



## Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 594 Newsy Stuff

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

**April 22 2010**



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### AUSTRALIA, NEW SOUTH WALES, PORT BOTANY, APRIL 16 2010. CALTEX GAS FUMES DISRUPT PORT BOTANY OPERATIONS

*sineva toevai*

Gas leaking from the Caltex fuel site at Port Botany since Sunday is causing significant landside delays at the DP World and Patrick container terminals. Trucking operators were subject to delays of up eight hours last night as the intermittent release of gas fumes from the Caltex Banksmeadow fuel station forced the stevedores to slow down their operations.

<http://www.lloydslistdcn.com.au/archive/2010/april/15/caltex-gas-fumes-cause-massive-landside-delays-at-port-botany>

### UGANDA, KAMPALA, APRIL 16 2010. SHELL ORDERED TO PAY SH35B BEFORE EXIT

*andante okanya*

The High Court in Kampala has ordered petroleum giant Shell Uganda to deposit not less than sh35b before it pulls out of Uganda. The land division assistant registrar, Godfrey Opifeni, gave the order last week after a shipping company, Mercator Enterprises, filed a complaint, seeking to compel the oil giant to honour a consent agreement before its exit. Recently, Shell boss Peter Voser announced that his company would exit 35% of its retail markets, which would see them close in 21 of its African subsidiaries, including Uganda, Kenya, Tanzania, Namibia and Botswana. The two companies are locked in dispute over accumulated rent, interests and costs of a commercial property on Plot 49 on Ben Kiwanuka Street in Kampala. Mercator claimed Shell should have transferred the property in 1972. In 2001, Shell conceded and transferred the property, and also agreed to consent to the court order. Asked whether the company received a copy of the order, and whether it would complicate Shell's planned exit, the country chairman, Ivan Kyayonka, said he could not comment because he had not received papers to that effect. Shell is the leader of the fuel retail business in Uganda with a market share of over 50%.

<http://www.newvision.co.ug/D/8/13/716433>

### USA, N.D, HAY CREEK, APRIL 16 2010. DMVW RAILROAD OIL CONTAMINATION BEING CLEANED UP

*leann eckroth*



*Jim Butler of JEM Construction moves filler into a hole where contaminated soil was removed on Wednesday afternoon, April 14, 2010. The hole is next to the DMVW Railroad building on Rosser Avenue in east Bismarck. Dave Butler, also of JEM, said the work should be complete today. He estimated the hole would take 300 to 400 tons of fill. "And loadwise, that's a lot of truckloads," Butler said.*

City and state environmental health officials are overseeing the cleanup of oil contamination that spilled into water and soil at the Dakota Missouri Valley and Western Railroad shop. It briefly entered the city's storm water system and into Hay Creek. The problem was first detected March 31 by a North Dakota Game and Fish official who was concerned about an oil film spotted along Hay Creek. Scott Radig, director for the Division of Waste Management for the State Health Department, said Wednesday that contaminated water had been blocked that night and removed from the city's storm water sewer system. He said in the past two weeks, DMVW has removed and relocated tainted soil from the grounds of the

railroad shop. The site was being backfilled with fresh soil on Wednesday afternoon. DMVW was called twice Wednesday afternoon, but management declined to comment. Mel Fischer, who oversees environmental issues for the city fire department, said the contamination was caused when a water drainage collection system malfunctioned at the railroad shop and mixed with oil from a sand separator. The contaminated water moved into the storm water system and Hay Creek. Keith Demke, director of utility operations for the city of Bismarck, said that the fire department responded immediately on the evening of March 31. Absorbent barriers were put in place in the storm water sewer system to collect and block the oil from moving into Hay Creek. "There is no concern to the Bismarck city water supply," Radig said. "The Bismarck water supply comes from the Missouri River. We didn't see an impact to the creek. It was stopped almost immediately. We (went) down the creek and we didn't see any problems to the creek." Radig said that DMVW been very cooperative, and was quick to stop the flow of the contaminated water and is working to prevent future problems. "The city is doing inspections on the plant to make sure they meet code. The company is making corrections on its oil collection system; they are finishing plumbing upgrades," Radig said. He said as the company collected the oil-tainted sand, digging also uncovered previous gas contamination in the soil that might have preceded the railroad there. City Public Works Director Jeff Heintz said the contaminated soil is being taken to the city landfill and reprocessed until the petroleum evaporates. "The railroad is still in the process of doing corrective

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action to the plumbing system," Demke said. The state will require a state storm water discharge permit to allow the company to discharge water from the sump. Samples of water discharge will be taken to prevent future petroleum contamination of the storm water system. City officials say they will closely monitor the site's discharges through permits and follow-up checks at the site.

[http://www.bismarcktribune.com/news/local/article\\_2cd901e6-4839-11df-b980-001cc4c03286.html](http://www.bismarcktribune.com/news/local/article_2cd901e6-4839-11df-b980-001cc4c03286.html)

### USA, MS, HATTIESBURG, APRIL 16 2010. OVERTURNED TANKER TRUCK SHUTS DOWN TRAFFIC ON HIGHWAY 49

*terrica washington*

Traffic is still shut down on highway 49 in the southbound lanes near West 7th street. A tanker truck overturned around four this afternoon carrying ammonium hydroxide. Hattiesburg spokesman Sergeant Murray says that residents in the area are being asked to stay inside their homes as a precautionary measure only. Authorities say that none of the material leaked when the truck overturned and there is no need for residents to evacuate.

**Update: 9:45pm Wednesday**

Authorities say another tanker is in route from Birmingham to safely transfer the chemicals in the overturned tank. They estimate that this will take a few more hours. Until then traffic is slowly being routed around the scene.

<http://www.wlox.com/Global/story.asp?S=12312563>

### USA, AZ, BUCKEYE, APRIL 16 2010. BUCKEYE MAN BURNED WHILE MAKING BIODIESEL FUEL IN BACKYARD

*jay reynolds*

• **Watch the Video** <http://www.abc15.com/mediacenter/local.aspx?videoid=28318@knxv.web.entriq.net>

• **Slideshow**

<http://www.abc15.com/content/news/westvalley/buckeye/story/Buckeye-man-burned-while-making-biodiesel-fuel-in/94PSqsFEdEWY3qwkYkYWHA.csp>



A Buckeye man was injured Wednesday while trying to make biodiesel fuel in a family member's backyard. "I've been doing it for about five years now and never had a problem," said Jack Clegg. Clegg had biodiesel processing equipment in his backyard until yesterday when it caught fire and blew up. "Which is very rare, and unusual," Clegg said. "I have no idea what happened or what he did wrong." Clegg's son-in-law, Chris Stokes, was at his father-in-law's house mixing fuel when something went wrong. Fire investigators say it was just an accident, but aren't sure exactly how the fire started. Stokes was taken to Maricopa Medical Center with mild burns on his face and second degree burns on his right hand, according to Clegg. The man's family is grateful his burns aren't more serious or even worse. "Lucky for all of us it didn't turn out that way," said Clegg. Since the fire, Clegg has changed his mind about biodiesel, saying, "That's a hobby that I don't care to

continue." He'll now be getting his fuel from somewhere else.

<http://www.abc15.com/content/news/westvalley/buckeye/story/Buckeye-man-burned-while-making-biodiesel-fuel-in/94PSqsFEdEWY3qwkYkYWHA.csp>

### USA, MD, BALTIMORE, APRIL 17 2010. MTBE CASE GOES TO JURY >> FINKSBURG RESIDENTS ARE ASKING FOR AT LEAST \$1.5 MILLION

*brent jones*

Residents of a block in Finksburg whose wells were infected with a hazardous gasoline additive are asking a Carroll County jury for a minimum \$1.5 million civil judgment against the oil company found by the state to be responsible for the pollution. A six-person jury will begin deliberations Monday in Carroll County Circuit Court to decide whether a Tevis Oil-owned gas station tainted wells in a neighboring community with methyl tertiary butyl ether, or MTBE. If the jury finds Tevis at fault, it can award monetary damages. Although the state Department of Environment in 2003 cited a Tevis-owned Shell station at Suffolk Road and Route 140 as the source of the additive, defense attorneys for the oil company said the MTBE came from a neighboring junkyard, where decomposing cars emitted the chemical. "Tevis doesn't have any abandoned cars that have been in accidents with all the stuff that is stored in abandoned cars," said [Howard Goldberg](#), lead attorney for Tevis, during his closing arguments. MTBE is a suspected carcinogen whose effects in drinking water have not been determined. The chemical makes gasoline burn more cleanly, but after studies showed that the additive caused cancer in lab rats, refineries in Maryland

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stopped using it in 2006. Twenty-three states have banned the chemical. "We believe it causes cancer in humans," said Bruce Hill of the Peter G. Angelos firm and lead attorney for the plaintiffs. "They use lipstick on rats. And you use those tests and extrapolate them to human beings." Unlike most lawsuits involving MTBE, there was no evidence showing that a leak or spill from the gas station into the groundwater caused the infestation in the wells, a point defense attorney hammered during closing arguments. But the plaintiffs say that the chemical escaped as liquid and vapor, and that Tevis knew and took steps in the ensuing years to rectify the problem. The chemical was discovered at the Shell station by a customer seven years ago. Since then, four families living on or off Suffolk Road said they have had to use bottled water to cook, drink and bathe. Clifford Keller, 86, told the jury during the three-week trial that he believes his property to be worth "next to nothing" since MTBE was discovered in his well. He said he has to drive to his daughter's home to take a bath and is fearful that exposure to contaminated water may lead to long-term health problems. The five other plaintiffs also testified to having to use bottled water since 2003 and what they believe to be a decrease in their home value. Hill said in his closing statements that the perception of a home being tainted destroys its value. But several experts testified that the values of the homes did not decrease significantly after the findings, and that the worth of the infected houses is comparable to the surrounding homes. "There was no difference in market value in control area homes as in the class [action] homes," Keller said. This is the second high-profile case in two years to go before a jury involving MTBE. Last year, jurors in Baltimore County awarded more than \$150 million to residents who sued [Exxon Mobil](#) over a leak at an Exxon station in Jacksonville. The company has filed an appeal. "It doesn't belong in the groundwater in any of the plaintiffs' property," Hill said, "and there is no question that it doesn't belong in anybody's water. It's a man-made product."

<http://www.baltimoresun.com/news/maryland/carroll/bs-md-ca-mtbe-finksburg-wells-20100416.0.4042518.story>

**INDIA, PUNE, APRIL 17 2010. PETROL WORTH RS 20 LAKH STOLEN FROM TANKERS EVERY DAY: DEALERS BODY**  
*anurag bende*



*Why is he running?*

Because he was 'shot' stealing petrol from a BPCL truck in Loni Kalbhor, with the help of an insider. But no one wants to file a complaint. Skyrocketing fuel prices may be a dinnertime topic across the city, but a complaint about a clear case of regular theft of petrol at an octroi post, discovered by no less than senior office-bearers of the Petrol Dealers' Association, Pune, is yet to be lodged with the police. The reason, dealers' association officials said off the record, was that they wanted the parent company - Hindustan Petroleum Corporation Limited (HPCL) to register the case of theft at Loni Kalbhor, while HPCL officials said the responsibility of the petrol's security is no longer theirs once the duly filled-up tanker leaves their premises. While neither side is willing to go on record about the hesitation in approaching the police, the Dealers' Association led by their PRO Ali Daruwala met with Pune district collector Chandrakant Dalvi over the issue. "Our delegation submitted a letter to the DC on Friday evening asking that action be taken against the perpetrators under the Essential Commodities Act. The DC assured us of stringent action," Daruwala said.

Superintendent of Police (Rural) Pratap Dighavkar said his department was yet to receive any complaint about petrol theft on Friday. "We have not received any complaint. Last month, we apprehended several people involved in stealing petrol in this manner. As preventive measures, I have asked police personnel on duty to keep a close watch," Dighavkar said. The theft came to light on Saturday morning when a team of senior officials from the Dealers' Association paid a surprise visit to the Shevalwadi octroi post near Loni Kalbhor. To their surprise, they found that some individuals were openly taking out petrol in barrels from a tanker. When the officials tried to catch the culprits they fled the spot, leaving the tanker behind. The surprise visit came after petrol dealers in the city complained that they were getting less petrol than they should through tankers reaching various petrol pumps. Suspecting that though petrol tanker are filled to capacity at the HPCL terminal in Loni Kalbhor, but is getting pilfered on the way, a team led by Daruwala conducted the surprise check enroute to the HPCL terminal. On the way to terminal, the team decided to check the Shewalwadi octroi post where all tankers halt to pay octroi. As the team went to the rear of the terminal, they saw that a full petrol tanker was parked in an open area, and some people were taking out petrol in barrels by opening the tanker's lock. The two vehicles of the members of petrol dealers association surrounded the petrol tanker. When the culprits saw people approaching, they fled. The culprits had taken out nearly 200 litres of petrol before these members raided the spot. Following this, the team immediately went to the HPCL terminal to complain to the terminal in-charge. Daruwala said, "The dealers have to pay to the oil companies in advance, then the product is delivered. The petrol is

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filled up in the terminal and we pay its cost, but on the way, some of the petrol is pilfered and we get lesser petrol, resulting in losses for us. In the past, we have raised our voice against this theft, which is damaging our business, but no concrete action has been taken." He added, "Apart from the theft, it is very dangerous situation at the octroi post because they take out petrol openly which is highly inflammable. If that petrol catches fire it could result in a catastrophe. We have demanded that a police complaint should be lodged by the petroleum company. If no action is taken, then no dealer in the city will purchase any petrol from May 1 onwards." V K Goyal, Chief Installation Manager of HPCL (Loni Terminal) said, "It is a serious issue and we have already sent a report to the police about such thefts. The question is how these miscreants have managed to get the master key of the lock of the petrol tank. We need to find out whether there is a person from within the terminal or someone outside involved in this racket. We will have to make joint efforts along with the Association to catch the real culprits."

<http://www.punemirror.in/index.aspx?page=article&sectid=62&contentid=201004172010041700535964822741a4f&sectxslt=>

### **USA, N.H, KEENE, APRIL 17 2010. NITRIC ACID SPILL CONTAINED**

*pat grossmith*

The fire department's Haz-Mat Team was called out this morning for a nitric acid spill at Corning Specialty Materials. No one was injured and the spill was contained to a 20-by-20-foot area in the center of the 400-by-400-foot building at 69 Island St., according to Mark F. Howard, the fire department's deputy chief of operations. Firefighters went to the Corning facility a little before 4 a.m. after being called about an electrical problem. Howard said employees believed a power cord was smoking and arcing in a water spill. When firefighters arrived, however, they realized a chemical had spilled and quickly backed out of the building. Corning officials were called and the chemical was identified as nitric acid, Howard said. John Lucey, business manager of the plant, described the spill as minor and said the Haz-Mat team was not needed but called in as a precaution. There was no environmental release, he said. A valve on a plating tank malfunctioned, Lucey explained, causing it to overflow. The plant is operating as usual and Lucey expects the tank will be back in operation later this afternoon. Howard said the room where the spill happened is a plating area containing a 200-gallon nitric acid water bath in which materials are dipped. The solution in the tank consists of about 80 to 90 gallons of water and an equal mix of nitric acid, according to Howard. He explained that employees manually add the nitric acid in the tank while the water is automatically pumped in. Howard said the water float on the tank malfunctioned, sending a continuous stream of water into the tank causing it to overflow. He estimated 500 to 750 gallons of the solution spilled out, covering the floor with about 2 to 3 inches of water. A floor berm prevented the nitric acid-water mix from spilling into other areas of the plant, he said. In its concentrated state, nitric acid can cause severe eye and skin burns as well as severe respiratory and digestive tract burns. Howard said there was no cloud fume and a ventilation safety system activated as it was designed. Fire personnel cleared the scene by 8:30 a.m.

<http://www.unionleader.com/article.aspx?headline=Nitric+acid+spill+contained&articleId=6871ce24-d0f6-49bb-8d67-9e9ea8fb5a72>

### **USA, IA, NEVADA, APRIL 17 2010. IOWA ETHANOL COMPANY FINED \$176,750 FOR ENVIRONMENTAL VIOLATIONS**

*Eric Loveday*



Ethanol is widely regarded as a clean fuel source, but producing the biofuel can be an entirely different story. Plenty of guidelines exist to keep track of environmental concerns associated with ethanol production and, if those regulations aren't followed, you better be prepared for some stiff fines. Lincolnway Energy, LLC learned first-hand just how bad those fines can be when they violated air and water pollution guidelines at its Nevada, IA facility a few years ago. The Attorney General's Office and district court judge Dale Ruigh recently handed down a penalty for violations dating back to 2006. For non-compliance from 2006 to 2008, Lincolnway Energy was fined a whopping \$176,750, the largest fine given to an ethanol producer in the state's history. It's hard to argue that the company wasn't deserving of the stiff fine. The lawsuit mentioned several areas where the company

failed to follow clearly defined guidelines including:

- Emitting air pollutants, including particulate matter and nitrogen oxides, in excess of permitted limits on numerous occasions from Dec. 2006 to Dec. 2008.
- Failing to conduct numerous required "stack tests" in 2007 to determine compliance with construction permit air pollution emission limits.
- Failing to comply with continuous emission monitoring requirements.

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Oh yeah, they also dumped wastewater containing high levels of chlorine and iron into nearby West Indian Creek. The company says it has corrected all problems and paid the fine, allowing them to continue operations and produce an anticipated 55 million gallons of ethanol each year. With production numbers like that, the fine is little more than a slap to the face, but forcing a company to clean up its act is a victory that benefits everyone.

<http://green.autoblog.com/2010/04/16/iowa-ethanol-company-fined-176-750-for-environmental-violations/>

### USA, AZ, BULLHEAD CITY, APRIL 17 2010. OIL SPILL CONTAINED IN LAGOON; CLEANUP CREW TO ARRIVE TODAY



*Spill Contained: A barrier boom prevents a small oil slick in the lagoon at the Road Haven Condominiums from reaching the main channel of Colorado River Thursday night. An environmental hazard cleanup crew is expected to be in Bullhead City today to remove what appears to be motor oil from the water. Photo courtesy Bullhead City Fire Department.*

A crew from H2O Environmental of Las Vegas is expected to be in Bullhead City this morning to clean up a small oil spill in the lagoon at the Road Haven Condominiums off Clubhouse Drive. The spill, identified Thursday by the Bullhead City Fire Department Hazardous Materials Team as motor oil similar to what is used in automobiles and boats, was first spotted Wednesday night. The source of the spill is not known. When units from the Bullhead City Fire Department arrived on scene Wednesday, they found a 150-foot-long slick covering the river entrance into the lagoon. Vessel Assist, a company out of Lake Havasu City, responded with a

barrier boom to isolate what was described as a spill of one to five gallons of oil, preventing it from spreading into the river channel. According to Larry Tunforss, public information officer for the Bullhead City Fire Department, a crew from H2O is expected to be on site this morning and will spend most of the day cleaning up the spill with assistance from the BCFD Hazardous Materials team. River access for the Road Haven Condominiums and East Shore Villas will be closed until the cleanup is complete. An investigation into the spill is continuing. Anyone with information on the source is asked to call Assistant Fire Chief Joe Anderson at the Bullhead City Fire Department, 758-3971.

<http://www.mohavedailynews.com/articles/2010/04/16/news/local/doc4bc8075ee406f292129030.txt>

### USA, ILL, PLEASANT PLAINS, APRIL 17 2010. NO INJURIES AFTER ANHYDROUS TANK OVERTURNS

john reynolds



*Crews clean up the scene of Friday's accident at Illinois 125 and Farmingdale Road.*

Students at Farmingdale Elementary School and Pleasant Plains Middle School weren't allowed outside Friday afternoon after an accident at Illinois 125 and Farmingdale Road caused an anhydrous ammonia leak. The crash occurred when Mercedes Werries, 18, of Springfield pulled out in front of an eastbound pickup on Illinois 125 that was pulling a 1,400-gallon anhydrous ammonia tank. Jason Sudeth, 23, of Springfield, the driver of the pickup, swerved and avoided hitting Werries' vehicle. The maneuver, however, caused the tank to overturn and spill about 700 gallons of the chemical in a ditch around 1:40 p.m., Illinois State Police said. No one was injured in the crash or by the chemical spill. Farmingdale

Elementary School and Pleasant Plains Middle School are both in the 2400 block of North Farmingdale Road, less than a mile from the crash. The wind was blowing the fumes away from the schools, but school officials did implement an emergency plan. Students weren't allowed outside, windows were closed, and the staff made sure the ventilation system wasn't drawing in any air from outside, said School Superintendent Maureen Talbert. School officials called parents to let them know that everything was under control and that nearby roads were closed. "Our biggest concern was how do we get our buses through and notify parents that they might run into a little bit of a traffic issue if they tried coming across on 125," Talbert said. Angie Turner, who was at the school to pick up her two children, said she appreciated the call. "They're always looking out for the kids," Turner said. Students were dismissed at 3 p.m. without any difficulties. Illinois 125 and Farmingdale Road were reopened at 3:45 p.m. No one was evacuated due to the spill.

<http://www.sj-r.com/breaking/x749202974/Anhydrous-leak-at-Ill-125-and-Farmingdale-Road>

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### USA, MD, BALTIMORE, APRIL 17 2010. BRIDGE REOPENED AFTER TANKER ACCIDENT

mike schuh

**Watch the Video** <http://wjz.com/local/tanker.bridge.2.1636715.html>

**Photo Gallery** <http://wjz.com/local/tanker.bridge.2.1636715.html>

**Click-2-Listen** [Anthony Guglielmi of the city police department describes what happened.](#)



The Pennington Avenue Bridge is back open following a crash that could have been much worse. Mike Schuh reports the accident left a tanker truck hanging off the side of a draw bridge. Two drawbridges make up the Pennington Ave. Bridge. One was in a locked position because it was being repaired. The other carried traffic. Both bridges were impacted by Friday morning's bizarre accident. Dangling over the bridge, a fuel tanker on its way to pick up 9,000 gallons of gas became wedged over the barrier wall. "The first thing I asked was, was the tanker full," said one man. It wasn't. But as a precaution, the entire area was sprayed with foam. "We just want to make sure that when we move the tanker, we're not going to have anything happening as far as that span of the bridge coming down," said Chief Robert Cook. The road is divided by concrete barriers all the way up to the bridge. But then there is no barrier for the two-way traffic. A large truck crossed over and hit the middle of the

tanker. That truck was demolished. "That guy was blessed. He had a bloody nose and a sore arm," said Omar Davis, Baltimore Department of Public Works. He was really blessed. I mean it took the mess-up bad." As you might imagine, when something as large as a semi was involved, there's a lot of energy also involved in that crash. Now, engineers are concerned, not only about the integrity of the bridge, but also of the other drawbridge that was not part of the crash as it is under rehabilitation. "We are all counting our blessings right now. It could have been worse," said a worker. "Heat, and structures, and steel is not a good combination. So the fact that it was empty was a blessing." That's because right below the tanker, there's a huge concrete box. It's the space for gears and motors which move the bridges. Have that build up with 9,000 gallons of gas, and it might have looked like an accident that happened a few years ago on I-95 that resulted in billowing flames. But the bridges surely would have been knocked out of operation. A four-man team of engineers and inspectors went below to take a look at the bridge. It took them two hours before they cleared it to traffic. That Police say no charges are expected against either driver.

<http://wjz.com/local/tanker.bridge.2.1636715.html>

### USA, N.Y, POMFRET, APRIL 17 2010. RT. 60 REOPENED FOLLOWING TANKER CRASH & GAS SPILL

michael rukavina,

**Watch the Video** <http://www.wivb.com/dpp/news/local/Tanker-truck-crash-causes-major-issues>



*A tractor trailer drove off of the east side of Route 60 while heading northbound on 3-legged hill shortly before 1 a.m. Thursday.*

Route 60 from the north-end to the south-end of Spoden Road in the town of Pomfret was closed to through traffic Thursday morning after a tanker truck full of gasoline drove off the side of the road. According to Chautauqua County Sheriff Joseph Gerace, crews including the Department of Environmental Conservation, Fredonia Fire Department and Chautauqua County HazMat crews responded to the accident around 12:30 a.m. Thursday. Only one vehicle - the tractor trailer - was involved in the incident but it was the collateral damage that had emergency services worried. "Some valves on the side of the truck were damaged and the

truck started off-loading gasoline. The HazMat team, DEC, and the Fredonia Fire Department responded and they started to set up dikes to capture the gasoline, while using some absorbent materials as well," Gerace said. "The process of unloading the remains, from what was a fully-loaded tanker, was pumped out and in fact they had to actually drill down into the container to off-load some of the compartments because they could not access it the way the truck was lying." The driver of the tractor trailer told officials that he swerved to avoid a deer, but the investigation is not over. "Although the driver stated that he swerved to avoid a deer our investigation is continuing to find the true cause," Gerace said. For just over 12 hours crews worked to clean the area as gasoline run-off was a major concern, leaving the thousands who travel the stretch to detour via Spoden Road. "The run-off into any water source or ground contamination was a concern; that's why the containment was

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

**April 22 2010**



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such a priority," Gerace said. "It creates all kinds of problems for people. You get the word out as fast as possible that people needed to detour the area and it creates a tremendous burden on resources to make sure people are flowing smoothly and there is no other related incidents." According to Fredonia Water Plant Chief Operator Rob Lancaster the village water supply at the reservoir remained safe and was not affected by the spillage. "I was called last night because of that," Lancaster said. "It was close; if they were further up on the hill it could have gotten in but where it was it was fine and caused no troubles with the reservoir. The water supply is safe." The driver of the trailer sustained some facial lacerations and minor injuries. Through traffic along Route 60 opened back up shortly after 1 p.m. Thursday.

<http://www.observertoday.com/page/content.detail/id/538720.html?nav=5047>

### **MALAYSIA, JOHORE BAHRU, APRIL 17 2010. S'PORE CAR CRASHES INTO JAHORE PETROL STATION.**

 **Photo's** <http://motoring.asiaone.com/Motoring/Drivers/Others/Story/A1Story20100415-210617.html>

 **Watch the Video** [http://www.asiaone.com/static/motoring/gallery/100416\\_carcashed/](http://www.asiaone.com/static/motoring/gallery/100416_carcashed/)



In a dramatic footage obtained from what seemed to be a security camera, a Singapore-registered off-peak car was shown crashing into a petrol station's convenience store. The incident occurred in Johor Bahru, a Stomp report said. According to the timestamp of the video, it happened on March 8 this year. In the video, the sedan accelerated rapidly and crashed into the entrance of the convenience store. It rapidly reversed out in a few seconds, narrowly missing a gathering crowd of onlookers. Before the footage ended, we see the driver opening the door but he or she did not get out. Meanwhile, a passenger could also be observed seated next to the driver. This video was also posted on video-sharing website Youtube and had garnered about 26,000 views. Some users adroitly commented on the lack of braking upon impact.

<http://motoring.asiaone.com/Motoring/Drivers/Others/Story/A1Story20100415-210617.html>

### **UK, BUNCEFIELD, APRIL 17 2010. TRIAL STARTS FOR THREE BUNCEFIELD DEPOT FIRMS**



An oil storage company manifestly failed in its duty to prevent a giant explosion which wrecked homes and businesses and caused disastrous levels of pollution, a court heard today. A jury heard that it was 'miraculous' that no one was killed in the 2005 Buncefield Oil Depot blast caused by spray from quarter of a million litres of petrol that spilled from a large tank at the site at the Buncefield Oil Depot in Hemel Hempstead. Car engines were choked by a cotton wool-like cloud of vapour or fog which caused them to rev to the maximum level before grinding to a halt. People living nearby thought there had been an earthquake and a vast amount of damage was caused to properties as windows were blown out, doors ripped from their hinges just after 6am on December 11, 2005. At one house, 500m from the site, a

ceiling and beams fell. Prosecuting, Andrew Langdon QC said: "The word miraculous is perhaps used too frequently today, but it was indeed miraculous that no one was killed in this incident." Tanker driver Paul Reed, working at Buncefield at the time of the incident, was knocked off his feet and choked by fumes after vapour from the spillage caught fire and exploded. Mr Langdon, summarised his evidence, saying: "He (I) heard and felt a whoosh like the sound of wind hitting him in the back. Immediately on hearing this coming he heard a loud explosion. He said: 'It blew me from my feet and I went to the floor.' The driver said he was hit by falling debris and gasped for breath crawled under his lorry to protect himself as the air was 'sucked away' by fumes. St Albans Crown Court heard that the fire raged for several days, destroying the tank and those around it. Thousands of litres of petrol and firefighting chemicals then leaked into the ground into a vulnerable chalk aquifer which feeds into the water table. Mr Langdon said the damage was greater because Hertfordshire Oil Storage Ltd, had 'manifestly failed' to maintain bunds - walls surrounding the tanks to protect the environment - meaning the chemicals poured into the ground below. The prosecutor said: "That the ground water was polluted is not in dispute, although the full extent of that pollution is not yet fully known and may not be for a very long time. "In simple terms this is because the polluting material - pollutants from the fuel and firefighting chemicals - has yet to work its way in the system. The jury of 11 men and one woman heard that Hertfordshire Oil Storage Ltd, known as HOSL, denied responsibility for the explosion or subsequent pollution, the long-term effects of which are still not known four and a half years after the blast. Mr Langdon said the company, owned 40 per cent by Texaco and 60 per cent by Total, claimed to bear no responsibility for what happened. He said: "They say they had no obligations in terms of human safety nor protection of the environment. "They acknowledge that these are important things but

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say that the responsibility for them lay with Total." He added that Total had already pleaded guilty to offences under the Health and Safety at Work Act. The prosecutor explained that oil arrived at the storage depot by pipelines from three oil refineries, including the Lindsey Oil Refinery in North Lincs. He said it was collected from a loading gantry by oil tankers and then distributed. He asked the jury: "How could (this incident) happen, with all the resources available to the oil industry, who say they need sites like Buncefield in order to distribute their fuel?" HOSL, of Clarendon Road, Watford, denies failing to prevent a major accident and causing pollution. TAV engineering of Sydenham Road, Guildford, denies failing to ensure employees were not exposed to risks. Motherwell Control Systems 2003, of Castle Street, Liverpool, denies failing to ensure employees were not exposed to risks. The company, which is in voluntary liquidation, was not represented. The trial continues.

<http://www.hemeltoday.co.uk/news/Trial-starts-for-three-Buncefield.6230735.jp>

### USA, S.D, PIERRE, APRIL 17 2010. HUNDREDS OF GAS STATIONS, AUTO-BODY SHOPS TO FACE NEW REGULATIONS

*bob mercer*

Hundreds of gas stations and auto-body shops across South Dakota face new federal clean-air regulations that will affect their daily operations. The state Board of Minerals and Environment decided Thursday to take responsibility for the enforcement, rather than leave the businesses subject to U.S. Environmental Protection Agency regulations. The board, on a 5-2 vote, adopted 313 pages of new, revised and updated air-quality rules covering everything from coal-fired power plants and ethanol plants to small businesses. The state rules are intended to comply with federal requirements. The new federal regulations regarding vapors emitted at gas stations and auto-body shops take effect in early 2011. "This looks like an awful imposition on the citizens of this state, and they don't know about it," said board member Lee McCahren, of Vermillion. He voted against accepting the rule changes, saying it should be up to EPA to explain why a gas station is being closed for non-compliance. The state Department of Environment and Natural Resources has already started working with gas stations and some body shops, according to DENR official Kyrik Rombough. He said the department is still trying to reach many of them. Rombough and department lawyer Roxanne Giedd explained that EPA fines start at \$25,000 per day while the maximum state penalty for an air-quality violation is \$10,000 daily. They said state regulators can better work with businesses to bring them into compliance and avoid fines than if EPA is directly in charge of enforcement. "They have to meet the standards. If not, EPA will come in and enforce them if we don't," Rombough said. Board members asked DENR staff to review possible fees that could be charged for air-quality permit applications from major projects, so that the amounts more appropriately reflect the costs of the permit-review process. The maximum current fee is \$100. "Look at the money that was spent on Hyperion and Big Stone II," said board chairman Richard Sweetman, of Sioux Falls, referring to two major air-quality permit cases handled by the board in recent years.

<http://www.mitchellrepublic.com/event/article/id/42368/group/News/>

### UK, OXFORDSHIRE, APRIL 17 2010. FIERCE FIRE DESTROYS M40 SERVICE STATION

*dan hearn*

 **Photo Gallery** <http://www.buckinghamtoday.co.uk/bicester-news/Service-station-destroyed-in-major.6231257.jp>



*Firefighters battle the fierce blaze.*

One of Oxfordshire's biggest service stations was almost completely destroyed in a fire today. More than 120 firefighters from three counties battled the blaze at Cherwell Valley Services, at junction 10 of the M40, at Ardley, near Bicester. Fire crews were still at the scene this evening and are expected to be at the scene throughout the night damping down. The fire is believed to have started in a back room just before 1pm before spreading through the complex, causing the roof to partially collapse. The cause of the blaze is not known. Fifteen crews from Oxfordshire, Buckinghamshire and Warwickshire battled to stop the blaze spreading to the neighbouring Travelodge hotel and the petrol station. Hundreds of people had to be evacuated, but there were no reported injuries. Oxfordshire Fire and Rescue Service spokesman Richard Bowley said: "There is very significant damage "Oxfordshire crews will be at the scene throughout the night and investigations into the cause will not begin until the scene is safe, although at this time there are no suspicious circumstances." Thick black smoke poured into the sky and could be seen for miles around. Police urged drivers to avoid all roads near the service station because thick smoke was drifting across the area and reducing visibility. The roads affected were the M40 from junctions 9 to 11, the A43, B4100 and B430. Witnesses described plumes of black smoke coming from the

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blaze. Paul Jarvis, a van driver from Kidlington, was making a delivery at Ardley at about 2pm when he spotted the smoke. He said: "I just saw plumes of black smoke billowing. "The smoke was really intense and black, then we heard a lot of banging. I understand it was the roof caving in." Allan Kelly, 42, from Cholsey, was travelling from his home to Birmingham on the M40 when he saw the blaze. He said: "Traffic was really slow, because everybody was breaking to have a look. "There was really thick smoke being blown across the motorway and it did make conditions quite difficult. It was hard to see anything. "There was so much smoke, it looked more like a volcano erupting than a normal fire." The main building had a Marks & Spencer food store, Costa Coffee, Burger King, WH Smith and cafe. It was opened in 1994 and gave the 89-mile motorway its first service station, four years after building work was completed. Andy Leatham, spokesman for the station's parent company Moto, thanked the emergency services for their hard work. He said: "Our priority now is to open an extensive, temporary facility, which we hope to do within the next few days. "After that we will start planning the rebuild of the station."

[http://www.oxfordtimes.co.uk/archive/2010/04/15/Bicester+news+\(om\\_bicesternews\)/8102445.UPDATE\\_Fierce\\_fire\\_destroys\\_M40\\_service\\_station/](http://www.oxfordtimes.co.uk/archive/2010/04/15/Bicester+news+(om_bicesternews)/8102445.UPDATE_Fierce_fire_destroys_M40_service_station/)

#### USA, OK, WELEETKA, APRIL 17 2010. TWO INJURED IN WELEETKA TANK EXPLOSION

The Okfuskee County sheriff's office says two people were injured, one critically, when two tank batteries exploded. Undersheriff Darrell Summers said Thursday that the injured were taken to the hospital with burns, and one remained hospitalized in critical condition. Their names weren't released. Summers says the sheriff's office received a call about 9:30 p.m. Wednesday about the explosion on private property about a mile south of Weleetka. He says investigators are still trying to determine what caused the blast.

<http://www.newson6.com/Global/story.asp?S=12318863>

#### UGANDA, KAMPALA, APRIL 18 2010. ANGER AS DILUTED FUEL HITS THE CITY

peter nyanzi



*Scarce: Fuel prices have gone up in the past month.*

When Ms Grace Onyango hurriedly pulled over at a petrol station to fill her car one morning last week, she took everything for granted thinking she was getting good petrol as usual. However, only kilometers into her journey to Entebbe, she was shocked to find out that the car would not exceed 60 km/hr. Later, it completely stalled. Her car had been filled with adulterated fuel - a mixer of petrol and kerosene. This is the new system some unscrupulous oil dealers are using to defraud motorists under the guise of offering relatively cheaper products. The Ministry of Energy, Uganda Revenue Authority (URA), Uganda National Bureau of Standards (UNBS) and the police have started investigating after numerous complaints from motorists whose car engines have been extensively damaged. Ironically, officials from URA,

the police and UNBS - the government body charged with ensuring quality petroleum products on the market are of good quality - have also fallen victim.

#### Meeting Organised

Sources said the situation has become so serious that top officials from URA, UNBS and the ministry of energy have scheduled a crunch meeting with petroleum dealers next week to sort out the mess. While, URA is also a key stakeholder on account of the huge revenue losses it is incurring, the environmental aspect of the adulteration is bound to attract the attention of the environmental body, National Environment Management Authority. UNBS, URA and the ministry all have field surveillance teams, albeit poorly facilitated, but it is the lack of adequate coordination among them that appears to be taking its toll on the motorists. The victims said some unscrupulous dealers at petrol stations particularly around Kampala are giving out a mixture of kerosene (BIK) and petrol (PMS) so as to maximise profits. Petrol and Kerosene mix freely. While import duties on petrol and kerosene stand at Shs820 and Shs200 per litre respectively, mixing the two is quite tempting for those who want to earn an extra shilling stealthily. But a car that is filled with the mixture struggles to start especially in the mornings. In extreme cases, key components in the engine get damaged necessitating the complete overhaul of the engine.

#### Public Advised

Dr Terry Kahuma, the UNBS executive director, said though they are doing their best, they are limited by capacity issues. "I would like to encourage the public to bridge the gap by letting us know so that we can take targeted action instead of random checks," he said. Mr Frank Tukwasibwe, the acting commissioner of petroleum supply and Mr Sperato Byokunda, the senior petroleum officer at the energy ministry, both declined to comment without the authorisation of the permanent secretary.

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Efforts to get clearance from the PS, Mr Kabagambe-Kaliisa proved futile. But Mr Peter Ocheng, the operations and marketing manager of Kobil said some motorists become victims because they drive around looking for little bargains from dealerships that offer seemingly "cheaper fuel." "A difference of Shs100-Shs200, might look attractive but it could be too expensive in the long run," he said, warning that one should be suspicious when offered fuel which is cheaper. He said Kobil products go through a very rigorous process of checks and controls to ensure zero adulteration right from the source to the final retail point. Mr Paul Kyeyune, the URA public and corporate affairs manager, himself a recent victim of the adulterated fuel, described the situation as incredible. "Last weekend I had to take my car to the garage and changed the plugs. Eventually, they changed the fuel filter and the problem persisted, finally on Monday I had to buy the fuel pump. I also noticed my engine was not performing at the normal power," he said. Another motorist, Mr Ali Ssekatawa, said he got a similar problem around January, after filling his car at a fuel station on Jinja Road in Kampala. "I spent over Shs700,000 to put back the car on the road," he wrote in an email to friends. "My mechanic removed the fuel and I put it in a jerrycan, I took it back to the petrol station but as you know I didn't have a receipt to prove I bought fuel from there. I couldn't push it any further but until today the car experiences most if not all of the malfunctions listed." According to information on the energy ministry's website, the ministry has a surveillance section, which monitors activities of the petroleum supply chain for conformity and adherence to standards and code of conduct. Under a cooperative arrangement with UNBS and URA, they also to carry out product marking and testing, but the units have capacity limitations and cannot keep an eye on the illegal activities of the 80 petroleum dealers licensed to operate in the country.

<http://www.monitor.co.ug/News/National/-/688334/901262/-/wxvkme/-/>

### **NIGERIA, IBAFO, APRIL 18 2010. AT LEAST FIVE DEAD IN NIGERIA OIL TANKER EXPLOSION: AFP**



*Flames roar from the collision of two tankers filled with petrol.*

At least five people were killed and several wounded when two oil tankers collided and burst into flames in Nigeria's southwest Ogun state on Saturday, an AFP photographer reported. According to witnesses, the two tankers rammed into each other in heavy rain and exploded. Three big freight trucks along the Lagos-Ibadan expressway also caught fire. An AFP photographer saw five bodies burnt beyond recognition and five seriously wounded people pulled out of the inferno before firefighters arrived. An assistant driver from one of the tankers said they were driving from a fuel depot in Lagos, less than 20 kilometres (12 miles) away, when they ran into another tanker while trying to avoid a stationary truck. "We tried to avoid one stationary truck and ended up crashing into another and there was one big explosion," said a badly burnt Laken Abiodun writhing in pain. Road accidents are common along Nigeria's poorly maintained highways.

<http://www.google.com/hostednews/afp/article/ALeqM5i4dCPwYSWglZis25EYxga625wcfg>

### **CANADA, EDMONTON, APRIL 18 2010. \$100,000 TO CLEAN UP CAUSTIC SODA SPILL FROM STOLEN TANKER OUTSIDE EDMONTON**

ben gelinas



**Photo's:**

<http://www.edmontonjournal.com/life/clean+caustic+soda+spill+from+stolen+tanker+outside+Edmonton/2917356/story.html>



*The scene of a caustic soda spill near Edmonton, Alberta, in April 2010.*

Caustic soda was spilled over 30 kilometres of gravel roads in two counties north of Edmonton after someone stole a tanker truck from a Fort Saskatchewan trucking compound. Approximately 12,000 litres of the corrosive liquid escaped one of the semi's two tanks after the thief cracked the valves, apparently more interested in the truck than what it was hauling, Alberta Environment spokesman Jason Cobb said. It has taken almost a week and \$100,000 to clean up the mess. The truck was driven out of RBS Bulk Systems' Fort Saskatchewan site last Sunday afternoon. "It appears to be a completely random act," said company president Brian Murray. He couldn't say how the truck was able to leave the facility

undetected. The chemical, which was to be used for papermaking, was emptied as the truck travelled through Thorhild and

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Westlock counties. It left a distinctive white line where it burned the gravel. Some residents are concerned their health has suffered. Harry Dewindt has land where the chemical leaked along Township Road 604 near Range Road 224 in Thorhild County. "You can't smell it," Dewindt said. "You can feel it. It burns. Your eyes tear. Your throat's sore." He thinks the company could have done a better job at hauling out the contaminated gravel. But Murray maintains the product isn't particularly dangerous. "It's really a relatively minor impact," he said. "Of course, if you put your hand in a bucket of caustic soda, you would end up with a burn on your hand." Alberta Environment initially responded to the spill and determined the soda's impact was contained to the roads. "This wasn't something that was going to continue to propagate beyond the road," Cobb said. Murray said the company contracted for the cleanup started by skimming the top layer off the roads to be taken for disposal at a landfill. Murray said he hopes to finish the cleanup today. RCMP recovered the truck near Redwater.

<http://www.edmontonjournal.com/life/clean+caustic+soda+spill+from+stolen+tanker+outside+Edmonton/2917356/story.html>

### USA, OK, CUSHING, APRIL 18 2010. HUDSON REFINERY CLEANUP DISCUSSION IS SET

The public is invited to a session on clean-up efforts at the Hudson Refinery Superfund Site next week. Representatives from the U.S. Environmental Protection Agency, the Oklahoma Department of Environmental Quality, the city of Cushing and Land O' Lakes will discuss and answer questions on clean-up activities at the site. Members of the public can talk with agency representatives at Cushing City Hall from 6 to 7:30 p.m. Tuesday. Land O' Lakes has cleared trees and brush and built roads so that heavy equipment can be used to start the cleanup. The company will begin cleaning the wastewater treatment ponds on the site north of Oklahoma 33 this month and in May. Steps include removing water and sediment from the ponds and filling in and grading the ponds so that they will not hold water. The DEQ has determined that it is safe to discharge the water from the ponds into Skull Creek.

Cleanup work will continue through the summer.

<http://www.istockanalyst.com/article/viewiStockNews/articleid/4037760>

### USA, N.C, CAMP LEJEUNE, APRIL 18 2010. WARNINGS ABOUT LEJEUNE'S TAINTED WATER UNHEEDED FOR YEARS

*barbara barrett*

For 30 years, thousands of Marines and their family members at Camp Lejeune, N.C., drank, cooked with and bathed in water that was laced with dangerous chemicals, but when outside contractors began raising questions about the toxic water, documents show, base officials rebuffed them and ignored the warnings or ordered more tests. The worst-offending wells finally were shut down in November 1984, more than four years after the first warnings. In that time, more than 2,500 babies may have been carried in utero on the base or born at Camp Lejeune hospital, according to estimates by federal scientists. Strung together, thousands of pages of documents tell the story of how the contamination was allowed to continue. They show that Camp Lejeune officials had been told consistently that something very foul flowed through the base's pipes. The Marines say they closed the wells within days of learning details about the contamination. "The kind part of me wants to say (the Marines) took a while to figure it out," Mike Hargett, an outside contractor who raised questions about the toxic water in 1982 and 1983, said in an interview with McClatchy Newspapers. "The unkind part says somebody was sloppy and negligent," said Hargett, who now lives in Rutherfordton, N.C., about an hour west of Charlotte. The Marine Corps says it's difficult to know what might or might not have been done in response to the warnings, because the record of thousands of related documents is exhaustive but not necessarily complete. "Just because it's not in the record doesn't mean something wasn't done," Marines spokesman Capt. Brian Block said. The water contamination has launched years of scientific inquiry, spurred a congressional investigation and, many think, sickened thousands of Marines and their family members.

#### There May Be More to be Learned.

Last month, federal scientists sent the Department of the Navy and the Marine Corps a letter indicating that the military still hasn't turned over all documentation. The Marines deny withholding documents and say they've done their best to make sure scientists have what they need. The scientists, working for the federal Agency for Toxic Substances and Disease Registry, are trying to find out whether the toxic water is connected to ailments suffered by thousands of former Marines and their family members. In February, a congressional oversight subcommittee led by Rep. Brad Miller, D-N.C., began its own investigation. The congressional investigation follows a report by McClatchy showing that benzene - a component of fuel and a known cancer-causing agent - might have been much more responsible for the contamination than had been known previously. A new document shows that as much as 1.1 million gallons of fuel might have been spilled into Camp Lejeune's groundwater over the years. As many as a million people are estimated to have been exposed to the water from 1957 to the mid-'80s. The Department of the Navy's Bureau of Medicine and Surgery had issued drinking water rules in 1963. They banned any

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chemicals from a base's water in concentrations that would be hazardous to human health. In 1980, Camp Lejeune began testing for chemical compounds called trihalomethanes, byproducts of chlorine produced during water treatment, in response to new Environmental Protection Agency rules. Documents show that the first warnings about Camp Lejeune came that year, when an Army laboratory chief began scrawling notes about chemicals that were showing up in the routine water tests. The lab chief, William Neal Jr., who was working for the U.S. Army Environmental Hygiene Agency, tested the water at Hadnot Point, an area with wells serving the base hospital, some barracks and officers' housing, and close to a massive underground fuel tank storage farm. On Oct. 31, 1980, at the bottom of a one-page table of testing results, the lab chief wrote: "Water is highly contaminated with low molecular weight halogenated hydrocarbons," chemical compounds that can include many industrial organic compounds.

#### **More Warnings Followed.**

- In January 1981, he wrote: "Heavy organic interference. ... You need to analyze."
- In February 1981: "You need to analyze for chlorinated organics."
- In March 1981: "Water is highly contaminated with other chlorinated hydrocarbons (solvents)!"

One of the samples came from a tap in the hospital's emergency room. Chlorinated organic solvents, also known as volatile organic chemicals, or VOCs, permeated the water. They include trichloroethylene, known as TCE, and tetrachloroethylene, known as perclene or PCE. Both are used as industrial cleaners. The Environmental Protection Agency thought that both chemicals caused liver and kidney damage and disrupted the central nervous system. The EPA had issued recommendations in 1979 and 1980 on keeping the substances out of public drinking water, although it didn't have federal standards set in law at the time. However, documents indicate that after 1981 there was no further testing in response to the lab chief's warnings. In fact, more than a year later, the assistant chief of staff facilities, Col. J.T. Marshall, wrote in an internal memo that he thought the accuracy of Army laboratory results was questionable. Marshall suggested that the results of the trihalomethane testing be de-emphasized in a sweeping report to the EPA about potential hazards on the base. The Army lab chief's notes ended, but documents show that months later, another scientist began raising concerns about the water. In April 1982, a Raleigh, N.C.-based contractor was hired to conduct the same routine tests for trihalomethanes, the chlorine byproducts, again at Hadnot Point and the housing community of Tarawa Terrace. Mike Hargett, a co-owner of Grainger Laboratories, couldn't do the tests he wanted to do. Organic solvents were interfering with his readings. They were the same poisons that the Army laboratory chief had warned about. Alarmed, Hargett began issuing repeated warnings to base officials that the wells appeared to be pumping out contaminated water. "If that water had been the effluent of a wastewater treatment plant, that plant would have been in violation and fined," Hargett told McClatchy. No such standards yet existed for drinking water, but the EPA had made it clear that the chemicals posed a threat. Hargett first picked up the phone in his Raleigh office on May 6, 1982, and called Lejeune's base chemist, Elizabeth Betz, according to documents. He told her about the TCE and the PCE. Betz passed the news up the chain of command, documents show. A week later, she was summoned to brief a colonel and a lieutenant colonel about the routine water testing. According to a memo she wrote after the briefing, neither officer appeared to have been told about the poisons in the water, meaning that the chain of command hadn't reached to their level. "I didn't inform them," Betz wrote. The memo doesn't indicate why not. In a report that the Marines commissioned two decades later, however, outside reviewers say Betz told them that she didn't realize the significance of the contamination's threat to public health. The review was published in 2004. In July 1982, Grainger Laboratories conducted follow-up tests to the earlier warnings. The lab again found TCE and PCE contamination in water samples from Tarawa Terrace and Hadnot Point. Reports that Grainger sent to Camp Lejeune show that one test of water drawn in May - in response to his warning to Betz - indicated TCE levels of 1,400 parts per billion. The recommendation from the EPA was 75 parts per billion for long-term exposure. Hargett said he was growing increasingly frustrated. He remembers standing at one of the wellheads and advising Betz to turn off at least one of the wells at Hadnot Point. He went with Betz to meet the lieutenant colonel who was the deputy director of base utilities. "I basically said, 'This is a problem with your water,'" Hargett recalled. " 'People should not be drinking this water.' " The scientists spent less than five minutes in front of the Marine officer's desk, Hargett recalled. "He did not want to discuss it," he said. "I was amazed at how unimportant this discussion was for him." That August, Grainger Laboratories wrote to the base's commanding general, Maj. Gen. D.J. Fulham. Grainger chemist Bruce Babson warned that the base's water system contained dangerous levels of poison, and that it appeared to be coming from water in the well field. "These appear to be at high levels and hence more important from a health standpoint than the total trihalomethane content," Babson wrote. A week later, however, Betz, the base chemist, told Fulham in a memo that on average, the chemical amounts fell within the EPA's recommended levels for what a human could tolerate. She called one test, the TCE levels at 1,400 parts per billion, an unexplained anomaly, documents show. Block, the Marines spokesman, said he couldn't say why more wasn't done at the time. "We sitting here today are not going to say what should or should not have been done 30 years ago," he said.

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Documents indicate that in 1982, the North Carolina Water Supply Branch hadn't been told of the dangerous chemicals in the water, even though it was the regulatory agency that was responsible for Lejeune's water safety. Hargett warned the military about the contamination again in December 1982, according to documents. And again in March 1983. And in September 1983. "That's the disheartening part of this," Hargett said recently. "They continued to distribute the water for others to drink." In the spring of 1983, the Marines gave the EPA a report - required in preparation for the new Superfund law - on cleaning up significant hazardous-waste sites at Camp Lejeune. The report said that no sites on base "pose an immediate threat to human health." No mention was made of poisons in the Tarawa Terrace or Hadnot Point water systems. Sometime around then, Hargett tipped state environmental officials to take a closer look at Lejeune. Also, by mid-June 1983, as part of its ongoing monitoring of the base's trihalomethane levels, North Carolina's water supply agency asked Lejeune to supply Grainger Labs' original reports. Those reports would have shown the TCE and PCE levels and, Hargett thinks, might have led to a state investigation. Records indicate the Marines didn't turn over the lab reports. Newly revealed Navy documents from a 1997 meeting about the contamination show that the water also might have been laced with benzene, a known carcinogen and a component of fuel. At the time, however, Hargett didn't know it. Benzene is a slightly different compound, and it wouldn't have shown up in Grainger Lab's routine tests, he said. Even without the benzene, knowing what the Marines did about the TCE and PCE, should the military have shut down the wells? "Yes. Absolutely," Hargett said. In December 1983, Lejeune officials asked to reduce the frequency of their routine water tests for Hadnot Point. In January 1984, the chief of North Carolina's water supply agency agreed. Six months later, a contractor who'd been hired as part of the EPA Superfund review of hazardous sites found benzene in Camp Lejeune's water, along with TCE and PCE. In November 1984, the first of the contaminated wells finally was shut off. Marine spokesman Block said this year that base officials had shut down the wells within a week after they learned the details of the contamination from the July 1984 test. Records show the Marines first notified the state of the contamination in a phone call in December 1984. Lejeune shut the other contaminated wells in early 1985. News reports at the time quoted a base spokesman downplaying the TCE and PCE contamination. The EPA, he said, doesn't "mandate" unacceptable levels of the chemicals, meaning that the Marines hadn't broken any laws.

<http://www.kansascity.com/2010/04/18/1884054/warnings-about-lejeunes-tainted.html>

### NEW ZEALAND, CANTERBURY, APRIL 18 2010. DIESEL SPILL CLOSES SH7 AT CULVERDEN

Police have closed State Highway 7 at Culverden due to a large diesel spill. Police and Fire are attending a large diesel spill on State Highway 7 at Culverden, which occurred around 6pm on Sunday. A large diesel storage tank has fallen off a truck and split when hitting the road. The diesel has leaked from the tank across the road. The state highway is closed with a detour in place around the scene. The detour roads are close to the state highway and will not add any extra time to motorists travelling in the area. The detour will be well signed posted for motorists.

<http://www.stuff.co.nz/national/3594890/Diesel-spill-closes-SH7-at-Culverden>

### CANADA, EDMONTON, APRIL, 19 2010. CHEMICAL SPILL NORTH OF EDMONTON CLEANED UP

A 30-kilometre stretch of road north of Edmonton has been cleaned up following a bizarre chemical spill. On April 11, a truck filled with caustic soda, an industrial cleaner, was stolen from a yard in Fort Saskatchewan. Approximately 12,000 litres of the corrosive liquid sodium hydroxide was released from the truck over gravel roads through Thorhild and Westlock counties. The truck was owned RBS Bulk Systems. Company president Brian Murray said it's likely the thief or thieves released the chemical along the road because they didn't want to carry it. Murray said it took a week to clean up the chemical. "It was really a line down the middle of the road," Murray said. "So ... it's really a scooping up, put it in a dump truck and haul it to a landfill. You do testing along the route to determine what's required and how much you have to take off." Murray said the chemical posed no danger to humans, animals or agriculture. He said his company's insurance paid the \$100,000 cleaning bill. RCMP recovered the truck near Redwater. Police are still investigating.

<http://www.cbc.ca/canada/edmonton/story/2010/04/18/edmonton-caustic-soda-spill.html>

### USA, WA, TACOMA, APRIL 19 2010. STATE WILL HEAR TUG COMPANY'S APPEAL OF OIL-SPILL FINE IN OCTOBER

*erik olson*

A state environmental panel will decide in October whether a Tacoma-based tug company must pay a \$21,000 fine for allegedly spilling 150 gallons of oil into the Columbia River off Willow Grove more than a year ago. Sound Freight Lines has appealed the fine levied by the state Department of Ecology in February, agency spokeswoman Kim Schmanke said last week. The company will plead its case Oct. 8. before the state Pollution Control Hearings Board, who could reduce or dismiss the fine. Ecology officials said they matched samples of the Jan. 29, 2009 spill to the Black Hawk, which is owned by Sound

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Freight. In addition to the fine, Ecology also penalized the company \$12,600 for the cost of responding to the spill. The morning spill was not reported until the middle of the day when river observers saw a sheen on the water and called Ecology and the Coast Guard, according to Ecology.

**Related Stories** [Related: State fines tug boat company for Columbia River spill](#)

[http://www.tdn.com/news/local/article\\_78b8fa1c-4b8b-11df-84dd-001cc4c002e0.html](http://www.tdn.com/news/local/article_78b8fa1c-4b8b-11df-84dd-001cc4c002e0.html)

### **GUYANA, WEST BANK DEMERARA, NISMES, APRIL 20 2010. FIRE BREAKS OUT AT NISMES GAS STATION >> MAJOR DISASTER AVERTED**

Despite significant damage, what could have been a major disaster was averted when a section of the J&R Service Station at Nismes, West Bank Demerara caught fire last night. A car and a tanker were destroyed while another tanker was badly damaged. Up to press time, firemen remained on the scene to ensure that the fire did not restart. The fire started at around 10 pm, although it was not clear how it began. Jaikishan Naipal, the owner of the service station said that he was at a nearby restaurant when he was alerted about the fire. It started on the ground above an underground tank. He said that he rushed over and using fire extinguishers, attempted to quell the flames. However, it continued to blaze and consumed a nearby car. A truck with several gas tanks was destroyed as well. The tanks were empty at the time. A nearby tanker which was filled with gasoline was badly scorched, and its tyres burnt. Naipal praised the fire service, which he said was prompt in responding. He also thanked his neighbours who assisted in battling the flames. When Stabroek News arrived on the scene, the flames were out but smoke was emanating from the underground tank, which was being checked by firemen. A large number of residents had congregated at the scene. Naipal could not give an estimate of the losses suffered last night.

<http://www.stabroeknews.com/2010/stories/04/19/fire-breaks-out-at-nismes-gas-station/>

### **USA, WA, SEATTLE, APRIL 20 2010. SEATTLE PLATING COMPANY PAYS \$60,000 PENALTY FOR IMPROPER SPILL REPORTING**

*suzanne powers*

Under an agreement with the U.S. Environmental Protection Agency, a Seattle metal finishing service company will pay a \$60,000 penalty for failing to immediately report a 50,000 gallon spill of hazardous wastewater and sludge. The settlement is related to a March 28, 2008 release at the Industrial Plating Corp. (IPC) facility located at 2411 South Sixth Ave. A wooden storage tank holding wastewater and sludge ruptured, releasing the contents onto the street and into the storm drains. No known injuries occurred as result of the release. In the agreement, EPA alleges that IPC failed to notify the appropriate emergency response entities for more than three hours after the release occurred. The release and failure to notify appropriate agencies immediately are violations of the federal Comprehensive Environmental Response, Compensation and Liability Act and the Emergency Planning and Community Right-to-Know Act (EPCRA). According to Edward Kowalski, Director of EPA's Office of Compliance and Enforcement in Seattle, these laws help communities prepare for and respond to chemical accidents. "Effective emergency response begins with timely notification, which allows local, state and federal responders to plan and to take action to protect public health and safety," said Kowalski. IPC operated an electroplating, polishing, and anodizing (metal finishing services) manufacturer. For information on EPA's Emergency Planning and Community Right to Know Act, visit <http://www.epa.gov/compliance/civil/epcra/epcraenfstatreg.html>

<http://yosemite.epa.gov/opa/admpress.nsf/0/9515cdb0d23c30d58525770a00583ad0?OpenDocument>

### **USA, CA, CONTRA COSTA, APRIL 20 2010. STATE SEEKS SOLUTIONS TO FAIRFAX TOXIC SPILL**

*rob rogers*



*The California State Department of Toxic Substance Control investigates an alleged 2000 perchlorethylene spill at Fair Anselm Plaza in Fairfax. Picoroto Cleaners occupies a corner space.*

Officials from the state Department of Toxic Substance Control are working to broker a resolution to a 10-year-old toxic spill at Fairfax's Fair Anselm Plaza. "They're trying to fashion a plan to move ahead and remediate the PCE spill, but they're still arguing whether it should be an enforcement order or voluntary action," Fairfax Mayor Lew Tremaine said at the April 7 meeting of the Town Council. "There's a clear desire by both sides to move ahead and remediate the situation," Tremaine said. "But right now everybody's lawyered up, and nobody's doing a lot of talking." Marin County environmental officials identified high levels of perchloroethylene - a colorless liquid

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used as a solvent by dry cleaners and other industries - at the 711 Center Blvd. location in 2000. The county commissioned a cleanup of the site that concluded in 2001. In 2009, however, Fair Anselm tenant George Bianchini, owner of Broadway Video, commissioned an environmental report from San Francisco consultant Acumen Industrial Hygiene Inc. That report, which Bianchini previously displayed in the windows of his store, suggested percloroethylene levels in the store's air continued to exceed safety standards established by the Bay Area Regional Water Quality Control board for long-term exposure. Bianchini, who is pursuing legal action against the owners of the property, declined to comment. Plaza owner Dan Friedman could not be reached for comment. A spokeswoman for the state agency said it was continuing to hold discussions with Friedman regarding a possible resolution to the situation - yet she declined to say what that resolution might be. "We're trying to come to a conclusion of how best to approach this particular situation," said information officer Kam Coveyou. "But it wouldn't be fair to talk about the negotiations."

[http://www.contracostatimes.com/news/ci\\_14916427](http://www.contracostatimes.com/news/ci_14916427)

### AUSTRALIA, W.A, PERTH, APRIL 20 2010. MONTARA SLICK 'COVERED VAST AREA OF TIMOR SEA'

anthea pitt



*Timor slick: oil and condensate leaches from the Montara wellhead platform days after the blowout*

The oil slick from the Montara blowout covered a far greater area - possibly as much as 90,000 square kilometres of the Timor Sea - than made public during the incident, it has emerged. In the weeks following the 21 August blowout from the PTTEP-operated field, the extent of the slick of light oil, gas and condensate was variously estimated as stretching across an area of between 5000 square kilometres and 25,000 square kilometres. In its last day of public hearings in Caberra, the inquiry into the blowout also heard that the federal Department of Environment, Water, Heritage & the Arts (DEWHA) turned down an early request for operational advice in managing the environmental impact of the spill because of

"resourcing issues". Jamie Storrie, the manager with the Australian Maritime Safety Authority's (AMSA) environment protection response unit co-ordinating the spill clean-up, told the inquiry on Friday that he asked DEWHA to appoint an environmental liaison officer five days after the blowout. He said: "I made a request on 26 August in a meeting with DEWHA, but I was advised that there was a resourcing issue; they didn't have anyone available." Storrie added that while AMSA's response plan called for an environmental liaison officer to be on staff, the position had not been filled, prompting him to make the request to DEWHA. The department eventually took over the environmental liaison role on 1 October - a month and a half after the blowout. Storrie also told the inquiry that, according to the agency's models, mapping and overflight data, the hydrocarbons belching from the blown-out well may have covered an area of roughly 90,000 square kilometres, stretching outside of Australian territorial waters and threatening a marine refuge in the Ashmore and Cartier areas of the Timor Sea. He said AMSA had even sent a vessel into Indonesian waters to clean up oil slicks. Storrie's evidence is the first public admission that the slick extended beyond Australian territorial waters. At the time of the incident, commercial kelp farmers and fishermen in West Timor claimed that their crops and catches had been affected by oil from the Montara spill. PTTEP and the Australian government said they were investigating the claims. The amount of hydrocarbons leached into the sea during the 71 days between the blowout and the plugging of the well is still unknown. Commission chairman David Borthwick said: "Throughout this incident, one of the absolutely vital matters of public interest was the amount of oil that was coming out of the well - and so far, PTT didn't do an estimate, and from what I have heard, AMSA didn't do an estimate." Evidence presented to the inquiry suggests that PTTEP relied solely on visual slick data to estimate a spill rate, rather than employing reservoir and well design data to model the flow and estimate the spillage rate. The H1 well blew out on 21 August last year. The well was eventually killed on 1 November. Shortly after the successful well kill, leaked hydrocarbons at the Montara wellhead platform ignited, engulfing the facility and the Seadrill-owned West Atlas jack-up rig, which had been working at the field. The jack-up was a write-off. It later emerged that the H1 well did not comply to PTTEP's own internal well construction standards, let alone meet regulatory requirements. The commission will present its findings on 30 April.

<http://www.upstreamonline.com/live/article212426.ece>

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