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"RELEASE 2010 – 566 NEWSY STUFF"

January 23 2010



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USA, GA, AUGUSTA, JANUARY 16 2010. ABANDONED BOAT LEAKING DIESEL FUEL INTO THE SAVANNAH RIVER

Watch the Video:

http://www2.wjbf.com/jbf/news/state_regional/georgia/article/abandoned_boat_leaking_diesel_fuel_into_the_savannah_river/51252/

It's a ship that's hurting the Savannah River. An abandoned boat on the Savannah River, south of the Augusta boathouse, is causing problems. Diesel fuel left on board is spilling into the river. Members the Savannah Riverkeepers group have been aware of the abandoned boat for about four months, but say it only starting leaking fuel recently. Tonya Bonitatibus, Savannah Riverkeeper: "At nine O'clock, this morning, we came down and checked after receiving another call and, sure enough, there's a huge oil slick around it. EPD has been contracted, the city was out here the other day, apparently trying to fix it, but obviously, you can see there's a very large oil slick around it." The group says the boat's owner died after it was moved for the drag boat races last summer.

http://www2.wjbf.com/jbf/news/state_regional/georgia/article/abandoned_boat_leaking_diesel_fuel_into_the_savannah_river/51252/

AUSTRALIA, NEW SOUTH WALES, SMITHFIELD, JANUARY 16 2010. SYDNEY CHEMICAL SPILL PROMPTS EVACUATION

More than 100 people have been evacuated from a western Sydney factory and neighbouring buildings after a chemical spill, firefighters say. Six people at the Jalco factory in Smithfield inhaled the unidentified chemical fumes following the spill at 2.15pm (AEDT) Friday, a NSW Fire Brigades spokesman said. They were treated at the scene, while 104 other people evacuated from the factory and adjacent buildings were assessed and given the all-clear. Three Hazmat trucks and a pumper were called to the factory but a fire brigades spokesman said the slight fumes that remained in the air posed no danger. "We have isolated the valves that caused it. It's under control," the spokesman said.

<http://news.smh.com.au/breaking-news-national/sydney-chemical-spill-prompts-evacuation-20100115-mc5w.html>

USA, TX, CORPUS CHRISTI, JANUARY 16 2010. TEXAS COMMISSION ON ENVIRONMENTAL QUALITY COMMISSIONERS APPROVED THESE FINES WEDNESDAY:

Eluterio Elizondo, Duval County

\$2,625.00, petroleum storage violations, investigated April 9, 2008, for failure to permanently remove an underground storage tank system from service, within 60 days after the prescribed update implementation date, for which any applicable component of the system is not brought into timely compliance with the upgrade requirements; to ensure that any residue from stored regulated substances which remained in the temporarily out-of-service tank system did not exceed a depth of 2.5 centimeters at the deepest point and did not exceed 0.3 percent by weight of the system at full capacity; and to maintain all piping, pump, manways, tank access points and ancillary equipment in a capped, plugged, locked and/or otherwise secured manner to prevent access, tampering or vandalism by unauthorized people.

Corrective action: The individual permanently removed the tanks from service.

<http://www.caller.com/news/2010/jan/14/tceq-fines/>

ECUADOR, QUITO, JANUARY 16 2010. CHEVRON PLAINTIFFS ASK U.S. COURT FOR ACTION

angel gonzalez & ben casselman

Plaintiffs suing [Chevron](#) Corp. for \$27 billion in alleged environmental damages in Ecuador are asking a U.S. court to halt the company's bid to bring the case to international arbitration. In a lawsuit filed Thursday, the plaintiffs say Chevron broke a promise Texaco Inc. made in 1999 to a New York federal court to abide by the Ecuadorean legal system if the court dismissed the environmental case. Residents of Ecuador's oil-producing region sued Texaco in the U.S. court for damage allegedly caused by the company during its tenure there from 1964 to 1990. Chevron, which inherited the dispute when it bought Texaco in 2001, denies the allegations. It has said it expects an unfavorable court ruling in Ecuador due to political pressure from the government. Ecuador has denied interfering with the lawsuit. In September, the U.S. oil giant brought the suit to an international arbitration court in The Hague, arguing that Ecuador, not the company, should pay any damages awarded, because the country's government released Texaco from liability in 1995. Plaintiffs claim Texaco lied about the cleanup of the oil-producing site to obtain the release deal; they also say that the deal doesn't cover third-party claims. Neither the New York court proceedings nor Chevron's arbitration claim directly affect the Ecuadorean court proceedings, which are ongoing. A ruling is expected in the first half of this year. The plaintiffs' latest move brings the multibillion-dollar case back where it started more than 17 years ago: the U.S. District Court for the Southern District in New York. Last month, the Ecuadorean government filed a similar lawsuit with the U.S. court asking it to stop Chevron's arbitration proceedings. The lawsuit also opens a new episode in an already murky legal saga. In August, Chevron, the second-largest U.S. oil company after [Exxon Mobil](#) Corp., released videos that it said reveal a bribery scheme possibly involving the Ecuadorean judge who had been overseeing the environmental lawsuit. Ecuador says it is investigating Chevron's allegations, as well as any potential involvement by Chevron in the scheme. The judge, who recused himself from the case, denied any wrongdoing, and the videos don't show him accepting or soliciting a bribe. The plaintiffs have questioned the authenticity of the videos and Chevron's role in their production. Chevron maintains that the recordings are authentic and that it didn't prompt the makers of the videos—two businessmen seeking remediation contracts in the area where Texaco operated—to record them. Steve Donziger, a U.S. adviser to the plaintiffs, says that Chevron is seeking to override the private-party claim by taking the case to a court where the plaintiffs aren't represented. "Chevron sees this international arbitration panel as an escape hatch," Mr. Donziger

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said in a phone interview. When Ecuador filed a suit to stop the international arbitration, Chevron said that the promise it made to the U.S. court didn't apply to the arbitration process, and accused Ecuador of stalling. Chevron spokesman Kent Robertson said that Texaco "never waived its rights to resist a verdict that is the product of fraud and a broken legal system," nor to seek the enforcement of valid contracts with the government of Ecuador.

<http://online.wsj.com/article/SB10001424052748704363504575003153443151606.html>

USA, ALA, MUSCLE SHOALS, JANUARY 16 2010. CREWS CLEAN UP LEAK, REPAIR TANKER

An environmental crew from Chattanooga finished work Thursday to clean up acid that had leaked from a tanker truck traveling to Decatur. Lance Young, assistant director of the Colbert County Emergency Management Authority, said the crew arrived Wednesday night but was hampered with the cleanup because of the cold weather. He said the solution used to neutralize the acid froze, so the crew had to wait until about 9 a.m. Thursday to begin the cleanup. Colbert County EMA Director Mike Melton said the acid, which had spilled from the top of the tanker and ran down the sides, was cleaned and the crews were gone by mid-afternoon Thursday. He said the truck, hauling 5,500 gallons of acid, was transported back to Magnolia, Ark. Melton said the incident began around 7 p.m. Wednesday when the truck pulled into a truck stop parking lot after the driver discovered the acid had leaked down the side of the tanker and onto the brake lines. "He pulled up to the traffic signal at Alabama 133 and Alabama 20 and discovered he didn't have any brakes on the trailer," Young said. "He was able to get the truck into the parking lot. "He's lucky that he discovered the damage to the brake line when he did. This could have been a lot worse than it was." Young said once it was discovered the substance was acid, hazardous materials crews from the trucking company, Quality Carriers, were called. "Nothing got on the ground, so there was never any danger to the public," Melton said. He said the top seal on the tank either didn't seal or had broken and as the truck traveled down the highway, the acid would slosh out and run down the side of the tanker. Melton said the cleanup crews and the Alabama Department of Environmental Management Agency discussed loading the acid into another truck but decided just to clean up the spillage and repair the seal.

<http://www.timesdaily.com/article/20100115/ARTICLES/1155032/1011/NEWS?Title=Crews-clean-up-tanker-leak>

USA, TX, CORPUS CHRISTI, JANUARY 16 2010. TEXAS COMMISSION ON ENVIRONMENTAL QUALITY COMMISSIONERS APPROVED THESE FINES WEDNESDAY:

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Corrective action: The individual permanently removed the tanks from service.

<http://www.caller.com/news/2010/jan/14/tceq-fines/>

USA, GA, DEKALB COUNTY, TUCKER, JANUARY 16 2010. FATHER OF 5 DIES IN MANHOLE EXPLOSION

Watch the Video <http://www.myfoxatlanta.com/dpp/news/1-person-killed-in-dekalb-gas-explosion-011510>

Watch the Video <http://www.cbsatlanta.com/news/22249741/detail.html>

- Working in Manhole
- Experienced Technician
- Converting Gasoline UGST to Diesel *A fuel tank explodes at a gas station undergoing renovations in Tucker.*

A 51-year-old father of five died Friday afternoon following an underground explosion in [DeKalb County](#). Larry Dobbs of Newnan was working on fuel lines in a manhole at the time of the explosion, which was so powerful, it blew off the metal lids of about a dozen nearby manholes. The incident happened just before 5 p.m. at a vacant BP gas station near the intersection of Hugh Howell Road and Mountain Industrial Boulevard in Tucker, according to Officer Mekka Parish with DeKalb police. Dobbs was part of a crew that included one of his brothers, Alan, according to a sister, Patsy Hayes of Oneida, Tenn. The crew was working on converting fuel lines, and Larry Dobbs was the only one underground at the time of the blast, she said. "He wasn't sure it was Larry at first," Hayes said Friday evening. Larry Dobb died instantly, according to police. Capt. Eric Jackson with the [DeKalb County](#) fire department said a vapor line is believed to be the cause of the explosion. The incident is still under investigation. "We really don't know what happened," Hayes said. Another person was transported to a hospital with burns. Two other workers were not injured, Parish said. Local businesses were temporarily evacuated as fire crews worked to make sure the area was safe. The intersection remained blocked to [traffic](#) at 9 p.m. Friday. Larry Dobbs, one of seven children, had done this type of work all of his life, Hayes said. If it came to making repairs at a gas station, he had probably done it. "I worried a lot," Hayes said. About a year ago, her brother suffered a serious head injury following an auto accident. He required rehabilitation before he was able to return to work, Hayes said. In addition to his children and siblings, Larry Hobbs is survived by his wife, Theresa Miceli. "We're still in shock," Hayes said. "He was so loved by all and will be greatly missed."

<http://www.ajc.com/news/dekalb/father-of-5father-of-5-dies-276374.html>

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USA, TX, HOUSTON, JANUARY 16 2010. CITGO FINED \$236,500 BY OSHA

fanny s. chirinos



Gabriel Alvarado (left) has undergone about 10 surgeries and skin grafts since he was burned during a July 19 fire at Citgo's East Plant. He is pictured with his wife, Precious.

Citgo Refining and Chemicals Co. was fined \$236,500 by the Occupational Safety and Health Administration for safety violations from a July explosion that critically injured an employee. Following an investigation that began July 20, OSHA cited Citgo for two willful violations, 15 serious violations and one repeat violation including failing to adequately repair and maintain process equipment, failing to maintain floor holes to prevent employees from tripping and failing to prevent exposure to electrical parts. Citgo also repeatedly failed to train workers regarding modified procedures, according to OSHA. The company has 15 business days from receipt of the

citations and proposed penalties to comply, request an informal conference with OSHA's area director in Corpus Christi or contest the findings before the independent Occupational Safety and Health Review Commission. Larry Elizondo, a Citgo spokesman, said the refinery had received the notification but would not say whether the company would appeal. "We will work with OSHA to resolve the issues," Elizondo said. Gabriel Alvarado suffered burns on more than 60 percent of his body July 19 following the explosion and fire at the refinery's East Plant. He spent months at Brooke Army Medical Center in San Antonio and underwent numerous surgeries. A family blog, last updated Dec. 27, said Alvarado had gone to church that day and was starting to feed himself. Calls on Friday to a family spokeswoman were not returned.

<http://www.caller.com/news/2010/jan/15/citgo-fined-236500-by-osh/>

USA, TX, BAYTOWN, JANUARY 16 2010. EXXON: 'SMALL GAS LEAK' IN BAYTOWN, BUT NO DANGER

Exxon Mobil Corp.'s Baytown refinery, the largest in the U.S., had a "small gas leak," according to a dispatcher with a local fire department. "We were advised of a small gas leak," Carol Sellers, a dispatcher for the Baytown Fire Department, said in a telephone interview. Exxon told the department there was no danger to the public and the agency did not respond to the leak, she said. Kevin Allexon, an Exxon spokesman, did not immediately return an e-mail seeking comment. The refinery is located along the Houston Ship Channel, 25 miles east of the city, and can process 572,500 barrels of oil a day, according to data compiled by Bloomberg. Production units at the plant include a delayed coking unit, a hydrocracker and two fluid catalytic crackers. Exxon reported an "operational issue" at the refinery and chemical plant that led to flaring, in a message recorded on a community hotline at 10:24 p.m. Thursday.

<http://www.chron.com/disp/story.mpl/metropolitan/6817141.html>

USA, GA, CALHOUN, JANUARY 16 2010. CALHOUN OIL SPILL CLEANUP BEGINS

Cleanup of an oil spill that contaminated one of Calhoun's creeks could take two to three weeks, said Deputy Chief Terry Mills, of the Calhoun Fire Department. The spill came from an abandoned underground tank near a building on McConnell Road and contained No. 1 diesel fuel, fuel oil and "lite" mineral oil. The pollutant has been contained just 75 yards from where the creek joins the Oostanaula River, .9 miles from the spill's point of origin, Mills stated. "We just caught it before it got into a major waterway," he said. Crews from Marion Environmental, the company the city has recruited for cleanup, had worked through the previous night, skimming and oil from along the waterway, he said. Although Mills said he could not pin down a set timeframe for cleanup, he estimated the initial process will go on for "some time," two to three weeks, at least.

http://romenews-tribune.com/pages/full_story/push?article=Calhoun+oil+spill+cleanup+begins%20&id=5572072&instance=news_page_secondary_local

USA, HUNTER, JANUARY 16 2010. VILLAGE PONDERES MTBE LAWSUIT >> OFFICIALS ALLEGE GASOLINE ADDITIVE CONTAMINATED GROUNDWATER SUPPLY

jim planck

The Village of Hunter Board of Trustees is considering whether to pursue litigation over alleged MTBE contamination in the municipality's groundwater supply. MTBE stands for Methyl Tertiary-Butyl Ether, and saw significant use as a gasoline additive to oxygenate fuel when it became necessary to phase out lead from gasoline. To help them decide — and to give village residents an overview of what they are considering — the board had New York City-based environmental attorney Robin Greenwald provide background on successful MTBE litigation, for which Greenwald clearly has the credentials. As one of six attorneys — three from NYC-based Weitz & Luxenberg, P.C., her employer, and three from Dallas, Texas-based Baron and Budd, P.C., Greenwald was on the team that last year brought to successful conclusion a six year, national level class-action lawsuit against MTBE contaminators. That suit represented more than 150 municipal water suppliers in 17 states who had suffered MTBE contamination to their groundwater supplies, and it brought home a settlement for the responsible oil companies to pay \$435 million for removal of existing contamination, plus a large percentage of any clean-up costs that show up at those sites over the next 30 years. Greenwald explained that the first case surfaced in 2002, and all subsequent cases from across the nation were ultimately consolidated into one class action lawsuit, which was argued in United States District Court, Southern District of New York — in the City — with settlement in 2008. In example, Greenwald said that if the village had been part of it, their settlement could have ranged anywhere between \$250,000 to \$2.4 million, "depending on your pumping rate," she said, in reference to the community's rate of water usage. Greenwald also clarified that since 2008, other municipalities across the country have shown up with the

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problem, and indicated a new combined lawsuit is probable, and that it will likely again take place in New York. She indicated there is also a section of the court's writing that recognizes that harm can be imposed even if the contamination is below the state's maximum contaminate limit of 10 parts per billion (ppb) because, she explained, that limit "does not necessarily provide the purest, cleanest water." She said that even if the contamination is 5 ppb, the community suffers harm because with the MTBE in the water, it still "imparts a bad odor and a bad taste." She said the court ruling recognizes that even at 5 ppb, "You really do have an issue." Greenwald's usage of 5 ppb was ostensibly for explanatory purposes only. The village's rating was not discussed. She said that problems with MTBE surfaced because old-style, underground gasoline tanks "leaked a lot," and that after the Environmental Protection Agency upgraded the rules for them, the problem was still not solved, and indicated the new tanks apparently have an issue with their caps. Greenwald also explained that MTBE does not remain stationary in soil, but prefers to migrate to water and move with it. Hunter Mayor William Maley explained that Greenwald's presentation was in reference to MTBE contamination that is affecting the village's water. "There are two (village) wellheads that are involved in the contamination," said Maley, noting that the source was in-between them. Maley explained that because "it's a health issue," the village already has been working on plans to remediate the problem, and will go ahead with them to correct it. He said that if, after deliberation, the village does join any new MTBE litigation, any financial recovery or settlement would offset the cost of the remediation. "We can't wait," he said.

<http://www.thedailymail.net/articles/2010/01/16/news/doc4b514b7a8e6b8740753396.txt>

NIGERIA, LAGOS, JANUARY 16 2010. EFCC INVESTIGATING MISSING 90 MILLION LITRES OF FUEL

rasheed komolafe

The Minister of Petroleum Resources, Dr. Rilwanu Lukman, has assured Nigerians that the issue of 90 million litres of petrol reportedly missing some few weeks ago is being investigated by the Economic and Financial Crimes Commission and that their findings will be made public very soon. But the Major Oil Marketers Association of Nigeria (MOMAN) insisted that the only way to address the issues of fuel shortage in the country is through effective deregulation of the downstream sector. The minister made the declaration yesterday in Lagos at the final leg of a two-day stakeholders' forum on the challenges facing the oil and gas industry in Nigeria. Lukman, who spoke on the challenges bedevilling the industry, said the problems would soon be a thing of the past as soon as the industry bill is passed into law. Also speaking, the NNPC's Group Executive Director, Refining, Austine Oniwon, told the forum that the NNPC had evolved another mode of transporting crude oil to the refineries that would effectively put behind us the challenges of incessant pipeline vandalism. He assured that if by the end of January no case of pipeline vandalism was reported, the Warri Refineries would come on stream while the Kaduna Refinery would follow suit by February. "It was after the amnesty that we were able to assess the level of damage. Out of 65 points we were able to repair 48. The other option to use in transporting crude to the refineries is to use coastal vessels that can take up to 50,000 barrels of crude to pump into the Warri Refinery. If we are able to get this volume we would be able to run Warri Refinery and Kaduna Refinery at 80%," Oniwon added.

<http://allafrica.com/stories/201001150423.html>

USA, CA, SEAL BEACH, JANUARY 16 2010. CITY CRITICAL OF ARCO'S TESTING FOR CONTAMINATED VAPORS

jaimie lynn fletcher

City officials say they are concerned Arco isn't properly testing for contaminated soil vapors that have infiltrated a neighborhood and could pose a health risk to residents. The city hired its own consultant to review the work Arco has been doing to test for benzene vapors in the neighborhood near the Arco gas station at Pacific Coast Highway and 5th Street. City Manager David Carmany this week sent a letter to the Orange County Health Care Agency asking the agency to step in and take action. He said Arco's testing of the Bridgeport neighborhood doesn't conform to state standards. Arco officials say the city's concerns are mostly misunderstandings of their sampling protocols. Arco spokesman Tom Mueller said they have reviewed their procedures with the state's Office of Environmental Health Hazard Assessment and "are very satisfied that (the) protocols meet all state guidelines." Arco, the city and health care officials are expected to meet today to discuss Seal Beach's concerns. Calls to the health care agency were not returned. Underground tanks at the gas station leaked in 1986 and Arco and health care officials have been working to clean up the site since. Arco in January discovered contaminated soil vapors that have seeped into soil in the Bridgeport neighborhood. The company has been holding community meetings to update residents on the status of the cleanup. Only a few residents spoke at the December meeting but they all applauded when resident Robert Goldberg called the gas station a bad neighbor. "Close the station," he said. "This place is a public hazard and a public nuisance." Arco has tested 45 homes so far, 15 of those in the area adjacent to the gas station. The company plans to rid the area of the vapors by using a vacuum-like machine to suck the vapors out of the ground, officials said. Temporary connections for the vapor removal system were set up and used last week. "Results indicate residents do not need to consider relocating as a result of soil vapor concerns," Mueller said. The city's consultant, Peter Quinlan of Dudek, determined Arco is not complying with state standards because they are not testing in proper areas of the home, collecting a minimum of two samples or testing while the air conditioning system is running, among other concerns, Carmany said. All of these factors could impede an accurate test of harmful vapors, he added. Mueller said Arco is testing in what they determine to be the best area of the home, the living room, and he added they are testing in the winter months, which "very likely represents the worst-case conditions and another sampling event would not be necessary for that reason." "The issues raised in the letter from Seal Beach are mostly around misunderstanding of the sampling protocols we use, or misinterpretation of state guidelines for taking samples," Mueller said. Robert Sanchez, Director of Environmental Health for the county, said the health care agency wouldn't step in, in this case because his department deals with what is underground, not the

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indoor air of residents' homes. I'm not saying we're not paying attention...it's just not the primary driver for what our actions are going to be," Sanchez said. "Our primary concern is what's underground. We are making sure that's being done correctly... to make sure that those samples are valid." Sanchez added that, so far, Arco's underground testing has met their standards. Carmany said the city is also concerned about recent results that show vapors seemed to have "hop-scotched" to an area that officials expected would be the least affected in the neighborhood. "We had one case...that was way beyond where the four most critical houses are," Carmany said. "There must be some reason that those vapors traversed to where they are." Mueller said they are investigating this case and it is too early to tell. The higher levels may not be a result of the gas stations' leak, he said. Arco is expected to host another community meeting at 7 p.m. on Jan. 27 at the [Mary Wilson Library](#).

<http://www.ocregister.com/news/arco-229380-vapors-city.html>

USA, IA, MASON CITY, JANUARY 16 2010. MAN DIES AT SCENE OF HOSPITAL CHEMICAL SPILL

cole mathisen

The cause of a Mason City man's death is still unknown after emergency crews respond to a chemical spill. Mason City Fire Chief Bob Platts says his department got a call of a person not breathing at Mercy Medical Center-North Iowa's West Campus at about 7:00pm Thursday. It happened in the center's laundry facility known as the Textile Service Department. A press release from Mercy says David Weaver died. Mason City's Fire Chief says the call seemed routine, but once first responders arrived the emergency changed. "When they got there, they started to work on the victim there they realized that there had probably been some type of spill in the building," Chief Bob Platts. Mercy says sodium hydroxide started leaking. It's a chemical used as an additive to the laundry cleaning process. Employees contained the spill to one room. Platts says calling in a hazardous material crew wasn't necessary. "In this case at the operations level it was already contained, so we just basically kept people out of that area until a cleanup company was able to come in and clean up that spill," said Platts. Mercy says efforts to revive David Weaver, a Mercy employee of 15 years, proved unsuccessful. Doctors evaluated four other employees and several firefighters. "Because of the potential exposure to this product we wanted to make sure that had been in there we actually had 5 people in, four of them were checked out one of them didn't display any symptoms of anything, it was just kind of a precautionary thing," said Platts. The employees and firefighters all checked out okay. Platts says it's still unclear how the sodium hydroxide started leaking from its holding tank, and if the chemical spill had anything to do with Weaver's death. "I don't know the association between his medical emergency and the chemical spill we had, really can't tell at this time without the medical examiner doing his autopsy to find out exactly what might have happened," he said. We talked with the Medical Examiner of Cerro Gordo County. They performed an autopsy Friday. They say the cause of Weaver's death is still pending, and it could take several weeks to make a determination. Platts says the room where the chemicals leaked and the room where they found Weaver is separated by a much larger area about the size of a high school gymnasium. Platts says maintenance workers helped to control the airflow through the building. The occupational safety and health administration is also working on the case. A spokesman for the agency says they could launch an investigation if any of its regulations are connected to Weaver's death.

<http://www.kimt.com/content/localnews/story/Man-Dies-at-Scene-of-Hospital-Chemical-Spill/TQdgY7dYq0C40nlgAEqJRQ.csp>

USA, WASHINGTON DC, JANUARY 17 2010. NITROGEN-ENRICHED GASOLINE AND IT'S EFFECTS

It might seem like adding nitrogen to gasoline is all the rage among oil companies today, but the idea has been around for years. The U.S. Environmental Protection Agency (EPA) requires that automotive fuels sold in the U.S. contain detergents to help scrub away pollution before it goes out the vehicle's tailpipe. Some manufacturers have found that adding nitrogen to the detergent helps keep an engine cleaner by reducing the carbon build-up in the gas tank that can in turn "gunk" up the engine and lower performance. The nitrogen itself also has a direct cleaning effect, breaking down carbon deposits that can harden on an engine's moving parts. "If too much collects, this gunk can negatively affect engine performance, causing your car to burn more oil, overheat and burn gasoline less efficiently," reports John Fuller on the How Stuff Works website. Valves inside an engine are designed to let in a specific amount of air and fuel, he adds; when that process is slowed by carbon build-up, a car won't perform up to its potential. But while nitrogen-enriched gasoline may provide a slight bump in engine performance, some worry about adding to cars' already substantial pollution load, especially nitrogen oxide (NOx), which contributes to smog, acid rain and other environmental problems. André L. Boehman, a Penn State University engineering and fuel science professor, says that the addition of more nitrogen to the fuel mix "generally will increase NOx emissions." Boehman would like to see more research done so we can know for sure if and how much additional NOx pollution is caused by the use of nitrogen-enriched gasoline. For its part, Shell Oil, which last spring launched its own form of nitrogen-enriched gasoline now for sale at all of its U.S. filling stations (it is mixed into all three grades of gasoline the company sells), denies that the additional nitrogen has any substantive impact on pollution levels. "Most nitrogen in vehicular NOx emissions does not come from gasoline," the company told The New York Times. "The nitrogen is primarily from the incoming air that mixes with gasoline inside an engine. NOx is produced when the nitrogen from the air reacts with oxygen under high engine temperature and pressure conditions." Professor Boehman concedes that "the detergent additive may have such beneficial effects on engine operation, fuel system performance and other related features of engine system operation that they outweigh the adverse effect" of increased NOx emissions. "For instance, if improved detergency helps to increase fuel efficiency so that you burn less fuel, you may slightly increase the NOx emissions rate per gram of fuel burned, but end up with lower NOx because you burned fewer grams of fuel." That said, it is probably a good idea to avoid putting nitrogen in your fuel unless you're sure the gains will outweigh the detriments. And until researchers know more, drivers might focus instead on minimizing their own

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vehicles' overall gasoline consumption and fuel efficiency—and on substituting other cleaner forms of transportation (walking, biking, mass transit) whenever possible.

Contacts: EPA Fuels and Fuel Additives, www.epa.gov/OMS/fuels.htm; How Stuff Works, www.howstuffworks.com; Shell, www.shell.us.

http://www.healthnewsdigest.com/news/Environment_380/Nitrogen-enriched_Gasoline_and_Its_Effect.shtml

USA, NJ, NEWARK, JANUARY 17 2010. MAN ACCIDENTALLY LIGHTS HIMSELF ON FIRE IN NEWARK CLEANING MOTORCYCLE PARTS

sharon adarfo

A man was in critical condition Friday night when he accidentally lit himself on fire with a cigarette while cleaning motorcycle parts and unintentionally splashed himself with gasoline, authorities said. The incident occurred at 7:57 p.m. at a residence on 14th Avenue near South 19th Street where a man was cleaning motorcycle parts when he splashed himself with gasoline, said Newark Fire Chief Michael Lalor. He then lit a cigarette and accidentally lit himself on fire, Lalor said. Relatives rushed over and put the flames out. The man suffered second and third degree burns to his fingers, arms, legs and stomach and was rushed to the burn center at Saint Barnabas Medical Center in Livingston, Lalor said.

http://www.nj.com/news/index.ssf/2010/01/man_accidently_lights_himself.html

AUSTRALIA, VICTORIA, BAIRNSDALE, JANUARY 17 2010. MEN BURNT BY PETROL BONFIRE

sue hewitt

Four men are in hospital with burn injuries after they poured petrol on a bonfire tonight. One man suffered severe burns to 40 per cent of his body, another has facial and possible burns to his airways and two more had superficial burns, an Ambulance Victoria spokesman said. He said the men poured petrol on the fire at a tennis club in Eaglepoint, near Bairnsdale to make it bigger. The most severely injured man was taken to the Alfred Hospital while the others were taken to the Bairnsdale Hospital about 9.30pm.

<http://www.heraldsun.com.au/news/men-burnt-by-petrol-bonfire/story-e6frf7jo-1225820424694>

CROATIA, SISAk, JANUARY 17 2010. BLASTS HIT CROATIAN REFINERY, NO CASUALTIES

Two blasts hit the oil refinery of the Croatian oil group INA in central Croatia late on Saturday and according to first reports there were no casualties, state television said. "There is a fire under control on the facility that is used for producing oil derivatives. No casualties were reported. It is still too early to give an assessment of the damage," state television said. The causes of the blasts were not immediately clear. INA's biggest shareholder is Hungary's MOL MOLB.BU which owns some 47 percent. Some 44 percent are owned by the Croatian government and the rest is mostly in hands of small shareholders. INA, which has upstream and downstream segments, is active in gas and oil exploration in Africa and the Middle East. It has two refineries, one in the central town of Sisak where the firefighters are working on extinguishing the fire, and another in the northern Adriatic city of Rijeka. Both refineries are under modernisation to be able to produce the products for European Union markets. The modernisation process is due to be completed in 2012, the year when Croatia hopes to join the EU. It is not immediately clear whether these blasts could cause a delay in the modernisation process. Zagreb is in the final stage of the accession process and aims to wrap up the EU entry talks this year.

<http://www.reuters.com/article/idUSLDE60F0CK20100116?type=marketsNews>

SOUTH AFRICA, CAPETOWN, JANUARY 17 2010. KOEBERG OIL SLICK POSES NO THREAT

An oil slick from a vessel that sank ten years ago near Koeberg Nuclear Power Station is not a threat, the City of Cape Town said. "From the aerial assessment conducted it has been noted that the oil slick is disintegrating and therefore poses no environmental threat," Wilfred Solomons-Johannes, spokesman for the Disaster Risk Management Centre said. "Yesterday [Friday] the oil slick reflected a spectrum of colours, and today it appears to be a sheen reflection. "The disaster response teams remains on standby and on high-alert." The oil slick is positioned four nautical miles north-north-west from the Koeberg Nuclear Power Station. It is moving at five knots per hour in a south-westerly direction away from the Koeberg Nuclear Power Station. The dimension is 400 metres in length and 10 metres in width, he said. "Koeberg Nuclear Power Station has been advised to keep the booms lowered in the event the tide changes which could have a counter current affect where the oil slick can enter the in-take basin of the plant."

<http://www.timeslive.co.za/news/article263935.ece>

USA, OK, TULSA, JANUARY 17 2010. REFINERY WORKER SCALDED BY HOT WATER FROM DRUM

rod walton

A Holly Corp. refinery worker was burned over much of his body Thursday morning when hot water gushed out of a coke drum, plant and emergency officials said. Greg Horton, 41, suffered burns over about 70 percent of his body, emergency officials said. The accident occurred at the Holly refinery formerly owned by Sunoco Inc. near 17th Street and Union Avenue. The refinery's fire brigade responded to the 7:40 a.m. accident, and an ambulance took Horton in serious condition to Hillcrest Medical Center's burn unit, officials said. Hillcrest spokeswoman Beth Ann Wallace said Horton's condition was later upgraded to good. Horton is a coker operator who had worked at the refinery for about two years. "We're devastated by this," said Jim Resinger, the manager of two west Tulsa refineries owned by Holly. "It's a serious incident, and we need to get down to the root cause of what happened." Holly bought the plant from Sunoco, its longtime owner, in June for \$65 million. Thursday's accident was the first serious one since the

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acquisition. Holly's preliminary investigation indicates that Horton was "deheading" the bottom of a coke drum, in which residual fuel is "cracked" or further refined into other petroleum products. He reportedly was wearing the required safety equipment while trying to finish draining any remaining condensates in the drum, Resinger said. "They noticed that it stopped flowing, so they felt it was all drained out," he said. As workers unbolted and broke the seal on the bottom head, "a large gush of hot water came out and struck him." Holly bought the nearby Sinclair Corp. refinery last month for about \$128.5 million plus the inventory value, pushing the total to about \$300 million. The Dallas-based company operates the two refineries as one unit and plans eventually to connect them by pipeline. The refineries specialize in ultra-low-sulfur diesel, speciality lubricants and other products. They are capable of processing 125,000 barrels per day. The two plants employ more than 600 people combined. In April 1999, an explosion rocked a Sunoco coker unit and its absorber tower. The blast didn't injure anyone but caused a fire and produced a shock wave felt for miles.

<http://www.istockanalyst.com/article/viewiStockNews/articleid/3787468>

USA, IA, MERRILL, JANUARY 17 2010. SPONTANEOUS COMBUSTION AT ETHANOL PLANT

A spontaneous combustion is to blame for some tense moments tonight at the Plymouth Oil Company in Merrill, IA. Steam heat needed to warm and cook materials in the plant apparently over heated, causing grain to start smoldering and then to spontaneously combust. No flames or explosions were reported and only minimal damage was caused when windows were removed to clean a machine of material. "As a precaution, we called the fire department and we brought them in, we're emptying out the seed conditioner now of any of the material that was over heated, we're bringing it outside. We're going to do a wash down of the preparation room. Tomorrow morning we should be back up and running." Says Company President Dave Hoffman. No one was injured in the incident. The Merrill Fire Department responded to the scene.

<http://www.kcautv.com/Global/story.asp?S=11835418>

USA, PA, SOMERSET TWP, JANUARY 17 2010. POLICE INVESTIGATE SOMERSET TOWNSHIP OIL SPILL

State police are investigating a heating oil spill from a tank at a Somerset Township home, according to Somerset County Control. Initial dispatch was made at 5:33 p.m. Saturday. According to county control, police believe someone may have tampered with the tank. The state Fish Commission and Department of Environmental Protection were called to the scene, as well as Listie, Friedens and Somerset volunteer fire departments. According to county control, the oil spill leaked near or into a nearby stream. State police said they could not release any more details as of late Saturday.

http://www.ourtownonline.biz/articles/2010/01/16/somerset_news/news/local/news199.txt

CANADA, ONT, KITCHENER, JANUARY 17 2010. OIL SLICK FOUND IN KITCHENER CREEK

Kitchener firefighters were called out to the Grand River Trail near the humane society on Saturday afternoon after a resident called about an oil leak. A person walking on the trail just off [Riverbend Drive](#) noticed a rainbow-coloured slick on a creek leading into the Grand River. Firefighters installed dams to absorb the chemical and prevent it from spreading. The substance was thought to be diesel, the Waterloo fire department said. Regional crews were called in to contain the spill and find the source. The slick is believed to be contained as there was no sign of chemicals visible in the water on Sunday morning.

<http://news.therecord.com/News/Local/article/657843>

USA, SC, GREENVILLE, JANUARY 17 2010. DIESEL FUEL SPILLS INTO CREEK NEAR SHRINERS HOSPITAL >> CLEANUP EFFORT CONTAINS ACCIDENT



Crews from Phillips Recoveries Inc. work Saturday afternoon to clean up diesel fuel from a creek beside the Cross Creek medical park which is across from Greenville Memorial and the Shriners Hospital.

Workers with vacuums attacked an estimated 1,000 gallons of diesel fuel Saturday that spilled into a creek running through Chanticleer near Shriners Hospital for Children in Greenville. It was hard to see workers from Faris Road, but the red creek stood out. People going past in cars could smell the diesel if their windows were rolled down. Richard Ellison, of Phillips Recoveries of Pelzer, headed the cleanup crew. He guided their big tanker truck as it backed up several feet. Ellison said their diesel cleanup probably would be finished by dawn today, adding that he'd spent a lifetime cleaning such spills. Jim Beasley, a spokesman for the state's Department of Health and Environmental Control, said late Saturday an agency inspector who reviewed the site feels there will be "no foreseeable long-term impact on the environment or (area) wildlife." He said the recovery team will remain on the spill until it is cleaned. When finished, they will place two sets of booms into place, one at the intersection of Doctor's Drive and West Faris Road, the other near Chanticleer and Michaux Drive. Beasley said the inspector credited the work of Greenville and Gantt firefighters with containing the spill before it floated too far downstream. As a precaution, Phillips will check the booms in the next several days to make sure there are no other problems, he said. Greenville Fire Assistant Chief Roy Mack said a hose from a generator at the hospital malfunctioned late Friday night, sending diesel into the creek. The cleanup crew arrived about 1 a.m. Saturday, Ellison said. The spill

drifted from the hospital several hundred feet along the creek, which runs under Faris Road. The spill was contained at a small

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pond at the entrance of Doctor's Drive. The workers, including firefighters from Greenville and Gantt fire departments, attempted to contain the spill with booms and pads at a pond located near the entrance to a doctor's office across the street from Shriners. A spokesperson from Shriners couldn't be reached for comment. A similar spill occurred at the hospital about two years ago.

Related [Chemical spill at creek](#)

<http://www.greenvilleonline.com/article/20100117/NEWS/1170319/1004/NEWS01/Diesel-fuel-spills-into-creek-near-Shriners-Hospital>

USA, AR, MARIANNA, JANUARY 17 2010. MARIANNA CHEMICAL FIRE CLEAN-UP

allison sossaman

People in Marianna, Arkansas were forced out of their homes by a chemical fire. Now, some have burning questions about the dangerous smoke that filled their neighborhood. Marianna is in Lee County, more than an hour's drive West of Memphis. There were several workers in the building when the fire started. It's not clear what happened at the farm product storage facility, but the company, Jimmy Sanders, Inc., says there was work being done on the roof when those inside saw something fall through the ceiling. What happened next could be seen from miles away. Paula Young lives in apartments just behind the warehouse. "I went outside and saw this big ball of smoke," Young said. "It was just black, horrific, thick smoke." Hazmat crews stayed overnight and all day Saturday cleaning up the mess. All that stands now is a pile of burnt rubble, but Paula's still worried about what she saw Friday. "It was horrifying," Young said. "I couldn't believe what I was seeing, and all these little kids were running around. You could actually smell it, because my eyes are still burning. My nose and my mouth." The Jimmy Sanders facility stores and distributes farm products. "We have common farm chemicals that are used on crops like corn, cotton and soybeans across the region," said Executive Vice President Barry Knight. "They are some of the same products you have in your house." The Marianna Fire Chief, Rodney Herndon, said his department was prepared to handle the toxic situation. "Jimmy Sanders always gives us material safety data sheets on the chemicals they have in store," Herndon said. "And we just pulled our fire pre-plan on them and worked our plan." They let the fire burn itself out. Their main concern was the smoke. "We've got people on the other side of the county to make sure that none of it's going in anybody's houses," said Herndon. "To see that nobody will be affected, any pets or livestock or anything of that nature." Some people who left their homes returned a few hours later. Paula young wanted to wait until this morning. "Those kids, they were out playing yesterday," Young said. "They inhaled all this stuff. I'm going to the doctor. My immune system's already compromised. I don't need anything else." We're told there were things like pesticides and fertilizers inside the facility. Things that can be very toxic, but it's unclear if anyone was exposed to the smoke long enough for it to do serious damage. A company spokesperson says a million dollars worth of inventory was destroyed. No one was injured in the fire.

<http://www.myeeyewitnessnews.com/news/local/story/Marianna-Chemical-Fire-Clean-Up/TwWA74pNKEWgVT2u1ABcow.csp>

USA, CA, LONG BEACH, JANUARY 17 2010. NEW EFFORT MADE TO REMOVE GIANT OIL STORAGE TANKS

joe segura

The effort to introduce a junkyard in East Long Beach has been abandoned, but there's a new push to clear away the giant storage tanks near Los Cerritos Wetlands. A barrage of criticism had city planners retreating from the original plan they unveiled Dec. 1, and finally pulling the proposal off the Planning Commission's Jan. 8 hearing schedule. The site east of Studebaker Road and Loynes Drive once was pegged for a Home Depot home design center, but wetlands conservationists challenged the environmental impact review - and a judge agreed it was flawed. The project site is a 17.8-acre parcel with six above-ground storage tanks, conveyance pipelines and containment berms. Four large tanks originally stored fuel for the adjacent power plant. The remaining smaller tanks have been used to store distilled oil. The tanks are surrounded by a berm system originally constructed to contain any tank spills. The city's Development Services staff sought a limited environmental review, known as a Mitigated Negative Declaration, which would not require a costly and time-consuming environmental impact review process. The property, at 500 Studebaker Road, is owned by Tom Dean, of Studebaker LB, LLC. After encountering strong concerns from community members, Development Services staff members consulted with the City Attorney's Office and "determined that the (Mitigated Negative Declaration) did not adequately describe nor analyze the vehicle storage use," said Derek Burnham, planning officer, shortly after the plug was pulled on the original plan earlier this month. The initial effort to avoid a complete environmental analysis provoked concerns from wetlands environmentalists about possible contaminants. Shortly after launching the negative declaration effort, city staffers emphasized that a hired consultant had concluded no full environmental study is needed. However, activists contend the tanks have a long history of storing toxic substances and that the soil could also be highly contaminated. Environmentalists' attorneys filed a memorandum challenging the city planners' efforts. Doug Carstens, who successfully challenged the Home Depot plan for the Los Cerritos Wetlands Land Trust insisted the removal of the tanks "must be conducted in a way that is sensitive to the environment surrounding the project site, including the two schools and the nearby Los Cerritos Wetlands." The city posted notice of a Revised Mitigated Negative Declaration on Thursday, and the public comment period will end Feb. 16.

http://www.contracostatimes.com/california/ci_14209669?nclink_check=1

AUSTRALIA, TASMANIA, BRIDPORT, JANUARY 18 2010. GREENS SEE RED OVER SHIP

[Map: Bridport 7262](#)

The Tasmanian Greens are seeing red after a freight ship ran aground in Tasmania's north-east. Police alerted Tasmania's Environment Protection Agency late last night that the Southern Condor was on the beach at Bridport. Agency head Warren Jones says there is a small oil slick at the stern of the ship and the incident will be checked this morning. Mr Jones says he does not

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believe it will have a major impact. Tasmanian Greens MP Kim Booth disagrees. "It's going to affect potentially the tourism amenity of Bridport and also of course their own environment," he said. "I mean people of Bridport don't want to have an oil covered beach there apart from the ecological issues, there's the economy that's being affected now both on Flinders Island and of course in Bridport now as well." Mr Booth says he warned the Government about the apparent state of the Southern Condor. "I brought this up in Parliament last year that the stern tubes on the Southern Condor were leaking oil on every trip to Bridport," he said. "There's around 140 litres of oil in each stern tube so there's quite a large quantity of oil that's been leaking out of this vessel for a long time which is under contract by the Government, so the Government has to accept full responsibility for this." The Southern Condor was taken out of survey on Friday because the company Southern Shipping owed money to Marine and Safety Tasmania (MAST). The company has paid its bill to MAST and was issued with a new permit on Friday night.

<http://www.abc.net.au/news/stories/2010/01/18/2794294.htm?section=business>

USA, FLA, TAMPA BAY, JANUARY 18 2010. HUNDREDS OF TAMPA BAY'S RISKY FUEL TANKS NOT UPDATED BY STATE DEADLINE

david decamp,

Despite 19 years' notice, hundreds of gas stations, governments and businesses failed to upgrade risky fuel storage tanks before a New Year's deadline. To protect drinking water, the state required owners to upgrade the tanks from single-wall protection to double walls — or permanently close them out. But that deadline passed with nearly 600 Tampa Bay area tanks still needing upgrades at almost 200 locations, most of them fuel stations, according to a database by the Florida Department of Environmental Protection. Nearly 4,700 tanks statewide — about 10 percent of Florida's tanks — made the list, despite the risk of \$10,000 fines a day. Even an industry push for upgrades that drew in former Gov. Jeb Bush failed to bring all the tanks into compliance. "I think we gave them too much time," said Linda Young, director of the Clean Water Network of Florida, saying the issue faded from prominence. Now the state agency will give owners until March to upgrade or close off the tanks — or face fines starting in April. Better storage tanks were an offshoot of a late-1980s push to rid the state of thousands of leaking petroleum tanks that cost tens of millions of dollars to repair. Despite some tumult, then-Gov. Bob Martinez and the Cabinet also approved tougher standards for using underground tanks. Most of Florida's drinking water comes from groundwater that could be harmed by a leaking tank. The requirements are supposed to keep taxpayers from having to pay the cleanup costs after leaks taint soil and water. Many owners still haven't followed through. Among the most prolific violators, according to the state: Suncoast Oil of St. Petersburg, which has 25 tanks at seven locations designated as overdue. Owners didn't return calls for comment. "Equipment upgrades have been required for a long time. I warned people, but they didn't believe me," said Pat Moricca, president of the Gasoline Retailers Association of Florida, based in Longwood near Orlando. Most violators were like Bollinger's Auto Service in St. Petersburg, which has four tanks that didn't meet the deadline. Owner Ted Baker says he has contracts for upgrades costing \$125,000 lined up, but he's waiting for the state to decide whether he can continue selling his calling card, ethanol-free gas. If not, he will close out the tanks. Not that he blames the state — he knew when he installed the tanks in 1988 the new requirements were coming. He admits he "procrastinated." "Anybody who wants to blame the state, they've had 20 years," Baker said. Taxpayer-supported agencies also blew off the deadline. Hillsborough Area Regional Transit has 11 tanks in Tampa that need to be replaced. Spokeswoman Kathy Karalekas acknowledged the tanks need to be replaced. The agency has contracts to add above-ground tanks and permanently close the old ones, she said. The agency had considered new tanks as long as five years ago, but HART began trying to fix them after a new maintenance chief was hired a year and a half ago, Karalekas said. The Hillsborough County school district has six tanks at its transportation and maintenance facilities listed as noncompliant. Schools spokesman Steve Hegarty said new above-ground tanks are being used, and the district has applied for state approval to permanently close the old ones. The state won't fine owners if they have contracts for upgrades that will be done by March 31, or if they agree to consent orders if they need more time. The St. Petersburg-Clearwater International Airport and the Pinellas County Jail also turned up with bad tanks. Keith Grant, the county's fleet management director, said they brought their diesel tanks into compliance in November and December. However, both locations remained on the state's bad list as of last week. The state said it is possible the county had the work done but had not updated its registration, which would leave Pinellas technically still in violation. When asked why the county waited so long to get the work done, Grant said it was because the exact specifications of what would be required weren't settled until recent years. He also blamed the budget crunch the county faced last year. While the state sent letters and posted notices promising to hold owners to the deadline, Florida's regulators have their own problems. The DEP acknowledged its list has holes because some tank owners haven't reported upgrades and permanent closures. One tank contractor, Surge Solutions Group of West Palm Beach, said the state's list seemed to have about a 60 to 70 percent accuracy rate when it went to look for clients, president Ryan Seddon said. Plus, the state lacks enough inspectors to properly enforce the rule — or the political will, said Young, of the Clean Water Network. The state has 125 inspectors, including local government employees who work under contract. A sweep earlier this month narrowed the list of tanks needing upgrading, but only marginally. Mary Jean Yon, director of DEP's waste management division, said she was pleased with compliance levels so far and defended the agency's ability to enforce the requirements. "This is our best attempt to find that middle road to not force people out of business," she said. Upgrades can run up to \$300,000, said Moricca, president of the gas retailers group. Coming up with that much money during a recession has been tough for owners, he said. The DEP also created a list of preapproved contractors to speed the work. Still, many owners may still be stalling. "I would say there's a certain percentage (of owners) out there that really are waiting to see what the enforcement is," Seddon said. That leaves a problem buried underground after improvements were promised decades ago. With the issue faded from public debate for

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decades, former Gov. Martinez said he couldn't explain why the deadline passed with so many tank failing the state standard. Some laws, he said, get passed and forgotten.

<http://www.tampabay.com/news/environment/water/hundreds-of-tampa-bays-risky-fuel-tanks-not-updated-by-state-deadline/1066190>

USA, AKA, ANCHORAGE, JANUARY 18 2010. ESCORT TUGS RESCUE DRIFTING TANKER >> EXXON: SHIP LOSES ITS POWER GENERATORS AS IT WAS DEPARTING SOUND.

kyle hopkins

An Exxon tanker carrying more than 25 million gallons of Alaska crude oil lost power early Sunday morning while leaving Prince William Sound and had to be towed to safety, the U.S. Coast Guard said. Two tugs that had been escorting the 832-foot tanker Kodiak were nearby when it lost its generators and gained control of vessel, said Petty Officer 3rd Class Jonathan Lally. "Nothing was spilled," Lally said. Trouble was reported at about 3 a.m. when the tanker was in Hinchinbrook Entrance - where the sound opens into the Gulf of Alaska and at the end of the escort route, said Donna Schantz, acting director of the Prince William Sound Regional Citizens' Advisory Council. Three more tugs arrived and the tanker was taken to safe harbor around 9 a.m. at Knowles Head in the Sound, Lally said. The vessel was carrying 613,000 barrels of oil, he said. "The Kodiak also reported that they believed the generator was on fire, which after further investigation was determined to be false," said a report by Joel Kennedy, maritime operations project manager for the citizens advisory council. That's why additional tugs, with firefighting capability, were called, Schantz said. It's quite uncommon for a tanker to completely lose power in the Sound, she said. "To me I think what was so important about this incident was the prevention system worked. I mean they had 10-foot plus seas out at Hinchinbrook and both tugs took a line to the tanker and took control." The Coast Guard and the American Bureau of Shipping are investigating and will decide when the tanker will be allowed to leave, according to the advisory council. The Kodiak was headed from Valdez to San Francisco and belongs to Exxon-owned Sea River Maritime Inc., according to the Coast Guard. It's the same tanker that struck a humpback whale last summer, Schantz said. Tankers load crude oil at Valdez, the end of the trans-Alaska pipeline. In October 2002, the tanker Kenai was leaving Prince William Sound in the Hinchinbrook Entrance when it suffered propulsion trouble, called for assistance and shut down its engines, according to the advisory council. That tanker was carrying nearly 798,000 barrels of oil and was towed to Knowles Head for safety, said news reports at the time.

<http://www.adn.com/money/industries/oil/story/1098141.html>

INDONESIA, WEST NUSA TENGGARA, JANUARY 18 2010. FIRE BREAKS AT PERTAMINA FUEL DEPOT

supriyantho khafid

Fire broke at a Pertamina fuel depot in West Nusa Tenggara province, sparking panic among residents around the facility. A 4.700 kiloliter fuel tanker containing about 50 kiloliter of gasoline at the Ampenan depot exploded at around 10:30 am local time (+8 GMT) and quelled around 1 pm local time. City authorities sent seven fire trucks supported by three trucks from Lombok Barat and Selaparang Airport, and four police water canon vehicles. Two firefighters sustained burn injuries. The fire occurred during a fuel transfer from the exploded tank to tank number nine. Preliminary suspicion was that the fire was prompted by a spark at one of the filling station. Residents around the station flee their homes in a rush carrying some of their belonging as far as one kilometer after the fire grew larger. "Thousands were running toward opposite directions, some were running away some were running toward the facility to see the fire," Rido, a Mataram resident said. Head of the Operational Division of Ampenan depot Suherman, the Mayor of Mataram Moh. Ruslan, and Chief of the Mataram Resort Police Adjutant Senior Commissioner monitoring the incident from a safe distance. Adj. Sen. Comm Suneka said police is yet to determine the cause of the fire while head of the operational division of the facility Suherman said the facility still has about 3,000 kiloliters of gasoline and that daily consumption for Lombok island was about 600 – 650 kiloliters.

<http://www.temppointeractive.com/hg/nasional/2010/01/18/brk.20100118-219780.uk.html>

FRANCE, PARIS, JANUARY 18 2010. WHY COASTAL OIL SPILLS CAN POLLUTE FOR DECADES: STUDY

marlowe hood

Oil from the 1989 Exxon Valdez tanker spill that devastated Alaska's Prince William Sound still lies trapped beneath its beaches, continuing to pollute once pristine shores, scientists reported Sunday. As climate change opens the Arctic region to oil exploration and shipping, the findings could prove crucial in devising effective methods for cleaning up future spills, the researchers said. Up to now, experts puzzled over why remnants of the 11 million gallons of crude that fouled some 1,300 kilometers (750 miles) of Alaskan coastline have persisted for so long. At first it seemed that nature, with some help from technology, would soon wash away one of the worst environmental disasters in history. The spill decimated the region's wildlife as well as the state's fishing industry. But within a decade it became apparent that the rate at which the oil was disappearing had dramatically slowed, from 70 percent per year to about four percent. Today, it is estimated that some 20,000 gallons remain. Michael Boufadel and Hailong Li of Temple University in Philadelphia, Pennsylvania wanted to find out why this oil was not been broken down through biodegradation and weathering, as had been widely predicted. Collecting field data and running computer simulations, they found the key lay in the fact that affected beaches consisted of two layers, each with different properties. The geographically variable impact of rising and falling water tables also played a critical role. Oil was temporarily stored in the porous upper layer, slowing the rate at which it was subject to weathering, according to the study, published in the journal Nature Geoscience. An environment lacking the kind of nutrients needed by oil-eating micro-organisms to thrive further protected the fossil fuel. The second layer, while composed largely of the

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same materials, was far less porous: on average, water moved through the top layer 1,000 times faster. When the water level from declining tides fell below the interface between the two layers, oil seeped from the upper to the lower stratum, especially where there was little or no freshwater discharge to compensate. "Once the oil entered the lower layer, it became entrapped by capillary forces and persisted," the authors said. Because of the even lower oxygen content in the sub-stratum, the crude was not degraded and has remained suspended. The study also said that oil tends to linger on gravel beaches more than on sandy ones, pointing to evidence from previous spills: the Arrow in Nova Scotia, Canada (1970), the Metula in the Strait of Magellan, Chile (1974), and the Amoco Cadiz along the French coast of Brittany (1978). "As global warming is melting the ice cover and exposing the Arctic to oil exploration and shipping through sea routes such as the Northwest Passage, the risk of oil spills on gravel beaches in high-latitude regions will be increased," it said.

<http://www.google.com/hostednews/afp/article/ALeqM5ifWdTPdYUcR9pNFEOkibZ8ZG0dbw>

USA, AKA, ANCHORAGE, JANUARY 18 2010. TEMPLE DOC FINDS TRAPPED GALLONS OF OIL FROM '89 EXXON SPILL *mark abrams*

A Temple University researcher has found there are about 20,000 gallons of spilled oil from the Exxon Valdez accident in 1989 still trapped beneath the beaches of Alaska's Prince William Sound. Dr. Michel Boufadel, chairman of Temple's civil and environmental engineering department, says over the past three summers of study his team verified a substantial amount of oil is still just below the surface of the gravelly beaches: "Without digging into the beach, one gets to feel that it is relatively highly porous, highly permeable. But the fact that in our findings indicated it's not, that explains why would the oil be trapped. And, based on what we believe, I mean this is the worst case scenario for oil spilled on a beach." Boufadel says microorganisms below the surface which eat the oil and convert it into less harmful compounds are starved for oxygen and nutrients. He suggests drilling below the surface and creating three wells where nitrates, phosphates, and oxygen can be injected to help those microorganisms grow and thrive to do their job.

<http://www.kyw1060.com/Temple-Doc-Finds-20-000-Gallons-of-Oil-From--89-Ex/6141119>

USA, WI, KRONENWETTER, JANUARY 19 2010. KRONENWETTER GAS SPILL WORSE THAN FIRST REPORTED >> 35,000 NOT 25,000 GALLONS

More gasoline was spilled in Kronenwetter than initial reported last month. The incident happened in December at a fuel terminal owned by Magellan Midstream Partners. The company said it miscalculated the amount of gasoline spilled, and is now revising the total figures from 25-thousand to 35-thousand gallons. Only about 15-hundred gallons have been recovered so far. A remediation company continues to work at the scene. The initial problem was caused by a corroded pipe.

<http://new.wsau.com/news/articles/2010/jan/19/kronenwetter-gas-spill-worse-first-reported/>

NEW ZEALAND, CHRISTCHURCH, JANUARY 19 2010. CHEMICAL SPILL AT LYTTTELTON PORT

The fire service was called to Lyttelton Port today to clean up a chemical spill. A port spokesperson said staff noticed a hazardous substance leaking from one of the shipping containers that was sitting on the cashin quay earlier this afternoon. The fire service were called in to manage the spill, following standard port procedures. There was no danger to people at the port and no disruption to port business.

<http://www.stuff.co.nz/the-press/news/3242592/Chemical-spill-at-Lyttelton-Port>

UNITED ARAB EMIRATES, DUBAI, JANUARY 21 2010. CREWS TRAIN TO TACKLE NEW GAS DANGERS

nour samaha



Mohammad Al Balushi, right, and Ibrahim Yousef Al Hossani tackle a simulated gas leak at the Civil Defence Training Centre in Al Aweer.

A mock disaster yesterday taught emergency crews to deal with spills of liquefied petroleum gas. Three days of training ended with a drill in Al Aweer suburb that simulated a leak of several tons of LPG from a tanker onto a busy road. Nabeel Ali, chief fire and safety compliance officer for Emirates National Oil Company (Enoc), said LPG shipments were increasing on the nation's motorways and training for public safety officers was vital. "Because of the new hotels and buildings coming up everywhere in the Emirates, they all use LPG in their facilities," he said. "Therefore the number of tankers with LPG has increased, and it is a risk that cannot be ignored." A leak of LPG, which is a fuel for heating and cooking and for

vehicles, must be handled differently from oil or gas leaks. "LPG is an extremely sensitive product, and so we are trying our best to inform the police and civil defence on how to tackle it," said Hisham Ali Mustafa, general manager of Enoc. "What is important is that the gas, once outside of the tanker, has to be cooled so as not to spread and ignite, because it leads to a non-extinguishable fire," he said. "The tanker has to be cooled as well, before removing the remaining gas inside." Yesterday's drill included 52 officers from the civil defence, police, ambulance, and fire departments attending to an overturned tanker, its injured driver and leaking cargo. Rescuers quickly freed the trapped driver and brought him to safety, a considerable distance away from the accident site. As medics attended to him, the police, fire, and civil defence turned their attention to the tanker, which was said to be holding about 10 tonnes of LPG. They spent much of their time dousing the scene with water. Once the tanker was sufficiently cooled, a rescue vehicle provided by Enoc siphoned the LPG from the overturned tanker. The vehicle has gas detection systems and a cold-welding

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system. Several policemen pushed back crowds of people, which Mr Mustafa said was essential to preventing a fire. "The LPG could be ignited by anything, such as mobile phones, electronic items, so people who rush to see an accident, especially the media, should stand away from gas spills," he said. Mr Mustafa emphasised that the priority in an LPG accident was to stop leaks and cool the gas: "A spill should not escalate into a fire." Civil Defence holds drills throughout the year to ensure its workers are up to date on the techniques and equipment used in the types of disasters that especially threaten the UAE, among them warehouse fires, huge traffic accidents, collapsed cranes and oil-tanker collisions. According to Mr Mustafa, there have been about 50 tanker spills in the Emirates in the past 10 years, most of them petrol. Only one of those tankers was carrying LPG. "This type of incident can never happen, or it can happen six times in the next month. You never know," said an official from Civil Defense who took part in the training. "Therefore it is our duty to be prepared to deal with such a situation."

<http://www.thenational.ae/apps/pbcs.dll/article?AID=/20090219/NATIONAL/68964034/1010>

TURKEY, ISTANBUL, JANUARY 21 2010. CLEANUP BEGINS FOR LEAKAGE FROM CRUSHED SHIP

Teams have begun cleaning up fuel leaked from the Orçun C, the Moldovan cargo ship that was stranded near Kilyos and split in two at the northern end of the Bosphorus on Tuesday. Officials said there were no sightings of mass deaths of birds or fish in the area due to the leakage. The Istanbul Governor's Office and the Maritime Secretariat are coordinating the cleanup effort. "Even a simple fisherman knows the weather conditions around here, how is it that a ship crew do not know and do not take the appropriate precautions," said Sinan Kayaci, a restaurant owner and fisherman who has lived in the area for 30 years. "I do not think the restaurant will make a loss from this incident. It has happened before. A portion of the sand has been cleaned up and I think it will be totally clean by the summer, which is our peak season," said Kayaci. Mesut Demiroğren, who works for a firm that specializes in open-sea cleanup efforts, said it is difficult to judge how long the cleanup will take. "I have no idea how much petrol was in the tank after the accident therefore I cannot tell you how long the cleanup will take. There are 55 staff members from the company working on cleaning up the bay. Tomorrow there will be 120." Turkish tanker Oruç Reis was also stranded near Kilyos on Tuesday. The ship called for help at 1:55 p.m. and a rescue fleet of 10 speedboats and two tugboats were sent as the seven crewmembers were rescued. Also on Tuesday, four ships and nine rescue speedboats were sent to help Piper, a Maltese cargo ship, which radioed that it was under threat of sinking due to engine failure near the northern entrance to the Bosphorus. The crew managed to repair the engine and the vessel was escorted back to the strait. But when the engine failed again, the Piper had to be towed to safety to Büyükdere, where it was able to anchor.

<http://www.hurriyetdailynews.com/n.php?n=leakage-from-crushed-ship-under-control-2010-01-20>

USA, TN, MEMPHIS, JANUARY 21 2010. DRIVER CHARGED IN I-240/I-40 FLYOVER CRASH

melissa moon

Watch the Video http://www.wreg.com/news/wreg-tanker-erupts-into-flames-story_0,3018589.story

Watch the Video <http://www.myfoxmemphis.com/dpp/traffic/012010-tanker-crash-shuts-down-interstate>

Fast Facts:

- Tanker fire shuts down the flyover at I-240 and I-40
- The tanker burst into flames after colliding with a car
- The female driver of the car was taken to the med in critical condition

The flyover at I-40 and I-40 in East Memphis was shut down Wednesday morning for around eight hours after a tanker truck collided with a small car. The crash caused the tanker that was carrying about 150 gallons of diesel to erupt into flames. The driver of the semi was not hurt, but the female driver of the car was transported to the MED in critical condition. Firefighters had to use the jaws of life to free her from her vehicle. Police say the female driver was headed the wrong direction on the flyover. The unidentified woman from Marion, AR is charged with misdemeanor citation for Driving Under the Influence, Reckless Driving, Driving While License Suspended/Revoked/Cancelled, and Violation of Financial Responsibility. Firefighters described the fire as small and say the tanker has already delivered the load of diesel fuel it was carrying. Driver who saw the smoke and flames, though, say it was a scary sight. "Because anything could have flown down and fell on top of my car and would have been really upset and kind of shaken," said Rodrigus Eaton. Firefighter say the fire was brought under control in about 30 minutes. It took hours, though, to remove the wreckage from the interstate. The flyover was reopened shortly after 10 a.m. For more updates from the field follow me at <http://www.twitter.com/melissamoon3>.

http://www.wreg.com/news/wreg-tanker-erupts-into-flames-story_0,3018589.story

UK, KENT, JANUARY 21 2010. OIL SLICK OFF THANET COAST

A mile long oil slick was spotted off the coast of Thanet on Monday. The Maritime and Coastguard Agency (MCA) was alerted to the spillage by satellite footage which recorded a large dark mass a mile long by quarter if a mile wide. MCA's counter pollution officer, Donald McDonald, said on Tuesday: "We found there was a mile long slick of fuel oil which may have been there for sometime. However, it seem to dissipate overnight because ships might have broken it up. "It is a possibility that it could get washed up ashore in either large or small lumps." Mr McDonald alerted the Environment Agency, Natural England and Kent Wildlife Trust and launched an investigation into the cause. Officers are trying to contact the 36 ships which passed through the area at the time the slick appeared. Mr McDonald added: "We're not sure where the slick has come from but all ships carry oil. It

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could have been caused by the age old problem of a ship dumping oil and water waste." The MCA was unable to confirm how much oil has leaked or been dumped into the channel.

<http://www.thisiskent.co.uk/ramsgate/Oil-slick-Thamet-coast/article-1730466-detail/article.html>

USA, OH, MORRISON CO, HARRISON TWP, JANUARY 21 2010. I-75 LANE CLOSURES CAUSED BY ACID LEAK EXPECTED THROUGH MORNING

steve bennish & anthony gottschlich

It could be mid-morning Thursday, Jan. 21, before all lanes of Interstate 75 north reopen because of the chemical spill from a semi-trailer Wednesday night that led to an hours-long shut down of the north and south lanes, an official said. At 8:53 p.m., Jan. 20, authorities were trying to reopen one northbound lane within the hour, said Denny Bristow, coordinator of the Dayton Regional Hazardous Materials Unit. He explained that 100 to 300 gallons of run-off from waste material aboard the semi-trailer would have to be sopped up and the vehicle would have to be towed from the interstate before that could happen. Bristow said hazmat workers traced the leak to a 300-gallon container of sulfuric acid, but they were still not clear how the leak began. The Ohio Highway Patrol and the Public Utilities Commission of Ohio will be investigating, he said. According to a preliminary investigation, the semi-trailer loaded with hydrochloric, sulfuric and phosphoric acids left West Carrollton from Veolia ES Technical Solutions on Wednesday afternoon enroute to Michigan when it was pulled over by a trooper around 5:15 p.m. About 6:10 p.m., a green cloud released by unknown amounts of the acids was drifting across I-75 from east to west, said patrol Lt. Bill Peck, who called the cloud a health hazard. He advised people to stay clear of the area from north at Needmore Road to the south at Wagoner Ford Road on I-75. The driver of the semi got out unharmed, Peck said. Authorities ordered about 50 employees to evacuate their aerospace company's plant near the scene of the spill. A man who wouldn't give his name, but identified himself as plant manager for Lord Corporation A P D, 4688 Wadsworth Road near Needmore Road, said employees were sent home shortly after 7:30 p.m. As of 8 p.m., it didn't appear that all businesses or households in the area had been ordered to do the same. A front desk clerk with the Ramada Plaza on Wagoner Ford Road said the hotel had received no such evacuation orders. At 8:30 p.m., it appeared that traffic on I-75 south had resumed as authorities were dealing with a wreck involving a Jeep and a semi-trailer near Benchwood Drive. Wednesday evening, Veolia officials said the semi-truck was enroute to a disposal facility for wastewater treatment when a trooper noticed a "small vapor" coming from the back of the trailer and pulled the vehicle over, suspecting a locked-up brake. Curtis Mabry, spokesman for Veolia's parent company in Chicago, said it's not yet clear what caused a container to leak. "We do inspect all of the containers, and it's actually done in several stages before offered for shipment," Mabry said. "In each of those inspections we found the integrity to be sound on all of the containers in there." Veolia's West Carrollton plant was the site of an explosion in May last year that sent four workers to hospitals and caused about \$50 million in damage. The Occupational Safety and Health Administration fined the company \$109,000 for what the agency said were "serious violations of federal workplace health and safety standards." Mabry said the company, whose Web sit calls it the largest waste services company in the world, would be "very deliberate" in its investigation of the leak. "This is our expertise but unfortunately incidents can happen," he said. "We'll investigate and do our best to prevent it in the future." Bristow said the rest of the containers aboard the trailer would be loaded into another trailer and sent back to Veolia for evaluation.

<http://www.daytondailynews.com/news/dayton-news/i-75-lane-closures-caused-by-acid-leak-expected-through-morning-502728.html>

USA, HI, HONOLULU, JANUARY 21 2010. WOMAN GETS 6 MONTHS FOR IMPORTING ILLEGAL FIREWORKS

robert shikina

A federal judge sentenced a 34-year-old woman to six months in prison today for trying to import more than 4 tons of illegal aerial fireworks and then lying to federal agents about it. Christina Everett, who pleaded guilty Sept. 29 to the charge of importing explosive material without license, could have gotten 15 months in prison. In 2007, Everett attempted to import 9,000 pounds of aerial fireworks into Hawaii without a license or a place to store them. When federal agents questioned her about it, she told them she had an agreement with Mayor Mufi Hannemann and a state senator for the fireworks to be used in a fireworks show, said Assistant U.S. Attorney Darren Ching. The mayor's office said the office never spoke with Everett, said District Judge Susan Mollway. Ching requested Everett serve 15 months because she lied to federal agents after she was caught. "She's a minister," he said. "That concerns me ... ministering to others and still lies when she feels its convenient." Instead, Mollway sentenced Everett to 6 months, saying she showed she was trying to turn her life around with a regular job and complying with her bail. "I'm scared," Everett told the judge before her sentencing. "I don't know what's going to take place, who's going to take care of my 6-year-old." Everett is a minister with the Salvation Army's Ray and Joan Kroc Corps Community Center that will be built in Leeward Oahu. "She's an excellent employee," Brom Begonia, Everett's boss at the Kroc Center, told Mollway.

<http://www.starbulletin.com/news/breaking/82216487.html>

GHANA, ACCRA, JANUARY 21 2010. FIRE OUTBREAK AT TEMA OIL REFINERY >> ONE DEAD, ANOTHER SERIOUSLY INJURED

richard kofi attenkah

Fire, yesterday swept through the loading section of the Tema Oil Refinery (TOR) and razed down three out of the five loading racks that serve tankers at the nation's only Refinery. One person, whose identity at the time of filing this report was not known, was burnt beyond recognition, and another, who was seriously injured, rushed to the Tema General Hospital for medical attention.

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Five petrol tankers, being loaded with premix fuel at the time, burst into flames. Four out of the five, with registration numbers, BA 430 X, GT 4603 J, GT 3729 D (the last one not legible), were burnt beyond recognition, and the other one, with registration number GR 7835 E, partly burnt. The cause of the fire outbreak was not known, according to the Deputy Chief Officer of the Tema Regional branch of the Ghana National Fire Service (GNFS), A. B. Gaisie, who briefed the media, but The Chronicle investigations indicate that it was a spark that caused the explosion at the site. At the time this reporter arrived at the scene, the fire had been put out, but some of the workers told this reporter that they were working around the area, when all of a sudden they heard an explosion, which was followed by some flames. The workers then started running out of the area towards the refinery's main gate for their dear lives, because of the accompanying heat. They explained that the explosion caused a chaotic situation at the refinery (both inside and outside), as tankers, which were already inside, struggled to get out of the place. The situation momentarily caused heavy vehicular traffic, as vehicles which were passing by, had to divert their courses to avoid colliding with the heavy tankers that were rushing out of the refinery. Briefing members of the media later, the Deputy Chief Officer of the Tema Regional branch of the GNFS said information reached his office at about 10:02 yesterday morning, that there was a fire outbreak at TOR. He hinted that by 10:17 a.m. a team of fire fighters from his outfit and a nine fire tenders had arrived at the scene to bring the situation under control. Mr. Gaisie continued that six other fire tenders from other stakeholders, including the Ghana Immigration Service, Volta River Authority (VRA), Ghana Ports & Harbours Authority (GPHA) and TOR's own internal fire tenders, worked together to bring the situation under control, saying that it took the team 20 minutes to bring the fire under control. The Deputy Fire Officer noted that the use of the foamy substance in putting out the fire was purposely to ensure that it had no chance to reoccur. He assured Ghanaians that even though the fire outbreak was very severe, they had succeeded in mitigating the impact.

<http://www.ghanaian-chronicle.com/thestory.asp?id=15822&title=%3Cb%3EFIRE%20OUTBREAK%20AT%20TOR%3C/b%3E>

USA, LA, BATON ROUGE, JANUARY 21 2010. EXXON MOBIL HAD SHELTER-IN-PLACE INCIDENT ON TUESDAY

Exxon Mobil Corp. had a temporary shelter-in-place Wednesday for a unit at its Baton Rouge refinery and chemical plant, according to a city fire official. Exxon took "precautionary measures," said Curt Monte, a spokesman for the Baton Rouge fire department. The department's hazardous materials team responded and determined that the incident had no effect outside the plant. Plants may issue shelter-in-place orders during a chemical release, according to the U.S. Occupational Safety and Health Administration. Workers are required to take refuge in rooms with few or no windows. Kevin Allexon, an Exxon spokesman, did not immediately respond to an e-mail asking whether the incident affected refinery output.

http://www.nola.com/business/index.ssf/2010/01/exxon_mobil_had_shelter-in-pla.html

SINGAPORE, JANUARY 21 2010. SHIPYARD CHARGED WITH LAPSES

elena chong

A shipyard was charged in court on Thursday with breaching the Workplace Safety and Health Act which resulted in the deaths of three foreign workers and injury to four others in separate incidents. Also charged along with Kreuz Shipbuilding and Engineering were Wong Chun Hoong, 37, and Lim Tan Kheng Yong alias Raymond Lim, 55. The shipyard is accused of failing to effectively ventilate the tanks where three of its foreign workers were carrying out spray painting works, which lead to a build-up of flammable vapours from the spray painting in the tanks on board a supply boat, Rainbow Star. The vessel was undergoing repairs at the Tuas Crescent premises when an explosion occurred on June 8, 2008. The three workers subsequently died. Kruez is also accused of failing to ensure that adequate safety measures were taken for the pressure testing of the hydraulic piping system on board a vessel, OBT Alpha, on April 2 that year. Four workers were injured in the fire that broke out as a result. Wong, the project manager in charge of OBT Alpha, is accused of agreeing to the use of oxygen as a test medium for the pressure testing of the hydraulic piping system despite knowing that oxygen supports combustion. Lim, then ship repair manager of Rainbow Star, allegedly failed to ensure that no torchlights were to be brought inside the ballast tank during spray painting works before he approved the applications for the permit-to-work. The case will be mentioned on Feb 18.

http://www.straitstimes.com/BreakingNews/Singapore/Story/STIStory_480190.html

USA, OH, DAYTON, JANUARY 21 2010. SOME EVACUATIONS FOLLOWING OHIO ACID SPILL

Officials have ordered about 50 employees to evacuate an aerospace company's plant a near where a truck leaking hazardous acids forced the shutdown of Interstate 75 and created a green cloud drifting westward. A plant manager for Lord Corporation APD says employees were sent home early Wednesday evening. Patrol Lt. Bill Peck says authorities were alerted Wednesday afternoon that a truck had pulled over and was leaking yellow fluid on the highway just north of Dayton. Authorities who arrived on the scene discovered the truck was carrying hydrochloric and sulfuric acid. The patrol does not know how much acid the truck was carrying or how much of the substance leaked onto the road. The highway will be closed for several hours as a hazardous materials crew cleans up the acid. Peck says authorities are not evacuating nearby areas, but they are keeping an eye on the scene. The driver was not identified.

<http://www.wfmj.com/Global/story.asp?S=11855821>

USA, TX, TEXAS CITY, JANUARY 21 2010. TEXAS WORKERS SUE BP, OTHERS FOR BENZENE EXPOSURE

Eight workers have filed a lawsuit against BP Products North America Inc. and Pasadena Tank Corp. for exposing them to "extremely high levels of benzene" on the job. The contract workers claim they were injured and had their long-term health jeopardized after an August 2009 incident allegedly caused by a damaged pipe at BP's Texas City refinery, according to a report in

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"RELEASE 2010 – 566 NEWSY STUFF"

January 23 2010



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the [Southeast Texas Record](#). The lawsuit, filed Jan. 13 in Galveston County Court No. 1, seeks \$500 million in for the workers' pain and suffering, mental anguish, and other damages. The injured workers claim they were hurt when a vapor and strong odor overcame their work area, the Record reports. The workers later determined the mysterious vapor was coming from a broken pipe spewing chemicals, according to their suit. "The plaintiffs quickly evacuated the area," their lawsuit says. "Upon experiencing various symptoms, the plaintiffs sought medical treatment."

Benzene Linked to Serious Health Complications

The workers were rushed to the hospital, where doctors told them they had been exposed to [benzene](#), a toxic chemical that is a leading cause of deadly cancers, including Acute Myeloid Leukemia, Chronic Lymphocytic Leukemia, and anemia. Benzene is one of the most common chemicals in the world and used in countless chemical compounds and products, including paints and stains, plastics, detergents, glues and dyes, pesticides, and cigarettes.

BP Accused of Down-Playing Emission

In their lawsuit, the injured workers accuse of BP of trying to minimize the seriousness of the toxic emission after the incident. "Despite the plaintiffs reporting the actual volume of benzene that was spilled, BP, as has been its custom, minimized the leak and release, and its effects in both its internal documentation, as well as the documentation with the authorities," the complaint states. Also, the suit claims BP has a "long and tortured history of failure in the area of process safety management," including explosions in March 2005, numerous violations of state and federal safety regulations, and other offenses.

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USA, TX, MIDLAND, JANUARY 21 2010. AIRPORT FUEL LEAK THREATENS UNDERGROUND WATER SUPPLY

bob campbell

The Permian Basin Airport Board has voted to ask the Midland City Council to approve right of way for an oil company to drill four test wells at Midland International Airport to determine if a recent pipeline leak of 36,000 gallons of gasoline and diesel fuel contaminated underground water. Deputy Airport Director Justine Ruff said workers from Holly Energy Partners had trouble finding the "pin size" leak in a line formerly operated by Alon USA some 250 yards northwest of the Commemorative Air Force Museum. "There was a lot of digging when the hole was detected on Nov. 5 and 862 barrels of gasoline and diesel had leaked," Ruff said after the airport board's Tuesday meeting, adding that the hole was fixed and the leak stopped. "The Texas Commission on Environmental Quality was notified and continues to monitor the situation. With concerns the fuel may contaminate the water table at the airport, a standard right of way agreement was drafted and executed by both parties." After Ruff revealed that none of the fuel was found, board member Henry Cutbirth of Monahans said, "That could have gone down to the water line." Bob Garst's motion to forward the matter to the council was unanimously approved. TCEQ Remediation Project Manager Jim Formby said Wednesday from Austin that Holly Energy is working to define the boundary, or "plume," where the fuel spread from the pipeline eight feet underground. "The company has been asked to go out and sample to figure out where the contamination actually exists," Formby said. "They'll determine the boundaries of the release and search all the drinking water wells. We don't know if anybody has been impacted by this or not. It may not be close enough to the city wells for them to have been impacted, but if it got into the aquifer, Holly Energy will have to remedy that." Assistant City Manager Marcus Johnston said the right of way issue will be on the council's Jan. 26 agenda. He said the airport is supplied by nine water wells in the vicinity of the Holly Energy line that runs from northeast to southwest under Runways 10-28 and 16R-34L. When asked if the airport's water was polluted, Johnston said, "We have no idea. That's why they're doing the monitoring wells. Once they do that, we will have an idea of what's going on. It's still pretty early in the process, but I flew out there the other day and the water tasted good." Johnston said the city gets all its water from the Davis Wellfield 30 miles north of town alongside Highway 349 and Colorado River Municipal Water District lakes to the distant east near Snyder, Ballinger and Robert Lee.

http://www.mywesttexas.com/articles/2010/01/20/news/top_stories/fuel_leak.txt

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