tuesday, he said. Moyer said oil had seeped into the ground and followed the "path of least resistance," entering a tributary that crosses under Kleinfeltersville Road and into Middle Creek. Beginning five miles downstream and working back toward the point of origin, crews set up stations at five different locations, using "booms," which are floating sponges, and absorbent pads to contain and soak up the heating oil, he said. "Fortunately we got it before it got to any of the larger tributaries," Moyer said. He said officials from the state Department of Environmental Protection were expected to begin cleanup at the site Tuesday night, clearing the booms and mats and testing soil and water for levels of contamination. "This was definitely a significant spill; cleanup could take a few days," Moyer said. He said all firefighters are required to undergo awareness training for hazardous materials and some go on to seek advanced training, which addresses large-scale incidents like the one on Tuesday. "All the years I've been fighting fires — more than 20 years — this is the largest haz mat incident I've ever dealt with," Moyer said. Durlach Mount Airy was assisted at the scene by Lancaster County Haz

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Mat and fire units from Brickerville, Southern Manheim Township, Eden, Neffsville and Schoeneck. Crews remained at the scene until about 4:30 p.m.

<http://articles.lancasteronline.com/local/4/247686>

GHANA, ACCRA, JANUARY 21 2010. CYANIDE SPILLAGE; NEWMONT FINED \$4.9 MILLION IN WAKE OF CYANIDE SPILL.

Newmont Ghana Gold Limited is to pay GH¢ 7.0 million penalty, of which GH¢ 3.1 million will go to affected communities for negligently spilling cyanide at its Ahafo Mine Project on October 8 2009. The Environmental Protection Agency is to receive GH¢ 2.8 million while the Inspectorate Division of the Minerals Commission gets GH¢ 1.05 million. Official documents sighted by the Ghana News Agency indicted Newmont for its inappropriate acts and omissions before, during and after the incident. The documents faulted Newmont for applying hypochlorite without effective assessment and evaluation of the spillage characteristics; delaying in notifying the regulatory bodies and downstream communities and for not following the necessary sampling protocol. The documents said Newmont was Negligent for "operating the raw water, process water and event ponds simultaneously without appropriate surveillance/ physical presence and in the post-incident management in terms of internal and external notification." They said the delayed notification of the "the incident coupled with the absence of the storage of duplicate samples strongly points to a cover up". The documents said the environmental management system of Newmont failed because the "initial detection of fish killed was made by the community instead of the Company". The system did not capture the occurrence of the incident in relation to the number of fish killed; it underestimated the volume of the spill and gave the wrong impression that the incident was contained. It was also unable to trace the correct direction of flow of the spill. The documents directed Newmont to map out high risk operational areas and heighten surveillance; it should review incident classification criteria and prompt reporting procedures and enhance the capacities at all levels in the handling of future spillages. The Company should also educate its staff on environmental response procedures and carry out regular drills. The documents charged the Ministry of Environment, Science and Technology to ensure the institution of a regime for compensation and fines relating to such matters. Newmont had proposed to pay GH¢ 285,000 to the affected communities; GH¢ 91,000 to Regulatory Agencies and GH¢ 438,000 as cleaning-up cost. On 12 October 2009 Newmont reported that it had "contained and neutralized within its mine site, a minor chemical overflow which occurred at its processing plant." This was three days after the incident. WACAM, a human rights and mining advocacy nongovernmental organization, accused Newmont of downplaying the extent of the cyanide spillage and called on the Government to investigate the whole incident. GNA investigations later revealed that in deed many more people were affected by the cyanide spillage. The villages and hamlets that were affected included Adofoasa; Kontokrom; Bamfowaakrom; Akosua Gyakakrom; Bronikrom; Afua Serwaakrom; Kuma Gyakakrom; Yateaberee, Kyeikrom and Kantinkakrom all in the Asutifi District of the Brong Ahafo Region.

<http://news.peacefmonline.com/news/201001/36762.php>

RUSSIA, KHABAROVSK, JANUARY 21 2010. CHINA CHEMICAL PLANT FIRE POSES NO THREAT TO RUSSIANS - MINISTRY

The recent fire at a chemical plant in the Chinese Jilin province poses no threat to the life and health of Russians. According to the daily monitoring of the environment conducted by services of the Russian Hydrometeorology and Environmental Monitoring Agency (Rosgidromet) and Federal Consumer Rights Protection and Human Health Control Service (Rospotrebnadzor), no deviations from the norms of toxic agents' content in the air, water and soil have been registered in the Amur region, Jewish Autonomous Area, Khabarovsk and Primorsky Territories over the past 24 hours, the Far East regional centre of the Russian Emergency Situations Ministry reported. "Several news agencies have reported that there was a fire at an area of 700 square metres at a private chemical plant Jising in the city of Jilin (Northeast China) in January 17. The fire has been liquidated, there have been no reports about fatalities or injured," the centre said noting that in accordance with a bilateral agreement signed with the Khabarovsk Territory government, the sides exchange information on incidents the aftermath of which may cause contamination of the environment, pose a threat to the population. However, the Chinese side has not reported about this incident. In this connection the Far Eastern regional emergencies centre requested the Chinese Consulate General in Khabarovsk to specify measures taken by the Chinese side for the liquidation of the incident's aftermath. A chemical plant exploded at about 8 p.m. on January 17 in Longtan district of Jilin city in Northeast China's Jilin province, China News Service reported. The report said a "mushroom cloud" was visible above the plant and the smell was strong. Dozens of ambulances rushed to the scene but by 10 p.m. January 17 the fire was yet to be extinguished. It is unknown whether anyone died in the blast. There had been a series of explosions on November 13, 2005, at the No 101 Petrochemical Plant in Jilin City, Jilin Province, China, over the period of an hour. The explosions killed six, injured dozens, and caused the evacuation of tens of thousands of residents. The blasts created an 80 km long toxic slick in the Songhua River, a tributary of the Amur. The slick, predominantly made up of benzene and nitrobenzene, passed through the Amur River over subsequent weeks. The explosion then severely polluted the Songhua River, with an estimated 100 tonnes of pollutants containing benzene and nitrobenzene entering into the river. Exposure to benzene reduces white blood cell count and is linked to leukemia. An 80 km long toxic slick drifted down the Amur River, and the benzene level recorded was at one point 108 times above national safety levels. The slick passed first on the Songhua River through several counties and cities of Jilin province, including Songyuan; it then entered the province of Heilongjiang, with Harbin, capital of Heilongjiang province and one of China's largest cities, being one of the first places to be affected. After traversing the eastern half of Heilongjiang including the city of Jiamusi, the slick converged into the Amur River at the mouth of the Songhua on the border between China and Russia. It passed by the Jewish Autonomous Oblast in Russia, then entered the Russian region of Khabarovsk Territory in the Russian Far East, passing through the cities of Khabarovsk and Komsomolsk-on-Amur before exiting into the Tatar Strait, itself a bridge between the Sea of Okhotsk

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and the Sea of Japan portions of the Pacific Ocean. On November 13, 2005 a water plant in Jilin city, Jilin, was closed. Several hydropower stations in the upper reach of Songhua River began to increase their discharge flow. On November 15, Songyuan, Jilin, stopped using water from Songhua River. By November 18, water supplies in Songyuan, Jilin, were partially suspended. Water supplies in Songyuan, Jilin, were restored on November 23.

<http://www.itar-tass.com/eng/level2.html?NewsID=14732388&PageNum=0>

USA, NC, CHARLOTTE, JANUARY 21 2010, FUEL LEAK THAT LED TO FIRE BEING INVESTIGATED

kirsten valle & bruce henderson

Environmental officials are investigating a fuel leak that sparked a fire early Monday in northwest Charlotte. The blaze started around midnight at Kinder Morgan, a pipeline transportation and energy company that stores products such as natural gas and crude oil, off Freedom Drive near Mt. Holly Road. It took 48 firefighters about an hour to control the fuel leak and fire, the Charlotte Fire Department said. Kinder Morgan spokeswoman Emily Thompson said in an e-mail Tuesday that an equipment malfunction at the Charlotte terminal facility resulted in a "small release" of gasoline and the fire in a vapor combustor unit. The company contained and cleared the majority of the gasoline by Monday afternoon and continues to monitor the issue, she said. "There was no environmental impact, and the company has resumed normal operations," Thompson said. No injuries were reported in the fire, and the spill had no effect on customer supply, she said. Fire Department spokesman Rob Brisley said local and federal environmental authorities were notified and responded to the scene. Rusty Rozzelle, Mecklenburg County's water programs chief, said gasoline and foam fire suppressant reached a storm drain and then Long Creek. None reached Lake Wylie, into which Long Creek flows. He said cleanup crews Kinder Morgan hired have removed about 1,000 gallons of spilled gasoline. The crews installed booms across the creek to contain the spill, and officials have not seen dead fish, Rozzelle said. County water-quality staffers will continue to monitor the creek, but "they appear to be doing a good job of containing it," he said.

<http://www.charlotteobserver.com/local/story/1191328.html>

CANADA, ONTARIO, JANUARY 21 2010. OPERATORS SEEKING \$200M IN DAMAGES FROM SUNCOR ENERGY

Sunoco service station operators in Ontario are seeking as much as \$200 million in damages from Suncor Energy over the oil giant's decision to close the outlets. A class action lawsuit was filed today in the Ontario Superior Court, a statement from the operators said. The move follows an internal announcement by Suncor last week that it intends to terminate the retail franchise agreements of all 300 of its Sunoco operators in Ontario. About 100 sites will be sold in April 2010, while the remaining will be re-branded under the Petro-Canada name with different operators, the statement said. "Suncor received a statement of claim late yesterday (Monday) and is currently reviewing the matter," spokeswoman Sneh Seetal said. "As this is before the courts we cannot provide any further comment." Suncor and Petro-Canada agreed to merge last year to create a Canadian energy giant. As part of the integration, the Sunoco chain will be rebranded to give consistency across the country. The retailers say that Suncor failed to comply with Ontario franchise legislation that would entitle them to rescind their agreements and receive compensation. "The operation of Ontario's franchise legislation will result in Sunoco's dealers, who built up the Sunoco brand through years of hard work and loyal service, receiving a return on their personal efforts and investments," David Sterns, lawyer for the service station operators, said.

<http://www.torontosun.com/money/2010/01/19/12527371-qmi.html>

USA, UT, WOODS CROSS, JANUARY 22 2010. WOODS CROSS NEIGHBORS RECEIVE APOLOGY FOR REFINERY BLAST, TAKE TOURS

loretta park

Watch the Video <http://www.fox13now.com/news/kstu-woods-cross-refinery-talks-to-community,0,560500.story>

Watch the Video <http://www.standard.net/topics/business/2010/01/20/woods-cross-neighbors-receive-apology-refinery-blast-take-tours>

Photo's <http://www.fox13now.com/news/kstu-woods-cross-refinery-talks-to-community,0,560500.story>

Chad Salisbury apologized to his neighbors for the explosion that rocked south Davis County on Nov. 4. Salisbury, an employee of Silver Eagle refinery, also lives in the area. "I sincerely apologize for what happened," said Salisbury, who was one of several people from the Woods Cross refinery who spoke at an open house Wednesday held at Legacy Preparatory Academy. The refinery's smokestacks are visible from the Woods Cross school's front door. Mike Redd, vice president of refining and operations at the refinery, told the 80 residents in attendance the refinery will not open until the company can assure its neighbors everything is safe. The refinery quit operating soon after the blast. It has laid off 10 of its employees while it is making repairs. The open house included a bus tour of the refinery. Alex Bloomsfield, another employee of the refinery, was a tour guide on one of the first bus tours. Bloomsfield grew up in Woods Cross and still lives in the area. He was in a building just a short distance away when the explosion occurred. "It was incredible," Bloomsfield said of the blast as his tour group viewed the area that had exploded and caught fire. Scorch marks from the heat are still visible on the tower, as are twisted pipes. Red tape, placed by the U.S. Chemical Safety Board until its investigations are completed, surround the blast area. Once the safety board releases the area, the company can begin making repairs there, Bloomsfield said. Meanwhile, the company has hired independent consultants, including ABS Consulting, to "tell us like it is" about additional repairs or changes the company needs to make so the refinery can operate safely, Redd said. "I think they may have gone a bit overboard," said Fred Ochoa, of Woods Cross. He came to the open house to learn

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about what the refinery is doing to improve safety. Shaela Knighton, who has lived near the refinery for the past 10 years, said she came because she is concerned about safety and wants to be sure the proper steps are being taken "so this does not happen again." Her house is one of 271 that sustained damage. Rep. Becky Edwards, R-Bountiful, attended the meeting, even though the refinery is not in her district. "This is a huge issue," she said. "It impacts all of south Davis County." Also in attendance was Rep. Roger Barrus, R-Centerville. He has met with officials from all of the refineries in the area since the blast. He said his three goals are, first, to protect refinery employees and the communities that surround the refineries. The second is to set up communication so communities know what the safety operations include. And the last is to work with the communities and refineries so neighborhoods do not end up in refineries' backyards. Woods Cross City Administrator Gary Uresk said refinery officials have been meeting with city officials regularly since the blast to keep them updated about what steps are being taken to improve safety. He also told those in attendance, "I view tonight as a start of a journey. I encourage you to stay connected and to stay involved."

<http://www.standard.net/topics/business/2010/01/20/woods-cross-neighbors-receive-apology-refinery-blast-take-tours>

USA, TX, CORPUS CHRISTI, JANUARY 22 2010. CITGO FACING \$236K FINE FOLLOWING 'CATASTROPHIC' CHEMICAL RELEASE

OSHA has cited CITGO Refining and Chemicals LP in Corpus Christi, Texas, for workplace safety violations resulting from a catastrophic release of hydrocarbon and hydrofluoric acid from the alkylation unit at the facility. Proposed penalties total \$236,500. "CITGO did not ensure adequate maintenance and oversight of its process safety equipment, exposing workers to the release of toxic chemicals and posing a danger to not only the company's employees but to the community, as well," said Dean McDaniel, OSHA's regional administrator in Dallas. OSHA has alleged two willful, 15 serious, and one repeat violation following an investigation that began July 20, 2009. The willful violations include failing to adequately repair and maintain process equipment, and to update changes in operating procedures. A willful violation is one committed with intentional, knowing or voluntary disregard for the law's requirements, or with plain indifference to employee safety and health. Serious violations include failing to maintain floor holes to prevent employees from tripping, to properly label electrical equipment, to prevent exposure to electrical parts, to update piping and instrumentation diagrams, and to address process hazard analysis deficiencies. A serious violation is one that could cause death or physical harm that can result from a hazard an employer knew or should have known exists. The repeat violation addresses failing to train workers regarding modified procedures. A repeat violation is issued when an employer previously was cited for the same or similar violation of any standard, regulation, rule, or order at any other facilities in federal enforcement states within the last three years.

<http://ohsonline.com/articles/2010/01/21/citgo-facing-fine.aspx?admgarea=news>

USA, IJ, DES PLAINES, JANUARY 22 2010. THREE INJURED IN FIREWORKS EXPLOSION

Three men were injured when someone set off fireworks at the door of a Des Plaines apartment. At 11:10 p.m. Jan. 16, police determined someone set off what appeared to be a large commercial-grade firework between the screen and front doors of the apartment in the 1700 block of East Oakton Street. Officers set up a perimeter, but did not locate any suspects. Three people inside the apartment were slightly injured by the explosion. Two of them were treated by paramedics at the scene; the other was taken to Advocate Lutheran General Hospital in Park Ridge with minor injuries. The Cook County Bomb Squad and the Bureau of Alcohol, Tobacco, Firearms and Explosives were contacted and assisted officers in processing the scene. Police are still investigating the incident.

<http://www.journal-topics.com/dp/10/dp100120.6.html>

UK, PEMBROKESHIRE, JANUARY 22 2010. FEARS FOR REFINERY JOBS AS CHEVRON PLANS RESTRUCTURE

Watch the Video http://news.bbc.co.uk/2/hi/uk_news/wales/south_west/8471734.stm

Fears over job losses at the Chevron refinery in Pembrokeshire have been raised after the oil giant said it was to "exit from certain markets". The firm, the fifth-largest refiner in the United States, has told staff it is planning a restructuring that would involve sweeping cuts globally. It said it had not decided whether to close any of its refineries. The Pembroke site has 1,400 permanent and contract staff and processes 220,000 barrels of crude oil a day. Chevron said further details on its plans were expected to be released in March. A spokesman for the company said it is planning to restructure some of its refinery operations, cut some jobs and exit some markets. In America, some refiners have shut down operations as the rising cost for crude oil cut profits faster than the income from the products they refine such as heating oil, diesel fuel and jet fuel. Chevron employees have been told about the plans to restructure the firm. "The global recession has reduced demand for refined products while global refining capacity continues to surge," explained Chevron spokesman Lloyd Avram. "To improve profitability and long term competitiveness, Chevron has created a new downstream organisation. "This organisation is less complex, more responsive to market opportunity and smaller, requiring fewer positions and people. "No further decisions regarding assets or markets have been made." He added that no decision about how many jobs would be needed after the restructure. He said Chevron has also not decided whether to close any of its refineries. The Chevron refinery in Pembroke, which first opened in 1964, employs 1,200, processes 220,000 barrels of crude oil a day. The refinery is the fourth largest in the UK, with just under 12% of the UK's overall refining capacity. In 2005, the Pembroke refinery had an £84m upgrade. The Welsh Assembly Government's Deputy First Minister, Ieuan Wyn Jones, said: "I understand that the news that Chevron plans a global review may create uncertainty and worry, not only for the workforce at Pembrokeshire, but also their families and the wider community. Chevron workers urged 'not to panic'"However, no decision about any of Chevron's plants has been taken. "The Pembrokeshire plant makes a major contribution to UK refining capacity which is still

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required even in these difficult times." He said he would be visiting the plant soon and would be contacting Chevron in California, "offering any help we can to ensure the plant has a strong future". A senior member of Pembrokeshire council said the plant "is a very important part of the Pembrokeshire economy and we hope will continue to be so". Councillor John Allen-Mirehouse, the cabinet member for Regeneration and Economic Development, said: "Over many years, the company - and its predecessor Texaco - has made massive contributions in this part of the world not only in terms of employment but also through its active involvement in the community. "Pembrokeshire County Council has always worked closely with the management at the refinery and will continue to do so." Stephen Crabb, the MP for Preseli Pembrokeshire: "As the largest private sector employer in Pembrokeshire, the refinery is of critical importance to the local economy. Its loss would be a catastrophic blow to the area."

http://news.bbc.co.uk/2/hi/uk_news/wales/south_west/8471734.stm

USA, OK, CUSHING, JANUARY 22 2010. BLUEKNIGHT OIL TANK CATCHES FIRE IN STORM

rod walton

An oil storage tank owned by Blueknight Energy Partners LP caught fire Wednesday night after a lightning strike, according to reports. The 55,000-barrel tank burned for several hours at the Cushing hub, a delivery point for benchmark West Texas Intermediate Crude. Blueknight is the former SemGroup Energy Partners, a onetime subsidiary of SemGroup Corp., which emerged from bankruptcy last year. Blueknight spokesman Brent Gooden said Thursday the company did not know yet how many barrels of oil burned in the fire. No one was injured in the strike or the blaze. "We commend the Cushing, Oklahoma fire department for their efforts in putting out the tank fire last night," Gooden said in a statement. "We will conduct an internal assessment to determine the extent of the damage to the tank, which appears to have been limited to the seal encircling the top of the tank." Blueknight has about 6.7 million barrels of storage capacity at the Cushing hub. The tank was being leased by Calgary-based Nexen Inc. and contained oil from a combination of sources, including the Rocky Mountains, according to Bloomberg.

http://www.tulsaworld.com/business/article.aspx?subjectid=49&articleid=20100121_298_0_CUSHIN511168

http://www.tulsaworld.com/business/article.aspx?subjectid=49&articleid=20100121_298_0_CUSHIN511168

USA, NY, MILLERTON, NORTH EAST, JANUARY 22 2010. TOWN AND VILLAGE DEAL WITH SOIL CONTAMINATION

whitney joseph

An executive session started the town of North East's special joint meeting with the village of Millerton Thursday, Jan. 7. "I've spoken with [Town Engineer] Ray Jurkowski and [Village Attorney] Michele [Haab], and our collective suggestion is that we go immediately into executive session to deal with issues with contamination," Attorney to the Town Warren Replansky said. "There are valid grounds ... that are potentially a matter of prosecution and a possible future of litigation if it's exposed to the public, as it could put people in peril." Both village and town board members agreed, and by 7:10 p.m. (the meeting began at 7 p.m.) they had exited the board room, moving upstairs to meet privately for the executive session. The regular meeting resumed one hour later, at 8:04 p.m., once the executive session ended and all of the board members returned to the main meeting space. "The issue at hand is that we have contaminated soils on the South Center Street water line," Jurkowski said, explaining the matter to the public-at-large. "Part of an excavation taking place by village crews found contaminated soil based on visual and smell. Then two loads were taken off site, to Northeast Muffler, and then the owner smelled the odor and said he didn't want any more. From that point the materials that were excavated were stockpiled and numbered and we notified the DEC [Department of Environmental Conservation] and they visited the site." In addition to the soil at the muffler shop, there is still soil at the original site. That soil borders the town's highway garage on South Center Street and sits in a heap measuring roughly 4 feet high and 150 feet long. A new 10-inch water main was installed in that location before the soil was discovered to be contaminated; that main serves as a big loop running through the village, and services lines feeding out onto the rest of the water district. One concern was whether the contamination made its way into the stream, although there was no evidence supporting such a theory. The engineer said it was recommended that plastic be placed over the contaminated soil and that it be tested, which it was. The soil was found to have petroleum in it, though not at high enough a level to prevent it from going back into the trench. "It needs to be disposed of," he said. "But it's at the level of non-hazardous waste." Still, Jurkowski said, it's excess material that has to be removed and the town's haulers are looking at bringing it to an Albany landfill. The town received three bids to do so, ranging from \$42 per ton to \$48 per ton. The board approved the move, accepting the lowest bid from Pure Earth Disposal Group; it's hoping to complete the removal by sometime this week. As part of the process the town will need to provide a report to the DEC, as well as manifests for the removal and disposal of the materials, to get closure of the spill. Neither the town nor the village know the origins of the petroleum, nor are they going to attempt to find it out. "It's up to the DEC to do what they would like to do," Jurkowski said. "We do not know the source," Mayor John Scutieri said. "That's something we'll just have to learn [when it's discovered in the future]." It was stated, however, that the petroleum was believed to have been derived from a gasoline product.

http://www.tcextra.com/news/publish/millerton/Town_and_village_deal_with_soil_contamination/1192100.shtml

UK, NEWMARKET, JANUARY 22 2010. VILLAGE SCHOOL HIT BY OIL LEAK

robert andrews

Children at Cheveley Primary School have been moved into temporary classrooms after thousands of pounds of heating oil leaked under the school. It is thought that around 6,000 litres of oil seeped into the soil near the main school building from a nearby storage tank. A spokesman for Cambridgeshire County Council said he could not pinpoint when the leak had started. There was a smell of oil reported by staff in two of the children's classrooms," he said. "The children were taught in the main hall initially, but

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then it was decided to bring in mobile classrooms. There was no danger." He confirmed that the Environment Agency and Anglian Water had been called in to carry out tests to check for contamination. An independent company has conducted soil tests which are currently being analysed. Initially it was thought that thieves had stolen the oil but when the tank was filled the oil level continued to drop. A spokesman for the Environment Agency said that the source of the leak had been narrowed down to a supply pipe. "Anglian Water has carried out tests on foul drains and fresh water supplies and there appears to be no sign of contamination," he said. "We believe, after tests were undertaken, that the underground pipe had cracked. That has been replaced, the tank has been refuelled and the level of oil is being monitored. "It is not thought at this point in time to be too serious as the oil that leaked was contained in the clay-based soil on the site." Headteacher Julie Zak thanked parents and the community for their support during the incident. "There has been no more leakage, morale is high and the county council and the other agencies are working efficiently," she said. Officials could not confirm when the children would return to their classrooms.

<http://www.newmarketjournal.co.uk/news/Village-school-hit-by-oil.6001452.jp>

USA, TX, HOUSTON, JANUARY 22 2010. TANKER TRUCK OVERTURNS, DRIVER TRAPPED

Watch the Video <http://www.chron.com/disp/story.mpl/metropolitan/6828350.html>

Watch the Video <http://www.myfoxboston.com/dpp/traffic/100121-southeast-houston-overtaken-truck>

Photo <http://abclocal.go.com/ktrk/story?section=resources/traffic&id=7231509>

Firefighters tried to remove a driver from a tanker truck after it overturned on Interstate 45 in southeast Houston. The accident took place after 11 a.m. Thursday on the Gulf Freeway near the South Loop exit. The Houston Fire Department Hazardous Materials Response Team arrived since the trailer contained chemicals. HFD emergency workers had to use the jaws of life to cut into the cab of the truck and remove the driver. The entrance ramp to the South Loop was closed and only one lane was left open to traffic on the Gulf Freeway.

<http://www.myfoxboston.com/dpp/traffic/100121-southeast-houston-overtaken-truck>

PHILIPPINES, MANILA, JANUARY 22 2010. TANKER CATCHES FIRE IN MANILA

rizal s. obanil

A motor tanker containing diesel caught fire while it was docked at Pier 18 of the Manila North Harbor early Thursday morning. An initial investigation showed that the fire started inside the quarters of the ship crew at 1:30 a.m. Firemen immediately responded to the scene and put out the fire, few minutes after it reached the second alarm. Manila Fire Department (MFD) Chief, Superintendent Felix Abrenica said that they will conduct an investigation to determine the cause of the fire. But so far, the ship crew's quarters seemed to be the only part of the ship where the fire believed to have started. The 18 members of the crew were able to get out of the ship before the fire grew. Probers said that the fire started after they had unloaded their cargo. Abrenica also said that it was fortunate that the quarters were made of steel, thus preventing the fire from spreading fast.

<http://www.mb.com.ph/articles/239548/tanker-catches-fire-manila>

INDIA, JAIPUR, JANUARY 22 2010. TANK FARM SAFETY A MUST

suresh gupta

The inferno at the IOC fuel depot near Jaipur on October 29, 2009, reportedly due to an explosion and faulty valve, lasted several days before it was doused leaving six company officials dead and 150 injured. The organisation could do nothing but just stand and watch as barrels of fuel at the 1,00,000 kilolitre capacity Indian Oil Depot at Sitapura industrial area just burnt away. It is hard to believe that the fire turned uncontrollable. Effective measures could not be taken to control the spread and damage. Nor were there adequate safety provisions in such a fire hazard prone tank farm establishment. Whether the depot has been flouting norms is a matter of conjecture and the five-member committee headed by M B Lal, former chairman and managing director, Hindustan Petroleum Corp Ltd, will go into the causes of the fire and suggest safety measures. The incident has raised several questions regarding the adequacy of safety measures followed at the IOC depot. Petroleum minister Murli Deora, who rushed there to take stock of the situation, expressed that the fire had to die down on its own and there was 'no other solution'. It is an irony that, where the possibility of fire hazard is like a ticking time-bomb, a situation of helplessness exists. Shouldn't the designers, planners and authorities have provided for prevention of such an accident and provision for damage control? There are a large number of such installations in the country — while some are in remotely populated areas there are several in close proximity of heavily populated areas such as in Khetrapur, Orissa near the hub of wholesale trading. There is an urgent need to provide for managing such accidents in order to minimise the impact on life and property at all the tank farms. It will not be out of place to suggest that the investigating committee invite engineers and scientists' having specific experience to contribute before another Jaipur happens elsewhere. Disaster planning and response require scientific elaboration. The objective must be at preventing a fire disaster and manage a fire to minimise its destructive impact before it acquires catastrophic proportions. While the committee is going into the details of cause of the fire, I am putting forth a few suggestions based on my experience in the field of passive fire protection. The sequence of events is an indication to the spread of fire. Some of them are: All the tanks were not on fire simultaneously and the fire progressed from one tank to the next. The leaping and high rising flames carrying the enormous radiant heat energy due to chimney effect were observed to be intensely dense and as high as 70 ft. Fire continued till the combustible oil were consumed and burnt out to very low levels in tanks. It is a known fact that oil fires, particularly in a contained column would burn at the top-floating surface in contact with the oxygen, while the remaining column of oil within the tank depth remains almost unaffected. The extent of

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damage could be drastically curtailed if it had been possible to drain out the contents of the unaffected column of fuel from adjacent tanks. This can be achieved by:

- Remote operated quick opening emergency drain valves installed close to each tank, and
- Provision of emergency safe storage facility where the drained oil can be safely transferred.

In an emergency the oil stored in the over ground tanks can be transferred to the safe storage facility. Such storage tanks can be provided underground beneath the over ground tank to facilitate transfer by gravity. The underground covered tanks would be fire-safe being isolated from oxygen. To prevent the spread of fire, ways have to be found to barricade the flying flames/sparks and more importantly to block heat radiation from a flaming tank to other tanks not yet on fire. For preventing the spread of fire, barricades to shield the adjacent tanks from radiating high flames shall have to be installed in between the adjacent tanks. The water flow rate and height of vertical throw as well as the dense pattern of throw of the cooling water curtain as well as its angle of throw shall have to be designed to barricade, douse and cool the surrounding areas. The movement within the tank farm premises for movement of operating and maintenance personnel and equipment cannot be restricted. In such a situation a vertical dense water curtain of appropriate height with water capacity designed to outlive the combustible contents and of cooling capacity could be an ideal solution. In normal times such a system shall not physically restrict any movement within the premises. Only in the event of fire occurrence the curtain needs to be activated. The curtain can be designed to activate either manually or automatically. The safety systems can be installed indigenously at minimal cost.

<http://www.expressbuzz.com/edition/story.aspx?Title=Tank+farm+safety+a+must&artid=wokfu3q9WMs=&SectionID=XVSZ2Fy6Gzo=&MainSectionID=XVSZ2Fy6Gzo=&SEO=IOC&SectionName=m3GntEw72ik=>

USA, IL, HENRY CO, JANUARY 22 2010. QUAD CITY TEEN HELPS RESCUE TRUCK DRIVER IN CRASH

Watch the Video <http://www.wqad.com/news/wqad-semi-truck-crash-teen-helps-driver-012010.0.572740.story>

A Quad City college student helped rescue a truck driver after a gasoline tanker rolled into a ditch Wednesday on Interstate 74. Michael Watts, 19, was in an accident of his own that he says could have been avoided if another driver had obeyed a new law. Watts was heading back to his college Wednesday morning, when he had no idea his misfortune would turn out to benefit a man in a much more serious crash. Watts says while stuck on the other side of I-74 near mile marker 24 when a tanker truck driver was cut off by another driver swerved into the ditch, then rolled. Watts helped clear a path for the driver to breath so he wouldn't suffocate in the snow, mud, and debris. Fuel leaked from the tanker as watts and another man stayed with the driver until emergency crews arrived. The Lincoln College student says what landed him in this situation in the first place had him fuming, claiming another driver breaking a newly signed law. "The girl that cut me off was texting and I though, the stupid girl is texting and she slowed down and got in my lane an i had to go on the side of the road and that's what mad me." (Question) "The person that cut you off was texting?" Watts: "She was texting in the middle of all of this" Watts said the woman in the red car possibly a pontiac kept going as he came to a rest in the median. He wasn't shaken by his spin-out, but did suffer cuts to his hand while working to rescue the semi-driver. Doctors tell News 8 the trucker was treated and released with minor injuries.

<http://www.wqad.com/news/wqad-semi-truck-crash-teen-helps-driver-012010.0.572740.story>

USA, FLA, JACKSONVILLE, JANUARY 22 2010. ANNOUNCEMENT: CSX LAUNCHES FREE INTERACTIVE TRAINING FOR FIRST RESPONDERS

Re posted with permission of PC of the Group Hazmat 101 Group <http://tech.groups.yahoo.com/group/hazmat101/> CSX recently launched a free, online training program to educate emergency personnel on how to safely respond to incidents on and around railroad property and equipment. The site is the first of its kind launched by a U.S. railroad for this audience. CSXSAFE offers participants the opportunity to gain an understanding of how railroads operate, including some of the hazards of working around the rails and necessary protocols to keep responders safe. This web-based program takes less than an hour to complete, and is intended to provide important information to public agency personnel in fire and police departments, rescue and emergency medical organizations. Go to

<http://www.csxsafe.com>

CANADA, BC, VANCOUVER, JANUARY 22 2010. CN RAIL FINED \$45,000 FOR IMPROPER LISTS OF DANGEROUS GOODS ON B.C. TRAINS

CN Rail has been fined \$45,000 for running trains in Surrey, B.C., without properly listing the dangerous cargo they carried. The company pled guilty to violating one count of the Railway Safety Act while six other charges were dropped. In July 2007, Transport Canada inspectors put the railway on notice after they found several cases where CN trains handled dangerous goods and failed to have the proper paperwork, including a complete list of cars and shipping documents. The charges were laid after followup inspections found there were still some trains running with inaccurate lists. Last year, CN was fined \$1.8 million after pleading guilty to two derailments in 2005, including one that caused a massive fish kill when sodium hydroxide was spilled into the Cheakamus River near Squamish, B.C. The other derailment dumped a load of bunker oil into Wabamum Lake west of Edmonton.

<http://www.google.com/hostednews/canadianpress/article/ALeqM5hQ3XDadyXEjX2Q9S-e5HmnrpQ0uQ>

USA, OK, TULSA, JANUARY 22 2010. PIPELINE COMPANY AGREES TO PAY PENALTY OVER SPILL

A Tulsa-based pipeline company will pay a \$418,000 civil penalty to resolve a lawsuit over a gasoline spill near Oologah. Magellan Pipeline Co. LP agreed to the amount in a proposed consent decree filed in Tulsa federal court on Tuesday, the same day

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attorneys for the U.S. Environmental Protection Agency and the U.S. Department of Justice filed the lawsuit. The agencies alleged that a pipeline associated with Magellan ruptured Jan. 5, 2008 and caused the discharge of at least 1,075 barrels of gasoline into Four Mile Creek near Oologah. The complaint alleged that the discharge violated the Clean Water Act. Under the terms of the pact, Magellan doesn't admit liability to the United States. Spokesman Bruce Heine says the company supports the terms and conditions of the consent decree.

<http://www.dailymail.com/ap/ApTopStories/201001210828>

NAMIBIA, HOSEA KUTAKO, JANUARY 22 2010. BACKYARD SERVICE STATION OPERATOR' DENIES ALLEGATIONS

patience nyangove

Ministry of Finance employee, Luca Nghipopilwa, whose backyard service station' at Hosea Kutako International Airport was exposed last week says Informanté set him up. Nghipopilwa who works at HKIA stays at house number BM34/6 just metres away from the airport sold five litres petrol for N\$60 to an Informanté crew last week. A Ministry of Finance employee at the airport who refused to give out his name, but referred to himself as the chief leader denied that Nghipopilwa was employed by the Finance Ministry. "We don't have a man called Luca here," the man said. In his statement which he left at Informanté offices last week, Nghipopilwa denied operating a 'backyard service station'. He said the fuel he sold was siphoned from car that was parked at his house. "This (sic) (three people) employees of Informanté approached me on the street closer to our house at H.K.I airport, the man was driving the car a (grey-condor) with two ladies inside told me that they're looking for a house were there's somebody selling petrol, I were (sic) wondering without any ideas for the matter (sic) and I told him that, maybe you are wrong directed (sic), it's not here and him the driver as his eyes were so faster than his hands,(sic) he saw the car parked in our yard and than(sic) started demanding me to give him at least a 5 litres petrol (sic) from that car's petrol tank," he wrote. However, contrary to Nghipopilwa's statement the Informanté crew stumbled on the "backyard service station " almost two weeks ago when looking for a service station at the airport. Guards at the gate indicated that petrol was being sold at a house in the Namibian Airports Company Limited compound. The crew was on its way to Windhoek from Gobabis around 06h00 Sunday. Three small girls found at Nghipopilwa's neighbours led the crew to his house. The crew could, however, not buy petrol after Nghipopilwa, told them that he was selling it at N\$12 per litre. Disguised as stranded motorists, a separate crew went back to the airport Tuesday and asked security guards at the airport gate where one could refuel. Although the security guards seemed to have no idea, a NAC employee directed them to Nghipopilwa's house. Nghipopilwa has threatened unspecified action against the Informanté crew. "I'll take my time, with three of them slowly by swally (sic), not, now, not next year but, I'll, I promise I'll deal with them personal, in a diplomat way as a full mature person with open eyes, they should be told that, I am not selling petrol," he wrote.

http://www.informante.web.na/index.php?option=com_content&task=view&id=5642&Itemid=100

AUSTRALIA, NEW SOUTH WALES, NELSON BAY, JANUARY 22 2010. SERVICE STATION DESTROYED BY FIRE AT BOBS FARM

A Bobs Farm service station has been destroyed by fire this morning. Fire crews were called to the Volume Plus service station on Nelson Bay Road about 3.40am after residents reported the shop front on fire. When Rural Fire Service crews arrived, they also found one petrol bowser on fire. Inspector Brian Milsom said the weatherboard building was destroyed but crews, with the help of a NSW Fire Brigades crew, were able to save a neighbouring residence. No one was injured. Forensic experts have arrived at the scene to pinpoint the source of the blaze. Nelson Bay Road was closed but has now reopened in both directions.

<http://www.theherald.com.au/news/local/news/general/service-station-destroyed-by-fire-at-bobs-farm/1730559.aspx>

USA, ORE, SALEM, JANUARY 2010. I WONDER: WHY CAN'T YOU PUMP YOUR OWN GAS IN OREGON?

don day

Why is it that only in Oregon they will pump gas for you but not in other states? Why is it required in Oregon?

- Danielle, Meridian

We've all done it. Hop in the car for a trip to Oregon, stop to get some gas, jump out and grab the gas nozzle. Then you hear it. The notice from the gas station attendant: "Stop!" Stop... pumping my own gas? The Beaver State is known for many things – a beautiful coast-line, great micro-brews and a ban on pumping your own gas. Oregon State Code lays it all out in black and white: only trained employees of service stations are allowed to put so-called "Class 1 Flammable Liquids" into cars. Not only is the prohibition the law of the land, but legislators in Salem put a laundry list of reasons why the ban was prudent into state code. The list isn't a short one:

- People with training in pumping are better at keeping down fire risk
- It is nearly impossible to enforce safety standards on the driving public
- Seniors and disabled drivers can't get adequate help at self-serve stations, and are instead forced to find a full-service outlet and pay a higher price
- Oregon's rainy climate leads to more slick spots at gas stations, meaning higher liability insurance rates
- Decreased maintenance of pumps because they aren't regularly monitored
- Self-service contributes to unemployment – especially among young people
- Exposure to toxic fumes is a health hazard
- Toxic fume exposure is heightened for pregnant women

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- Gas drive-off thefts are cut down with the law
- Children are sometimes left unattended when customers go to make payment

Oregon law also makes it clear that just because it works in places like Idaho or most of the rest of the country, doesn't mean it is the right call for them. Reference is made to "other states" four separate times in the law – including notes on the inability to enforce safety standards, lack of support for senior citizens and even the disappearance of auto-repair shops at gas stations. While the law puts forth lots of reasons – what's the real root of the rule? "It's one of those things where I think tradition plays a huge role," Marie Dodds with Oregon's AAA said. "Keeping prices down was the original reason." Dodds says times have changed in the decades since the law was enacted. "Our gas is no more expensive than Washington or California." But if you are itching to grab the gas nozzle in Oregon – don't look for it to happen any time soon. Dodds says the issue has gone to voters several times, and residents always say they like the system the way it is. She says the fact that Oregonians get their gas pumped without paying more is a benefit. "If it doesn't cost anymore and we can still have it pumped, why not? Once you're here for a while and you get used to it you don't want it to change." One thing drivers in Oregon never have to do is get out of the car on a rainy or cold day to put gas in their vehicle. "I think it's one of those things that people who come to Oregon have trouble believing it. It boils down to Oregon likes to be a little bit different sometimes," Dodds said. If you've ever been embarrassed because you tried to fill your tank in Oregon – you're not alone. Oregonians sometimes have the opposite problem. "Sometimes I visit another state and sit there for a second and go 'oh wait', before I get out and start pumping."

<http://www.ktvb.com/news/I-Wonder-Why-cant-you-pump-your-own-gas-in-Oregon-82256587.html>

USA, MA, NANTUCKET, JANUARY 22 2010. LARGE FUEL OIL SPILL REPORTED ON UNION STREET.

jason graziadei

As much as 500 gallons of home heating oil spilled from a ruptured tank at 72 Union St. this week, and firefighters and a cleaning crew have been on the scene since Tuesday night trying to contain its spread. Nantucket deputy fire chief Ed Maxwell said neighbors reported the smell of fuel Tuesday night, and responders discovered a "giant puddle" of home-heating oil pooled beneath the deck and crawlspace of the home. Maxwell said the free-standing fuel tank on the side of the home failed, but he was unsure precisely what caused the release of the oil. The state Department of Environmental Protection is now monitoring the clean-up effort, and so far a vacuum truck has removed five 55-gallon drums of water and oil from beneath the home. Maxwell estimated that 250 to 500 gallons of home heating oil had poured into the ground. The property is located roughly 500 feet from Nantucket harbor and the edge of The Creeks. "It's not a little one, that's for sure," Maxwell said. "We did follow it down through the storm system, and we've taken precautions, but as of now, we haven't had any infiltration into the wetland or harbor that we can tell."

<http://www.ack.net/oilleak012110.html>

USA, CA, LOS ANGELES, JANUARY 22 2010. COMPANY PAYING \$1.3 M FOR SOCAL OIL SPILL

Watch the Video http://abclocal.go.com/kabc/story?section=news/local/los_angeles&id=7233008

Pacific Pipeline Systems LLP, Long Beach has agreed to pay \$1.3 million in civil penalties and to stop using an oil pipeline through an unstable section of the Tehachapi Mountains. The U.S. Justice Department and the U.S. Environmental Protection Agency (EPA) said the agreement was to resolve a violation of the Clean Water Act. The EPA says it filed the federal lawsuit against the oil transport company to protect Pyramid Lake, an important body of water. Ignacia S. Moreno, Assistant Attorney General for the Justice Department's Environment and Natural Resources Division says the settlement protects Pyramid Lake from future oil spills. The federal court case filed in Los Angeles alleged Pacific discharged crude oil into Pyramid Lake, located about 60 miles northwest of downtown Los Angeles. In March 2005, a landslide caused a portion of Pacific's Line 63, an underground pipeline that runs from Bakersfield, California to Los Angeles, to fail. The break discharged 3,393 barrels of oil. Most of it flowed into Pyramid Lake, which is part of the California Aqueduct and is a potential drinking water supply. As part of the agreement, Pacific will discontinue use of about 70 miles of Line 63 that travels through the Tehachapi Mountains. Pacific could re-use the pipeline, but only after relocating it into a more stable area. The consent decree is subject to a 30-day public comment and approval by the federal court. A copy of the decree is available on the Justice Department Web site.

http://abclocal.go.com/kabc/story?section=news/local/los_angeles&id=7233008

ITALY, ROME, JANUARY 22 2010. ITALIAN OIL GIANT GULPS EXXON'S AUSTRIAN BUSINESS >> THE DEAL COMES A DAY AFTER EXXON MOBIL ANNOUNCED A MAJOR DEVELOPMENT IN RUSSIA.

natasha gural

Eni SpA said Thursday it has inked a deal to acquire Exxon Mobil Corp.'s oil downstream activities in Austria, as Italy's largest oil and gas company extends its European front. The purchase includes: a retail network with 135 service stations; the industrial and wholesale business, with 36 additional Esso branded retail service stations owned by I&W resellers; and the aviation business at the Vienna and Linz airports, including the 28.6% share in the proprietary joint venture for logistical assets at the Vienna airport; and the supply and distribution business with its 33.3% participation in the Salzburg terminal joint venture. The deal does not include Exxon Mobil's Austrian lubricants and specialties business. Financial details were not disclosed. "With this acquisition, Eni will strengthen its existing downstream business in the country, operated through the local Eni affiliate Agip Austria, expanding the marketing capabilities and achieving supply synergies," the Rome-based company said in a statement. Meantime, Exxon Mobil, the largest publicly traded energy company, is bolstering its business in Russia. The Irving, Texas-based company said Wednesday it has completed the first two extended-reach wells at the Odoptu field offshore eastern Russia, using one of the world's most

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powerful land-based rigs. ExxonMobil subsidiary Exxon Neftegas Limited is operator on behalf of the five-company international Sakhalin-1 Consortium.

<http://www.forbes.com/2010/01/21/eni-exxon-mobil-markets-equities-austria-acquisition.html?boxes=marketschannelnews>

CANADA, ONT, JANUARY 23 2010. TANKER TRUCK CATCHES FIRE ON HWY. 401

A tanker truck fire has closed one lane of Highway 401 westbound near Trenton. Ontario Provincial Police say the transport truck was carrying a dangerous chemical when it caught fire at about 6:30 a.m. Friday. Police say the fire started in the cab of the vehicle, and appears to have been caused by a mechanical problem. The container carrying the dangerous goods was separated from the tractor and those goods weren't damaged in the blaze. The fire initially closed all westbound lanes of the highway at St. Hillaire Road while crews worked to put out the flames. By 7:30 a.m., the fire was extinguished and westbound traffic was able to get by using the passing lane. One lane remains closed.

http://ottawa.ctv.ca/servlet/an/local/CTVNews/20100122/OTT_Truck_Fire_100122/20100122/?hub=OttawaHome

USA, AKA, ANCHORAGE, JANUARY 23 2010. EPA BELIEVES CHEVRON WAS AWARE OF POLLUTION VIOLATION >> COOK INLET: COMPANY SAYS IT'S WORKING WITH INVESTIGATORS.

elizabeth bluemink

Search warrants served on two Cook Inlet oil facilities last week were based on federal environmental regulators' suspicions that Chevron Corp. had knowingly violated its air pollution permits and made false statements, court filings show. An Anchorage federal court magistrate on Jan. 7 authorized the U.S. Environmental Protection Agency's Criminal Investigation Division to seize computers, files, photos and other records at Chevron's Trading Bay Production Facility and Granite Point Tank Farm. In an affidavit, EPA Special Agent Matthew Goers told the judge that his agency had obtained sufficient information to suspect that Chevron and possibly its subsidiaries, managers and employees had committed felonies, including Clean Air Act violations and false statements to the federal government. The searches occurred Jan. 12 and 13, with federal investigators flying to the two remote, on-shore Chevron facilities on the west side of Cook Inlet in an Alaska Army National Guard Black Hawk helicopter, according to state and federal officials. Chevron on Thursday said it is cooperating with the investigation but declined to discuss the EPA's court filings. "In May of 2008, we provided the government with voluntary disclosure relating to these issues and have been cooperating with the government's information requests since that time. We take such non-compliance allegations seriously," the company said in a written statement, provided by Chevron spokesman Mickey Driver. At Trading Bay and Granite Point, Chevron subsidiary Union Oil Co. of California processes and stores crude oil from several Cook Inlet production platforms. The company then ships the oil to the Tesoro refinery in Nikiski.

Shut-Off Equipment

The alleged violations began in 2006, when Chevron shut down a vapor control unit for two of its oil storage tanks at Trading Bay. In 2007 or earlier, the company also shut down the vapor control units for oil storage tanks at Granite Point, according to Goers' affidavit. The vapor control units were designed to capture vapor from the oil before it escaped the tanks and reuse the vapor as fuel. Shutting the units down allowed a significant amount of air pollution to escape from the tanks, Goers wrote. Chevron had described the tanks to regulators in 2006 and 2007 as "insignificant sources" of pollution that emitted no more than 2 tons per year of volatile organic compounds and 2 tons per year of hazardous air pollutants. Both groups of chemicals are regulated as toxic pollutants that can cause health problems. Instead, the Trading Bay tanks released more than 100 tons per year of volatile organics into the air from 2006 to 2008, according to Goers, citing Chevron estimates. The Granite Point tanks released more than 15 tons per year of crude oil vapors in the same time period, he said in the affidavit. In 2008, Chevron sent a letter to state regulators saying it had potentially been violating its Clean Air Act permit at Trading Bay since shutting down its vapor control unit two years earlier. It requested that regulators invoke a federal policy that waives or reduces fines for companies that self-report their own violations. In 2009, a state inspector visited Granite Point and pointed to its tanks, asking how its vapors were recovered. A Chevron operator told her that its vapor control unit "was not operating at the time because a necessary compressor was not operating." Regulators later learned that the unit had shut down in 2007, Goers wrote in his affidavit. On the day of the state inspection, Chevron sent a letter to state regulators, asking to amend its previous filings about air pollution at Granite Point. The company said that it hadn't adequately described the air emissions at the tank farm when it applied for a permit in 2006, according to the affidavit.

False Statements?

The purpose for the search warrants was to seize documents and other evidence that might show whether the company knowingly withheld information and gave "material false statements" to environmental regulators, the affidavit said. From 2006 to 2008, Chevron submitted documents to environmental regulators saying that its Cook Inlet facilities complied with their air permits. In 2007, company officials told regulators that they were still using the vapor control system at Trading Bay, and that the tanks were not venting to the atmosphere, Goers wrote. Goers also interviewed current and former Chevron employees who described problems with the vapor control system at Trading Bay before its shutdown in 2006, he wrote. "Problems attributed to the vapor recovery system by current and former Chevron employees include the following: fugitive vapors escaping from the roof of the tanks, improperly sized compressors, damaged and/or inoperable circuit boards, insufficient parts, repair requests which were unsupported by management, and various other problems with the system which tend to indicate that the vapor recovery system was not functioning properly, may have been out-of-service for extended periods of time, and then eventually led the vapor recovery system to not function," Goers wrote. Chevron officials told state regulators that it deactivated the vapor control unit for its

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Granite Point tanks because the company wasn't producing enough natural gas to operate the compressor it used to guide the vapors into the unit, according to the affidavit. U.S. Magistrate Deborah Smith signed the warrants to search and seize records at the two facilities, which are not accessible by road. The Alaska Army National Guard confirmed Thursday that it flew the agents to western Cook Inlet to conduct the searches.

<http://www.adn.com/news/alaska/story/1104790.html>

USA, OH, COLUMBUS, JANUARY 23 2010. AREA PILOT STATIONS PART OF EPA SETTLEMENT

Pilot Oil Corp. has agreed to pay a \$100,000 civil penalty, fund a \$475,000 beneficial environmental project and comply with applicable Ohio Environmental Protection Agency reporting requirements for spills to waters as a result of alleged violations of water pollution control laws. Three of the gasoline/fueling stations across the state at which these violations occurred are in Mahoning and Trumbull counties. Among the numerous locations named in the proposed consent order are Pilot #11, 10920 Market St., North Lima; Pilot #3, 1150 N. Canfield-Niles Road, Austintown; and Pilot #281, 2786 Salt Springs Road, Girard. The state is accepting public comments on the proposed consent order until Feb. 9, reports Ohio Attorney General Richard Cordray. The Ohio EPA was made aware of petroleum product spills from several Pilot properties into storm sewers and local streams and ditches, Cordray noted. These spills affected water quality and posed a potential public health concern. Pilot has agreed to report releases governed by the consent order within 30 minutes of discovery. In addition, the consent order prohibits the discharge of any detergents, antifreeze, or power wash water from diesel fueling stations into any environmental control ponds on its property. All sites are to be equipped with oil and water separators and environmental control ponds designed to prevent petroleum products from reaching waters of the state. Pilot also agreed to comply with the terms and conditions of its spill prevention, control and countermeasure plans. This includes training facility managers and regular equipment inspections. Pilot also will abandon plants in Clinton, Licking and Hancock counties that treat its sanitary wastewater. Final approval of the consent order will take place after consideration of any public comments submitted during the public comment period, Cordray said. The proposed consent order can be viewed [online](#), and written comments may be sent to Larry Reeder at the Ohio EPA, Division of Surface Water, P.O. Box 1049, Columbus, Ohio 43216-1049.

[http://www.business-](http://www.business-journal.com/default.asp?sourceid=&smenu=1&twindow=&mad=&sdetail=15519&wpage=1&skeyword=&sidate=&ccat=&ccatm=&restate=&restatus=&reoption=&retype=&repmin=&repmax=&rebed=&rebath=&subname=&pform=&sc=1711&hn=business-journal&he=.com)

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CANADA. SASK, LA RONGE, JANUARY 23 2010. SASK. FIRST NATION ORDERED TO PAY \$50,000 FINE FOR DIESEL SPILL >> COMMUNITY WORRIED FEDS MAY WANT \$680,000 CLEANUP BILL PAID BY BAND

A judge has imposed a fine of \$50,000 against a northern Saskatchewan First Nation for its role in a massive fuel spill in 2006. Thousands of litres of diesel fuel poured into Wollaston Lake. The Hatchet Lake Dene First Nation had previously pleaded guilty to violations of federal environment law. The penalty was set Thursday during a court proceeding in La Ronge, Sask. Prosecutors said the band's responsibility for the mess stemmed from a failure to secure fuel tanks from vandals. In June 2006, a 12-year-old member of the community snuck into the fuel compound in the middle of the night, dragged a filling hose across a protective berm and then — with the hose directed at the lake — broke off the nozzle. Diesel fuel gushed into the lake all night. An emergency cleanup crew was able to contain the spill and protect the band's water supply. But the matter of responsibility for the spill and paying the cleanup costs has become a point of contention. Charges against the boy were dropped, but pursued against the band. Local leaders initially wanted to fight the charges. They said they pleaded guilty because they felt witnesses who could have supported their defence would not travel to court in La Ronge, about 400 kilometres away. On Thursday, band leaders also expressed concern that Indian and Northern Affairs Canada may go after the community to recover \$680,000 the federal government spent on cleaning up the mess. Meetings are expected between the government and the band to discuss that issue. "The band is a victim of the whole case here," Ed Benoanie, a councilor of the First Nation, told CBC News on Thursday. The judge who imposed the fine noted that conservation officers should have done a better job of monitoring the tanks to ensure they were properly maintained and secure. While the emergency cleanup ensured the band's water supply was safe, work to deal with all of the fuel was never completed. When questions arose about who would pay the bill, the contractor left the site. Residents say some diesel is still noticeable around the lake. Environment officials say it is not clear what impact the remaining fuel has had. There have been no reports of dead fish or birds.

<http://www.cbc.ca/canada/saskatchewan/story/2010/01/21/sk-wollaston-lake-diesel-spill-fine-100121.html>

USA, NV, LINCOLN CO, JANUARY 23 2010. LOOKING FOR FORGOTTEN STORAGE TANKS

dave maxwell

Broadbent & Associates, a Nevada-based company specializing in engineering, water resources and environmental services, made a presentation to the Lincoln County Board of Commissioners January 19. Company Associate Geologist Kirk Stowers explained that the company has been hired by the state of Nevada, using American Reinvestment and Recovery Act Funds (ARRA), to conduct a program to research and locate orphaned and/or abandoned gasoline and diesel underground storage tanks (UST) in the state. Lincoln County has some of these forgotten underground tanks, Stowers said, it will be Broadbent's job to find them. Broadbent maintains five fully staffed offices in four states of the U.S. southwest. He defined the difference between orphaned and abandoned underground storage tanks (USTs). "An orphaned tank, under current state rules, is an abandoned tank with no current

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owner, in that the person who currently owns it had no knowledge of the tanks presence, and has never utilized the tank." Stowers said the program is hiring a local person do the search. In Lincoln County, Glenn Zelch of Pioche, is the person. He said, if an orphaned tank is found on a person's property, but the person had no knowledge the tank was there when they bought the property, there is no attendant liability to the owner. On the other hand, he said, "an abandoned tank is a storage tank that is not maintained, and the owner or operator has not provided the Nevada Division of Environmental Protection with a written statement of their intention to close the storage tank, or a storage tank that is not in service, or does not comply with current regulations. For the majority of this project Stowers said, Broadbent's focus is going to be on the orphaned underground storage tanks. The purpose of the two-year plan is to locate, identify, and develop a database of all such USTs. He said 15 temporary research field assistants around the state, have been hired to go out into the communities to find the tanks. "Frankly, I don't know even what we expect to find." Another question to be asked, once the tanks are located, he stated, is how much that tank is impacting the local community, municipal water, etc. "The thought is that if some are found to be having a negative impact, there will probably be more ARRA funds to clean them up. The state wants to get a handle on how many of those tanks are out there, and if they can be quantified and ranked according to their possibility for negatively impacting the residents in their areas, more money may be available down the road." Having the field assistants talking to local residents, especially the older ones will be one way of learning about where a tank might be located. Databases, local maps and old aerial photos, and historical records may be another way to find an underground tank that may have been long forgotten. If a person does know of the location of an orphaned underground tank, they can contact Glenn Zelch in Pioche. If a tank is found to be under an existing building or parking lot, and can be shown to not be a problem to the land, or to nearby water systems, Stowers said the tank would probably just be left alone. "If there's an impediment, like an existing building or parking lot, and there is no evidence of leaking ground water, if people are not finding old gasoline fuel in their water, no evidence of structural damage, or sinking ground, there really is no desire to go ripping it up, but rather just close them in place." He said in some cases, when a tank was stopped being used long ago, "it may have been filled with concrete or sand at the time, and then it's not really an issue."

http://www.lincolncountyrecord.com/pages/100121_tanks

NEW ZEALAND, AUCKLAND, JANUARY 23 2010. GIRL STILL SERIOUSLY ILL AFTER PETROL EXPLODES

A 12-year-old girl remains seriously ill in Auckland's Middlemore Hospital after setting fire to herself while sniffing petrol last night. The petrol ignited, the flames spreading to her body. A friend dragged her to a nearby pond and put out the fire before the girl was taken to hospital. The girl and the friend were believed to be beneath a house in Mangere, south Auckland, when the incident happened. Police and emergency services said it showed how dangerous petrol and naked flames could be and warned people to take extreme care.

<http://www.stuff.co.nz/national/3256741/Girl-still-seriously-ill-after-petrol-explodes>

USA, NJ, COLTS NECK, JANUARY 23 2010. TANKER OVERTURNS IN COLTS NECK, PARTS OF ROUTE 34 SHUT DOWN

michelle sahn

Photo's:

<http://www.app.com/article/20100122/NEWS/100122077/Part-of-Route-34-may-stay-shut-until-Saturday-after-tanker-crash>

A tanker truck, carrying about 9,000 gallons of fuel, overturned in the area of the entrance ramp from Route 18 South to Route 34 South. Route 34 South is closed south of Route 18, and motorists are being diverted onto Route 18. Route 34 North is closed starting at Route 33, and drivers cannot get on Route 34 from Route 33. Police are advising motorists to seek alternate routes in the area. All sections of Route 18 remain open. The driver was injured in the 2:30 p.m. accident, and he has been removed from the truck, said Detective Sgt. Joseph Whitehead. The truck is leaking fuel, and Monmouth County HazMat, Colts Neck and Navel Weapons Station Earle fire departments have also responded to the scene.

<http://www.app.com/article/20100122/NEWS/100122077/1004/NEWS01/Tanker-overturms-in-Colts-Neck-parts-of-Route-34-shut-down>

USA, W.VA, CHARLESTON, JANUARY 23 2010. TOXIC DUPONT LEAK MAY HAVE LASTED 5 DAYS

ken ward jr.

DuPont Co. said Friday that as much as 1,900 pounds of the toxic chemical methyl chloride may have been released from its Belle plant over the last week. Plant manager Bill Menke said the leak may have started on Sunday, when the unit where it occurred was restarted after a production shutdown, but was not discovered by company officials until early Friday afternoon. Menke said DuPont reported the incident to emergency officials shortly after it was discovered at about 2 p.m. Kanawha County emergency officials passed on a copy of DuPont's prepared statement to media about 5:30 Friday evening. DuPont said in the statement that "a rupture disc had blown" in one of its production units. "The process was immediately shut down at that point and an investigation to determine what caused the rupture disc to relieve began soon afterward," the DuPont statement said. Menke said the incident occurred in a Belle unit that makes hexazinone, a herbicide that DuPont sells under the name Velpar. Methyl chloride, also known as chloromethane, is a colorless, extremely flammable gas with a slightly sweet odor. It was once widely used as a refrigerant, but its use has been discontinued because of its toxicity and flammability. Menke said that methyl chloride is a waste product created in the production of hexazinone. DuPont burns it in an incinerator that was installed at the plant in the mid-1990s to reduce the facility's overall emissions of methyl chloride. Menke said releases of 100 pounds or more of methyl chloride must be reported to regulators. DuPont said this week's leak could have involved up to 1,900 pounds of the material, but plant officials were still trying

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to refine their estimates. Exposure can cause dizziness, nausea, vomiting, liver and kidney damage and other adverse health effects, according to the National Institute for Occupational Safety and Health. Menke said plant workers and neighbors were not exposed to levels of methyl chloride that would have caused any adverse impacts. Menke said the leak involved concentrations that could not be detected, but he could not immediately say what levels DuPont's equipment could detect. Also, Menke said he would not speculate on how the leak could have gone undetected for up to five days, and he would not describe what sort of monitoring equipment is used in the area of the plant where the incident occurred.

<http://wvgazette.com/News/201001220554>

USA, TX, HOUSTON, JANUARY 23 2010. WORKER DIES AT LYONDELLBASELL REFINERY IN HOUSTON

brett clanton

A worker died this morning at LyondellBasell Industries' oil refinery in Houston after an apparent fall. Details of the accident, which occurred at approximately 8:30 a.m., were still being gathered this morning. But company spokesman David Harpole said it did not happen in any operating areas of the plant, and that production at the the 268,000-barrel-per-day complex was never suspended, nor were there any chemical releases. The Lyondell employee's name was being withheld pending notification of family members. Though fatally injured at the refinery, he was taken to Memorial Hermann Hospital at the Texas Medical Center. Harpole said the incident was isolated and that no other workers appeared to be harmed. He said it is "standard practice" for the Rotterdam, Netherlands-based chemical and refining giant to investigate the situation.

<http://www.chron.com/disp/story.mpl/business/energy/6830459.html>

USA, CA, ORANGE CO, HUNTINGTON BEACH, JANUARY 23 2010. OILY SUBSTANCE SPILLS INTO FLOOD CHANNEL

jon cassidy

Crews from state, local and federal agencies are working to contain an apparent oil spill in the Huntington Beach Channel, a flood control channel that runs just east of Beach Boulevard, turns southeast near the coast, and eventually drains into the Talbot Marsh. The Huntington Beach Fire Department got several calls around 9 a.m. reporting a strong smell and an oily sheen coming from the channel where it crosses Indianapolis Avenue, spokeswoman Martha Werth said. Hazardous materials teams from the fire department and the city's public works department, along with officials from the California Department of Fish and Game and the U.S. Coast Guard are on the scene, laying absorbent booms across the channel. The synthetic-fiber booms, which absorb oil but not water, have been laid out at several bridges downriver. By late morning, crews had laid booms across the length of the channel at the Atlanta Avenue, Magnolia Street, and Newland Street crossings, Werth said. "The Public Works Department is popping manhole covers along the channel to try to determine the origin," Werth said. It appears the oily substance is entering the channel near Adams Avenue, although the exact source had not yet been determined. Once crews finished containing the spill, they were planning to head upriver to Adams to shut off the source, Werth said. "The fire department hazmat team is testing it to see if it's crude oil," Werth said. "There's a pretty substantial odor coming from it." Jim Byrom, whose property backs up to the canal, said that a strong smell filled the air, and that the oil had turned a corrugated steel wall black. "I noticed it this morning when I was taking my kid to school," Byrom said. "It smells like crude. I work in the industry and recognized the smell."

<http://www.ocregister.com/articles/channel-230518-department-werth.html>

CANADA, NB, SACKVILLE, JANUARY 23 2010. N.B. RCMP IDENTIFY MAN KILLED AFTER HIS CAR HIT A FUEL TANK IN SACKVILLE

The RCMP has confirmed the identity of a man killed when his car slammed into a fuel tank in Sackville earlier this week. Alexander Burden, 23, died when his car failed to make a turn on Crescent Street on Tuesday afternoon and hit the tank at a public works building. The collision triggered an explosion and fire that sent black smoke over the town. The RCMP said Friday that foul play has been ruled out and the investigation is concluded. An examination of the car determined there were no mechanical problems with Burden's vehicle.

<http://dailygleaner.canadadeast.com/cityregion/article/930337>

CANADA, BC, VANCOUVER, JANUARY 23 2010. DIESEL LEAK AT OLYMPIC VENUE UNDER INVESTIGATION

bob mackin

Diesel-powered generators are being inspected by supplier Aggreko after a 200-litre spill late Tuesday evening outside the Olympic stadium. "The exact mechanical failure that caused the spill is under review," said VANOC operations communications director Lizette Parsons Bell in a prepared statement. Parsons Bell said the spill at B.C. Place Stadium's east airlock was fully contained by an on-site catchment system. "No diesel fuel entered the city sewer system," she said. Vancouver Fire and Rescue Services and its hazardous materials crew, VANOC contractor Hazco and the City of Vancouver environmental protection branch attended. The Provincial Emergency Program was notified. "There should not be any significant or long term environmental impacts as a result of this spill," Parsons Bell claimed. Area residents have complained of round-the-clock noise coming from the shipping container-sized generators. The generators do not appear to have mufflers to minimize noise or catalytic converters to minimize exhaust. "We are working on a solution but it is complex in nature and will take a few days to implement," she said. "We hope to have the situation resolved this weekend." The incident was the latest in a string of troubles plaguing the site of the 2010 Winter Olympics' Feb. 12 opening ceremony. Rainwater that pooled on the air-supported fabric roof during a Jan. 14 storm came through drainage holes and fell like a waterfall inside the stadium. The two-person Riggitt Services maintenance crew was on a meal break, according to a

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source. Lights and speakers attached to a truss are causing the roof to flatten. Hoses, pumps and a tent are visible on the roof as a crew of three people are now on-call around the clock to deal with precipitation. B.C. Place general manager Howard Crosley did not respond to an interview request. The taxpayer-owned, 1983-opened stadium will close after the Games and be retrofitted with a \$458 million retractable roof by summer 2011.

<http://www.torontosun.com/sports/vancouver2010/news/2010/01/22/12579451-qmi.html>

USA, NY, MELVILLE, JANUARY 24 2010. FATAL TANKER-TRUCK CRASH CLOSES LONG ISLAND EXPRESSWAY

andrew strickler, keith herbert & mark harrington

Watch the Video:

<http://www.newsday.com/long-island/nassau/fatal-tanker-truck-crash-closes-lie-1.1720689>

Slideshow:

<http://www.newsday.com/long-island/nassau/fatal-tanker-truck-crash-closes-lie-1.1720689>

Quick Summary

A tanker-truck overturned and burst into flames on the eastbound side of the Long Island Expressway. Maintenance crews and a crane are at the scene of an overturned tanker truck that crashed and burst into a massive tower of gas-fueled flames on the [Long Island](#) Expressway on Saturday morning, killing the truck driver and later collapsing a highway sign structure. As of 2 p.m. Saturday, all lanes of the LIE remained closed between exits 48 and 49. With the wreckage in the eastbound lanes just east of the [Nassau-Suffolk](#) line at Exit 48 still smoldering, officials predicted a lengthy cleanup after the truck clipped a car just after 8 a.m. and flipped. The explosion and intense heat of the flames took down a nearby highway sign structure that toppled across all eight lanes, forcing a complete closure of the expressway. The body of the so-far unidentified truck driver remained in the wreckage more than four hours after the crash. "It would appear that the driver of the truck was not able to get out of the vehicle," said Chief Michael Sharkey of the [Suffolk](#) County Sheriff's Department. The female driver of the sedan was injured and taken by helicopter to [Nassau University Medical Center](#) in [East Meadow](#). Sgt. Jay Morgan of the [Suffolk](#) County Sheriff's Department said her injuries were not serious. The fire is contained, but officials said the 11,000-gallon capacity truck still held about 1,000 gallons of gasoline. All lanes in both directions and the eastbound service road remained closed. Traffic was moving slowly on the westbound service road. [Nassau](#) police asked drivers to avoid the area. As firefighters worked around the wreck - the top of the overturned tanker was effectively blown off - the flames reached a nearby highway sign carrying HOV instructions. The structure spanning all eight lanes collapsed across the expressway, threatening emergency responders. No one was reported hurt in the collapse. A crane contracted by the state Department of Transportation arrived at about 11:45 a.m. Less than an hour later, workers had hooks and cables attached to the structure in the westbound lanes. Chief Robert Warren of the [Melville](#) Fire Department said the goal was to clear that side and open westbound traffic first. DOT spokeswoman Eileen Peters called the cleanup "a major, major undertaking" but said DOT officials were hopeful the sign could be removed today. "We're waiting for the police's go-ahead to evaluate the pavement and begin removal of the sign," she said. Sean Rashti, an office manager at the [Four Points by Sheraton](#) hotel on the eastbound service road in [Plainview](#), said the blast brought hotel guests rushing to the lobby. "I heard it explode. At first we didn't know what it was," he said. Once outside, "It looked like something out of a movie." Soon after the crash, flaming gas flowed down an embankment and onto the service road, another witness said. New York State [Department of Environmental Conservation](#) officials were also at the scene to evaluate the possible impact of gasoline and flame-retardant foam that flowed into storm drains. Officials were reviewing drain system maps to see where it was headed, said Nick Acampora of the state DEC. The first report of the crash at the Round Swamp Road exit came at 8:06 a.m. after a truck driver hit a small sedan and lost control. More than two hours after the crash, firefighters continued to pour foam onto the smoldering wreckage of the truck. Warren predicted a "major cleanup" involving the crane as well as heavy vacuum equipment to clear foam off the road, which was being spread with dirt to make the area safer. The crash triggered a massive emergency response from law enforcement and emergency personnel from both counties. A foam-retardant truck equipped for airplane crashes from [Long Island](#) MacArthur Airport responded and poured foam onto the fire. Dirt was later added to the slick mess to make it safer for crews to work. Firefighting units and authorities on the scene included the [Long Island](#) MacArthur Airport fire rescue team, the [Melville](#) Fire Department, New York State Police, the [Suffolk](#) County Sheriff's Department, [Nassau](#) and [Suffolk](#) police, and county ambulances and emergency responders.

<http://www.newsday.com/long-island/nassau/fatal-tanker-truck-crash-closes-lie-1.1720689>

SOUTH AFRICA, POLOKWANE, JANUARY 24 2010. 7 DIE IN BAKKIE, PETROL TANKER COLLISION

Seven people have been killed when the car they were travelling in collided with a petrol tanker on the N1 outside Polokwane this morning, said paramedics. Netcare 911 spokesman Chris Botha said a Toyota Raider with seven occupants was trying to make a U-turn on the N1 freeway when a petrol tanker hit it at around 7.40am about 40km outside Polokwane. "When we got there, the car was broken into two pieces... all seven occupants died on the scene and their bodies were scattered all over the freeway," Botha said. The truck driver was not injured.

<http://www.timeslive.co.za/news/article274442.ece>

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