

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 607 Newsy Stuff

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

June 4 2010

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USA, ILL, ELGIN, MAY 27 2010. ELGIN GAS STATION LEAK QUICKLY CONTAINED

steven ross johnson



Brian Reger of Hazchem Environmental Corp. of Addison pours absorbent material onto a street gutter to soak up oil from a spill Tuesday at the Marathon gas station on Larkin Avenue in Elgin.

A quick response by multiple agencies was credited Tuesday for containing more than 100 gallons of motor oil that leaked from a west-side gas station into the city's storm sewer system. Emergency personnel were called to the Marathon gas station, 1125 Larkin Ave., around 8:14 a.m., according to Elgin Fire Battalion Chief Tim Michaels. He said between 100 and 150 gallons of used motor oil had leaked sometime overnight from a 250-gallon holding tank at the rear of the establishment. The oil flowed onto a back parking lot, then onto the street and into a storm sewer drain near the intersection of Larkin and Aldine avenues, he said. Michaels said

Elgin firefighters, with the help of a hazardous materials team from the South Elgin fire department, were able to stop the flow of the oil through the sewer before it got into Tyler Creek about 12 blocks away and eventually the Fox River. "We had stopped it at Hoxie and Lawrence" avenues, not far from the creek, he said. "We were able to dike it" to keep it from going into Tyler Creek. Once the flow was stopped, Michaels said a company was called to clean up the oil from the sewer. Members of the Illinois Environment Protection Agency were on site to monitor the operation. Michaels credited the quick actions by all involved as the difference in ensuring the leak did not enter the Fox, the primary source of the city's water supply. "All of the I's have been dotted and the T's crossed," he said. "We performed admirably." Marathon owner Sid Siddiqi said the problem was first spotted by a mechanic early Tuesday when he arrived to work and that he immediately called authorities. "The response was quick," he said. "As soon as we called, they were here." Siddiqi, who called the company in charge of cleaning the oil spill, said he did not know how long the cleanup would take. It is still unknown what caused the holding tank to leak. Michaels said the gas station would conduct its own investigation, but that it did not appear to be a deliberate act of vandalism or sabotage.

http://www.suburbanchicagonews.com/couriernews/news/2314302.Oil_leaking-Elgin-sewer_EL052510.article

USA, AK, ANCHORAGE, MAY 27 2010. ALASKA SPILL SITE WAS FIRE SCENE 3 YEARS AGO



This Tuesday, May 25, 2010 photo released by Alaska's Division of Spill Prevention and Response shows an oil spill and its containment at a pump station near Fort Greeley, Alaska.

The trans-Alaska pipeline remained shut down Wednesday, May 26, 2010 as responders took a cautious approach to cleaning up a crude oil spill confined to lined containment area. Up to several thousand barrels of crude oil spilled flowed Tuesday during a scheduled pipeline shutdown at the pump station about 100 miles south of Fairbanks. A storage tank that spilled crude oil from the trans-Alaska pipeline Tuesday, shutting down the line, was the site of a fire three years ago for which Alyeska Pipeline Service Co. faces fines of \$506,000. Alyeska continues to contest the proposed fines for safety violations connected to the fire at Pump Station

9 near Fort Greely, about 100 miles south of Fairbanks. Up to several thousand barrels of crude spilled from the pipeline Tuesday into a 2.3 million-gallon storage tank, which overflowed into a containment area. The containment area, a yard lined with an impermeable barrier and surrounded by a berm, apparently captured all the oil. Alyeska has proceeded cautiously with cleanup. Spokeswoman Michelle Egan said she could not predict when the pipeline might be restarted as the company assessed risks. "It's going to take as long as we need to do it correctly and safely," she said. Egan could not be reached late Wednesday afternoon for comment on the 2007 fire. Main line power at the pump station remained off Wednesday as response officials assessed whether vapors rising from the oil could be ignited. Oil companies operating on Alaska's North Slope were ordered to reduce production to 16 percent of their regular output. Alyeska has storage capacity for that production through mid-Thursday, Egan said, and it's possible pumps on the main pipeline could be restored by then, allowing oil to flow at regular levels. The 800-mile trans-Alaska pipeline carries crude oil from Prudhoe Bay to Valdez, where tankers pick it up and deliver it to refineries. The Jan. 6, 2007, fire occurred while an electrician was performing maintenance work on a valve at the pump station in temperatures around minus 25 degrees Fahrenheit. A portable heater about the size of a small pickup was placed 15 feet from the 55,000-barrel tank. Rod Hanson — Alyeska's health, safety, environment and quality director — told The Associated Press in 2008 that as the electrician checked wiring, a false signal generated 200 miles to the south during the

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testing of a new pipeline control system triggered an automated shutdown and diverted crude oil into the storage tank without warning. The fire started nearly 90 seconds later, as oil displaced fumes in the storage tank. The electrician did not hear a radio call to evacuate the tank farm and continued working. Seconds after the call, he felt the heat, ran to his truck and drove off. The fire was extinguished in about seven minutes. The federal Pipeline and Hazardous Materials Safety Administration concluded the fire was a high-risk event that warranted a steep fine. Among the probable violations: Alyeska failed to follow its written procedures by allowing a portable industrial heater and a running vehicle near a tank and in an area with the potential for flammable vapors. The agency also said Alyeska failed to provide effective communication between the electrician and the control room operator and that the worker was serving as his own fire watchman.

Alyeska Contested The Findings.

Tuesday's spill occurred when backup power failed during a planned shutdown and a vent in the main pipeline opened to prevent pressure from building too high. As in 2007, oil flowed to the partially filled tank, this time filling it and spilling over into the containment area. Tom DeRuyter, on-scene spill coordinator for the Alaska Department of Environmental Conservation, said Wednesday the tank was damaged and deformities could be seen near its top. He said Alyeska has assembled a team to assess how oil can be safely drawn down from the tank. A second team will assess how power can be restored to the pump station, which will allow cleanup to begin. The state is putting no pressure on the company to begin the cleanup, since all the spilled oil seems to be contained on top of the liner. "You don't want to get anybody hurt," DeRuyter said. Pipeline watchdogs say the spill shows the lack of oversight of the industry that provides upward of 90 percent of Alaska government income. Pam Miller, Arctic program director for the Northern Alaska Environmental Center, said she has a lot of questions about the integrity of the aging pipeline. And she said state and federal oversight has not tightened as the pipeline has gotten older. Richard Fineberg, an independent economic and environmental consultant, said prevention is key. "Little things either can add up chronologically to be a big thing, (or) little things are a tip-off that something may be wrong," he said. Analysts expected the temporary shutdown to have a minimal effect on oil prices and gasoline supplies. The shutdown may have been a "supportive factor" in the 4 percent rise in crude oil prices Wednesday, but "I don't think it was an overwhelming factor," said Phil Flynn, PFGBest senior market analyst. "The market is pretty well supplied right now, and we probably could miss it for a short time." Last month, the 48-inch diameter pipeline moved an average of 645,113 barrels per day — about 12 percent of the estimated 5.5 million barrels a day that are produced domestically.

http://www.google.com/hostednews/ap/article/ALeqM5iAPgkBxnvaKLKClc2rcnvRzvs0_AD9FUSK580

USA, S.C, PIEDMONT, MAY 27 2010. MINOR INJURIES REPORTED AFTER CHEMICAL SPILL IN ANDERSON CO.

Watch the Video <http://www2.wspa.com/news/2010/may/26/15/tanker-leaks-nitrate-ar-234467/>



EMS and Anderson Fire Officials treated a firefighter for heat exhaustion while hospital officials treated a gas station employee for [chemical exposure](#) after [a truck driver](#) found an [acrylonitrile](#) leak Wednesday morning. The leak, reported at a 110 Frontage Road [Pilot](#) truck stop off exit 36 from I-85, shut down the truck stop for hours as officials patched it and cleaned up. [The driver](#) discovered the leak after sleeping in his tanker truck carrying the chemical when he woke up Wednesday morning. He put a bucket under the leak, which [Anderson Fire Chief Billy Gibson](#) said a valve caused, and called first responders. Anderson County's Hazmat Team responded, along with Anderson Fire, EMS and the Anderson County Sheriff's Office. [A gas station maintenance worker](#) came in contact with the [chemical](#). [Gibson](#) said the [chemical causes](#) a burning sensation and irritation. The worker is doing fine,

[Gibson](#) said. [Greenville Memorial](#) treated [him](#). A firefighter suffered heat exhaustion and was treated on scene. [Gibson](#) said the leak was small, about 20 gallons, and does not pose a danger, but with Hazmat situations, they always plan for the worst. DHEC responded and officials contained the leak just after 1 p.m. The truck was removed from the scene just before 3 p.m. [Gibson](#) said responders decided to transfer the truck to Cytech at [Donaldson Center](#), where the [chemical](#) can be offloaded. Cytech is the original destination for the cargo. Cytech took precautions in case there's a problem when the truck arrives on scene -- although they don't expect it. They have firefighters there in case there's an issue. There is some clean up left to perform at the scene of the leak. Acrylonitrile is a [chemical](#) used in the manufacture of [plastics](#). Information from the [EPA](#) states the [chemical](#) can cause headaches, nausea, anemia and apprehension. The [chemical](#) can be fatal to children. It's also classified as a carcinogen and can have long-term impact on human health. [Gibson](#) said the [chemical](#) is a health risk in large quantities. The truck stop was closed during cleanup. There are no homes or businesses in the area.

<http://www2.wspa.com/news/2010/may/26/15/tanker-leaks-nitrate-ar-234467/>

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USA, CA, DONNER PASS, MAY 27 2010. TANKER CRASH, FUEL SPILL ON DONNER SUMMIT THREATENING DONNER LAKE

greyson howard

Watch the Video <http://www.news10.net/news/local/story.aspx?storyid=82226&catid=2>

Watch the Video <http://www.kcra.com/news/23680437/detail.html>

A major highway through the Sierra Nevada is closed because of an overturned tanker truck east of Donner Summit that is spilling gallons of fuel down the summit that is threatening to enter Donner Lake. Various emergency crews are working near Summit Creek — which crosses below Old Highway 40 between Donner Lake and Donner Summit — to stop the fuel from reaching the lake, officials said at about 10 a.m. Wednesday. Bob White, with the Truckee Meadows Water Authority, said nearly 3,000 gallons of fuel has escaped from the wrecked tanker and is filtering down the summit. The wreck ripped open three of the tanker's four fuel chambers, White said. Bill Hauck, also with the water authority, said the area reeks heavily of diesel fuel. Crews are working furiously to stop the fuel from reaching Donner Lake, he said. "Once we find out the extent that makes it to the lake, we'll make some decisions (on what to do next)," Hauck said, adding that laying down booms or absorbent pads are just two options that could be pursued. According to California Highway Patrol's incident website, the tanker was driving eastbound on 80 when it overturned at about 6 a.m. Wednesday morning. The website described the roadway as slick with snow. There were no reports of injuries. Eastbound traffic was being halted at Colfax, and motorists were being advised to consider using Highway 50 to the south. Westbound traffic was not affected. Highway patrol estimates re-opening traffic at 11 a.m., according to the website. Nevada County Environmental Health confirmed the accident and was responding, but offered no further details as of 9 a.m.

<http://www.sierrasun.com/article/20100526/NEWS/100529934/1066&ParentProfile=1051>

USA, KS, KANSAS CITY, MAY 26 2010. MAGELLAN PIPELINE COMPANY TO PAY \$46,200 PENALTY FOR IOWA OIL SPILL AND FACILITY RESPONSE PLAN ISSUE AT VALLEY CENTER, KAN.

chris whitley

Magellan Pipeline Company, L.P., has agreed to pay a \$46,200 civil penalty to the United States to resolve federal Clean Water Act violations related to a March oil spill at its pipeline terminal in Milford, Iowa, and an unrelated issue involving a May 2009 emergency response drill at its bulk oil storage facility near Wichita, Kan. Magellan Pipeline Company, of Tulsa, Okla., has certified under terms of the settlement that it has taken steps to address the violations and is now in compliance with the Clean Water Act and its regulations, according to an administrative consent agreement and final order filed in Kansas City, Kan. On March 14, 2010, Magellan reported a spill of diesel oil from its pipeline terminal near 2451 Highway 71, Milford, Iowa. An estimated 5,000 gallons of oil spilled into a nearby unnamed creek, which is a tributary of the Little Sioux River. On May 7, 2009, EPA Region 7 staff conducted an unannounced inspection of Magellan's bulk oil storage facility at 1120 S. Meridian, Valley Center, Kan., near Wichita. The purpose of the inspection was to require Magellan to perform a field deployment drill of its Facility Response Plan. During the exercise, Magellan was unable to effectively deploy a containment boom within a one-hour response time, as required by federal regulations. "The two claims resolved by this agreement illustrate the importance of being prepared to respond to inland oil spills, and the critical need for responsible parties to prevent such spills," said Karl Brooks, EPA Regional Administrator. The administrative consent agreement is subject to a 30-day public comment period before it becomes final.

<http://yosemite.epa.gov/opa/advpress.nsf/0/fb71777f79cf20a68525772e006053ec?OpenDocument>

AUSTRALIA, MELBOURNE, MAY 27 2010. EXXON SELLS 295 RETAIL SERVICE STATIONS TO 7-ELEVEN >> REMAINS FUEL WHOLESALE TO COMMERCIAL, INDUSTRIAL MARKET

ExxonMobil Corp has sold 295 of its fuel retail service stations on Australia's east coast to convenience store chain 7-Eleven Australia Pty Ltd for an undisclosed sum, as part of an effort to streamline its business. Exxon, which has refining and upstream oil and gas operations in Australia, will continue to supply fuel to the service stations involved in the deal, and plans to remain a major fuel wholesaler in the commercial and industrial market, it said in a statement. The sale comes a month after Exxon scrapped a deal to sell 302 of its service station to refiner Caltex Australia Ltd for A\$300 million (\$247.1 million) due to an objection by the competition regulator. Exxon owns one refinery in Australia and has the smallest market share in the petroleum refining business in the country. It has said that it wants to focus on the natural gas projects in Australia and Papua New Guinea, with plans to invest billions in the next three to five years. (\$1=1.214 Australian Dollar) (Reporting by Fayen Wong)

<http://www.reuters.com/article/idUSSGE64Q01520100527>

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USA, TEXAS, MAY 27 2010. EPA STRIPS TEXAS OF CONTROL OVER REFINERY PERMIT - REPORT

The Environmental Protection Agency Tuesday stripped the state of Texas' of authority to issue permits for an oil refinery, with the agency threatening to take over more permits if the state doesn't make changes, the Dallas Morning News reported Wednesday on its website. Through the action, the EPA takes over a key air pollution permit governing Flint Hills Resources' East Corpus Christi refinery. The refinery can process 300,000 barrels of crude oil a day and is the fifth-largest refinery in Texas. A Flint Hills Resources spokesman said the company, owned by Koch Industries Inc., is evaluating the EPA action. The Texas Commission on Environmental Quality has insisted its permit system is legal and effective. In a letter to the EPA sent Monday, the Texas regulator acknowledged that legal deadlines might force the EPA to take over some permitting in Texas while the two agencies attempt to resolve "significant differences in opinion." "A collaborative effort will continue to be beneficial to both agencies' limited resources and to continued protection of the environment and public health," TCEQ Executive Director Mark Vickery wrote. EPA regional administrator Al Armendariz said the agency's actions don't reflect a particular problem with the Corpus Christi refinery. The state agency issued a draft operating permit for the refinery in October, but the EPA followed in December with an objection to that permit, saying it omitted information on emissions and environmental requirements.

http://www.downstreamtoday.com/news/article.aspx?a_id=22780

USA, USA, MN, BLAINE, MAY 27 2010. TEENAGE WORKER'S DEATH AT BLAINE AIRPORT REMAINS A MYSTERY

john brewer

The parents of Patrick Marzitelli, a 17-year-old White Bear Lake student who died Friday while working at the Anoka County-Blaine Airport, continue to look for an explanation in their son's death. "It would be nice to get some answers," said Patrick's father, John Marzitelli. His son, who worked for Cirrus Flight Operations handling refueling, was found unconscious about 10:30 p.m. on top of a fuel truck's tank. His head was in an open hatch on the fuel tank, according to investigators. No foul play appeared to be involved, said Lt. Paul Sommer of the Anoka County sheriff's office. John Marzitelli said investigators initially told him it appeared Patrick became distracted — possibly from text messaging — while filling the fuel truck and accidentally overfilled the tank. He said they told him it didn't appear to be a suicide or an accidental death while "huffing" fumes to get a high. John Marzitelli said he dismissed the idea that his son had become distracted while working but then he examined the teen's cell phone activity. His son texted his girlfriend about 8 or 8:30 p.m. that he had been "blasted" by jet fuel and was coughing and wheezing but was otherwise all right, he said. "That kind of led me to believe that if he had that (fuel) on his person, for 45 minutes to an hour, it could have led to him becoming more disoriented," John Marzitelli said. About 9 p.m., Patrick sent two more text messages that his parents couldn't decipher. "One said, 'Your gun?' " John Marzitelli said. "The second was even more garbled." The Minnesota Occupational Safety and Health Administration investigated the scene Monday but has not released any findings. An autopsy was conducted, but medical examiners have not disclosed a cause or manner of death. Visitation for Patrick Marzitelli will be from 3 to 7 p.m. today at Mueller Lake Mortuary in White Bear Lake. The funeral is at 11 a.m. Friday at St. Mary of the Lake Catholic Church in White Bear Lake.

http://www.twincities.com/localnews/ci_15169144?nclink_check=1

USA, LA, NEW ORLEANS, MAY 27 2010. CHEMICALS IN OIL FROM GULF SPILL CAUSE 'GAS STATION' ODOR

masako hirsch



Oil cleanup workers scour away oil on the beach at Grand Isle State Park on Wednesday.

Ever since millions of gallons of [oil started spewing into the Gulf of Mexico](#) more than a month ago from the collapsed Deepwater Horizon rig, some people on the Gulf Coast have reported a mysterious, lingering smell in the air. The odor is more noticeable some days because of wind direction, and some people are more sensitive than others to the smell, which explains why some people have noticed the odor frequently and others not at all. The [Environmental Protection Agency's](#) website explains the different odors people in the area have been describing. It

says the "gas station" smell is the result of volatile organic compounds found in crude oil, particularly benzene, toluene, ethylbenzene, xylene and naphthalene. Some people may experience short-term effects like headaches or nausea as a result of the odor from these chemicals, the EPA says. Yet, from air monitoring conducted through May 23, the EPA found that the level of the chemicals in the air is normal for this time of year. Michael Vince, administrator of the state [Department of Environmental Quality's Air Quality Assessment Division](#), said the human nose smells these chemicals at concentrations well

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below the levels that pose long-term health effects. Odors may come from sources other than the oil spill, Vince said. For example, in some areas, nearby refineries may cause some people to notice a smell, he said. According to the EPA, the "rotten egg" smell some have noticed is most likely hydrogen sulfide, which results from natural gas or oil extraction as well as from marshes and sewage plants, and is likely not a result of the oil spill. It is difficult to pinpoint the exact reason for the "gas station" odor, said Bhaskar Kura, a civil and environmental engineer at the University of New Orleans who specializes in air quality. It could be caused by the floating oil itself, the burning of the oil in an effort to stop its spread or even the decay of plants killed by the spill, he said. Each time the DEQ has received a complaint about an odor, Vince said, he has checked the department's monitoring sites along the Mississippi River and has found that pollutant levels were not at an unhealthy concentration. "We haven't seen anything that caused us to be alarmed," he said. However, Vince said, the DEQ and the EPA are continuing to collect data on the spill's effects on air quality. "If we detect something, we're going to let people know," he said. Anne Rolfes, founding director of the Louisiana Bucket Brigade, a nonprofit organization that monitors air pollution, said she thinks the area is too vast for the EPA and DEQ to adequately measure air quality. Rolfes said the odor has become stronger in coastal sites like Barataria, Grand Isle and Waveland, Miss., as the oil moves closer. Winds from the east and southeast are likely to make the odor stronger in Louisiana, while southerly and southwest winds push it toward Mississippi.

http://www.nola.com/news/gulf-oil-spill/index.ssf/2010/05/chemicals_in_oil_from_gulf_spi.html

SINGAPORE, MAY 27 2010. SINGAPORE CLOSES BEACHES DUE TO OIL SPILL

harry suhartono



Singapore closed most of its eastern beaches due to the oil spilt in nearby waters following a collision between a tanker and a bulk carrier earlier this week, the environmental agency said on Thursday. The oil slick affected a stretch of more than 7 kilometres (4.4 miles) of eastern Singapore, which include beaches, rock bunds and popular recreational and sailing areas, the National Environmental Agency (NEA) said. For a graphic of affected areas, double-click [here](#) Patches of oil have also affected parts of the coastline in easternmost Singapore, the Maritime and Port of Authority of Singapore (MPA) said. However, the spill has not spread further on Thursday, the MPA said, adding that shipping traffic via the Singapore Strait was unaffected. The NEA could not say how long the beaches would be closed, but said cleanup operations were continuing. The Malaysian flagged aframax MT Bunga Kelana 3 was carrying about 62,000 tonnes of light crude when it was involved in the collision with bulk carrier MV Waily in waters between Malaysia and Singapore on Tuesday, spilling 2,500 tonnes of oil. But the spill, equivalent to about 18,000 barrels, is dwarfed by the 175,000 barrels of oil that has poured into the Gulf of Mexico since the offshore explosion that sank the Deepwater Horizon rig last month.

<http://in.reuters.com/article/worldNews/idINIndia-48842520100527>

USA, WA, AUBURN, MAY 28 2010. 2 PROPANE WORKERS KILLED IN SAVAGE EXPLOSION

Watch the Video:

http://www.google.com/url?sa=X&q=http://www.kirotv.com/news/23694586/detail.html&ct=ga&cad=:s1:f2:v0:i0:lt:e5:p5:t1274974754:&cd=xx6TXsWJW_o&usq=AFQjCNEwnWimSswZqMZVV0hOJVq046ptgw

Two workers were killed on the job by a propane explosion at Ferrell Gas in Auburn Wednesday evening. The first call came into Valley Regional Fire as a truck fire, but it was quickly discovered that two workers were missing. When firefighters arrived shortly after 5 p.m., the fire had engulfed a truck and nearby propane tanks. After extinguishing the flames, firefighters said they saw two victims on the driver's side of the truck. Chopper 7 arrived shortly after and Pilot Clark Stahl could see the scorch marks left by the fire as well as a metal boom touching live power lines. Auburn Police Sgt. Scott Near told KIRO 7's Deborah Horne the workers were moving the large propane tanks. One man operated the boom while the other acted as a spotter. Near said the boom must have strayed onto the nearby power lines which ignited the fire. Near described their injuries as "consistent with an electrical burn and a fire burn as well." When asked what caused the fire Near said, "It's a tragic accident but it does look like an accident." The names of the men have not yet been released and an autopsy is expected to take place on Thursday.

http://www.google.com/url?sa=X&q=http://www.kirotv.com/news/23694586/detail.html&ct=ga&cad=:s1:f2:v0:i0:lt:e5:p5:t1274974754:&cd=xx6TXsWJW_o&usq=AFQjCNEwnWimSswZqMZVV0hOJVq046ptgw

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USA, GA, PEACH CO, BYRON, MAY 28 2010. OSHA INVESTIGATING FATAL EXPLOSION AT BYRON COMPANY

bernard o'donnell

A federal agency is investigating an explosion that led to the death of a Juliette man. Occupational Safety and Health Administration (OSHA) spokesman Mark Wald says they're investigating a March 5 fatal accident at Bob's Auto Salvage in Byron. A Peach County sheriff's police report states that 39-year-old Tarl Earwood tried to cut open a 55-gallon metal drum with a welding torch. Earwood was set on fire as a result of an explosion, according to the police report. Thomas Grigger told police that he heard the explosion and then went to check on it. He said he and another employee got Earwood on the ground after finding him on fire. Coroner Kerry Rooks said Earwood was sent to an Augusta burn center afterward with burns on 95 percent of his body. He died two months later. Wald said that on March 15, OSHA began investigating whether Bob's violated safety standards. OSHA is a federal organization that creates a set of workplace standards for employee safety. After workplace accidents, Wald said, OSHA has six months to release a public report on their investigation. Wald declined to comment on their findings.

<http://www.13wmaz.com/news/local/story.aspx?storyid=79668&catid=175>

USA, MA, BOSTON, MAY 28 2010. MASS. AG FILES APPEAL OVER OIL SPILL PREVENTION LAW

martin finucane

Attorney General Martha Coakley is continuing a legal battle on behalf of a state law that was intended to protect Massachusetts waters and coastline after a 2003 oil spill in Buzzards Bay. Coakley's office filed an appeal today in the First US Circuit Court of Appeals in Boston of a lower court ruling that upheld Coast Guard regulations affecting vessels in Buzzards Bay. The state believes the Coast Guard regulations aren't tough enough. "The disastrous spill in the Gulf of Mexico and recent news that oil from an earlier 1969 spill in Buzzards Bay continues to plague our coastline have again highlighted the tragic and lasting consequences of oil spills," Coakley said in a statement. "The Massachusetts Oil Spill Prevention Act includes common sense measures to prevent spills from occurring in the first place." The law was enacted in 2004 after the April 2003 spill of approximately 98,000 gallons of oil into Buzzards Bay. The law called for all tank barges, whether single- or double-hulled, to have a tug boat escort when traveling through the bay. It also called for additional crew and lookouts on vessels towing tank barges. The Coast Guard regulations require tug escorts only for single-hulled vessels. Since federal law already calls for phasing out single-hulled tank barges by 2015, all tank barges carrying oil through Buzzards will soon be unescorted, Coakley's office said. The Coast Guard regulations also do not require the additional crew and lookouts, Coakley's office said. The Coast Guard's Boston office didn't immediately have a comment.

http://www.boston.com/news/local/breaking_news/2010/05/ag_battles_for.html

CANADA, B.C, MAY 28 2010. BURNABY MAYOR SLAMS CHEVRON OVER OIL REFINERY LEAK

laura baziuk



Clean up in progress of an oily substance detected along the CP Rail right of way North of the Chevron Oil Refinery in Burnaby, BC May 27, 2010. A Chevron worker chats with a beach goer.

The mayor of Burnaby says Chevron Canada was wrong not to notify the city earlier of the oil seepage that crews are now trying to contain in the Burrard Inlet. Derek Corrigan wants to know why the company remained silent for three weeks after finding a mixture of gasoline, diesel, crude oil and water in a ditch near their refinery in Burnaby Heights, as well as an oily sheen on a 25-metre-wide section of nearby beach. "They [Chevron] believed it was minor. We said, 'Well, exactly the opposite,'" Corrigan told The Province Thursday. "Obviously, anytime there's any kind of seepage that beats their containment system . . . we're concerned." Crews are trying to contain the seepage and identify its source, Chevron spokesman Ray Lord said Thursday. To prevent any more of it from seeping into the inlet, he said, crews are collecting any oil mixture they find at the original ditch, cleaning up the beach and monitoring samples taken from area wells. He said the public and wildlife are not threatened. Corrigan said Chevron detected the seepage on April 21, and notified the city May 13. Chevron should have been more open about the incident, Corrigan said. Lord said Chevron carried out all the notifications required, but "we can certainly consider that." Lord couldn't say how long oil has been leaking, nor how much had been leaked because most of it is found in water. However, B.C.'s Ministry of Environment, which will continue to monitor Chevron's containment efforts, said in a statement it is about 50 litres of hydrocarbons, and "significantly small." Corrigan said Burnaby residents are "exceedingly sensitive" to oil spills and

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seepages. He referred to the rupture in 2007 of Kinder Morgan's pipeline, which spewed 234 cubic metres of crude oil onto Inlet Drive and affected 50 homes. "We expect that [Chevron's] system should be fail-safe," he said. "It may physically not be a great amount of oil, but it requires us to find out what failed within this system that let this happen at all."

<http://www.theprovince.com/news/Burnaby+mayor+slams+Chevron+over+refinery+leak/3078704/story.html>

FRANCE, FEURS, MAY 28 2010. 6 WORKERS CONTAMINATED BY FRENCH RADIOACTIVE LEAK

French nuclear safety authorities says six people have been contaminated by a leak of radioactive cobalt in a foundry. The Institute for Radioactivity Protection and Nuclear Safety says the six were brought to a hospital unit at a nuclear plant near the foundry in Feurs in eastern France. Tests are being carried out to determine the severity of the contamination. The Nuclear Safety Authority said today the incident occurred when workers were using a robot to retrieve material containing Cobalt-60 stuck in a machine used to test engineering structures. The material had been stuck since May 7. The Nuclear Safety Authority ranked the incident yesterday as a Level 2 on a scale of 7 used to classify nuclear incidents.

http://www.ptinews.com/news/672933_6-workers-contaminated-by-French-radioactive-leak

USA, NY, NEW YORK, MAY 28 2010. BP: ARRESTING IMAGES OF OIL SPILL HELP DRIVE STORY

david bauder

• **Watch the Video** <http://www.youtube.com/watch?v=pFh1z9fmo5g&NR=1>

• **Watch the Video** <http://www.youtube.com/user/PBSNewsHour>

• **Watch the Video** http://www.youtube.com/watch?v=fHocsb8_HY

• **Watch the Video** <http://www.youtube.com/watch?v=GVd6df6B3Lc>

• **Watch the Video:**

<http://abcnews.go.com/Blotter/bp-releases-oil-spill-video-pressure-white-house/story?id=10629165>



A live video feed from the BP remotely operated vehicle (ROV) shows crude oil as it escapes from the Deepwater Horizon BP oil well in the Gulf of Mexico 27 May 2009. Hundreds of thousands of gallons of oil continue to escape as company and federal officials try to stop the flow using Top Hat technology to plug it and continue to battle to save the shorelines.

For many following the news, the Gulf oil spill was an important but abstract story — until [live video](#) became widely available showing plumes of oil gushing into the water at a furious pace, hour after hour and day after day. The undersea images were first seen publicly late last week and television news networks have used it more as this week goes on. CNN and MSNBC executives debated internally

whether to keep the feed constantly on the corner of their screens, much like they do with menacing maps of approaching hurricanes. On Thursday, the videos allowed experts and laymen alike to evaluate whether BP's latest attempt to plug the leak by shooting mud into the well appeared to be working. It was hard to tell, but also hard to look away. The video has become part of the story, and has increased the attention that news executives and news consumers are paying to the spill, said Bill Wolff, vice president of prime-time programming at MSNBC. The first pictures showed oil blackening the clear water around it like an out-of-control fire churning smoke into a clear sky. "It's an amazing, startling, shocking, arresting and upsetting picture that is impossible to ignore," Wolff said. PBS' "Newshour" converted a video feed from BP to make it work on most Web browsers and has made that available for free. More than 3,000 websites have linked to it. On Thursday alone, more than one million people watched the video through that PBS feed, said Anne Bell, the show's spokeswoman. Subscribers to the "Newshour" channel on YouTube doubled in 24 hours, she said. U.S. Rep. Ed Markey, the chairman of the Select Committee on Energy Independence and Global Warming, was instrumental in pushing BP PLC to make the video feed public. He said that has helped to pressure BP to work with more urgency to stop the leak and to own up to the magnitude of the spill. BP spokesman Graham MacEwen denied the pictures had anything to do with making the company work harder to plug the flow of oil. BP didn't make the video available until more than three weeks after the spill. President Barack Obama said Thursday his administration sought the release, but "should have pushed them sooner." The company has up to a dozen camera views available from near the leak, with the help of undersea vehicles positioned there. The company's primary concern was to use the images to evaluate what should be done to stop the leak, MacEwen said. "I don't think it was a case of us trying to cover it up," he said. Markey's office became aware of the underseas footage through a snippet posted on YouTube that had apparently been provided by BP to government authorities. The first video was publicly released by BP after Markey sent the

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company a letter May 19. At the same time, CNN was trying with little success to get its own pictures of the spill, said Nancy Lane, senior vice president of editorial for CNN U.S. Undersea rovers rented by the news organization were prevented by the U.S. Coast Guard from getting close enough for a good view, she said. CNN was able to get close enough to see damage done to coral reefs by the oil, she said. "Somebody needed to be the eyes and ears somewhat independent of the story to make a judgment about what is really going on there," Lane said. "We kept pressing for access and we keep pressing for access." With television news organizations restricted to showing the after-effects of the spill, Lane said CNN sensed viewers were starting to lose interest in the story. That has quickly changed. The New York Times' Maureen Dowd called it the "plume of doom — a symbol of national impotence." While BP made one camera view of the leak widely available to the public, more extensive views have been limited to congressional offices, prompting CNN to take cameras to these offices to record the images off their computers, Lane said. BP also said on Tuesday that it would black out video during its latest fix effort this week, but backed down after protest from the Obama administration. It's easy to see why a company already suffering through a public relations crisis wouldn't want these pictures out, said Dan Fagin, head of the environmental journalism program at New York University. The gusher is a powerful image that conveys what's happening in a sense that pictures of oil near marshlands can't, he said. "While BP and environmentalists and oceanographers argue about how many gallons are leaking out, a regular viewer can look at this and say, 'who cares? It's a massive amount of oil and that's all I really need to know,'" he said. "It makes the intangible tangible."

<http://www.google.com/hostednews/ap/article/ALeqM5jWol6exFF5FtSyOcJ1PW2EKAQegD9FVSMJO2>

USA, TX, FORT WORTH, MAY 28 2010. BENZENE DETECTED NEAR FORT WORTH DRILLING SITES WASN'T DIVULGED

chris hawes

A state environmental official said testing found no evidence of elevated levels of the cancer-causing chemical benzene during a December air study in [Fort Worth](#), but WFAA-TV has learned that further analysis of testing did find benzene. In January, John Sadlier, deputy director of the Texas Commission on Environmental Quality, appeared before the Fort Worth City Council to discuss benzene levels. Emissions from natural gas production facilities have been under scrutiny since the cancer-causing chemical was found at some Denton County sites last year. "Benzene is non-detect on all the slides," Sadlier said during the January presentation. Sadlier didn't tell council members that the analysis equipment that TCEQ used in the field wasn't sensitive enough to detect lower levels of benzene. That information was included in an internal TCEQ report obtained by WFAA-TV on Wednesday. A few days after Sadlier spoke to the Fort Worth council, TCEQ's lab tested the samples with equipment that could detect the levels they were looking for. Scientists found that four of the eight samples taken indicated benzene above what the commission considers safe when considering long-term health effects. But Sadlier and TCEQ decided not to tell the public. "I don't even know how to respond to that," Sadlier said in a telephone interview. "I don't think there's any need to. These values are so small." Sadlier said that he didn't know the analysis equipment used in the field was incapable of detecting the lower levels when he talked to the city. He also said he told a Fort Worth staffer about the discrepancy last week. Sadlier did not inform state Sen. Wendy Davis, D-Fort Worth, who has been active in natural gas issues. "This agency that has been charged with ensuring the health of our community has broken our trust, in terms of assuring us that they're going to look out for our safety vs. looking out for their own reputations and their own concerns about the fact that they failed to do the job that they should have been doing," Davis said. Sadlier said follow-up testing at the sites in question detected very low levels of benzene. Fort Worth now plans to conduct its own testing, and Calvin Tillman, mayor of the tiny Denton County community of Dish, has called for an investigation of TCEQ by the Department of Justice.

http://www.dallasnews.com/sharedcontent/dws/news/localnews/stories/DN-fwbenzene_28met.ART.State.Edition1.ee20c7a.html

USA, CA, SAN MATEO CO, MAY 28 2010. OFFICIALS WARN NOT TO EAT SEAFOOD FROM PILLAR POINT

david louie

 **Watch the Video** <http://abclocal.go.com/kgo/story?section=news/local/peninsula&id=7467798>

 **Photo's Pillar Point diesel spill**

A diesel spill in the waters of Pillar Point is threatening fish and wildlife, and there's a warning out to not eat the fish or shellfish there. The fuel began leaking on Thursday from a houseboat, "The Gypsy," that sank in the harbor six weeks ago. A salvage crew under contract to the Coast Guard moved in quickly to prevent the fuel slick from spreading and to plug the leaks. "We are really good at getting off all the fuels and the oils and any contaminants, so business as usual," Maria Nunn from Parker Diving Service said. Two types of booms were deployed -- yellow ones to contain the leaking fuel and white ones designed to

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absorb the petroleum but not water. Divers focused on finding and plugging leaks on the 52-foot sunken houseboat. The boat's owner watched from an aluminum boat nearby. The water inside the break wall is about 16 feet deep. "The bottom of the water here is mud and clay so it's stuck down there pretty good. They are attempting to put air bags below the hull of the vessel and raising it that way," U.S. Coast Guard Petty Officer Lucas Martin said. There was no visible sheen from the fuel and barely a trace of odor as ABC7 circled the scene. The Coast Guard said the light chop, light winds and sunshine helped the fuel to dissipate. A few yards away sits one of only five West Coast abalone farms and booms were set out to protect it. "The contamination from the diesel would be on the surface of the water. It floats. What we're doing is making sure it doesn't come in contact with the abalone farm," Fish and Game Warden Scott Murtha said. By late Friday afternoon, the salvage boat was towing the house boat toward shore, most of it still submerged. Bird watchers Patty and Ron Fulks were deeply worried about an environmental disaster. The Coast Guard can't pin down a figure how much this clean-up and salvage operation will cost. The tab will be picked up by a federal oil spill trust fund, because of the environmental threat it posed.

Related Content [Story: Sunken boat leaks diesel at Pillar Point](#)

<http://abclocal.go.com/kgq/story?section=news/local/peninsula&id=7467798>

USA, LOUISIANA, MAY 29 2010. SCOPE OF OIL SPILL SEEN THROUGH INFRARED CAMERA >> CBS NEWS EXCLUSIVE: INFRARED IMAGERY SHOWS THAT OIL SLICK WATERS STRETCH FOR THOUSANDS OF MILES IN GULF OF MEXICO

armen keteyian



Infrared image of the oil slick in the Gulf of Mexico.

CBS News investigative correspondent Armen Keteyian reports from a helicopter 3,000 feet above the Gulf of Mexico, an hour off the coast of Louisiana at the site of the Deepwater disaster. To the naked eye, the scene of the massive spill appears on the surface to be an expanse of deep blue water, marked by boats. But in the very same area, shot exclusively for CBS News with an infrared camera, the Gulf surface is dark an ominous as far as the eye can see - and that darkness is oil. Chris Zappa is an oceanographer at Columbia University, specializing in the use of infrared imagery. He can tell it's oil because it reflects at a cooler temperature than the open ocean. On Thursday CBS News spent three hours flying over the spill zone, matching shots from our camera with those taken by Rob Raymer of FLIR, a company that makes this infra-red camera similar to ones used by the military. "The

thermal camera actually shows the extent of all of the oil, not just the thick heavy crude that we can see with our eyes but also the very thin layer of oil sheen," Raymer said. From the air, the oil-slick waters stretch for hundreds of miles, the camera only picking up images from the surface of the water. The federal government now estimates as many 39 million gallons worth of oil has poured into the Gulf since the Deepwater Horizon rig collapsed. Zappa says it is clear from the pictures seen in this video that the cleanup booms are simply overmatched. And the way the wind can be seen forming ribbons of crude in the wake of a cleanup ship - that means the oil is on the move. An even more ominous sign for some of our nation's most precious coastline.

More Oil Spill Coverage [Special Section: Disaster in the Gulf](#)

<http://www.cbsnews.com/stories/2010/05/28/eveningnews/main6528464.shtml>

USA, MA, BOSTON, MAY 29 2010. EMERGENCY RESPONDERS MAY HAVE FAKED CERTIFICATES, OFFICIALS SAY

cassie spodak

More than 200 emergency medical technicians, firefighters and police officers in Massachusetts and New Hampshire may have to surrender their licenses after an investigation into falsified EMT course completion certificates, state officials say. First responders must complete recertification courses every two years, but the investigation found that although some of them had been awarded certificates, they had not attended all the required classes, said Jen Manley, spokeswoman for the Massachusetts Department of Public Health.

All of those under suspicion had been trained correctly before, she said, and the Public Health Department has not found any incidents in which they provided inadequate care. However, the department considers this a matter of falsifying training records and those under investigation are voluntarily suspended from providing medical treatment, Manley said. The investigation, which is ongoing, began a month ago, she said. Sue Prentiss, chief of emergency medical services for the New Hampshire Department of Safety, told CNN that up to 39 New Hampshire EMTs who received training at Massachusetts facilities also allegedly obtained false certifications. All individuals under suspicion in the two states have confessed, and some

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are in the process of obtaining correct recertification, Manley and Prentiss said. The certifications under investigation were issued in 2008 and 2009, according to Manley, and the state is currently reviewing records from the past two years. The Boston Fire Department was notified about the investigation, which concerns 18 of their firefighters, on Wednesday, said spokesman Steve MacDonald. He said the fire department is not yet aware of what the 18 firefighters would be charged with, just that their names are on the list. Although firefighters are not required to receive EMT certification, the fire department issues stipends to individuals who complete the courses as an incentive for them to be trained as first responders, MacDonald said. Recertification courses cost \$100 to \$200 and stipends can go up to \$2,000. Prentiss told CNN that the New Hampshire Department of Safety became aware of the allegations on May 13 when one of the training institutions came to the department with the results of an internal investigation. All of the training institutions being investigated are cooperating with the state and have provided lists of individuals who attended their classes, Manley and Prentiss said. Both told CNN that although private employers can discipline workers as they see fit, the states will not pursue punishment until the investigation is complete. However, "we take this very seriously" said Manley, and the state might consider suspending or revoking the licenses of EMTs with falsified certificates.

<http://edition.cnn.com/2010/US/05/28/first.responders.fake.papers/index.html>

USA, MD, TOWSON, MAY 29 2010. OPERATOR OF MD. GAS STATION WITH LEAK SUES EXXON

The operator of a Baltimore County Exxon station that was closed after a huge oil leak in 2006 is suing ExxonMobil Corp. Storto Enterprises Inc. says the oil company failed to hold up an agreement to buy out Storto after the leak and that Exxon wasn't upfront about a history of reliability problems with leak detectors. Storto says it agreed not to talk to the media after 26,000 gallons of gas was discovered to have leaked into the groundwater in Jacksonville. But the lawsuit says Exxon terminated Storto's franchise in June 2006 without paying for Storto's stake. Storto also says it didn't learn about the problems with leak detectors until the discovery phase of a lawsuit filed by local residents against Exxon. An Exxon spokesman declined to comment.

<http://www.wtop.com/?nid=25&sid=1967952>

USA, PA, LEETSDALE, MAY 29 2010. LEETSDALE CHEMICAL [AMMONIUM PERSULFATE] SPILL LEAVES WORKER BURNED

michael pound

 **Watch the Video** <http://www.thepittsburghchannel.com/news/23695472/detail.html>

 **Watch the Video** <http://www.wpxi.com/news/23695443/detail.html>

 **Slideshow** <http://www.thepittsburghchannel.com/news/23695472/detail.html>



Emergency personnel respond to a chemical spill in the Leetsdale Industrial Park Thursday afternoon. A reaction involving a volatile chemical prompted the evacuation of the industrial park Thursday morning.

The state Department of Environmental Protection and other agencies will investigate the cause of a chemical accident that sent one worker to the hospital and forced the closure of Leetsdale Industrial Park on Thursday morning. Emergency workers were called to Weatherford Artificial Lift Systems around 8:30 a.m. Thursday when someone from the company's offices reported an incident that released a large plume of white smoke from its building. Leetsdale Fire Chief Ernest Logan said firefighters determined that the smoke was caused by a chemical spill and called in hazardous-materials responders from Allegheny and Beaver counties. The chemical, a crystalline substance called ammonium persulfate, burned one Weatherford worker, who was taken to Heritage Valley Sewickley hospital, Allegheny County Emergency Services Chief Robert Full said; the worker was treated for burns and released later that morning. About 500 workers from the industrial park were evacuated, Full said, although officials evacuate the nearby Buncher Industrial Park or of residences across Route 65. "They were faced with a significant vapor cloud situation," Full said. "The toxicity of that cloud, though, was of such that we don't believe it to have been harmful." Residences weren't evacuated, but as per the borough's disaster plans, Quaker Valley High School was locked down with windows closed for a portion of the morning; Leetsdale Police Chief James Santucci said the district had been released from its emergency response by about 11:15 a.m. Thursday. Ammonium persulfate is a chemical used in treating oil and gas products, which Weatherford does at its Leetsdale site, Full said. It can cause burns on contact and respiratory problems. Full and Logan said the response to the spill was letter-perfect. "This is something we rehearse for as often as once

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a month," Logan said. "You never know what's going to come up, but we were prepared for this, and because of our practice, there were no surprises." Santucci coordinated traffic response with several neighboring police departments; he said there were no problems with truckers who had to park alongside Route 65 while they waited for the industrial park to reopen. "Everyone is pretty understanding," he said. "We followed our plan and had no problems." There were still questions about how the incident occurred. Full said the federal Occupational Safety and Health Administration and the Allegheny County Health Department would investigate; DEP spokeswoman Katy Gresh said officials from her agency would investigate as well. "It's likely that our waste program will follow up to make sure there are no lingering effects after the cleanup," Gresh said. "(The county health department) has jurisdiction over air-quality issues, so they'll take the lead in that area as we go forward."

Company Reaction

A statement from Weatherford International about Thursday's release: "Weatherford International Ltd. confirmed that an unplanned reaction involving ammonium persulfate has occurred at its Leetsdale Industrial Park facility. The reaction occurred during a mixing process, causing a vapor release. "Weatherford's emergency response team was immediately advised of the incident and has worked with local authorities to secure the release. As a precautionary measure, the Leetsdale complex also was evacuated, per emergency procedures. No major injuries were reported. "As of now (Thursday afternoon), the reaction appears to have ceased, and emergency responders are evaluating conditions to begin the clean up process."

http://www.timesonline.com/bct_news/news_details/article/1373/2010/may/27/leetsdale-chemical-spill-leaves-worker-burned.html

USA, LOUISIANA - HORIZON VIDEO LINKS

- **Watch the Video 60 MINUTES:** [Deepwater Horizon's Blowout, Part 1](#)
Scott Pelley speaks to one of the survivors of the deadly Deepwater Horizon oil rig blast who was in a position to know what caused the disaster.
- **Watch the Video 60 MINUTES:** [Deepwater Horizon's Blowout, Part 2](#)
Scott Pelley investigates the Deepwater Horizon oil rig explosion that killed 11, causing the ongoing oil leak in the waters off of Louisiana. One survivor talks about his harrowing escape and what happened after he got off the burning rig.
- **Watch the Video 60 MINUTES:** [Extra: Mike Williams On Andrea's Rescue](#)
Mike Williams, the chief electronics technician aboard the Deepwater Horizon, learns the fate of Andrea.
- **Watch the Video 60 MINUTES:** [Extra: Warning Signs](#)
Albert Andry, Dustin King, Ryan Chaisson & Westley Bourg were fishing right next to the oil rig Deepwater Horizon as the blowout began. As a former oil rig worker, Bourg recognized the sounds of danger.
- **Watch the Video 60 MINUTES:** [Extra: Capturing The Disaster](#)
Albert Andry, Dustin King, Ryan Chaisson & Westley Bourg describe the explosions on the oil rig Deepwater Horizon.
- **Watch the Video CBS NEWS:** [Scope Of Oil Spill Seen Through Infrared Camera](#)
Video reports from a helicopter 3,000 feet above the Gulf of Mexico, shot exclusively for CBS News with an infrared camera, the Gulf surface is dark an ominous as far as the eye can see - and that darkness is oil.

USA, NY, GREAT NECK, MAY 29 2010. SERIOUS GASOLINE SPILL COMES TO LIGHT

carol frank



The Exxon Mobil gas station at 788 Middle Neck Road has contamination issues.

We wanted to answer the question: What is going on with the Exxon Mobil gas station at the corner of Steamboat and Middle Neck Road that suddenly closed and was left boarded up overnight? The Great Neck Record learned late Friday afternoon that there is a serious gasoline spill containing MTBE on the property and no one yet knows how far, how deep and how wide the MTBE has seeped into the ground. It has raised questions of who knew what and when did they know it? The situation came to the attention of the Water Authority of Great Neck North when the NYS Department of Environmental Conservation (DEC) called the Village of Kings Point's Building Department to ask for permission for a monitoring well, a well for the sole purpose of periodic or continuous testing of water quality, to be dug on village property. Mayor Michael Kalnick, who also serves as chairperson of the Authority, "saw a red flag" and

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immediately called Superintendent Gregory Graziano and learned that the water authority had no knowledge of such a spill, serious enough to trigger the need for an offsite monitoring well. What we do know now is that in August of 2007, Exxon Mobil notified the DEC that in the course of preparing for a site upgrade they had discovered through borings performed that there was contamination on the property from a tank leak. They wanted to investigate further. In November of 2007, the DEC gave approval for their work plan. In May of 2008, Exxon Mobil sent the DEC a report of their findings that indicated that one of the monitoring wells contained MTBE concentrations as high as 10,500 ppb (parts per billion). Methyl tertiary-butyl ether (MTBE) was a gasoline additive that was banned in New York State in 2004 because it had been implicated as a human carcinogen. It is difficult and costly to remove MTBE from the water supply once it has entered the aquifer. MTBE is a volatile, flammable and colorless liquid that has a turpentine-like smell. It mixes readily with water and, unlike many other contaminants, can move as quickly underground as water does, usually at a rate of 1 foot a day. In October of 2008, the DEC rejected Exxon Mobil's proposed plan because it was not considered thorough enough to fully determine the extent of possible contamination off-site. And so in October of 2008, Exxon Mobil sent a proposal to the owner of the Kings Point Gate Apartments, also known as the rent stabilized Academy Gardens Apartments, requesting permission to perform borings and/or install monitoring wells in their parking lot. (During this same time frame, the owners, S&S Equities, were applying for zoning permits from the Village of Great Neck to construct a luxury apartment building on the site.) According to the DEC timeline furnished by their public information officer Bill Fonda, on March 2009 the DEC learned from Exxon Mobil that S&S Equities had been "unresponsive." Finally, in April of 2009, a Ms. Suham of S&S Equities verbally denied access to their parking lot. In August of 2009 after having been barred from tapping into the apartment building's parking lot, Exxon Mobil submitted a plan which focused on attempting to find a public right of way for monitoring well installations. Mayor Ralph Kreitzman states that he "had no idea that there was a serious spill and that the village attorney Steve Limmer had been in touch with attorneys for Exxon Mobil." Although Mayor Kreitzman is on the board of the water authority and Mr. Limmer has served for many years as counsel to the authority as well as to the villages of Great Neck and Kings Point, neither one mentioned the situation to the superintendent, the chairman or other board members. Mr. Limmer told the Record that in fact Exxon Mobil had started digging a monitoring well without village permission and it was at this point that he was called in to work out an agreement between the two parties. He said that he had not mentioned the matter to anyone from the Authority because he was "under the impression that it was a routine procedure for deactivating a gas station." Superintendent Graziano said, "We have four active wells in the vicinity of the spill. It is essential that we get a handle on exactly where and how deep the spill has penetrated. We are urging the DEC to push Exxon Mobil to use geo-probe technology so that mapping of the spill can be done more quickly." He explained that 1-inch rods are driven into the water table, immediately extracted and sampled for a real time analysis of contamination levels. He said, "It's a little more expensive at the front end, but it pays off later." He added that we could know the shape and size of the plume in weeks...not years. Ongoing monitoring wells would still be needed to provide constant vigilance, but they can be placed more strategically if water experts can "take a better snapshot of a plume of contamination." Mr. Graziano described that plumes are often long and narrow, shaped like the fingers on a hand. Pinpointing them quickly and accurately is essential to effective and efficient remediation. Mr. Graziano also told the Record that his contact at the DEC gave him a different number regarding the level of MTBE found. His source told him the analysis showed up at 38,000 parts per billion. The Record asked him to translate the concept of parts per billion for the layperson. If you added one teaspoon of MTBE to an Olympic size pool, that would be 1 part per billion. To come up with 38,000 ppb, you would have to add 38,000 teaspoons to the pool. (38,000 teaspoons converts to 40.4 gallons.) Mr. Graziano's source also told him that the spill was due to a "catastrophic failure." Our contact, Mr. Fonda, told the Record that the DEC suspects that the leak came from a vapor recovery system tank due to the fact that the usual gasoline contaminants, BTEX (benzene, toluene, ethylbenzene and xylenes), were present in minimal quantities. Chairperson Michael Kalnick said, "We should have known about this long ago. If a plume is heading in the direction of one of our wells, we need lead time to design and construct a stripping plant that cleans the water of contaminants. We always take a pro-active approach." It takes up to 2 years to design and construct such a treatment facility. Mayor Leonard Samansky, who serves as the chair of the water authority's environmental and conservation committee, said, "I am appalled at the failure of the DEC to take appropriate action including notice and we will continue to investigate all aspects of the matter to be sure that this kind of failure does not happen again whether it involves changes in DEC rules or practices or changes within the Authority." The Record asked the DEC why they did not notify the Authority when they first had an inkling of the problem. According to Mr. Fonda, the DEC handles up to 3,000 spills a year on Long Island, some minor and some major in scope, and does not have a protocol in place to notify municipalities and water producers of each and every incident. In addition, oil/gas spill maps used to be easily accessed on the DEC website when the Record first began reporting on the perils of MTBE a decade ago. Even Mr. Fonda admits that now those reports are more "buried" on the website. Further, he says that generally plumes move in a northwesterly direction in an aquifer and that the DEC had estimated that it would take 9.5 years for any

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plume from the gas station to reach any of the Authority's drinking wells. Both Mr. Graziano and Mayor Kalnick stressed that the drinking water supply is safe, that the water authority provides water quality to levels above state standards and that there is no MTBE in the wells currently. Both said separately, "We just don't want to lose any more time in making sure that MTBE doesn't reach our wells." Mr. Graziano added that there are some private wells in the area and that people using private well water should contact him directly at the water authority (482-0210) for more information.

<http://www.antonnews.com/greatneckrecord/news/8176-serious-gasoline-spill-comes-to-light.html>

USA, CA, CORONA, MAY 29 2010. TANKER OVERTURNS, EXPLODES ON HIGHWAY 91

william wilson lewis iii & liam m. truchard

• **Watch the Video** http://www.pe.com/localnews/corona/stories/PE_News_Local_D_webtanker.115eb413.html

• **Watch the Video** http://laist.com/2010/05/28/tanker_truck_explodes_flames_shoot.php

• **Watch the Video** <http://cbs5.com/local/tanker.socal.freeway.2.1721507.html>

• **Watch the Video** <http://www.nbclosangeles.com/news/local-beat/Tanker-Fire-95126119.html>

• **Photo's** <http://abclocal.go.com/kfsn/story?section=news/state&id=7468094>

• **Slideshow:**

<http://www.examiner.com/x-40065-Blogosphere-Buzz-Examiner~y2010m5d29-Tanker-explosion-closes-91-Freeway--photo-gallery>

• **Download story podcast**

Map: [91 Freeway at 71 Expressway](#)



May 28: A tanker overturns and explodes on a California freeway.

3:00 P.M. Update

The Highway Patrol has reopened westbound Highway 91, closed for several hours due to a fiery collision involving a big rig carrying gasoline. The westbound lanes were reopened to traffic about 2:40 p.m., but residual traffic backup will keep things moving slow through Corona, said CHP Office Steve Cuevas at the Highway Patrol's Traffic Management Center in San Bernardino. Cuevas suggested that eastbound motorists avoid the 91 if possible. Highway 60 is heavily congested due to traffic seeking to avoid the 91 closure, he said, but Interstate 10 and Highway 210 are better bets. Eastbound traffic on Highway 91 is backed up well into Orange County, he said, and that situation is not likely to improve for at least three more hours, when CHP officials speculate they may be able to reopen the eastbound lanes.

1:15 P.M. Update

A tanker truck full of 8,800 gallons of gas has overturned and exploded on Highway 91, closing the freeway in Corona until further notice, according to the [California Highway Patrol](#) and Caltrans officials. The highway is closed in both directions at the junction with Highway 71. The wreck was reported at 10:27 a.m. near a freeway bridge. The truck was hauling two trailers, according to initial reports. It was originally reported as carrying compressed argon gas. A SigAlert has been issued for the area. Crews from Corona and Riverside are battling the blaze. Flames and smoke are going 100 to 200 feet in the air and can be seen as far away as downtown Riverside. Onlookers are describing it as dense, intense haze that is turning the sky black over the green hills in the area. Cars are being taken off the freeway by going the wrong way and down the onramp at Green River Road. A witness says the crash started when a car struck a temporary retaining wall and swerved into traffic. Bryan McSweeney of Ladera Ranch was eastbound on the freeway on his way to Las Vegas around 10:30 a.m. when the accident happened in front of him, he said. "A car lost control and hit the temporary wall and swerved in front of the truck driver," he said. "The truck, it was one of those dual tankers, jack-knifed across the freeway." McSweeney said a [Honda](#) Accord with three girls swerved to avoid the tanker, going over the center divider into westbound traffic. "It was hit three or four times," he said. He added that the three girls were standing on the side of the freeway later. California Highway Patrol officials say Highway 91 will remain closed for about six hours. "They're expecting it to take about six hours for the freeway to be reopened," Officer Steve Cuevas said just before noon as he viewed the scene from freeway surveillance monitors at the Traffic Management Center in San Bernardino. There is no word yet on injuries, according he added. "The driver of the big rig was able to exit safely." But commuters are in big trouble. Highway 91 is closed in both directions. Eastbound traffic is being turned around at Green River Road Drive in Corona. Westbound traffic is being sent north on Highway 71. And the southbound lanes of Highway 71 are closed at Butterfield Ranch Road in Chino Hills, about seven miles north of the wreck. Best bet for regular Highway 91 travelers during the evening commute, Cuevas said, is Highway 60.

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Related Stories

- [Tanker explosion snarls Memorial Day getaway traffic](#)
- [Tanker truck explosion forces closure of 91 Freeway in Corona \[Updated\]](#)

http://www.pe.com/localnews/corona/stories/PE_News_Local_D_webtanker.115eb413.html

NORWAY, OSLO, MAY 29 2010. GAS BUILD-UP THREATENS NORTH SEA OIL RIG

Workers evacuated as Norwegian engineers pump cement into offshore well to prevent explosion as Deepwater crisis highlights environmental dangers of drilling.

Ninety oil workers have been evacuated from a North Sea rig as engineers fight to control a huge build up of pressure in a well which critics say has the potential to blow-up the platform and cause a major environmental problem. The Norwegian company Statoil has been pumping cement into an offshore well on the Gullfaks field in an operation similar to the one [being attempted today by BP in the Gulf of Mexico](#). The equivalent of around 70,000 barrels of oil a day of production from the Gullfaks C, Tordis and Gimle platforms has been shut down and more than 90 staff evacuated from the area, which lies in Norwegian waters. The country's industry regulator said it was the third well control incident on Gullfaks in the past six months. Jake Molloy, offshore organiser of the RMT union in Aberdeen, said the case also highlighted the continuing dangers of oil extraction off Britain's coast. He added: "The huge gas bubble under the Gullfaks has the potential to threaten the platform." However, Statoil said today that the well was being brought under control. "We had a build-up in pressure and the barriers (through the blowout preventer) worked as they should. We are now pumping cement into the well and the pressure is starting to fall," said Kai Neilsen, a spokesman for the oil group in London. Nelson said the previous incidents on Gullfaks had not been serious but Inger Anda, a spokeswoman for Norway's Petroleum Safety Authority (PSA), said a well "kick", reported in December, was serious. A further incident on 30 April this year – also a gas kick caused by high pressure – was brought under control quickly. Anda said the authority was having daily meetings with Statoil until the latest problem was resolved. Gullfaks C started production in 1990. It is one of three large concrete-legged platforms comprising the huge Gullfaks development and stands in water 217 metres deep – much shallower than BP's Deepwater well in the Gulf. The unit taps oil from the Tordis field as well as taking in supplies from the Gimle and Skinfaks satellite fields. The Bellona green campaign group said it was concerned about lax regulation in the North Sea. It described the Statoil field emergency as "very critical" and highlighted continued risks of offshore oil and gas exploration in the wake of BP's well blowout and environmental disaster off America. "They have a situation in which there is uncontrolled pressure from the well, one of the barriers is gone and one barrier is left," said Frederic Hauge, head of Bellona, one of the leading environmental groups in Norway. "Uncontrolled pressure is very serious and has the capability of being a large accident," he said, adding that in the first quarter of 2010, eight incidents took place in the Norwegian oil industry that could have had huge consequences. "That is very serious. Regulatory work in Norway may look nice from outside, but we have a lot of security issues in the Norwegian industry."

<http://www.guardian.co.uk/environment/2010/may/27/north-sea-oil-rig-gas-threat>

USA, NY STATE, NIAGARA FALLS, MAY 29 2010. WORKER SUFFERS SEVERE BURNS, FALLS FIREFIGHTERS HOSPITALIZED AFTER CHEMICAL SPILL

Emergency response personnel are still dealing with a chemical spill that severely burned an employee at a Hyde Park Avenue environmental services company and sent four other workers and four firefighters to the hospital early Friday. The chemical spill, which prompted the closure of the southern section of the Robert Moses Parkway, occurred a few minutes before 10 a.m. at Tier Environmental Services, a tanker-truck cleaning company at 33 S. Hyde Park Blvd. A secretary working at the building called 911 to report a medical emergency at 9:49 a.m. When firefighters from the Royal Avenue Fire Hall arrived on the scene, they found a more serious situation than expected. An employee had suffered severe burns on his upper extremities as a result of chemical exposure. Upon entering the building, firefighters were greeted by a visible cloud of vapor. All employees inside the facility were evacuated. Workers in four neighboring buildings were told to "shelter in place" until given clearance to leave by emergency personnel. "They were engaged in the process of cleaning out one of the over-the-road tank cars and had a chemical release," Fire Chief William MacKay said. "That individual is very seriously burned. Our crews recognized that this was much more than a routine medical emergency and they took that patient and the other co-workers out of the building and started to administer care." The chemical burn victim was taken to Niagara Falls Memorial Medical Center and later transferred to Erie County Medical Center where he is still undergoing treatment. Four other Tier employees and four firefighters who arrived first on the scene were taken to the Falls hospital where they are still being evaluated for possible exposure. MacKay said those eight individuals appear to be doing fine, but will continue to be evaluated for up to six hours as a precaution. He stressed that at this point the material appears to have been confined to the premises

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and does not pose an immediate health concern to the surrounding neighborhood. "Right now, we have no migration of the material off site," MacKay said. Two members of the Niagara Falls Air Reserve Base's Haz-Mat crew entered the building just before noon in an effort to determine if the material posed any threat of off-site leakage and to collect samples to be used to identify the chemical in question. They entered the building wearing Level A contamination suits, which offer the highest level of protection available for humans interacting with toxic substances. During a 1 p.m. press briefing, MacKay said Haz-Mat crew members were able to determine that the material is confined to the location, but were unable to take any samples. "We tried to take a sample of the material and it literally melted the sampling device, so we know we are dealing with a very caustic substance here," he said. MacKay said emergency response personnel are "99 percent sure" the substance in question is Iodine Pentafluoride, a strong fluorination agent which is highly oxidative. MacKay said the chemical is toxic upon inhalation and in severe cases can produce pulmonary edema. "There's nothing to indicate that it isn't that," MacKay said of the Iodine Pentafluoride. "We have confirmation from a variety of different sources that that was supposed to be in that tank car and that's where we are operating from." MacKay said Haz-Mat officials are evaluating the situation and plan to make another entry into the building in an effort to neutralize the material. "We want to make sure that we don't have a container failure and that we capture it all," he said. As a precaution, the New York State Police shut down the southern section of the Robert Moses Parkway, diverting city bound traffic down Buffalo Avenue and Niagara Falls Boulevard throughout the day. Niagara Falls Mayor Paul Dyster said the incident is currently being regarded as a "small spill," but emergency crews are taking all precautions necessary and will continue to divert traffic for as long as necessary. "I think we're going to continue to deal with the Robert Moses Parkway on an hour-by-hour basis," Dyster said. "Obviously, we are going to air on the side of caution." The city is working with officials from the U.S. Environmental Protection Agency and Department of Environmental Conservation as they continue to monitor the situation. "It looks like it's going to be an extended timeframe," MacKay said when asked about the parkway's closure. Emergency response officials are expected to provide another update at 3:30 p.m.

<http://niagara-gazette.com/local/x2023224371/Caustic-material-spilled-at-Falls-industrial-company>

USA, NY STATE, NIAGARA FALLS, MAY 29 2010. OSHA TO PROBE FALLS SPILL >> WORKER WAS BURNED WHILE CLEANING TRUCK

Federal workplace safety investigators will attempt to determine why a worker at Tier Environmental Services on South Hyde Park Boulevard was severely burned Friday morning by a reactive chemical when it spilled from a tanker truck he was cleaning. The industrial accident closed the Robert Moses Parkway for several hours as hazmat crews waited for fumes inside the building at 33 South Hyde Park Blvd. to subside. The spill sent the injured worker, four other employees and four firefighters to the hospital, but did not pose a danger to the surrounding neighborhood, said Fire Chief William D. MacKay. "We never had any plumes that migrated off the property," MacKay said. The incident started shortly after 9:30 a.m. Friday, when an estimated 5 to 10 gallons of iodine pentafluoride spilled inside Tier Environmental Services as a worker was cleaning a truck tanker, MacKay said. The chemical—which MacKay described as "highly dangerous"—burned the man on his arms and affected his ability to breathe, MacKay said. The spilled chemical reacted with other materials in the building, including a substance used to clean the tanker, emitting a cloud of gas. The reaction then began depleting oxygen from the building, MacKay said. "Five to 10 gallons may not sound like a lot," MacKay said. "But you're talking about a material that is highly reactive. It reacts very vigorously with other materials and produces, as we saw, very toxic and deadly gases." Emergency crews shut down the Robert Moses Parkway for several hours as a precaution in case any gases escaped and traveled downwind, MacKay said. Tier Environmental Services, headquartered in Gap, Pa., did not release the name of the worker or his condition Friday evening. Rhonda Prutzman, the company's environment health and safety manager, said a representative from the company was on his way Friday evening to Niagara Falls. The injured employee, she said, remained in the hospital Friday evening. "We've not had time to investigate it enough to release any information," Prutzman said. "Our immediate concern right now is for our employees and the surrounding community." The injured worker was stabilized at Niagara Falls Memorial Medical Center before being taken to Erie County Medical Center. Four other employees working at the site Friday morning, as well as four firefighters who responded, were also taken to the hospital for observation because of a potential for delayed build-up of fluid in the lungs, MacKay said. The firefighters were not injured and were expected to return to work Saturday, MacKay said. A hazmat team from the Niagara Falls Air Reserve Station responded along with Niagara Falls Fire Department, Rural Metro and Niagara Falls Police. The federal Occupational Safety and Health Administration will investigate to determine why the accident happened and whether regulations were followed. The state's Department of Environmental Conservation was also on-site Friday to monitor the cleanup. Tier Environmental Services has hired a Packard Road contractor, North American Services Corp., to clean up the spill, MacKay said.

<http://www.buffalonews.com/2010/05/29/1065316/osha-to-probe-falls-spill.html>

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