

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 614 Newsy Stuff

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

June 23 2010

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CANADA, EDMONTON, JUNE 16 2010. ABANDONED GAS STATION SITES ACROSS EDMONTON UNDER REVIEW



The city is trying to decide how to deal with dozens of abandoned gas station sites across Edmonton. A public hearing was held Monday, which focused on 50 locations, many of which are contaminated and remain vacant. One contaminated gas station site sits along Whyte Ave. and has been vacant for years. Resident David Richardson says the sites are seen as a major eyesore for the community. "You want continuity on your streets in a commercial district. You hate to have dead zones and this is a key example of a dead zone." But cleaning the sites up could cost more than the land is worth. Owners have continued to pay property taxes and leave the sites empty. And it appears potential buyers are concerned because many

believe they will assume liability for any contamination. The city is now looking at expanding financial incentives to make purchases more attractive. "Restructuring the grants to put some money on the table at the beginning is one of the things we've looked at," said City Coun. Don Iveson. Some residents believe the onus is on current owners to step up and do something. "I think the gas stations are just dragging their heels, don't really want to perhaps put the money in to fix it up," said Richardson. The city is working with the federal government on \$500 million dollars worth of grants officials hope owners can access as incentives. The majority of gas stations are owned by large oil companies, however, many are individually owned making the financial burden much greater. A task force is expected to come up with some recommendations on what to do with the gas stations by next month.

http://edmonton.ctv.ca/servlet/an/local/CTVNews/20100614/edm_gasstations_100614/20100615/?hub=EdmontonHome

USA, LOUISIANA, JUNE 16 2010. BP OIL SPILL SHIP HIT BY LIGHTNING, SPARKS FIRE SHUTTING DOWN CONTAINMENT EFFORT

larry mcshane

 **Watch the Streaming Video:** <http://bit.ly/VideoStream>

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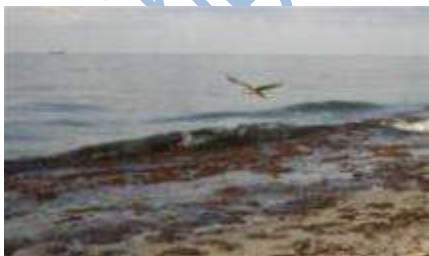
Things actually can get worse in the [Gulf of Mexico](#). A fire believed to be caused by a lightning bolt forced the shutdown Tuesday of an oil-capturing system near the gushing Gulf oil well, [BP](#) said. The fire aboard the drill ship Discoverer Enterprise was spotted around 9:30 a.m. Although it was quickly extinguished without injuries, the capture operation was halted as a precaution. The since-shuttered system was siphoning oil from a containment cap above the well. BP said it hopes to resume the containment operation later Tuesday. "At the moment, there's no capture, no containment going on, but we'll start up the Enterprise when it's safe to do so," said BP spokesman Robert Wine said. The latest BP problem came just hours before [President Obama](#)'s scheduled address to the nation about the environmental disaster. His spokesman said Obama is ready to grab the handling of oil spill

damage claims from BP to ensure people get necessary aid to recover from the spill. The rig has been leaking since an April 20 explosion that killed 11, dumping millions of gallons of gasoline into the gulf.

http://www.nydailynews.com/news/national/2010/06/15/2010-06-15_bp_oil_spill_ship_hit_by_lightning_sparks_fire_shutting_down_containment_effort.html

USA, LOUISIANA, JUNE 16 2010. U.S. BOOSTS FLOW ESTIMATE OF BP OIL LEAK BY 50 PERCENT

kristen hays



A bird flies above oil seen on the surf and the shore in Gulf Shores, Alabama June 12, 2010.

A team of U.S. scientists on Tuesday upped their high-end estimate of the amount of crude oil flowing from BP Plc's stricken Gulf of Mexico well by 50 percent, the second major upward revision in less than a week. The scientists said the "most likely flow rate of oil today" ranges from 35,000 to 60,000 barrels (1.47 million and 2.52 million gallons/5.57 million and 9.54 million liters) per day. That is a significant jump from the last estimate issued by the Flow Rate Technical Group on June 10 and pegging the well's flow at 20,000 to 40,000 barrels per day. And those figures

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were considerably higher than the previous "best estimate" of 12,000-19,000 bpd issued by the flow rate group on May 27. "This estimate brings together several scientific methodologies and the latest information from the sea floor, and represents a significant step forward in our effort to put a number on the oil that is escaping from BP's well," said Energy Secretary Steven Chu. The team of scientists said they may revise the estimates again as they gather new data on the well, one mile beneath the ocean surface. Even at the minimum estimated rate of 35,000 bpd, the ruptured well has dumped nearly 2 million barrels of oil into the Gulf of Mexico since the Deepwater Horizon rig exploded on April 20 -- nearly eight times the amount that the Exxon Valdez spilled into Prince William Sound in Alaska in 1989. At the U.S. government's direction, BP is boosting its oil capturing capacity to up to 53,000 bpd by the end of June and to 80,000 bpd by mid-July from about 18,000 bpd. The new estimates come from detailed pressure data taken by instruments inside BP's oil-containment device on the sea floor over the last 24 hours, the government said. "This estimate, which we will continue to refine as the scientific teams get new data and conduct new analyses, is the most comprehensive estimate so far of how much oil is flowing one mile below the ocean's surface," Interior Secretary Ken Salazar said in a statement.

<http://planetark.org/wen/58447>

USA, WASHINGTON D.C, JUNE 16 2010. RIVAL OIL COMPANIES GET A TASTE OF BP'S MEDICINE ON CAPITOL HILL

david usborne

 **Watch the Video:**

[Senior House Democrats accused oil executives of relying on "cookie cutter" spill-response plans. Stephen Power discusses.](#)



Oil company executives, from left, ExxonMobil CEO Rex Tillerson, Chevron CEO John Watson, ConocoPhillips CEO James Mulva, Shell Oil President Marvin Odum and BP America President Lamar McKay testify Wednesday.

Members of Congress tore into the big energy corporations last night for filing almost identical Gulf of Mexico oil spill response plans – which included contact details for a deceased scientist and steps to protect a marine mammal not found in the region's waters. It was

an astonishing and sustained verbal battering which undermined attempts by Shell, ConocoPhillips and ExxonMobil to suggest that their working practices differ from those of BP; and that the catastrophe would not have happened if the leaking well had been theirs. No one at yesterday's House Energy and Commerce Committee hearing suffered more, however, than Lamar McKay, chairman of BP America. He recoiled when he was repeatedly asked to apologise for the failure early on in the spill to accurately report the amount of crude gushing into the ocean. An early BP document put the spill rate at between 1,000 and 14,000 barrels a day. The flow is now thought to be up to 40,000 barrels. In a setback, BP said it had to interrupt collection of oil from the leak yesterday after a tanker on the surface was struck by a bolt of lightning igniting a fire. Officials expected to resume siphoning oil later last night. Barack Obama, meanwhile, returned to the White House after his two-day tour of coastal communities affected by the crisis in time to deliver his first Oval Office address since coming to power. While in Florida he has been confronted by protesters chanting: "Save our beach! Save our beach!" The high-octane atmosphere at yesterday's hearing will doubtless give pause to Tony Hayward, the BP chairman, who moves directly into the line of fire in Washington, first with a meeting with President Obama at the White House today, and with an appearance at another Capitol Hill hearing tomorrow. Mr Obama was set last night to insist that BP create an independently managed, multi-billion-dollar fund partly to improve the flow of cash to companies hurt by the spill. Referring to business owners, he promised yesterday to be "their fierce advocate in making sure that they are getting the compensation they need to get through." Leading the questioning of energy executives, Ed Markey, a Democrat, focused on their spill response plans. "They cite identical response capabilities and tout identical ineffective equipment. In some cases, they use the exact same words," he said and then added: "Like BP, three other companies include references to protecting walruses, which have not called the Gulf of Mexico home for three million years." BP's underestimate of the spill-rate in the early days of the disaster was either "deliberate deception or gross incompetence," Mr Markey suggested to Mr McKay. He went on: "You got it completely wrong either to limit your liability or out of incompetence." Simultaneously, Mr McKay's peers tried to deflect fire from themselves with claims that BP had made mistakes they would have avoided, for example in ignoring warning signs at the well before it blew and in allegedly cutting corners in its

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design. "A number of design norms that I would consider industry standards were not followed," testified Rex Tillerson of ExxonMobil. "We would not have drilled the well the way they did."

Transocean, the Swiss-based company which owned the doomed Deepwater Horizon rig, was put on the defensive last night following claims that it had registered the rig as belonging to the Marshall Islands, a tiny Pacific atoll, which had little capacity to make its own checks on safety and manning levels. "With President Obama scheduled to address the nation this evening about the oil spill, the fear is, that in an attempt to boost his ratings he will indulge in further BP bashing, to show that he is control of the situation, and thus increase the pressure on the share price ahead of his meeting with the BP chairman tomorrow." BP shares dived again on Tuesday after international ratings agency Fitch slashed the troubled energy giant's rating close to junk, owing to soaring costs from the Gulf of Mexico oil spill. The share price sank 3.78 percent to close at 342 pence after Fitch cut BP's rating by six notches from AA to BBB, which is the agency's lowest investment grade. The wider London market finished 0.30 percent higher. The company's stock had already plunged by as much as ten percent in intra-day trade on Monday, as investors fretted over spiralling costs and the future of the group's shareholder dividend. "BP continues to remain under pressure after Fitch downgraded its debt six notches from AA to BBB, two notches above junk status," said CMC Markets analyst Michael Hewson. The Fitch downgrade will increase the cost of BP's borrowing as investors demand higher returns for taking greater risk.

<http://www.independent.co.uk/news/world/americas/rival-oil-companies-get-a-taste-of-bps-medicine-on-capitol-hill-2001575.html>

USA, WASHINGTON D.C, JUNE 16 2010. OIL SPILL FOOD POISONING CONCERNS LEAD TO FEDERAL SEAFOOD SAFETY PLAN



Several federal agencies are working together to make certain that seafood from the Gulf of Mexico that may have oil contamination does not reach kitchen tables. The FDA and the National Oceanic and Atmospheric Administration (NOAA) issued a [joint news release](#) on June 14 to announce that they are working together to close fisheries, increase inspections and have laid down strict protocols for re-opening facilities that were closed due to the oil spill. The U.S. Centers for Disease Control and Prevention (CDC) is also monitoring the gulf coast states, along with state and local health departments, for any signs of oil spill-related illnesses from contaminated seafood or from contact with the spill itself. The gulf coast oil spill started shortly after [the April 20 explosion and fire on the Deepwater Horizon](#) sent the oil drilling rig to the bottom of the Gulf and unleashed an oil spill in the Gulf that could be the worst environmental disaster in history. British Petroleum (BP), which leased the oil rig, is siphoning some of the flow into oil

tankers after weeks of failing to cap the well, resulting in a massive oil slick that is impacting several states, including Louisiana, Mississippi and Florida. The FDA and NOAA have stated that the main line of defense against [oil spill food poisoning](#) has been closing fisheries in the spill's path. The closures began May 2, with the agencies closing every fishery along the spill's projected path. The closures include fisheries known to be affected by the spill, those likely to be impacted in the next 48 to 72 hours, and those within a five-nautical-mile buffer around the known location of the spill. NOAA has also created and deployed a seafood sampling and inspection plan for commercial and recreational sea food sources nearby, but outside of the affected area of the oil spill. The inspections are looking for signs that contamination has spread beyond the known affected area. FDA and NOAA are currently developing re-opening protocols that will allow NOAA to re-open fisheries only after they have passed stringent FDA inspection protocols to ensure there is no risk of contamination. Last week the CDC announced that it is [monitoring for health problems from the oil spill](#) among clean-up workers and also surveying those workers to ensure that they are all properly educated about potential health risks. CDC is also using the National Poison Data System (NPDS) and BioSense to monitor for increases in a number of respiratory, cardiovascular, neurological, eye and skin-related symptoms that could be signs of oil spill health side effects.

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Symptoms could include:

Asthma exacerbation, Coughing, Chest pains, Eye irritation, Nausea & Headaches

Those symptoms, however, are limited to exposure to fumes or physical contact with the oil spills. No list of symptoms has been released for oil spill food poisoning, and no reports of such illnesses have been announced. About 100 wrongful death, business interruption and environmental tort [lawsuits over the gulf oil spill](#) have been filed against British Petroleum (BP), Transocean Ltd., Halliburton Energy Services, Inc. and Cameron International Corp. since the the oil spill began. The U.S. Judicial Panel on Multidistrict Litigation is scheduled to look at the [oil spill lawsuits](#) in July. They will decide whether the cases should be consolidated in one court to prevent duplicative discovery and inconsistent rulings. The Panel will also determine where the oil spill lawsuits should be centralized if an MDL is formed.

<http://www.aboutlawsuits.com/oil-spill-food-poisoning-plan-10820/>

USA, UT, SALT LAKE CITY, JUNE 16 2010. OIL LEAK: RESIDENTS PRESS CHEVRON FOR ANSWERS >> INQUIRIES » SOME PEOPLE ASKING A COMPANY OFFICIAL QUESTIONS WERE COMBATIVE.

mike gorrell & derek p. jensen

 **Photo Gallery 18: Oil leak in SLC**



Resident Peter Hayes points to the stream that is fouled with oil as it runs behind his home at 1731 E and 900 S. Chevron executives had told him they would visit him at his home Sunday, but did not come. Hayes was anxious to share ideas about the cleanup.

Stuffed animal held tightly in her left arm, 9-year-old Stella Cunningham asked a Chevron official how long the stretch of Red Butte Creek behind her Harvard Avenue home will smell. "When can we swim in it again?" she added. The little girl's questions were two of many hurled at Chevron Vice President Bryan Tucker during a two-hour community meeting Monday night about the oil spill that fouled Salt Lake City's Red Butte Creek,

Liberty Park pond and, to a lesser degree, the Jordan River. A few speakers at the Clayton Middle School gathering were combative. Most sought details: Where will crews clean up first? How long will it take? How do you file claims for overnight hotel stays if the stench forces you from your home? A couple of residents even praised Chevron's response to the accident. "All day [Sunday], we had a civil engineer from Chevron, volunteering his time, in our backyard, rubbing oil off rocks and concrete," said Harvard Avenue resident Ronalee Baker. "With the tremendous job you have now and ahead of you, I want to compliment you." "I'll take that back [to the workers]," Chevron's Tucker responded. "They'll feel good." Not all of the questions were so easy. He told the Cunningham girl, for instance, that he had no definite answer. "As the days get warmer, the oil that is there is going to evaporate," Tucker said. "The smell is probably going to get worse before it gets better." Another resident mockingly asked how long the cleanup would take -- months, years, decades, centuries. "Months, not years, not centuries," Tucker responded. Rebecca England, who lives on Yale Avenue, returned home late Saturday after hiking in Zion National Park and immediately got a headache. "I have kids and I don't know whether I can let them go jump on the trampoline [in my yard]," she said. England was not satisfied with Chevron's presentation, which drew about 250 residents. "It amazes me that they've dealt with this enough times, that they didn't have better answers than this. I can't believe they don't have a plan." Robert Penrose, who lives east of Liberty Park and also reported suffering headaches from the fumes, advised Tucker that Chevron could face difficulty cleaning stretches of Red Butte Creek that flow underground in drainage pipes. "That will be a challenging area to clean up," Tucker conceded. "It's my expectation that will be one of the tougher challenges we have." Chevron spokesman Mark Sullivan noted that the contaminated corridor was subdivided into 18 distinct areas Monday and that appropriate cleanup plans will be developed for each of those segments. Tucker alleviated one woman's fears that Chevron will start at the easternmost point and clean west from there, similar to the flow of the oil, saying "we're going to

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take data from our study [Monday] and prioritize our remediation process in agreement with [the Environmental Protection Agency]. It will be based on the number of people affected, how much of a health hazard there is." Camron Carpenter was one of several speakers urging Chevron to move quickly, noting that every time it rains, the flows down Red Butte Creek pick up quickly, possibly sending oil downstream into previously cleaned stretches. Poplar Grove resident Camille Biexei pleaded with officials to pay as much attention to the Jordan River and the spill's impact on west-siders as the east-siders along Red Butte. "The west side often has been marginalized. I would really like to see you going door to door in that corridor," she said, concerned that she saw no signs of wildlife in her morning walk Monday along the Jordan River Parkway. Tucker pledged to do so, noting that "we won't treat it any differently than any other part of town. After we looked at [the Jordan River on Sunday], we doubled the number of people and booms in that area." The spill flowed through affluent east-side neighborhoods -- such as Yalecrest -- and more modest areas near Liberty Park and the west side's Jordan River. Chevron spokesman Dan Johnson said the oil giant had fielded 300 calls to its spill hot line as of Monday evening and 14 claim requests. (That number is 1-866-752-6340) Military Drive residents Neil and Tanya Vickers said they plan to file a claim to have Chevron cover the cost of their stay Sunday night at a hotel after being sickened by the smell coming from Red Butte, which runs through their backyard. Tucker advised any residents who feel ill to do similarly, prompting one participant to suggest the Residence Inn as a good place to stay. "The Hotel Monaco or the Grand America is what I had in mind," quipped another resident.

Related - Chevron pipe spill

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- [How Rocky Mountain ratepayers could end up paying some spill costs](#)

Jun 14:

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- [SLC residents angry, sad over oil-fouled yards, waterways](#)
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Jun 12:

- [Residents to Chevron: Clean up the mess](#)
- [Leak stopped, but pipeline questions still flowing](#)

http://www.sltrib.com/prepsports/ci_15298350

AUSTRALIA, NEW SOUTH WALES, LISMORE, JUNE 16 2010. GRAFTON MAN DIES IN RELIANCE PETROLEUM TANKER CRASH >>SPILLS 7000 LITRES

dominic feain



A firefighter moves a fire hose yesterday at the scene of Monday night's fatal fuel tanker crash near Lismore.

The busy Bruxner Highway is expected to stay closed until mid-morning today following Monday night's fatal petrol tanker crash 7km south of Lismore which spilled 7000 litres of fuel. The 45-year-old driver from Grafton died instantly when his south-bound petrol tanker and dog-trailer failed to negotiate a right-hand curve just before the Coraki Road junction shortly after 9.30pm on Monday. It is thought the tanker over-corrected causing it to cross the centre lines and roll over, killing the driver and rupturing one of the tanks. Emergency service workers laboured through Monday night to contain the volatile fuel spill and render the area safe. The driver's

body was removed from the wreckage early yesterday morning, but clean-up crews were continuing to work yesterday and last

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night to contain and remove the spilled fuel, and decanter another 33,000 litres still in the tanker. Inspector Greg Moore said it was a volatile situation, but police were on the scene within minutes and managed to set up a 300-metre exclusion zone and, with the help of a local farmer, averted a potential disaster. "Investigations are continuing and police will be preparing a brief for the coroner," he said. NSW Fire Brigade Duty Commander Greg Lewis, who led the hazardous clean-up operation, said firefighters and the Goonellabah Hazmat Unit were quickly on the scene, along with paramedics, the Rural Fire Service and heavy vehicle recovery experts. "The fuel was contained by firefighters using a local farmer's backhoe to create dams and it is being removed in accordance with Department of Environment guidelines," he said. "Firefighters' main concern was to render the area safe through the application of foam to prevent flammable vapours. "We are continuing to monitor the area with gas-monitoring equipment. "The NSW Fire Brigades very much appreciate the assistance of all emergency services and the RFS for providing meals on-site." A NSW Department of Environment and Climate Change spokeswoman said the full extent of the environmental damage was still unclear, but confirmed local contamination had occurred which would require the removal of soil. "We are talking to the NSW Fire Brigades and the tanker owners (BP distributor Reliance Petroleum) about clean-up strategies," she said.

<http://www.northernstar.com.au/story/2010/06/16/grafon-lismore-crash-accident-fatal-roads/>

USA, WASHINGTON D.C, EPA PLACES CHEMICAL ASSESSMENTS ON HOLD

The U.S. Environmental Protection Agency (EPA) announced Tuesday that it is holding four of its ongoing IRIS (Integrated Risk Information System) assessments pending a review of some of the underlying studies used in the assessments. EPA conducts IRIS assessments to determine the impact of specific chemicals on human health. EPA is holding these assessments due to a report from the National Toxicology Program (NTP) that outlines a recent review of a research study completed by the Ramazzini Institute, a lab in Italy that conducts animal testing to evaluate the potential cancer-causing effects of chemicals. The **report** discusses findings from a recent assessment by NTP pathologists of an animal study on methanol. NTP's report recommends that further pathology reviews be carried out to resolve differences of opinion between NTP scientists and the Ramazzini Institute in the diagnoses of certain cancers reported in the study. Out of an abundance of caution and to ensure the agency's chemical assessments are grounded in the soundest possible science, EPA undertook a thorough review of all ongoing and previous chemical assessments to determine which, if any, relied substantially on cancer testing from the Ramazzini Institute. EPA found six assessments that significantly rely on data from Ramazzini cancer studies:

- Assessments currently in progress: EPA found four ongoing chemical assessments -- on methanol, MTBE, ETBE and acrylonitrile -- that rely significantly on cancer data from the Ramazzini Institute. EPA has placed those assessments on hold and will determine whether the questions raised by NTP will require EPA to revise the assessments or take additional action to verify the data used in these assessments. EPA also postponed an August 23 meeting of the agency's Science Advisory Board, which had been previously scheduled to review the draft methanol assessment.
- Previously completed assessments: Out of more than 540 completed assessments posted on the Integrated Risk Information System (IRIS), EPA identified two -- Vinyl Chloride and 1,1- Dichloroethylene -- that relied substantially on findings from Ramazzini Institute cancer studies. EPA is reviewing these assessments as well to determine what action is needed to assure their scientific integrity.

EPA will continue its review to determine if any other assessments are significantly impacted

http://www.downstreamtoday.com/news/article.aspx?a_id=23006&AspxAutoDetectCookieSupport=1

USA, UT, SALT LAKE CITY, JUNE 16 2010. CALL BEFORE YOU DIG: CHEVRON OIL SPILL

jesse fruhwirth

Chevron officials discussed twice yesterday the possible cause of the oil spill being a Rocky Mountain Power fence post that was inserted into the ground within inches of the pipeline. While that focuses attention on the power company's role in the spill, Chevron officials say they inspect the pipeline every week and Rocky Mountain says the fence was installed in the early 1980s. So if the fence post's proximity to the pipeline was unsafe--but was unsafe for nearly 30 years--who's to blame? Spokesmen from both companies and government officials say the theory of the cause is preliminary but Salt Lake City Fire

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Department Deputy Chief Karl Leib says his department subscribes to the preliminary conclusion that the fence post was somehow electrified Friday night causing a quarter-size hole in the pipeline, which then leaked approximately 33,000 gallons of crude oil into Red Butte creek, which flowed through Miller Park and Liberty Park before flowing to the Jordan River. Rocky Mountain power says a tree branch touched a transmission line under high winds, and that's what caused the power outage. Leib says it's unclear how the fence post became electrified--the damaged pipeline buried three feet deep showed signs of charring. The fence post, Rocky Mountain says, supports a fence that protects a transmission wire as it transitions from overhead to underground. Rocky Mountain spokesman Dave Eskelesen could not provide the exact year of its construction but said it was installed in the early 80s. The pipeline is much older than that. I've put in a call to the [Pipeline and Hazardous Materials Safety Administration](#) (USDOT). I'll update when I hear back from them. I asked Chevron spokesman Mickey Driver about the fence post situation at last night's Town Hall meeting. Below is our conversation, only minimally paraphrased, mostly to eliminate Mr. Driver's redundant comments about the preliminary nature of the investigation.

JF: When was the last time that area was inspected?

MD: What kind of inspection are you talking about?

JF: Just sight, just look at it, or any kind of inspection.

MD: We have a fly-over every week.

JF: [A resident] raised a question about 'blue stake violation,' you know, 'call before you dig,' that sort of thing. The fire department at least thought the fence post may have either been touching the pipeline or within just a couple inches of it. My question is, did that scenario exist for 30 years?

MD: Our investigation will capture all that stuff and look at it. We don't want to go by hearsay or somebody just saying something. We will actually look at documents to look at a timeline of when what took place and anything else that was taking place at that time.

JF: I understand there's a federal agency that's also in charge of pipelines, but what is the responsibility of the company to, say, just walk along the pipeline every once in awhile?

MD: We inspect the pipeline visually every week.

JF: But one particular stretch of it, how frequently is one particular stretch of it inspected?

MD: Every week, every week, every week.

JF: By helicopter or airplane?

MD: By airplane.

JF: Do you think there was a safe way of having the Rocky Mountain Power facility with the pipeline there, was there a safe way of doing all of that?

MD: Well, that's a highly speculative question. We haven't finished our investigation. So we at this point in time don't have any comment on that. All we've said is what we found when we investigated our section of pipe that had the leak in it. And, so that's all we said right now.

Set aside for a moment the question of how valuable flyover inspections are when the problem in question happened three feet underground. Instead think about what Chevron, Rocky Mountain Power and regulators could see, even from an airplane. They could see a 7-foot chain link fence surrounding an electrified power line moving from overhead wires to underground in the immediate proximity of a crude oil pipeline that happens to lurk beneath one of our most beloved natural spaces that is connected by waterway to several other cherished, natural spaces. According to the preliminary investigation, that's what they could see.

<http://www.cityweekly.net/utah/blog-3754-call-before-you-dig-chevron-oil-spill.html>

CANADA, ONT, PORT COLBORNE, JUNE 16 2010. DIESEL SPILL IN WELLAND CANAL - PORT COLBORNE RESIDENTS WARNED NOT TO DRINK WATER

Port Colborne residents are being warned not to consume drinking water until 9 p.m. Wednesday as a precaution after a diesel spill in the Welland Canal. The spill happened south of an intake valve close to the city's water treatment plant, which is on the west side of the canal. Earlier in the day, residents were asked to conserve water but were told it was safe to drink because reservoir water was being used and continuously being tested. The water treatment plant had a four-hour reservoir capacity and residents were being asked to use only what was essential — for domestic purposes, like making dinner. Showers, watering the garden and things like that were being discouraged. But the region sent an advisory shortly after 8:30 p.m. Tuesday night saying while it was unlikely diesel-contaminated water had been drawn into the water treatment plant, it could only be confirmed through lab tests. The process had started Tuesday but it would take up to 12 hours before results were available. "We want to reassure all residents that water consumed up to 9 p.m. is safe as it was stored in the reservoir before

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the spill occurred," Dr. Valerie Jaeger, the Region's associate medical officer of health, said in the media advisory. However, it was recommended residents not consume the water for 24 hours as a precaution. That included not using water to clean fruit or vegetables, make ice or brush teeth. The city is working with the Niagara Region's public works, public health and the Ministry of environment and emergency measures. Water stations will be set up and locations will be provided through the media and online at www.niagararegion.ca and by calling 905-685-4225 ext. 3002 for an updated message. The diesel spill happened around 2 p.m. Tuesday. "The spill occurred when a tug was being refilled at Wharf 16 south of the Clarence Street Bridge," Mayor Vance Badawey said during a press conference at city hall early Tuesday night. Clean up was completed later that evening. A boom was set up around the spill at the ship, around the bridge and at the water treatment plant's intake site. Badawey said as soon the spill occurred, various measures, including the booms, were taken to ensure public safety. The water intake into the plant was immediately shut down as was the weir, which controls the flow of water through Lock 8. The St. Lawrence Seaway Management Corp. shut down the Welland Canal to commercial traffic and Niagara Regional Police shut down the mouth of the canal to recreational boats.

<http://www.stcatharinesstandard.ca/ArticleDisplay.aspx?e=2624280>

USA, MO, ST LOUIS, JUNE 16 2010. DIESEL FUEL SPILLS INTO SEWER SYSTEM NEAR WATER PLANT

brian kelly

Several hundred gallons of diesel fuel spilled into sewers in north St. Louis today, but the Metropolitan Sewer District says it's all taken care of. 1,600 gallons spilled from a tanker at the City North Refuge facility at 100 East Grand. About half was vacuumed up by Kiesel Trucking, the rest ran into the combined sewers near the Bissel Point treatment plant. MSD spokesman Lance LeComb says the main concern was making sure the vapors didn't congregate in the pipes. He says heavy rains that moved through helped dilute those vapors. LeComb says while 800 gallons sounds like a lot, when you consider how much water is treated at the plant, it's not that much.

<http://www.kmox.com/Diesel-fuel-spills-into-sewer-system-near-water-pl/7472779>

USA, PA, PHILADELPHIA, JUNE 16 2010. SUNOCO PAYS \$81,000 PENALTY FOR ENVIRONMENTAL REPORTING VIOLATION

roy seneca

Sunoco, Inc. will pay \$81,000 in penalties for failing to notify federal and state environmental agencies immediately about an accidental release of benzene into the air in January 2007 from its oil refinery facility in Philadelphia, the U.S. Environmental Protection Agency announced today. According to EPA, on Jan. 28, 2007 Sunoco experienced a non-permitted release of 1,608 pounds of benzene from its facility at 3144 Passyunk Ave., Philadelphia and did not immediately notify the National Response Center, Pennsylvania Emergency Management Agency or local emergency officials as required by the Emergency Planning and Community Right-to-Know Act. According to EPA, Sunoco also allegedly failed to provide accurate emergency and hazardous chemical inventory forms to the local emergency groups for hazardous chemicals stored at the facility. As part of the settlement, Sunoco neither admitted nor denied liability for the alleged violations. EPA regulations require facilities to notify emergency personnel immediately whenever there is a benzene release of 10 pounds or more. Benzene, a known human carcinogen, is a widely used chemical formed from both natural processes and human activities. Breathing benzene can cause drowsiness, dizziness, and unconsciousness, and long-term benzene exposure can cause anemia, leukemia and possible harmful effects on bone marrow. A priority of EPA's emergency management program is to eliminate any danger to the public and the environment posed by hazardous substance releases and oil spills. Any person or organization responsible for a release or spill is required to notify the federal government when the amount reaches a federally-determined limit. For more information on the Emergency Planning and Community Right-to-Know Act, visit:

<http://www.epa.gov/emergencies/content/lawsregs/epcraover.htm>

<http://yosemite.epa.gov/opa/admpress.nsf/0/5c0ef909092a2c2085257743004ee59a?OpenDocument>

UK, BRISTOL, JUNE 16 2010. TWO MEN IN HOSPITAL AFTER EXPLOSION AT QUARRY



Scene of explosion: Stancombe Quarry at Flax Bourton, Near Bristol

Two men with serious burns are in hospital following an explosion at a quarry near Bristol yesterday. Ambulance crews were called just before 4.40pm by witnesses reporting an explosion involving LPG cylinders on a lorry in the quarry at Stancombe Lane. The Great Western Air Ambulance helicopter was sent and two men, believed to be in their 50s, were treated at the scene – one suffering first

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degree burns, the other with (more serious) third degree burns. It is believed they were the driver of the lorry and either a workmate on the vehicle or someone from the quarry. The most seriously injured casualty was flown to Frenchay by air ambulance, the other taken to same hospital by road. An Avon Fire and Rescue Service spokesman said they had suffered burns to their upper bodies and faces. He added that their injuries were serious but were not thought to be life-threatening. There were concerns for the ambulance crew, who feared more explosions from other cylinders at the scene. The men had been carrying out testing on LPG (liquefied petroleum gas) tanks when the explosion happened. The fire service spokesman said firefighters had found a small fire in the lorry trailer on arrival. Stancombe Quarry, run by Tarmac, produces limestone which is used for concrete, building blocks and asphalt.

<http://www.bristol247.com/2010/06/15/two-men-in-hospital-after-explosion-at-quarry/>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, JUNE 17 2010. DANISH COMPANY AGREES TO TAKE SYDNEY TOXIC WASTE

[Map: Botany 2019](#)

A company in Denmark has agreed to take toxic waste from the site of the former ICI chemical plant in southern Sydney. Orica is packaging about 6,000 tonnes of hexachlorobenzene (HCB) at Botany for a Danish waste incineration company. An earlier plan to send the waste to Germany was scuttled by German authorities. European environment groups have urged the Australian Government to ban the export. A statement released by Orica says formal approval by the Danish Environment Protection Agency allows Australia's Environment Minister to decide whether to approve the export.

<http://www.abc.net.au/news/stories/2010/06/16/2928623.htm>

INDONESIA, JAKARTA, JUNE 16 2010. EXPLOSIONS DON'T DISCOURAGE LPG USERS

eny wulandari

A series of explosions in Jakarta that may have been caused by leaking gas cylinders has not discouraged people from using subsidized 3-kilogram LPG (liquefied petroleum gas) cylinders for cooking. Ismani, a 35-year-old housewife from Pamerah, Central Jakarta, said she was not afraid that something dreadful would happen to her because she knows how to avoid problems. "I will not turn on my gas stove if I hear a hissing sound after I connect 3 or 12-kilogram LPG cylinders," she said. Hissing sounds indicate a possible leak, she added. "If such thing occurs, I examine rubber [sealing] ring and replace it." Ismani said that she opened all of her doors and windows to let gas escape to avoid an explosion from a possible leak. Rosdiana, another resident, said she had to be careful every time she connected a LPG cylinder to her stove. She also replaces her rubber seals if the hissing sound does not stop, she said. "But if the new rubber seal does not work, I will ask for a substitute from the agent where I bought the LPG cylinder." Sometimes she was given faulty 3-kilogram LPG cylinders that did not have heads that matched the hoses channelling the gas. When that happens, she always asks for a substitute, Rosdiana said. However, she still smells gas whenever the stove is connected to or unplugged from gas cylinders. "I must make certain my house is well ventilated," she said. Kompas reported that at least nine people died and dozens were seriously injured in suspected gas explosions over the last three months. Two residents were seriously injured in the most recent explosion at an apartment tower in Pluit, North Jakarta on May 27. Officials believe gas leaks caused a fire that injured 11 people and destroyed a house on Jl. Suka Mulia on April 17 and damaged more than 400 houses in the densely-populated area of Penjaringan, North Jakarta, on April 20. Pertamina formed in April a special task force to monitor LPG production and supplies at the company and at LPG filling stations (SPBE), said Wianda Puspongoro, a spokesperson for the state-owned oil and gas company. "We will conduct public campaigns on safe gas cylinder use through the media and at community gatherings until the end of this year," Wianda said. Pertamina advised LPG agents to follow standard operating procedures, which require that delivery trucks carry no more than five piles of LPG cylinders at a time, she said. The company also distributed more than 25,000 free rubber seals to SPBEs in Greater Jakarta and conducted liquid tests to detect leaks, she added. A Pertamina report says that there are more than 10 million 3-kilogram LPG users in Indonesia in total, and more than 2.1 million household users in Jakarta. Subsidized 3-kilogram LPG cylinders cost from Rp 13,000 (US\$ 1.40) to Rp 14,000 and a 12-kilogram LPG cylinder costs Rp 77,000.

<http://www.thejakartapost.com/news/2010/06/16/explosions-don%E2%80%99t-discourage-lpg-users.html>

CHINA, HEBEI PROVINCE, BAODING, NIUGANG, JUNE 16 2010. FACTORY BLASTS IN NORTHERN CHINA KILLS 7 WORKERS AND INJURES 1

An explosion at a northern Chinese factory dormitory blamed on illegal explosives killed seven workers and injured one, the state news agency reported today. The blast ripped through the four-storey building located on the grounds of a factory

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producing slab stone in the village of Niugang near the northern city of Baoding just before midnight yesterday, reported the official Xinhua News Agency. The bodies of six workers were found buried in the collapsed building, while another died after being sent to the hospital. Illegal explosives are commonly produced in the surrounding province of Hebei and sold mainly to farmers seeking to earn extra income by quarrying stone. Authorities cracked down on the practice after a man seeking revenge against his ex-wife and others used illegal explosives to destroy a series of buildings in Hebei's capital Shijiazhuang in 2001, killing 108 people.

<http://www.heraldsun.com.au/news/breaking-news/factory-blasts-in-northern-china-kills-seven-workers-and-injures-one/story-e6frf7jx-1225880565874>

USA, MI, BAY COUNTY, JUNE 17 2010. BAY CITY BOY, 3, INJURED IN BONFIRE GASOLINE BLAST >> POLICE SAY FATHER PUT CHILD IN COLD BATHTUB, CALLED 911

A 3-year-old boy was burned when his father poured gasoline on a bonfire Tuesday night near Bay City. The Bay County Sheriff's Office said the incident happened just after 7 p.m. at a home in the 300 block of Lauria Road. According to a news release, 30-year-old Robert Struck was starting a bonfire with gasoline when the woodpile erupted in a ball of fire. The child was nearby and caught fire. Deputies said Struck put the flames out, placed his son into a cold bathtub and called 911. Deputies did not say how bad the child was burned, but he was transported to Bay Regional Medical Center by ambulance. Alcohol was not a factor in the incident.

<http://www.wnem.com/news/23918658/detail.html>

USA, WA, TACOMA, JUNE 17 2010. BIODIESEL EXPLOSION > FLAMES FLOW THROUGH TACOMA NEIGHBORHOOD

 **Watch the Video** [Witnesses Describe 'River Of Fire'](#)

 **Watch the Video** <http://www.kirotv.com/news/23917427/detail.html>

 **Watch the Video** <http://www.king5.com/home/Tacoma-garages-go-up-in-flames-96442994.html>

 **Photo Gallery [9]** <http://www.king5.com/home/Tacoma-garages-go-up-in-flames-96442994.html>

 **Slideshow [7]** <http://blog.thenewstribune.com/photo/2010/06/15/fire-at-s-13th-st-and-s-puget-sound-ave/>

 **Slideshow [15]** <http://www.kirotv.com/slideshow/news/23918507/detail.html>



An explosion in a small biodiesel operation caused a big scare in a Tacoma Tuesday night as fire flowed through the neighborhood. The garage that housed the biodiesel operation burned furiously as a stream of fuel on fire ran down the alley toward South Puget Sound Avenue. The News Tribune reported that a motor home and a garage nearby also caught fire, but the flames were quickly extinguished. Eyewitness Lee Bales described hearing an explosion a little after 8 p.m. Tuesday. "I live back there in that brick building, and my window shook, when it exploded, and all I saw was black smoke," Bales said. The owner of the property told us he rented the garage to "a couple of guys" who used it to manufacture

biodiesel on a small scale. He said they had a few hundred gallons of vegetable oil in the garage. We asked Patty Peterman, who works in the neighborhood, if she was concerned for her safety. "I was, I grabbed my stuff and put it in my car in case I needed to leave real quick." The cause of the fire is currently under investigation. No one was hurt.

<http://www.kirotv.com/news/23917427/detail.html>

USA, N.J, WATCHUNG, JUNE 17 2010. TRUCK SPILLS 4,500 GALLONS OF GASOLINE IN WATCHUNG

stephen stirring

Thousands of gallons of gasoline spewed into a wooded area and stream in Watchung this morning, after a tanker truck overturned and ruptured while traveling south along Bonnie Burn Road, state and county officials said. Lawrence Hajna, a spokesman for the state Department of Environmental Protection, said upwards of 4,500 gallons of fuel spilled out of a tanker truck operated by Fort Lee-based BPS Transportation when it overturned shortly after 7 a.m. yesterday. Hajna said a contractor was safely able to cap and pump the tanker, which was carrying 8,500 gallons of gas when it crashed, but not before more than half of the truck's payload spilled into the surrounding environment. "We did have about 4,500 gallons that made its way into the environment," he said. "It appears to have run into a ditch and from there into a stream that leads down to a quarry area. Booms were set up along the area and crews are continuing work to clean up." Hajna said the DEP is in the process of transferring cleanup responsibilities to BPS Transportation. The transportation company did not return calls for comment. Watchung police said the driver was uninjured. No summons had been issued by yesterday afternoon but the

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accident remained under investigation. Doug Vornlocker, deputy coordinator for the Somerset County Office of Emergency Management, said the process of pumping and removing the tanker truck lasted well into the afternoon, but the spill had been contained. Bonnie Burn Road was closed between Valley Road and New Providence Road all day as a result of the crash. Watchung Township officials said the road would not reopen until tomorrow morning at the earliest while cleanup operations continue.

http://www.nj.com/news/local/index.ssf/2010/06/gasoline_spill_cleanup_taking.html

USA, WASHINGTON D.C, FEBRUARY 17 2010. EXXON CEO ADMITS TO LYING TO REGULATORS

ed brayton

 **Watch the Video** [Exchange between Tillerson and Stupak](#)

During the House hearings that featured the CEOs of all the top oil companies, the Exxon CEO, Rex Tillerson, made an interesting admission: That the oil companies simply aren't prepared to handle major oil spills. Under questioning by Rep. Bart Stupak of Michigan, Tillerson said the following:

"There will be impacts as we are seeing. We have never represented anything different than that. That's why the emphasis is always on preventing these things from occurring because when they happen we are not well equipped to deal with them. And that's just a fact of the enormity of what we're dealing with."

But it isn't true that they've never represented anything different than that. Every single application made for an offshore well begins with the filing of an Initial Exploration Plan with the Minerals Management Service. One of the requirements of that plan is to assure regulators that you are prepared to handle a major leak. The company asking for the permit provides lower and upper ranges for any anticipated disaster and assert that they have the ability to handle a leak in those upper ranges. For the Deepwater Horizon well, BP filed an IEP that said the company "has the capability to respond, to the maximum extent practicable, to a worst-case discharge, or a substantial threat of such a discharge, resulting from the activities proposed in our Exploration Plan." The worst case discharge in that document: 300,000 barrels per day, more than ten times the rate in the current disaster. Every well Exxon owns a piece of had a similar document filed and every one of them includes such assurances. But now Tillerson admits that they don't really mean it when they say they're capable of handling such disasters. You can view video of the exchange between Tillerson and Stupak [here](#).

<http://michiganmessenger.com/38834/exxon-ceo-admits-to-lying-to-regulators>

AUSTRALIA, NEW SOUTH WALES, LISMORE, JUNE 17 2010. FUEL SPILLAGE WORSE THAN FEARED

rebecca lollback



The clean-up of the fuel spill from Monday night's fatal fuel tanker crash continued yesterday, under the supervision of personnel from the NSW Department of Environment and Climate Change.

THE amount of fuel spilled in Monday night's fatal tanker accident near Lismore is double the original estimate, sparking environmental concerns. Emergency service workers at the scene yesterday confirmed almost 15,000 litres of fuel leaked after the accident on the Bruxner Highway, 7km south of Lismore, in which a 45-year-old Grafton man died. NSW Fire Brigades duty commander Greg Lewis said about 7400 litres of diesel fuel and 7000 litres of unleaded petrol were lost from the petrol tanker. This was because a second tank – originally believed to be intact – had also ruptured. Firefighters finished their duties at the site yesterday with a final air analysis. The situation is now being controlled by the RTA and the NSW Department of Environment and Climate Change. One lane of the highway remained closed last night. Despite repeated attempts, The Northern Star could not contact a spokesperson for the DECC yesterday. Reliance Petroleum managing director, David Birrell, said he was 'shocked and concerned' about the incident. He also said he had spoken to the victim's family. "We hope the site can be cleaned up as quickly as possible,"

he said. "We are helping with the investigation and working with the Department of Environment and Climate Change." Dr David Lloyd, a senior lecturer with Southern Cross University's School of Environmental Science and Management, said the spilled fuel still posed some danger to the surrounding environment. "After the initial danger of explosions and burning, there is the volatile vapour, which is toxic to many organisms, particularly micro-organisms," he said. "The unleaded fuel is initially the most toxic because it is very volatile. The diesel will get into the soils a lot more. If it gets into the ground, it could kill off the base of the food chain. It's good that this spill was not near any creeks. However, hydrocarbons will remain in the soils and

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after rain they will be flushed out, and that's when we could have problems. You have got to move quickly with these sorts of spills." Dr Lloyd praised the work of the emergency teams on the ground. "They've stopped it from getting into the waterways," he said. "They have also been removing much of the contaminated soil. "That's about all you can do. The response has been very quick. "Of course, there will be some impact on the environment, but given the work that's being done, that should be minimal."

<http://www.northernstar.com.au/story/2010/06/17/fuel-spillage-worse-than-feared/>

USA, VA, SPOTSYLVANIA CO, JUNE 17 2010L. ETHANOL STORAGE STILL CAUSING WORRIES >> TRANSFLO CONTINUES TO REPORT PROGRESS TO SPOTSYLVANIA COUNTY OFFICIALS ON ITS RAIL TO TRUCK ETHANOL TRANSFER STATION NEAR MAYFIELD AFTER THE COMPANY WAS CITED FOR TWO SPECIAL-USE PERMIT VIOLATIONS



The number of rail cars parked on a CSX siding near the Mayfield community has grown lately, city residents say.

Mayfield residents continue to be unhappy with the number of CSX rail cars--some holding ethanol--parked near their Fredericksburg neighborhood. Officials from CSX Corp., Transflo and Fredericksburg will meet with the Mayfield Civic Association tonight at 6:30 p.m. to discuss concerns about the storage of rail cars near the residential area. CSX owns the railroad tracks and Transflo, a business in nearby [Spotsylvania County](#). The Transflo facility transfers ethanol delivered by tanker trucks to rail cars and vice versa. Mayfield residents have complained that the rail cars pose a public safety problem and are unsightly. "I am hoping to have some good news," said Mayfield resident Shawn Lawrence. Meanwhile, [Spotsylvania County](#) officials are

working with Transflo to create safer conditions after finding it in violation of its special-use permit earlier this year. [Spotsylvania County](#) Administrator Doug Barnes said yesterday that a separate meeting with officials from Spotsylvania, Fredericksburg, CSX and Transflo will be scheduled in the next few weeks so they can share information and work to resolve problems. The [Spotsylvania County](#) Board of Supervisors approved Transflo's special-use permit in August 2009 even though the county Planning Commission recommended denial. Some commissioners expressed safety concerns about the ethanol facility. Two of the 10 conditions in the special-use permit require Transflo to store no more than 10 rail cars on the property and to keep all rail cars within its gated facility. In March, county officials found Transflo in violation of both conditions. Lawrence said Transflo has moved some of the rail cars closer to Mayfield and off property in Spotsylvania to comply with the county special-use permit condition that no more than 10 cars be stored at the facility. "Transflo says they are storing nine and 10 cars there, but we count 18 or 20," Lawrence said. Transflo President Glen Soliah told county officials in a May 13 letter, that the facility replaced a pump used to move the ethanol from tanker to another with two 500-gallon-per-minute pumps. "This will allow us to load trucks faster at the terminal, as well as move [rail] cars more quickly through the arrival and departure process," Soliah stated in the letter. Transflo also is considering increasing the storage capacity of its tank, which would minimize time needed to offload rail cars. Barnes said if Transflo decides to refurbish the tank, the company would have to amend its current special-use permit, which would require another public hearing. "The Board is, again, hopeful that this course of action will reduce the need to stage loaded or empty rail cars in the county for longer than the time needed to unload them," Barnes wrote to Soliah. Barnes asked that Transflo officials have crews "ready to work quickly" to empty the rail cars and have them moved out of the county during its work hours of 6 a.m. to 10 p.m. To ensure safer conditions, Barnes also asked that Transflo check and monitor the condition of rail cars used to haul ethanol before they come into the county. Barnes said the county's Code Compliance Department is monitoring the site daily and there have not been any additional violations. "If safety issues are detected ahead of time, the chance that rail cars will be left sitting outside the fenced area for a protracted period of time can be sharply reduced," Barnes said. Soliah told Barnes that Transflo is working with CSX on tracking cars daily and limiting the number of rail cars in the rail yard. "We want to show the community that we are good neighbors providing the safest and most efficient transloading operation in Virginia," Soliah wrote in his May 13 letter to Barnes. Mayfield residents began noticing an increasing number of the rail cars last fall, after the Spotsylvania supervisors approved the special-use permit in [Spotsylvania County](#) industrial park off State Route 2, just 400 feet from the city limits. Lawrence said the situation has not improved in Mayfield. He said there wouldn't be a problem if county supervisors followed the recommendation of the Planning Commission to deny Transflo's application. "We wouldn't be talking about this today," he said.

<http://fredericksburg.com/News/FLS/2010/062010/06172010/555556>

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USA, CA, SAN DIEGO, OTAY MESA, JUNE 17 2010. SMOKE BILLOWS FROM FUEL TANKER ACCIDENT

susan shroder,

 **Watch the Video** <http://www.cbs8.com/Global/story.asp?S=12662832>

 **Watch the Video** <http://www2.wnct.com/news/2010/jun/17/oil-tanker-ignites-highway-ar-223737/>

 **Photo Gallery** <http://www.cbs8.com/Global/story.asp?S=12662832>

 **Slideshow**

<http://www.sandiego6.com/news/local/story/Rush-Hour-Inferno-Neighbors-Flee-Fuel-Tanker/8cKb8XU7MUSTy7Cp6gDchQ.cspX>



Smoke and flames billow from the overturned back half of a tanker truck Wednesday evening in Otay Mesa. Several businesses were evacuated, but no one was injured in the incident, which started about 5:45 as the driver was making a left turn.

The rear tank of a fuel tanker truck overturned Wednesday evening and burst into flames on Palm Avenue just off Interstate 805, creating billowing black smoke that could be seen for miles and prompting evacuations of nearby businesses. The accident occurred about 5:45 p.m. near Dennery Road, about 1,000 feet east of the freeway and near a shopping center and a residential development called Ocean View Hills. The flames burned out by about 7 p.m. One witness said the

driver of the Arco truck got out of the vehicle and was trying to extinguish the flames with a fire extinguisher. He said the driver was making a left turn onto Palm when the back end overturned. The front tanker remained upright and intact. The driver was not injured, said Maurice Luque, [San Diego](#) Fire-Rescue Department spokesman. Luque said some fuel spilled into storm drains, sparking fires and explosions. The blazes were doused by firefighters. "A lot of smoke was coming out of several storm drains," Luque said. Firefighters did not pour water on the tanker flames, allowing the fuel to burn itself out, which is the most environmentally safe way to deal with a fuel fire, Luque said. "Otherwise, you create more residue that you have to clean off," he said. Water was sprayed on the upright tanker to cool off the metal and help prevent that tank from catching fire, Luque said. Some businesses in a nearby shopping center were evacuated, including a Vons, a [Wal-Mart](#) and the AMC-24 Palm Promenade theater. Nearby Kaiser medical offices and an AM/PM Arco station/minimart near the freeway also were evacuated. Luque said it was not immediately known if the driver, who was in his 50s, was headed to the gas station. Although some smoke drifted over the freeway, it was not closed, although both Palm Avenue off-ramps were shut down. Each tank contained about 4,400 gallons of gasoline, Luque said. About 60 firefighters responded. In addition to San Diego, there were units from Chula Vista and Bonita Vista. An investigator from the U.S. Department of Transportation was at the scene Wednesday night, Luque said.

<http://www.signonsandiego.com/news/2010/jun/17/smoke-billows-from-fuel-tanker-accident/>

USA, MI, DOWAGIAC, JUNE 17 2010. STATE FOCUSING ON UNDERGROUND CONTAMINATION.

tom moor

Steps to remove underground contamination at the sites of former [gas stations](#) near the North Front and Courtland streets intersection will begin this week. The Michigan [Department of Natural Resources](#) and Environment has determined there were gasoline releases from underground storage tanks years ago at the former Dave's Repair and Herb's Auto, which is currently Oil Can Alley. Through site investigations, it was determined soils and groundwater were contaminated at both sites, while gasoline and groundwater contamination also were present down-gradient at off-site areas. Nate Whitmyer, project manager of all underground storage tanks in Berrien and Cass counties, said most of the customers in that area are hooked in with city water, and he doesn't believe any wells were affected. But DNRE wants to stop the problem before there is the potential for contamination to spread farther. "The city of Dowagiac municipal wells are located in this direction, but they're not impacted right now," he said. "That risk could come 20 years from now." Whitmyer said officials have not found anyone using a well in that area. Work to install wells and underground piping to begin with the removal of the contamination will begin Wednesday and will continue for two to four weeks. Open-cut trenching across both Courtland and Front will cause some road closures. The system consists of installing a soil vapor extraction and air sparging well using a drill rig, according to Dowagiac City Manager Kevin Anderson. Horizontal piping will be installed in trenches to connect the soil vapor extraction wells to a treatment trailer on Oil Can Alley property. The treatment trailer will consist of blowers and equipment to remove the contamination from the soil and groundwater. Releases, meanwhile, at the sites were confirmed in both 1992 and 2002, one at Dave's and the other at Herb's. During investigations, it was also determined that two other gas stations, currently operating on

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the northeast and northwest sides of the intersection, also have contamination. Those sites are not being proposed at the time for cleanup with state funding, in part because there are still liable parties involved. A fifth contamination site in that area is at a former gas station that is now an antique store near the intersection. "This is kind of a unique situation to have this many source areas, and have five sites next door to each other," Whitmyer said. "The fifth one we historically don't know a lot about it. We've done some investigation."

<http://www.southbendtribune.com/article/20100616/News01/6160373/-1/googleNews>

JAPAN, TOKYO, JUNE 18 2010. CHEMICAL TANKER SINKS NEAR JAPAN

A chemical tanker sank in an overnight collision with a cargo ship off Japan, but no-one was injured and there was no major environmental damage, the coast guard said Thursday. The 335-tonne Keiwa-maru collided with cargo ship Hamako-maru 15, which weighs 187-tonnes, at around 10:15 pm (1315 GMT) Wednesday in the inland sea between the main islands of Honshu and Shikoku. All five crew of the Keiwa-maru escaped to the cargo ship before their ship sank, the coast guard said. Some 350 cubic metres (12,400 cubic feet) of magnesium hydroxide from the Keiwa-maru was dumped into the sea but the substance should not significantly harm the environment, said a coast guard official. "It's almost like the coagulator used to make tofu soybean curd. It has no impact on the environment," he said of the substance, which can be used as a food additive, a fertiliser, and in medicines and construction. The coast guard was investigating the cause of the accident, the official added.

http://www.google.com/hostednews/afp/article/ALeqM5jedYcdRfwTUwpQXCx_3WxhcYXKZQ

USA, CO, LOVELAND, PASS, JUNE 18 2010. TANKER ROLLOVER CLOSES LOVELAND PASS WED. MORNING >> SHARP CURVE SITE OF SECOND CRASH IN TWO MONTHS

robert allen



Loveland Pass was the site of yet another tanker rollover Wednesday morning. The driver was not injured and none of the crude oil cargo was spilled.

A tanker hauling more than 7,500 gallons of crude oil rolled Wednesday morning on eastbound Highway 6 above Arapahoe Basin Ski Area, closing the highway for several hours. The driver was shaken up but not injured. "Luckily the tank didn't rupture," said trooper Deborah Bristol with Colorado State Patrol. The truck was traveling uphill on a hard right turn before it tipped. Bristol said she estimates its speed to have been about 30-35 mph in the 35 mph zone. "The driver came around the corner, the product in his tanker (likely) shifted and caused it to roll over," she said. Though the load was saved, oil and transmission fluid from the tractor-trailer spilled on the highway and was soaked up with sand. A hazardous materials crew with State Patrol was on scene as well as people with Lake Dillon Fire Rescue, Summit County Sheriff's Office and Denver Water. Another truck was available on-scene to take the load from the one that crashed, and responders expected the transfer to be complete and the road re-opened by noon. The crashed truck had been traveling from Grand Junction to Denver. A petroleum tanker traveling westbound in April rolled on the same curve, injuring the driver and leaking fuel into the basin. Clean-up equipment from that incident was still in place at a creek near the ski area's entrance on Wednesday. The pass, which was supposed to reopen by noon, remained closed as of 1:15 Wednesday.

<http://www.vaildaily.com/article/20100616/NEWS/100619705/1078&ParentProfile=1062>

USA, LA, ASCENSION, JUNE 18 2010. NITROGEN TANKER LEAKING IN ASCENSION



An Air Liquide tanker truck leaks liquid nitrogen after overturning on La. 30 in Gonzales around 3:20 p.m. Wednesday. State Police reported the tanker truck, traveling west on La. 30, became a non-contact hit-and-run target when a brown pickup truck traveling west in the center turning lane cut the tanker truck off in order to avoid a collision with an eastbound driver also in the center turning lane. The tanker truck was about half full of liquid nitrogen. The driver of the tanker truck sustained minor injuries Troopers said.

Emergency officials plan to turn upright and tow an overturned and leaking Air Liquide tanker-truck to the company facility off La. 30 and offload the liquid nitrogen

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cargo, Louisiana State Police reported today. The 18-wheeler overturned on La. 30 near Ashland Road just west of Tanger Outlet Mall about 3:20 p.m. and has shut down the major Ascension Parish thoroughfare between Ashland and La. 73, troopers said. The three-mile stretch of highway remained closed some three hours later. The westbound 18-wheeler overturned as it tried to avoid a brown pickup heading west on La. 30 in the center turn lane, Trooper Russell Graham, State Police Troop A spokesman, said today. The pickup was trying to avoid a collision with an eastbound vehicle also in the center turn lane on La. 30, but cut off the rig, Graham said. He described the tanker as a "non-contact hit-and-run" victim. The tank was half-full of liquid nitrogen, he said. Graham said the spill will not require cleanup because the liquid nitrogen will dissipate into the atmosphere. Nitrogen is an inert gas that makes up part of the earth's atmosphere. The driver of the 18-wheeler, whose name is not yet available, sustained minor injuries, Graham said. Any information regarding the hit-and-run can be reported to troopers at (225) 754-8500.

<http://www.2theadvocate.com/news/latest/96521339.html>

USA, ALA, MONTGOMERY, JUNE 18 2010. TANKER TRUCK OVERTURNS NEAR HYUNDAI BOULEVARD

mario hendricks

A tanker truck has overturned spilling jet fuel near the Hyundai plant. The accident happened at the Hyundai Boulevard and Highway 31 Intersection. Hyundai Boulevard is now closed and will remain closed for hours. Traffic is shut down in All directions! Extra MPD officers are going to be on hand to help handle the traffic from the Hyundai shift change.

<http://www.wsfa.com/Global/story.asp?S=12667565>

USA, CA, BENICIA, JUNE 18 2010. 4 INJURED - VALERO REFINERY PERSONNEL EVACUATED AFTER HYDROCARBON RELEASE



The Valero Refinery in Benicia reports they have had an "upset" in their coker unit that resulted in the release of a cloud of steam mixed with fine black particles. "It's kind of a pitchy substance that got mixed with the steam," said Valero spokesperson Sue Fisher Jones. The incident occurred at 10 this morning. Fisher Jones told ABC7 that refinery personnel in the immediate area were evacuated, but there were no orders for evacuations or shelter in place in the surrounding community. Fisher Jones reports the cloud has dissipated and the coker itself has been shut down for repairs. "We knocked the cloud down with water," she said. "Coke is like a fine dust, a byproduct of the petroleum industry. It's the product they

use to make charcoal briquettes." As a precaution, the Solano County and Benicia fire departments both responded, but Fisher Jones says the problem is "very localized" to the refinery and poses no danger or health hazard to the surrounding community. There are no reports of injuries.

http://abclocal.go.com/kgo/story?section=news/local/east_bay&id=7504161

AUSTRALIA, TASMANIA, LAUNCESTON, JUNE 18 2010. INDOOR BARBEQUE NEARLY KILLS TASMANIAN FAMILY

nick clark

A Launceston family of eight suffered serious carbon monoxide poisoning on Wednesday night after firing up a barbecue inside their house. A 13-month-old baby became ill and the family called an ambulance, [The Mercury](#) said. All eight family members were taken by ambulance to the Launceston General Hospital and five were transferred early yesterday morning to the Royal Hobart Hospital. The five patients transferred to the RHH had very seriously elevated levels of carbon monoxide in their blood. Launceston General Hospital Acting director of Medical Services Beth Mulligan said the gas poisoning was "not far short of levels which would be potentially fatal". "They have been undergoing hyperbaric treatment in Hobart and this morning are reported to be in a stable condition," she said. "The baby is well and under observation in the LGH Children's Ward and two other members of the family are under ongoing carbon monoxide monitoring in the Emergency Department." Northern Ambulance Superintendent Wolfie Rechberger said the poisoning appeared to have been caused by the use of a wood-burning barbecue in a closed room. "A fireplace or wood heater vents the smoke and gases outside. This was a barbecue burning in a closed room," he said. "It was extremely dangerous and serves as a reminder to the community that barbecues - particularly wood-burning barbecues - are designed for outside use and should never be brought inside." Dr Mulligan said the LGH had reopened the Day Procedure Unit to accommodate the family.

<http://www.heraldsun.com.au/news/breaking-news/indoor-barbeque-nearly-kills-tasmanian-family/story-e6frf7jx-1225881194449>

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