



Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 599 Newsy Stuff

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May 6 2010



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UK, NORTH WALES, APRIL 30 2010. DIESEL THIEVES STEAL 32,000 LITRES OF FUEL ; THEY SIPHON TANKERS FOR £25,000 HAUL

eryl crump

Diesel worth thousands of pounds has been stolen from tankers in North Wales police have revealed. Police in Kinmel Bay are appealing for witnesses and information after over £25,000 worth of diesel was stolen earlier this month. More than 22,000 litres of road diesel and a further 10,000 of red diesel were stolen from two tankers at premises on the Tir Llwyd Enterprise Park. PC Owain Williams said the theft is believed to have happened sometime between 5pm on Saturday, April 3 and Tuesday, April 6. He said: "Once access was gained to the site, the offender or offenders damaged tankers situated at the back of the premises and siphoned the diesel. "Inquiries are already underway and CCTV footage from the vicinity is being studied as part of the investigation. I urge anyone who may have seen any vehicles leaving the site or who may have seen anyone acting suspiciously in the vicinity to contact us as they may hold vital information which may assist with the investigation." Officers are appealing to anyone who may have seen any suspicious activity in the area or who may have seen any big tankers leaving the site to contact them. Last year there were a spate of diesel fuel thefts from vehicles in the region. About 15,000 litres of diesel, worth between £15,000 and £16,000, was stolen from a council yard in Dolgellau. The diesel was stolen by connecting a 100 yard blue water pipe to the diesel store and letting it run down a field owned by the livestock mart to a tanker. Diesel fuel was also stolen from premises in Wrexham. . Anyone with information should contact police on 101 or Crimestoppers anonymously on 0800 555 111

http://www.waterworld.com/index/display/news_display/144331066.html

USA, MI, DETROIT, APRIL 30 2010. MAN, 21, SERIOUSLY INJURED IN TAYLOR GARAGE BLAST

valerie olander

A 21-year-old resident is hospitalized today with serious injuries to his face following an explosion in a garage Tuesday night, according to the Taylor Police Department. A preliminary investigation points to chemical materials used to make homemade fireworks as the possible cause of the explosion, police said. Taylor Police and firefighters were called to the explosion on the 25000 block of Greenlawn Street about 8 p.m. Tuesday. Agents from the Bureau of Alcohol, Tobacco and Firearms (ATF) were called in to assist. ATF agents seized materials to be analyzed. Two 14-year-old neighbors who were visiting the home at the time of the explosion were treated at area hospitals for injuries to their eyes and ears. Both teens are expected to be fine. "We're working with the fire marshals and the ATF to determine the actual cause of the explosion," Taylor Lt. Mary Sciabassi said in a news release. "It would appear initially that this was an incident that could have been avoided. We will have to consult with the prosecutor's office to see if any criminal charges will be appropriate."

<http://www.detnews.com/article/20100429/METRO01/4290451/1361/Man--21--seriously-injured-in-Taylor-garage-blast>

USA, ILL, MADISON CO, BETHALTO, APRIL 30 2010. BETHALTO SUES 33 GASOLINE GIANTS OVER MTBE; BARON & BUDD AMONG LEGAL TEAM

kelly holleran

The village of Bethalto blames 33 gasoline companies for causing contamination of its drinking water through a chemical they use to reduce octane levels in their gasoline. The village claims the defendant companies began to use a chemical called MTBE in their gasoline in 1979. MTBE, which is water-seeking, is a known animal carcinogen and possible human carcinogen that has infiltrated Bethalto's water supply, the complaint alleges. Robin L. Greenwald of Weitz and Luxemberg in New York and Scott Summy and Carla Burke of Baron and Budd in Dallas will be representing Bethalto. "Whenever gasoline with MTBE leaks, spills, or is otherwise released into the environment, the MTBE races through underground water reservoirs, spreading faster and farther than other chemical components contained in gasoline, reaching the water table, and soon contaminating wells that draw from the affected underground aquifers," the suit states. Once it reaches the aquifers, MTBE can survive for decades because of its resistance to degradation, the complaint says. As a result, water that is contaminated with MTBE has a foul taste and odor that renders the water unusable and unfit for human consumption, Bethalto alleges. "Research has shown that some people can detect the distressing turpentine-like taste or odor at concentrations in water as low as one part per billion or lower," the suit states. And its water-seeking properties cause MTBE to travel miles to aquifers not anywhere near known gasoline leaks or spills, according to the complaint. "The U.S.G.S. annually tests the groundwater not near any known gasoline leaks or spills, and now detects MTBE in over 20% of aquifers tested in places where high MTBE-content gasoline is used," the complaint says. The complaint alleges that the defendant corporations, which include BP Amoco, Citgo and Exxon--to name a few, were aware of the chemical's threat to underground water supplies, but have withheld crucial information from the public. Bethalto wants the court to order injunctive and equitable relief including investigation, testing and monitoring,

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alternative water, well head treatment, well head protection program, early warning system to detect MTBE before it reaches a well, preventing the defendants from further releases of MTBE, compelling the defendants to remove the contaminants from soil and groundwater and other measures necessary to remedy the contamination. In addition, it seeks compensatory damages including costs of the investigation, costs of testing and monitoring, costs of providing water from an alternate source, costs of installing and maintaining well head treatment, costs of installing and maintaining a well head protection program, costs of installing and maintaining an early detection program, damages to compensate it for loss of consumer confidence, interest and other relief the court deems just. Other defendants are Ashland Inc., BP Products North America, Chevron Corporation, Chevron USA, Citgo Refining and Chemicals Company, ConocoPhillips Company, El Paso Merchant Energy-Petroleum Company, Equilon Enterprises, Flint Hills Resources, Gulf Oil Limited Partnership, Marathon Petroleum Company, Marathon Oil Company, Mobil Corporation, PDV Midwest Refining, The Premcor Refining Group, Shell Oil Company, Shell Oil Products Company, Shell Petroleum, Shell Trading Company, Sunoco, Texaco, TMR Company, Total Petrochemicals USA, Valero Energy Corporation, Valero Refining and Marketing Company, Valero Refining Company, Valero Refining Company Texas and Valero Marketing and Supply Company. They allegedly became aware of MTBE's potential dangers in October 1980 when they learned of a serious incident of MTBE groundwater contamination in Rockaway, N.J. About 4,000 residents of Rockaway tasted MTBE in water supplied from a municipal well, the complaint says. Bethalto claims a second serious incident came to light in April 1983 when spills or leaks that occurred at two different gas stations near Jacksonville, Md., tainted the domestic wells of local residents and stalled a planned housing project. In East Patchogue, N.Y., spilled gasoline from underground storage tanks that had been dug up and removed in 1988 sent a plume of MTBE into Long Island's only source aquifer, according to the complaint. "A decade after the spill in East Patchogue, government officials were still tracking the MTBE plume through the aquifer thousands of feet from the site," the suit states. "In December 1992, MTBE was again found in Liberty's water at concentrations approximately three times higher than the New York State Department of Health drinking water standard of 50 ppb." When Peter Garrett and Marcel Moreau of the Maine Department of Environmental Protection drafted a report in 1986 on the effects of MTBE in 30 Maine wells, some of the defending companies put pressure on Garrett and Moreau to revise their negative findings and recommendations that MTBE be banned as an additive or at least be stored in double-contained facilities, the complaint says. And, even though the companies succeeding in having the report's language softened, the defendants publicly continued to discredit the report, Bethalto claims. "Privately, however, Defendants were forced to acknowledge that the major findings of the Garrett Report were correct," the suit states. "For instance, while the oil companies, via the GTTF, authors of the Garrett Report, saying the paper 'had a general lack of technical data to support the rather strong policy statements,' behind closed doors, Defendants were admitting that the authors might in fact be correct. Arco Chemical, in communications to others within the oil industry, admitted that they had no data to refute the Garrett Report's conclusions." The defendants allegedly formed various formal and informal task forces and committees to conceal the actual threat of the MTBE, according to the complaint. In 1990, when Congress was preparing to address the nation's smog problem, the oil industry became concerned that Congress might consider requiring alternative non-petroleum based fuels and lobbied for the Reformulated Gasoline Program, which mandated the use of RFG containing at least two percent oxygen by weight in those areas of the country with the worst ozone or smog problems. Congress passed the amendment in 1990. In turn, gas companies are required to use an oxygenate, but the type of oxygenate is not specified, the complaint says. "MTBE became Defendants' 'oxygenate of choice' because it was the most inexpensive oxygenate to produce and offered Defendants the highest profit margin of all the oxygenates available," the suit states. "Defendants could manufacture MTBE from their already valuable refinery by-products and were therefore not forced to purchase a different oxygenate, such as ethanol, from a third-party." When the public began to learn of the dangers of MTBE in the early 1990s, the Oxygenated Fuels Association, a group started by the defendants, published a pamphlet disputing reports of the chemical's dangers. "According to OFA's reasoning, when MTBE pollutes water it 'can serve as an early indicator of gasoline contamination in groundwater, triggering its cleanup and remediation, and limiting the probability of harm from the usual constituents of gasoline,'" the suit states. "This 'canary-in-the-mine' spin, repeated often by Defendants, rings false in light of the fact that MTBE is usually not merely the first, but also the worst or sometimes the only, contaminant imported to groundwater by gasoline. Moreover, MTBE contamination is most often judged to be too costly to clean up." Even before becoming aware of its potential harm, the defendants should have at least performed toxicological tests on the chemical before including it into their products, according to the complaint. However, they attempted to convince the EPA that such tests were not needed, the complaint says. In its seven-count complaint, Bethalto accuses the defendants of strict liability -- design defect or defective product, strict liability -- failure to warn, negligence, public nuisance, private nuisance, trespass and civil conspiracy. It says the contamination of its water has posed a threat to Bethalto's groundwater, has contaminated the village's wells, has caused a requirement for testing of its

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waters, has required a remediation of MTBE groundwater contamination, has diminished consumer confidence in the use of its waters, has diminished its property value and has caused Bethalto to incur substantially increased expenses.

<http://www.madisonrecord.com/news/226439-bethalto-sues-33-gasoline-giants-over-mtbe-baron--budd-among-legal-team>

USA, WA, TOPPENISH, APRIL 30 2010. TOPPENISH, WASH. SMITTY'S CONOCO GAS STATION REQUIRED TO CLEAN UP GROUNDWATER CONTAMINATION CAUSED BY PETROLEUM SPILL

R.H. Smith Distributing Company, Inc. entered into an agreement with the U.S. Environmental Protection Agency to clean up a petroleum spill at Smitty's Conoco, its former gas station located on the Yakama Reservation. The administrative order signed by the company requires it to follow a schedule of clean up agreed to by EPA and the company. The petroleum distribution company removed the underground storage tanks and associated petroleum contaminated soil in November 2009 due to EPA pressure. According to EPA site records, there were three underground storage tanks used for fueling automobiles at the Smitty's Conoco Toppenish location. The three tanks had a total capacity of 14,000 gallons of gasoline and 4,000 gallons of diesel fuel. During the company's soil and tank removal activities in 2009, two additional abandoned tanks were found, one of which contained an oily sludge. The five tanks, approximately 40 years old, were removed from a depth of approximately six feet below ground surface. The removal revealed extensive soil contamination. Approximately 1,500 tons of contaminated soil was removed to a depth of 12 feet below ground surface, at which point groundwater was encountered and the excavation stopped. An oily sheen was visually evident floating on the groundwater seeping into the excavation; and residents within a mile of the facility use groundwater as their main source of potable water. "Community safety is a top priority—about 60 percent of Washington residents depend on groundwater for their drinking water," said Peter Contreras, EPA's Ground Water Unit Manager in Seattle "Facilities need to be diligent in cleaning up releases when they are discovered. We will take action when we see a risk that isn't being addressed as required by the law." Petroleum leaks can percolate into groundwater and contaminate drinking water sources leading to an increased risk for cancer and other health affects. Since 2005, inspections have been required of all regulated underground storage tanks every three years to ensure that operational requirements are in place to prevent petroleum leaks from going undetected and degrading groundwater quality. The EPA order requires the facility to develop a plan to address groundwater contamination on and off site. It will set a strict schedule that must be met to remediate the petroleum contamination caused by the leaking tanks. The company has agreed to pay stipulated penalties of up to \$10,000 per violation per day if it fails to meet the terms of the Order. R.H. Smith Distributing Company, Inc. owns several Smitty's Conoco facilities. The location in Toppenish is formerly a Spirit brand retail fueling and associated convenience store located at the southeast corner of East Toppenish Avenue and Asotin Avenue in Toppenish, Washington. The facility was formerly known as the Toppenish Pik-a-Pop, and until recently was conducting business under the name of Smitty's Conoco. For more information about leaking underground storage tanks, visit: <http://www.epa.gov/r10earth/ust.htm>
<http://yosemite.epa.gov/opa/admpress.nsf/0/7fc0d5c00fe7500a85257714005bb2a9?OpenDocument>

USA, WASHINGTON D.C, APRIL 30 2010. EPA UNVEILS ACCESS TO CHEMICAL INFORMATION

The U.S. Environmental Protection Agency (EPA) is making it easier to find chemical information online. EPA is releasing a database, called ToxRefDB, which allows scientists and the interested public to search and download thousands of toxicity testing results on hundreds of chemicals. ToxRefDB captures 30 years and \$2 billion of testing results. "Tens of thousands of chemicals are in commerce and current chemical testing is expensive and time consuming. Results from chemical testing are scattered throughout different sources," said Dr. Robert Kavlock, director of EPA's National Center for Computational Toxicology. "ToxRefDB allows the public to search, find and compare available studies about chemical toxicity and potential health effects." ToxRefDB provides detailed chemical toxicity data in an accessible format. It is a part of ACToR (Aggregated Computational Toxicology Resource), an online data warehouse that collects data from about 500 public sources on tens of thousands of environmentally relevant chemicals, including several hundred in ToxRefDB. Those interested in chemical toxicity can query a specific chemical and find all available public hazard, exposure, and risk-assessment data, as well as previously unpublished studies related to cancer, reproductive, and developmental toxicity. ToxRefDB connects to an EPA chemical screening tool called ToxCast. ToxCast is a multi-year, multi-million dollar effort that uses advanced science tools to help understand biological processes impacted by chemicals that may lead to adverse health effects. ToxCast currently includes 500 fast, automated chemical screening tests that have assessed over 300 environmental chemicals. ToxRefDB, along with ACToR, allows users to take advantage of this linkage to find and download these results. ToxRefDB contains toxicity information that forms the basis for pesticide risk assessments when combined with other sources of information, such as those on exposure and metabolism.

http://www.downstreamtoday.com/news/article.aspx?a_id=22502

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USA, LOUISIANA, MAY 1 2010. HALLIBURTON MAY BE CULPRIT IN OIL RIG EXPLOSION

 **Photo's** [Louisiana Oil Spill 2010 PHOTOS: Gulf Of Mexico Leak Reaches Land](#)

 **Related Stories** [Role of Cement Draws Scrutiny In Rig Explosion](#)



Giant oil-services provider Halliburton may be a primary suspect in the investigation into the oil rig explosion that has devastated the Gulf Coast, [the Wall Street Journal reports](#). Though the investigation into the explosion that sank the Deepwater Horizon site is still in its early stages, drilling experts agree that blame probably lies with flaws in the "cementing" process -- that is, plugging holes in the pipeline seal by pumping cement into it from the rig. Halliburton was in charge of cementing for Deepwater Horizon. "The initial likely cause of gas coming to the surface had something to do with the cement," said Robert MacKenzie, managing director of energy and natural resources at FBR Capital Markets and a former cementing engineer in the oil industry. The problem could have been a faulty cement plug at the bottom of the well, he said. Another possibility would be that cement between the pipe and well walls didn't harden properly and allowed gas to

pass through it. The possibility of Halliburton's culpability was [first reported Monday by HuffPost's Marcus Baram](#). According to a lawsuit filed in federal court by Natalie Roshto, whose husband Shane, a deck floor hand, was thrown overboard by the force of the explosion and whose body has not yet been located, Halliburton is culpable for its actions prior to the incident. The suit claims that the company "prior to the explosion, was engaged in cementing operations of the well and well cap and, upon information and belief, improperly and negligently performed these duties, which was a cause of the explosion." And Congressman Henry Waxman, the chairman of the House Energy and Commerce Committee, sent a tough letter on Friday to Halliburton, asking for an explanation of its work on the rig, according to a spokesperson for the committee. Last year, Halliburton was also implicated for its cementing work prior to a massive blowout off the coast of Australia, where a rig caught on fire and spewed hundreds of thousands of gallons into the sea for ten weeks. In that incident, workers apparently failed to properly pump cement into the well, according to Elmer Danenberger, former head of regulatory affairs for the U.S. Minerals Management Service, who testified to an Australian commission probing that accident. "The problem with the cementing job was one of the root causes in the Australian blowout," Danenberger told Huffington Post, adding that the rig crew didn't pick up on indications of an influx of fluids coming back in after they cemented the casing. "The crew didn't pick up on them and didn't take action." Halliburton declined to return a detailed request for comment from Huffington Post. The company did issue a press release responding to reports about its work on the rig:

- As one of several service providers on the rig, Halliburton can confirm the following:
- Halliburton performed a variety of services on the rig, including cementing, and had four employees stationed on the rig at the time of the accident. Halliburton's employees returned to shore safely, due, in part, to the brave rescue efforts by the U.S. Coast Guard and other organizations.
- Halliburton had completed the cementing of the final production casing string in accordance with the well design approximately 20 hours prior to the incident. The cement slurry design was consistent with that utilized in other similar applications.
- In accordance with accepted industry practice approved by our customers, tests demonstrating the integrity of the production casing string were completed.
- At the time of the incident, well operations had not yet reached the point requiring the placement of the final cement plug which would enable the planned temporary abandonment of the well, consistent with normal oilfield practice.
- We are assisting with planning and engineering support for a wide range of options designed to secure the well, including a potential relief well.
- Halliburton continues to assist in efforts to identify the factors that may have lead up to the disaster, but it is premature and irresponsible to speculate on any specific causal issues.
- Halliburton originated oilfield cementing and leads the world in effective, efficient delivery of zonal isolation and engineering for the life of the well, conducting thousands of successful well cementing jobs each year. The company views safety as critical to its success and is committed to continuously improve performance.

http://www.huffingtonpost.com/2010/04/30/halliburton-may-be-culpri_n_558481.html

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USA, N.C, ASHEBORO, MAY 1 2010. TANKER SPILL CLOSES HIGHWAY INTERSECTION IN RANDOLPH COUNTY

devetta blount

Emergency workers say a tanker's valve popped loose and started leaking a chemical the driver was transporting. The incident started just before 9:00 am after the truck driver noticed the leak while sitting at the intersection of Highway 64 East and Zoo Parkway. The driver called 911 in Randolph County to report the spill. Emergency Services Director, Donovan Davis, said the leak was around 10 gallons. Davis said a valve came lose from the truck which caused the spill. Hazmat has put down absorbent materials to clean up the spill. The NC Highway Patrol handled the the traffic detours. The intersection reopened by 11:00 am.

<http://www.digtriad.com/news/local/article.aspx?storyid=141356&catid=57>

NIGERIA, LAGOS, MAY 1 2020. TANKER EXPLODES IN LAGOS, KILLS ONE

success nwogu & jonathan zovoe,

One person was feared dead and six others were injured when a petrol tanker exploded, after veering off the Lagos-Badagry Expressway and crashing into a pole. One of our correspondents learnt that the tanker, which was heading to Badagry, on the outskirts of Lagos, had a burst tyre at Aradagun bus-stop as the driver was on high speed. The resultant fire engulfed a bus, three cars, one motorcycle and five ice-cream carts. Also, a resident of Aradagun area, Mr. Francis Ogundijo, told the News Agency of Nigeria that the tanker, with registration No. XS 465 AGL, "was on high speed before it had a burst tyre, rammed into an electric pole and caught fire." Ogundijo said the fire burnt a woman and the Honda car in which she was riding while her husband escaped. "Three male and female occupants of the school bus that was burnt had serious injuries and have been taken to the Alafia and Badagry General hospitals," he told NAN. The Police Public Relations Officer, Lagos State Command, Mr. Frank Mba, confirmed the accident to one of our correspondents. He said that six other persons, who sustained injuries in the crash, were being treated at an undisclosed hospital. Mba said, "It happened in the morning. Only one person was burnt beyond recognition. A tanker carrying a petroleum product lost control and ran into a electric pole somewhere around Aradagun along Badagry Expressway. "Four other vehicles were involved in the accident; one bus and three other cars as well as a commercial motorcycle were burnt to ashes. Five carts used by ice cream hawkers, which were parked by the side of the expressway, were also burnt to ashes. Six people were reported injured." The Badagry Unit Commander of the Federal Road Safety Commission, Mr. Roland Onamusi, confirmed the incident to NAN. According to him, "I am only aware of the burnt woman and five others, who were taken to one of the hospital for treatment." The Divisional Police Officer, Badagry Police Station, Mr. Salihu Samuel, who was at the scene, told NAN that he was not aware if anyone was rushed to the hospital. "I only saw the burnt woman in the Honda car," he said. The accident caused a traffic jam in the area while the driver of the tanker allegedly escaped mysteriously. The Sector Commander, FRSC, Lagos State, Mr. Jonas Agwu, told one of our correspondents on the telephone that the accident was caused by overspeeding and a burst tyre. Accidents involving tankers have become rampant in recent times in Lagos and its suburbs. Two weeks ago, a tanker caught fire at Ibafo on the Lagos-Ibadan Expressway, leading to the death of five persons and the razing of some other vehicles.

<http://www.punchng.com/Articl.aspx?heartic=Art2010043078846>

USA, WASHINGTON D.C, MAY 1 2010. EPA LAUNCHES NEW WEB TOOLS TO INFORM THE PUBLIC ABOUT CLEAN WATER ENFORCEMENT

Interactive Web tool allows the public to check water violations in their communities

The U.S. Environmental Protection Agency (EPA) is launching a new set of web tools, data, and interactive maps to inform the public about serious Clean Water Act violations in their communities. Improving water quality is one of EPA Administrator Lisa P. Jackson's priorities and in 2009, Administrator Jackson directed the agency to develop concrete steps to improve water quality, to better enforce the Clean Water Act and to use 21st Century technology to transform the collection, use and availability of EPA data. The web tools announced today is part of EPA's Clean Water Act Action Plan to work with states in ensuring that facilities comply with standards that keep our water clean. "EPA is taking another important step to increase transparency and keep Americans informed about the safety of their local waters," said Cynthia Giles, assistant administrator for EPA's Office of Enforcement and Compliance Assurance. "Making this information more accessible and understandable empowers millions of people to press for better compliance and enforcement in their communities." The new web page provides interactive information from EPA's 2008 Annual Noncompliance Report, which pertains to about 40,000 permitted Clean Water Act dischargers across the country. The report lists state-by-state summary data of violations and enforcement responses taken by the states for smaller facilities. The new web page also makes it easy to compare states by compliance rates and enforcement actions taken and provides access to updated State Review Framework (SRF) reports.

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- State Review Framework: <http://www.epa.gov/compliance/state/srf/index.html>
- Enforcement and Compliance History Online: <http://www.epa-echo.gov/echo>

Interactive Map for Clean Water Act Annual Noncompliance Report:

<http://www.epa-echo.gov/echo/ancr/us/>

USA, TX, FORT WORTH, MAY 1 2010. TRAINS STILL CARRY LETHAL CARGO THROUGH DALLAS-FORT WORTH



Tanker cars similar to those that carry chlorine pass through Fort Worth on Thursday. A bypass for hazardous materials isn't available here, an official said.

Railroads continue to haul chlorine, ammonia and other hazardous materials through major metropolitan areas such as Fort Worth and Dallas despite years of efforts to reduce shipments in populated areas where an accident or terrorist attack could kill thousands. And one federal rule designed to prevent terrorism actually increases the potential of exposure in cities, critics say. The rule requires railroads to keep chlorine-filled rail cars in yards where employees are always on duty, if possible. But those places tend to be in populated areas rather than in rural areas where they may go unattended. Information about the precise number of rail cars carrying toxic

inhalants through Tarrant County -- and which railroad tracks they use -- is kept confidential under federal law. But one Fort Worth emergency response official who has been briefed on historical railroad shipping trends said that about 1,300 chlorine-filled cars go through Union Pacific Railroad's Davidson Yard in west Fort Worth in a typical year. Although local officials aren't told ahead of time when a train with chlorine cars is coming through town, they are trained to cooperate with railroads in the event of an emergency, said Keith Wells, Fort Worth senior emergency management officer. "We know where to call to get instant information about what's there," he said. But critics say several changes in federal law since 2004, while perhaps meant to improve safety, may have actually increased the risk of a tragedy.

Residents at Risk

Emergency responders who would be responsible for evacuating or rescuing residents near a chlorine spill don't have access to enough information about shipping routes and aren't properly prepared to deal with a disaster, said Fred Millar, a Virginia-based rail security consultant. Instead, only the railroads themselves and a small number of credentialed federal officials are allowed to review the data, he said. "Are we going to let corporations put the citizens at major risk? That's what's happening in your city," said Millar, who argues that shipping routes should be publicized and scrutinized by watchdog groups to ensure the public welfare is protected. Millar fought for a ban on hazardous shipments in the District of Columbia that was approved several years ago, but it was overturned in court. Although no incidents involving a rail shipment of chlorine, ammonia or a similar toxic inhalant have occurred in North Texas recently, the consequences of one could be severe. A cloud of chlorine gas, for example, could kill up to 17,500 people and injure 100,000 others within several miles, according to a Homeland Security report. Heavily used freight lines run through the heart of Fort Worth, Arlington, Keller, Dallas, Saginaw and many other cities in the region.

Railroads Want Help

Railroads such as Omaha, Neb.-based Union Pacific and Fort Worth-based BNSF Railway are quick to tout their safety records. The industry, which is required by federal common-carrier law to ship chemicals such as chlorine, transported 72,000 tank cars of toxic inhalants in 2008. That number is expected to increase dramatically in the next few years if the economy rebounds and rail freight shipments as a whole return to pre-recession levels. Railroads, which don't actually own most of the tanker cars they transport, have supported efforts to require shippers to use the safest possible rolling stock. Recently adopted federal rules call for tanker cars to be built with a more puncture-resistant shell. Accidents are very rare. In 2004, three people were killed by chlorine vapors in Macdonia, near San Antonio. And in 2005, nine people were killed and 50 injured in a train accident at Graniteville, S.C. The railroads acknowledge the risk of carrying substances such as chlorine and have asked the federal government -- with no luck -- to limit their liability in the event that an accident or terrorist attack involving inhalants causes mass casualties. Fort Worth, Dallas and Kansas City, Mo., are among the "high-threat urban areas," or cities where the potential for a major disaster is greatest, Union Pacific argued in a petition to the Surface Transportation Board. Those cities are higher threats because they include railroad hubs within highly populated areas. In the petition, Union Pacific asked to be relieved of its responsibility under federal common-carrier law to ship chlorine from a Utah manufacturer, U.S. Magnesium, to various points more than 1,400 miles to the east. The long trips were "unnecessary risks" because manufacturers in Texas, Louisiana and other states could provide the chlorine to customers, Union Pacific argued. The request was denied. Federal law requires the railroads to make such shipments as long as the supplier meets safety

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requirements. In 2007, Congress required railroads to map out hazardous shipping routes around major U.S. cities, wherever possible. But in many cities, such as Fort Worth, a bypass simply isn't available, one Union Pacific official said. Dallas-Fort Worth gets more chlorine gas shipments than anywhere else in the U.S., one study showed. "It's not like the interstate highway system. We don't have a lot of routes," said Robert Grimaila, Union Pacific vice president for safety, security and environment. "We have branch lines, but a branch line is not a main line. We don't have a lot of options."

<http://www.star-telegram.com/2010/04/29/2153669/trains-still-carry-lethal-cargo.html>

USA, ALABAMA, BAY MINETTE, MAY 1 2010. FIRE AT CHEMICAL PLANT SETS OFF EXPLOSIONS IN BAY MINETTE

A series of explosions and a huge fire filled the sky around Bay Minette with billowing black smoke this afternoon. The fire occurred at Plasmine Technologies on Newport Parkway. No injuries were reported, officials said. BAY MINETTE -- Several explosions rocked the former Reichhold Chemicals plant in Bay Minette late this afternoon and sent plumes of thick, black smoke billowing into the air. No injuries were reported from the blasts, authorities said, and no evacuations of nearby homes were required. Bay Minette Police Chief Michael Rowland said a massive fire broke out shortly after 5 p.m. today at Plasmine Technology Inc. on Newport Parkway and extended to tanks of pine rosin, triggering several explosions. Bay Minette Fire Chief Phil Bryars Jr. said the blaze involved six tanks with up to 53,000 gallons of tall oil rosin. All the product was contained within levees and none escaped, therefore there was no environmental hazard, Bryars said. Two workers were at the plant at the time of the fire, he said. The cause of the blaze remained under investigation and Bryars said he expected fire officials to be on the scene through the night. Firefighters received the call about the fire at 5:11 p.m. and had it contained by 5:45 p.m. and extinguished at 5:50 p.m., he said. The police chief said he did not order an evacuation of any residences in the area because there were no known hazardous materials involved that he was aware of. "Residents were never in any danger," Rowland said. Tall oil rosin is not toxic, according to Bryars, but can cause irritation and shortness of breath. Bryars said Bay Minette firefighters received help from volunteer fire departments from Pine Grove, Perdido, Rabun, White House Fork, Crossroads and Stockton, bringing a total of 45 firefighters battling the blaze. Fire departments from Atmore and Spanish Fort sent equipment and personnel to protect Bay Minette while local firefighters were engaged. Officials with the Baldwin County Emergency Management Agency were in contact with local fire officials but did not need to send any hazardous materials teams or any other assistance, according to Paula Tillman, Baldwin County spokeswoman. "They handled it at the local level," Tillman said. At the Bay Minette Elementary School about a mile north of the fire site, volunteers gathered to participate in the community's annual American Cancer Society Relay for Life. As they watched the black smoke over the city, officials and organizers discussed whether to cancel the fundraising event to prevent possible hazard to participants. The event was held as planned, a spokeswoman said. Plasmine, a Pensacola-based company, has been in operation in Bay Minette since 1990 at the site of the former Reichhold Chemicals facility. It was also formerly known as Newport Industries. According to the company Web site, Plasmine is a supplier of sizing and specialty chemicals to the paper industry.

http://blog.al.com/live/2010/04/fire_at_chemical_plant_sets_of.html

USA, WA, FEDERAL WAY, MAY 1 2010. CREWS CLEAN UP DIESEL FUEL SPILL AT DASH POINT STATE PARK

jacinda howard

 **Watch the Video** <http://www.nwcn.com/news/Diesel-spill-at-Dash-Point-State-Park-92499304.html>

 **Watch the Video** <http://www.kirotv.com/news/23317397/detail.html>

 **Photo's** <http://www.nwcn.com/news/Diesel-spill-at-Dash-Point-State-Park-92499304.html>



A diesel fuel spill at Dash Point State Park, in Federal Way, is seen from the FB Hoit bridge. The spill originated when a fuel tank, stored at the park, malfunctioned Thursday night. The tank is being used to run equipment necessary to repaint the bridge. The Department of Ecology is still unsure how much of the 300 gallons of fuel was deposited into the nearby Thames Creek and Puget Sound.

Crews continued cleaning up a diesel fuel spill Friday at Dash Point State Park. The spill originated from a recently-filled 300-gallon fuel tank, owned by a private contractor, being used for a state Department of Transportation project in which the nearby FB Hoit bridge is being stripped and repainted, DOT spokesman Mike Murphy said. Around 7 p.m. April 29, the spill was discovered by a Washington State Parks and Recreation Commissioner ranger. The ranger discovered fuel leaking from the tank into the park's parking lot, where the tank was stored. The

fuel flowed across the parking lot, down a hill and into the nearby Thames Creek, which empties into the Puget Sound just a

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few hundred feet from the state park. The Washington state Department of Ecology (DOE), the U.S. Coast Guard and South King Fire and Rescue responded to the spill during the wee morning hours Friday. DOE was notified of the spill around 10 p.m., spokesman Larry Altose said. Sorbent pads, containment booms and an underflow dam were placed in and across the creek overnight to soak up the spill and prevent more oil from reaching the Puget Sound. The overnight efforts appear to be keeping more fuel from reaching the Puget Sound, DOE incident commander Shannon Dickson said. At its peak early Friday morning, the spill is estimated to have caused a roughly one-half square mile white sheen on the surface of the Puget Sound, Dickson said. The sheen dissipated by 2 p.m. Friday. It's unknown the precise amount of fuel that made its way to the Puget Sound, Dickson said. The tank is mostly empty. Fuel spreads fast in water and as little as 2 gallons can cause a large sheen, she said. Regardless of the amount that made it into the creek and the Sound, DOE is taking the incident seriously. "Any spill is serious because oil is toxic," Altose said. Most of the fuel soaked into the soil bordering the parking lot and creek, Dickson said. The area still had the faint smell of fuel and the park was closed April 30. National Response Corporation, a private environmental cleanup contractor, was on site responding to the spill. DOE oversaw the work. The contractor deployed a boat into the Puget Sound around 9 a.m. It pulled a strip of material designed to skim oil from the water's surface. Later in the afternoon, the contractor removed contaminated soil and debris from the spill site and nearby beach. The soil was replaced with new dirt to prevent further contamination. Oil in dirt continues to seep into the environment over time, Dickson said. The contaminated soil will be analyzed in an effort to determine exactly how much fuel escaped the tank, Altose said. The investigation should reveal the cause of the leak, he said. The spill appears to be a result of mechanical failure of the holding tank, Dickson said. The ranger witnessed the fuel being pumped out from the top of the tank, and a faulty filter could be to blame, Dickson said. The investigation should also help DOE and DOT staff figure out a timeline of events and if the proper reporting procedure was taken, Altose said. A few hours elapsed between the time the spill was discovered and the time it was reported. "A major spill needs to be reported promptly," he said. No immediate impacts to wildlife were seen at the site. The contractor and DOE have removed as much of the toxins from the water and dirt as possible, Altose said. However, that does not mean the diesel won't have negative unseen effects on wildlife, he said. "We hope the impact will be minimal because of the cleanup that's been done," he said. The painting contractor is responsible for the cleanups costs, Altose said. National Response Corporation was hired by that company. This is normal procedure unless DOE does not know who caused the spill, he said. The painting firm may be cited if the investigation reveals there was negligence or a violation on its part, Altose said. The park will remain closed throughout the weekend. The equipment in the creek will stay and be replaced periodically for the next few weeks as a safety measure, Dickson said. The beach is accessible to private homeowners living beachside.

http://www.pnwlocalnews.com/south_king/fwm/news/92550699.html

USA, WYO, CHEYENNE, MAY 1 2010. SINCLAIR REFINERY SPILL 'IMPACTS' MIGRATORY BIRDS

dustin bleizeffer

The oil refinery that has gained notoriety during the past year for a series of spills and rogue emissions of toxins is spilling yet again, according to state regulators. On Tuesday, Sinclair Oil Corp. notified the Wyoming Department of Environmental Quality of "an ongoing release of oil based material" to an evaporation pond at the company's Sinclair refinery near Rawlins, according to the agency. DEQ issued a press release this morning stating that migratory birds were "impacted" due to the release. "At this time, we have around 60 birds that have come in contact with this release at the pond," DEQ investigator Charlie Plymale said in a prepared statement. Plymale said the Wyoming Game and Fish Department and U.S. Fish and Wildlife Service have been notified and are involved in the matter. Refinery personnel are currently working on remedial measures to reduce interaction between migratory birds and the spill, according to Plymale. During the past 13 months, there's been one major fire and more than 14 reportable releases and spills at the refinery. In May 2009 the refinery spilled 3 million gallons of a highly flammable gasoline-grade fuel when a floating roof sank and ripped a hole in a storage tank. DEQ has issued some penalties to the refinery for various spills. Refinery and regulatory officials remain in negotiations over several more "notices of violations" related to the incidents.

http://trib.com/news/state-and-regional/article_f8055180-546e-11df-824a-001cc4c002e0.html

USA, VA, ROANOKE, MAY 1 2010. DRAIN MOWER OFTEN IF YOU USE ETHANOL

duncan adams

The mower's engine fires and dies. Fires and dies. Fires and dies. One half expects a baldness epidemic tied to homeowners pulling their hair out. One problem might be the commonly available blend of 90 percent gasoline and 10 percent ethanol, or E-10, according to small-engine repairman Bob Magnotti. His diagnosis is shared by many, including landscapers and the Outdoor Power Equipment Institute, a trade group representing small-engine manufacturers. One key issue is storage.

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Opinions vary about how long the blend can linger in a small engine's tank before beginning to damage fuel system components. Magnotti, owner of Magnotti's Small Engine Service in Roanoke, said the period is brief -- about 30 days. He gestured toward a small pile of at-the-ready replacement fuel pump diaphragms. "It's a mess," he said. According to Briggs & Stratton, a prominent small-engine brand, ethanol-blended gasoline can attract moisture, separate the fuels and create acidic gasoline -- which "can damage the fuel system of an engine while in storage." Stephanie Dreyer is a spokeswoman for Growth Energy, an advocacy group for ethanol producers. She said Growth Energy has heard that ethanol "does not sit well" in small engines. "It's important that you drain your engine regularly," she said. She specifically encouraged boat owners to follow this practice. Reports suggest ethanol can even break down fiberglass fuel tanks. Dryer added, emphatically, that repeated studies have shown that the E-10 blend and even higher blends operate without incident in automobile engines. In the United States, ethanol is typically produced from corn and other grain products. Dana Demole, co-owner of J&D Landscaping in Salem, said the E-10 blend overwintered in a couple of backpack blowers. "They would barely run," he said. A Sea Foam brand fuel additive ultimately got the two-cycle engines running. "I've talked to other landscapers and they're all using additives," Demole said. As momentum grows for increased use of domestically produced biofuels, so does the push to add a higher percentage of ethanol. Kris Kiser is executive vice president for the Outdoor Power Equipment Institute. Corporate members of the lobbying group include John Deere, Briggs & Stratton and many others. Kiser cited an OPEI consultant's research that found that an E-15 blend caused "total and complete failures" when run in two "residential handheld engines" for 25 hours or less. OPEI is not anti-ethanol, Kiser said. But equipment manufacturers need to know what blend is coming down the road. "We can build anything," he said. "Just tell us what the blend will be."

<http://www.roanoke.com/news/roanoke/wb/245279>

USA, LA, NEW ORLEANS, MAY 1 2010. FOR BP, OIL SPILL IS A PUBLIC RELATIONS CATASTROPHE >> THE BRITISH COMPANY IS WORKING FRANTICALLY TO STAY AHEAD OF THE GROWING DISASTER AND THE BLOW TO ITS CAREFULLY MANICURED IMAGE OF ENVIRONMENTAL RESPONSIBILITY.



Workers secure inflatable oil containment booms on the deck of an offshore service vessel at the Mississippi State Port in Gulfport, Miss.

Seeking to blunt criticism of its emergency response, British oil giant BP vowed Friday to harness all of its resources to battle the Gulf of Mexico oil spill as the company worked frantically to stay ahead of the growing disaster and the blow to its carefully manicured image of environmental responsibility. Louisiana and federal officials said BP's efforts so far were "not adequate" and that the London company should do more — even with help from competitors — to contain the approximately 5,000 barrels of oil leaking each day after last week's sinking of the oil rig Deepwater Horizon. On Friday, BP mounted a spirited defense of its work to seal the leaking oil well and contain the spill, which could surpass the 1989 Exxon Valdez disaster in Alaska's Prince William Sound as the worst in U.S. history. BP is the majority owner of the oil field and, with its partners, is spending about \$7 million a day on the problem while BP's falling stock price has sliced about \$25 billion from the company's market value. "We are determined to fight this spill on all fronts, in the deep waters of the gulf, in the shallow waters and, should it be necessary, on

the shore," said BP Group Chief Executive Tony Hayward, echoing Winston Churchill's famous World War II speech proclaiming: "We shall fight on the beaches, we shall fight on the landing grounds, we shall fight in the fields and in the streets." Hayward has much to defend. In recent years, BP has spent heavily to position itself as an environmentally friendly company, redesigning its logo into a green-and-yellow sunburst and advertising its \$4-billion alternative-energy push to move "beyond petroleum." In addition, BP has been plagued by safety problems, including a March 2005 explosion at BP's Texas City refinery, which killed 15 workers and injured about 170. Hayward became CEO three years ago and has worked hard to restore the company's public image. This week, after an initial bobble in which the company downplayed the size of the leak at about 1,000 barrels a day, BP appeared to be doing many things well to avoid outrage, down to framing itself as an ally fighting against a common enemy, experts said. The CEO was "putting BP on our side. Trying to engage us against this enemy — the spill — is probably one of the better ways to manage this much bad news. It's clever framing," said Adam Hanft, an expert on marketing and business strategy whose firm, Hanft Projects, has advised several Fortune 500 companies. Phil Weiss, a senior analyst at Argus Research, said Hayward and BP were doing the right thing by throwing a lot of resources at the spill and "saying that they will accept all of the help they can get. It looks like they are trying to do everything they can." But

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oil analyst Fadel Gheit of Oppenheimer & Co. said the spill could be easier to control than the company's image. BP has a reputation in the industry as an aggressive company tackling the deepest and most difficult oil prospects. "It's a public relations disaster," Gheit said. "Hayward has worked so hard to right the ship over the last three years, and now this. Everything he did is now meaningless." Far less visible has been the Deepwater Horizon's owner, Transocean Ltd., a giant in the oil exploration industry but far less well known to the general public. Transocean is "the world's largest offshore contract driller, and we have the largest presence in all asset classes. We are in fact more than twice the size of our nearest competitor, and we operate in all the significant offshore markets worldwide," Ricardo H. Rosa, company senior vice president and chief financial officer, said in a presentation to investors earlier this year. At the time, the company boasted that it was in so much demand that it had a backlog of contractual commitments collectively worth \$31 billion, equivalent to roughly two and a half years' activity. Analysts said repercussions from the accident could be enormous. "While we expect that deepwater activity will be allowed to continue," Weiss said, "we do not know how this incident will impact such activity going forward."

<http://www.latimes.com/business/la-fi-gulf-bp-20100501.0.806848.story>

USA, WASHINGTON D.C, MAY 1 2010. EPA ESTABLISHES WEB SITE ON BP OIL SPILL

As part of the ongoing federal response to the BP oil spill in the Gulf of Mexico, EPA today established a website to inform the public about the spill's impact on the environment and the health of nearby residents. The website – <http://www.epa.gov/bpspill> will contain data from EPA's ongoing air monitoring along with other information about the Agency's activities in the region. Also today, Administrator Jackson joined Department of Homeland Security Secretary Janet Napolitano and Interior Secretary Ken Salazar to tour the region. The Administrator will spend the next 36 hours visiting with community groups and meeting EPA staff responding to the spill. "We are taking every possible step to protect the health of the residents and mitigate the environmental impacts of this spill," EPA Administrator Lisa P. Jackson said. "For several days, EPA has been on the ground evaluating air and water concerns and coordinating with other responding agencies. We are also here to address community members -- the people who know these waters and wetlands best. They will be essential to the work ahead." EPA has established air monitoring stations along Plaquemines Parish on the Louisiana coast. EPA established those facilities to determine how oil set on fire in the Gulf and oil that is reaching land is impacting air quality. EPA is monitoring levels of a number of chemicals potentially emitted by oil, including volatile organic compounds such as xylene, benzene and toluene. EPA has also deployed two Trace Atmospheric Gas Analyzers – mobile laboratories that collect and analyze air quality samples in real time – to monitor air quality in the region. EPA tested smoke from the controlled burn two days ago and found the Louisiana coast had not been affected because an off-shore breeze was blowing away from land and out to sea during that time. The Agency will continue to collect and share data with the public, and will coordinate and share information with local health officials. In addition to monitoring air quality, EPA is also assessing the coastal waters affected by the spreading oil. EPA deployed our twin-engine aircraft to assist in the collection of air sampling data and photograph the spill and surrounding area. All of the data EPA collects will be posted to <http://www.epa.gov/bpspill>, along with frequently asked questions, fact sheets about potential health impacts of the spill, and links to more information on the spill and the government's response. To share the latest, validated environmental sampling results with the public and to keep the public informed about EPA's response to the BP Spill, EPA has a dedicated website for this response effort: <http://www.epa.gov/bpspill>. Additional information on the broader response from the U.S. Coast Guard and other responding agencies is available at: <http://www.deepwaterhorizonresponse.com>>

<http://www.english.cnn.com/2010/05/01/science/epa.bpspill/index.html>

USA, N.C, SALISBURY, MAY 2 2010. CLEANING UP AN OLD GAS STATION SITE

What used to be a gas station at the intersection of Overman Avenue and West Innes Street is now a pit filled with dirt. According to state hydrologist Candy Elliott with the North Carolina Department of Environment and Natural Resources, crews seen working throughout the past few weeks have removed old gasoline storage tanks and the surrounding dirt before filling it back up with uncontaminated dirt. The project is one of five the department is working on in Rowan County, totaling \$555,000, with 100 percent of the funding coming from a federal grant through the American Recovery and Reinvestment Act of 2009. The Underground Storage Tank (UST) section of NCDENR received about \$7.6 million to clean up approximately 172 UST locations across the state. "The funding was set aside by federal and state government to clean up sites where the owner is either dead, out of business, or sites where we can't find anyone responsible for cleaning up the site," Elliott said. Each site, she said, was referred by regional offices. "Unfortunately, most of the time money available in our department is very minimal," Elliott said. "We're really excited to have this stimulus grant now. "We've been working on it (the program) for over six months, and have two years total to use the money to the best of our ability," Elliott said. "We are looking at gasoline leaks across the

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state, most rural gas stations that have been around since the 1920s." Elliott said that during the 20s there were not as many health and environmental regulations as there are today. "The gasoline tanks leaked, and it impacts the soil and groundwater in varying degrees," she said. "Our first goal is to safeguard the public health, and then to remediate the tanks. "Not only are we encouraging growth in the economic sector, but doing something for the health of people in North Carolina." Elliott noted that a lot has changed even in just the past four decades. "Forty years ago people didn't think much about dumping gasoline outside," she said. "The more we learn the more we realize that we're all organisms in this system. "Environmental health is a really big issue and we discover that more and more." Other sites in Rowan include Woodleaf, Cleveland and Kannapolis. For more information on the UST program, visit <http://enr.state.nc.us/>, click on the Division of Waste Management and find the ARRA stimulus project link.

<http://www.salisburypost.com/News/050110-Dirt>

USA, LA, NEW ORLEANS, MAY 2 2010. CHEMICALS MEANT TO BREAK UP BP OIL SPILL PRESENT NEW ENVIRONMENTAL CONCERNS

abrahm lustgarten

The chemicals BP is now relying on to break up the steady flow of leaking oil from deep below the Gulf of Mexico could create a new set of environmental problems. Even if the materials, called dispersants, are effective, BP has already bought up more than a third of the world's supply. If the leak from 5,000 feet beneath the surface continues for weeks, or months, that stockpile could run out. On Thursday BP began using the chemical compounds to dissolve the crude oil, both on the surface and deep below, deploying an estimated 100,000 gallons. Dispersing the oil is considered one of the best ways to protect birds and keep the slick from making landfall. But the dispersants contain harmful toxins of their own and can concentrate leftover oil toxins in the water, where they can kill fish and migrate great distances. The exact makeup of the dispersants is kept secret under competitive trade laws, but a worker safety sheet for one product, called Corexit, says it includes 2-butoxyethanol, a compound associated with headaches, vomiting and reproductive problems at high doses. "There is a chemical toxicity to the dispersant compound that in many ways is worse than oil," said Richard Charter, a foremost expert on marine biology and oil spills who is a senior policy advisor for Marine Programs for Defenders of Wildlife and is chairman of the Gulf of the Farallones National Marine Sanctuary Advisory Council. "It's a trade off – you're damned if you do damned if you don't -- of trying to minimize the damage coming to shore, but in so doing you may be more seriously damaging the ecosystem offshore." BP did not respond to requests for comment for this article. Dispersants are mixtures of solvents, surfactants and other additives that break up the surface tension of an oil slick and make oil more soluble in water, according to a paper published by the National Academy of Sciences. They are spread over or in the water in very low concentration – a single gallon may cover several acres. Once they are dispersed, the tiny droplets of oil are more likely to sink or remain suspended in deep water rather than floating to the surface and collecting in a continuous slick. Dispersed oil can spread quickly in three directions instead of two and is more easily dissipated by waves and turbulence that break it up further and help many of its most toxic hydrocarbons evaporate. But the dispersed oil can also collect on the seabed, where it becomes food for microscopic organisms at the bottom of the food chain and eventually winds up in shellfish and other organisms. The evaporation process can also concentrate the toxic compounds left behind, particularly oil-derived compounds called polycyclic aromatic hydrocarbons, or PAHs. Studies of oil dispersal have found that the chemicals used can accumulate in shellfish and other organisms. According to a 2005 National Academy of Sciences report, the dispersants and the oil they leave behind can kill fish eggs. A study of oil dispersal in Coos Bay, Ore. found that PAH accumulated in mussels, the Academy's paper noted. Another study examining fish health after the Exxon Valdez spill in Alaska in 1989 found that PAHs affected the developing hearts of Pacific herring and pink salmon embryos. The research suggests the dispersal of the oil that's leaking in the Gulf could affect the seafood industry there. "One of the most difficult decisions that oil spill responders and natural resource managers face during a spill is evaluating the trade-offs associated with dispersant use," said the Academy report, titled Oil Spill Dispersants, Efficacy and Effects. "There is insufficient understanding of the fate of dispersed oil in aquatic ecosystems." A version of Corexit was widely used after the 1989 Exxon Valdez spill and, according to a literature review performed by the group the Alaska Community Action on Toxics, was later linked with health impacts in people including respiratory, nervous system, liver, kidney and blood disorders. But the Academy report makes clear that the dispersants used today are less toxic than those used a decade ago. "There is a certain amount of toxicity," said Robin Rorick, director of marine and security operations at the American Petroleum Institute. "We view dispersant use as a tool in a toolbox. It's a function of conducting a net environmental benefit analysis and determining the best bang for your buck." Charter, the marine expert, cautioned the dispersants should be carefully considered for the right reasons. "Right now there is a headlong rush to get this oil out of sight out of mind," Charter said. "You can throw

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every resource we have at this spill. You can call out the Marine Corps and the National Guard. This is so big that it is unlikely that any amount of response is going to make much of a dent in the impacts. It's going to be mostly watching it happen."

<http://www.propublica.org/article/bp-gulf-oil-spill-dispersants-0430>

USA, LA, MORGAN CITY, MAY 2 2010. SECOND OIL RIG OVERTURNS IN LOUISIANA



As the [oil spill](#) from the Deepwater Horizon continues to pile into the Gulf of Mexico, moving the oil spill closer and closer to the shore line, the Coast Guard is responding to another oil rig that overturned in Louisiana. The second oil rig won't be nearly as disastrous as the first. The mobile inland drilling unit (MIDU) was being towed through inland waters near Morgan City, La, when it overturned. The MIDU has a 20,000 gallon diesel fuel capacity, but there is no word as to how much fuel was on board when the oil rig capsized. The Coast Guard is reporting that there is no oil leak. "The rig is not leaking fuel at this time. As a precaution, 500 feet of containment boom has been deployed around the rig, with an additional 500 feet arriving to provide a secondary string within the canal, the Coast Guard said in a report.

- [Oil Spill From Gulf Rig Is Five Times Worse Than Originally Expected](#) (IndyPosted)
- [Deepwater Horizon Oil Spill Now Size of Rhode Island](#) (IndyPosted)

<http://indyposted.com/20343/second-oil-rig-overtorns-in-louisiana/>

USA, LA, NEW ORLEANS, MAY 2 2010. MACHINES AND MICROBES WILL CLEAN UP OIL

Story Highlights:

- Gulf Coast environments will require different cleanup methods, experts say
- Heavy equipment can remove oily sand; microbes can digest oil in marshes
- Booms being strategically deployed to protect wildlife areas
- Mississippi River used to push back against encroaching oil



A Louisiana heron takes flight in one of the state's sensitive marshes near the town of Venice.

There's no way to stop oily water from reaching land along the Gulf Coast, but experts will use tools both massive and microscopic to clean it up. Oil-soaked sand on beaches in the eastern Gulf Coast can be scooped up with heavy equipment, but the grassy marshes in the Mississippi Delta can't be handled that way, said Ralph Portier, a professor of environmental sciences at Louisiana State University. Along the Louisiana and Mississippi coast, "you're talking about a sea of grass, if you will," similar to the Florida Everglades, Portier said. "When it gets oiled, if you try and remove some of this stuff, you're going to do more damage than good. "In Gulf Shores, Alabama, and Destin, Florida, you can do that, but not here in what we like to call the Redneck Riviera," the southern Louisiana native said. Tides, wind and rain will drive the oil deeper into the marsh, down into the vegetative mat, making it impossible for humans to go in and clean manually, he said. But once the flow of oil is stopped -- and no one knows when that will be -- scientists will spread fertilizer to boost several species of microscopic plants that degrade hydrocarbons such as [oil](#). In areas of especially heavy oiling, millions more of these microbes, grown in laboratories, could be brought in as reinforcements, Portier said. In warm spring and summer weather, the light, sweet crude "will degrade in weeks to months," he said. Asphalt-like balls of petroleum embedded in the marshes "will be a little more complicated," he said. "The microbial community will have to bite off little pieces and degrade them a bit at a time," he said. There is no environmental concern with the technique because the microbes are not toxic and are native to the area, with different species thriving in fresh, brackish and salt water, Portier added. "The question is what that long time frame will do to those plant species and what that will mean for habitat for seafood and migratory birds," he said. "Picture if the Everglades were being oiled, what a national tragedy that would be. And this area is even more fragile and productive." The [Gulf](#) Coast is home to vast numbers of birds, animals and fish that need to be protected, said Tom MacKenzie of the U.S. Fish and Wildlife Service. Endangered sea turtles are due to come in to shore soon and lay eggs in the coastal sand. "A whole generation could be affected," MacKenzie said. Floating booms to block oil from coming in cannot protect the entire coast, he said, so crews are prioritizing sensitive wildlife areas, including nesting grounds for pelicans and

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Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 599 Newsy Stuff

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

May 6 2010



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butterfly migration areas. "This has the potential to be truly devastating," he said. The oil spill response team has recovered 23,968 barrels (1,006,656 gallons) of an oil-water mix, according to the Deepwater Horizon Joint Information Center. Nearly 70 boats, including skimmers, tugs, barges and recovery vessels, are being used to deploy booms and chemical dispersant, which makes the oil evaporate more readily. Another powerful tool being used to fight the oil slick is the Mississippi River itself, Portier said. Engineers opened floodgates on Friday to divert [Mississippi](#) water through parts of the marshlands. The force of the river water flowing toward the Gulf will help push back against the oily seawater, and later it will help flush the contamination out of the grasslands, he said. The damage to the crawfish, shrimp and oyster populations -- and the economy that relies on them -- could be severe, Portier said. Scientists can help rebuild the aquatic species, but many businesses could be ruined by then, he said. "This whole economic fabric could be ripped, and that in turn will affect the cultural fabric" of the Delta region, he said. Still, Portier remains optimistic. "All of us Cajuns are tragically hopeful," he said. "My ancestors -- if you can survive yellow fever and all the other things that happened growing up in the swamps and bayous of southern Louisiana, you'd better have a smile on your face, because that's about all you have some days."

Watch the Videos:

-  [Fishermen help along Louisiana coast](#)
-  [Worst case: 'We won't have shrimp'](#)
-  [Fed scrambles against oil spill](#)

Reports:

-  [Watch BP workers gear up for spill duty](#)
-  [Watch booms being set up in Bay St. Louis, Mississippi](#)

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<http://edition.cnn.com/2010/US/05/01/oil.spill.geography/?hpt=T1>

USA, W.VA, MAY 2 2010. TINY GROUP HAS BIG IMPACT ON SPILL ESTIMATES >> SKYTRUTH, WITH ONE PAID STAFFER AND A ONE-ROOM OFFICE, HAS CAUSED OFFICIALS TO BACKTRACK AND REVISE WHAT THEY SAY ABOUT THE SIZE OF THE GULF DISASTER.

Related Links

-  [Major incidents in BP history](#)
-  [Gulf Coast oil spill threatens to shut down Louisiana's commercial fishing industry](#)

Multimedia [Potential ways that the flow of oil might be stopped](#)

A tiny nonprofit group with one paid staffer in a one-room office in a small West Virginia town has been causing U.S. officials and oil company executives to backtrack and revise their estimates of the size and flow of the oil spill in the Gulf of Mexico. [SkyTruth](#) first analyzed satellite and radar data on the spill shortly after the Deepwater Horizon drilling rig sank after a fire April 22. It challenged initial estimates that 1,000 barrels of oil were gushing daily from the wellhead nearly a mile below the surface of the Gulf of Mexico, about 130 miles southeast of New Orleans. Federal officials and BP quickly revised the estimated daily rate to 5,000 barrels. Saturday, the group updated its analysis to estimate that the slick contained more than 11.1 million gallons of oil, which would make it the largest oil spill in American history. John Amos, the group's president, also revised the estimate of the rate of oil leaking to 25,000 barrels a day, saying it was a "rock bottom" figure. There are 42 gallons in a barrel of oil. Oceanographer Ian MacDonald of Florida State University had a slightly smaller estimate, saying on Saturday that the spill was 10 million gallons of crude oil. The Coast Guard said Saturday it was becoming too difficult to estimate the spill's size. "Any exact estimate is probably impossible at this time," Coast Guard Adm. Thad Allen said. Allen said it was fruitless to discuss the differences between estimates of spill rates. "Quite frankly, the continued leakage of anything for an extended period of time is going to cause an extraordinary amount of problems for us," he said. SkyTruth's work has been a thorn in the side of industry and federal officials during previous spills, and its analysis of the extractive industry's environmental footprint has drawn the wrath of mining and petroleum production companies. Amos and SkyTruth volunteers work from computers, downloading digital imagery from satellites operated by NASA and private companies. "Anybody can browse the Web and see the pictures; we want to get the underlying satellite image and bring it into our system at SkyTruth," he said. "We map-rectify it so it can be used to accurately measure and locate things, like the location of fisheries, wildlife refuges or other sensitive areas

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that could be impacted by this event." In the case of estimating the amount of oil in the gulf's slick, Amos said it's simple to use the maps to calculate the depth of oil and its spread: The National Oceanic and Atmospheric Administration has standard methods to extrapolate oil volume in oil spills. Amos acknowledges being a "bit of an oil-tech geek," saying he admires the technological leaps the industry has employed as it has pushed to retrieve oil from more and more far-flung places. But he springs into action when accidents happen "because we've also found that in these situations, often they happen in very remote locations," he said. "The information coming from other sources is difficult to verify and, unfortunately, has proven sometimes to be demonstrably inaccurate."

<http://www.latimes.com/news/nationworld/nation/la-na-oil-spill-measure-20100502,0,1279704.story>

USA, WI, LAKE WINNEBAGO, MAY 2 2010. AUTHORITIES INVESTIGATING LAKE WINNEBAGO DIESEL SPILL

The Wisconsin [Department of Natural Resources](#) and the Environmental Protection Agency continue to seek information on the source of a diesel spill that has collected in a Lake Winnebago channel near Starboard Court. A joint press release indicates the first reports of a petroleum sheen on the water came to the city on April 10. The report mentioned that a barge had been moored in the southern portion of the channel during the winter. City crews checked storm sewers in the area and determined the diesel was not discharged into the channel by storm sewers. The city's emergency response contractor, Veolia ES, has removed booms and pads near storm sewers that were saturated with diesel. New booms have been placed near storm sewer outlets to collect any of the substance that collects there. The DNR is currently evaluating a recommendation from Veolia to pressure wash the rocks soaked with diesel. If approved, the activity would likely take place this week. The Wisconsin DNR also requested that anyone with information about the barge in the channel or the release of a petroleum-based substance should call the DNR hotline number.

<http://www.thenorthwestern.com/article/20100502/OSH0101/5020341/1987/Authorities-investigating-Lake-Winnebago-diesel-spill>

USA, MT, MISSOULA, MAY 3 2010. MISSOULA GASOLINE SPILL

Crews are keeping a close eye on a gasoline spill in the Target Range area in western Missoula. The Health Department says that at about 4:30 Saturday morning, someone backed their car into a gas pump at the Target Range Market on Clements Street, west of Reserve. The crash set off a gasoline spill. Some officials report 2000 gallons of gas spilled and flowed over the storm drains. The Department of Environmental Quality dug to test 100 cubic yards of dirt. On Saturday, environmental engineer, Dan McCaffery told us that the gasoline overflowed storm drains in the area. His crew hurried to dig out surrounding dirt to see if any fuel had seeped into it. Dan McCaffery/Environmental Engineer: "We're concerned that this stuff does not have time to seep and spread down downhill essentially, and impact people's wells, because everyone around here is on a well." McCaffery told us he couldn't put a price tag on the spill yet, but said it will be high. By Sunday, the manager of the Target Range Market told us there was no indication yet that fuel had contaminated the area's well water. Scott Denning said the engineers found only small traces of fuel in the soil. Scott Denning/Market Manager: "Right now I would say everything is looking optimistic. We got this at a quick enough point yesterday that the soil did not become highly contaminated. The contamination level is very low, we are going to continue to monitor it and if anything in the future does happen of course we will let you know, but right now we see no potential problems." Denning tells us the environmental engineers have installed deep pipes into the ground so they can test for gasoline in the soil every week for up to a year. If residents suspect any gasoline contamination, officials ask them to call the Missoula City/County Health Department immediately.

<http://www.keci.com/Missoula-Gasoline-Spill/6943696>

USA, TX, FORT WORTH, MAY 3 2010. IT'S TIME TO PLAN NEW TRACKS AROUND FORT WORTH

America's railroads have a good track record when it comes to hauling toxic inhalants. Accidents are extremely rare even though volume is extremely high -- trains hauled 72,000 tank cars of such dangerous cargo in 2008. One source told Star-Telegram reporter Gordon Dickson for a story published Friday that about 1,300 chlorine-filled tank cars a week go through Union Pacific's Davidson Yard south and southwest of downtown Fort Worth. Even at that pace, the yard's safety record with those shipments is strong. Tarrant County is at the intersection of major rail corridors. Union Pacific's tracks run east-west through the heart of the county and Fort Worth. Running north-south through that same heart are the lines of Fort Worth-based BNSF Railway, also with a good safety record on tank cars loaded with toxic inhalants. Still, good safety records don't mean mishaps can't occur, and even one accident could be catastrophic in such a congested urban area. Add the threat of a terrorist attack involving one of those rail cars and there is reason to worry. Dickson cited a Homeland Security report that said a cloud of chlorine gas could kill up to 17,500 people and injure 100,000 others within miles. Why take the chance -- especially when

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an alternative is available and has even been approved by voters? In 2005, Texans approved a constitutional amendment creating the Rail Relocation and Improvement Fund and authorizing grants to help finance the relocation, rehabilitation and expansion of rail facilities. The vote wasn't even close, 53.8 percent to 46.2 percent. In Tarrant County, the measure passed by 59.5 percent to 40.5 percent. The fund would help pay to move the county's busiest rail lines outside major population areas. Urban lines would still be here for delivery of goods (and for use by commuter trains), but a lot of traffic could be routed around the city. Since 2007, federal law has required railroads to move hazardous cargo around, rather than through, major U.S. cities. No such bypass is available in Tarrant County, although it could be. Why hasn't it happened? Money, of course. Such a project would cost millions if not billions. Although the Rail Relocation and Improvement Fund exists, so far it's still an empty shell. In a maddening twist, it could have money available for needed projects but doesn't. State Sen. Wendy Davis of Fort Worth and Rep. Ruth Jones McClendon and Sen. Jeff Wentworth of San Antonio pointed out in a Sunday Star-Telegram commentary that the Legislature last year budgeted \$182 million for the fund. But the Texas Department of Transportation has laid claim to that money for highways, because it says the wording of the appropriation allows it to do so. Davis, Jones McClendon and Wentworth want the Transportation Department to release the money for rail projects. Texas Attorney General Greg Abbott has been asked to settle the dispute. Let's hope he does so soon. Tarrant County's history was shaped by railroads, and they'll be an essential and vibrant part of the urban area's economic life for the foreseeable future. But that does not mean all freight traffic must move through the area's most densely populated and busiest parts. Finding another way was the reason the Rail Relocation and Improvement Fund was created. This is not a time for profligate spending by any level of government, but it is still a time for planning things that clearly will be needed. Money from the fund could and should be used to begin planning major freight rail routes around Tarrant County cities.

<http://www.star-telegram.com/2010/05/02/2157865/its-time-to-plan-new-tracks-around.html>

MALAYSIA, ALOR SETAR, MAY 3 2010. BID BY OIL THIEVES FOILED



Seized: Mohammad Noor (second right) with his officers inspecting a tanker used in illegal transfer of oil in Jalan Batas Paip yesterday.

Three men in the midst of illegally transferring 47,810 litres of subsidised petrol from a tanker into three smaller tankers have been arrested. The men, aged 21, 34, and 38, were arrested at an abandoned warehouse at the 5th kilometre Jalan Batas Paip here at about 9.50pm on Saturday by a state Anti-Smuggling Unit team led by state commander Mohammad Noor Idris. "Acting on a tip-off, we went to the warehouse and found the three men busy transferring the petrol from the bigger tanker to the smaller tankers. "Based on a document that we found in the bigger tanker, the vehicle was from Penang and was supposed to send the petrol to a fuel station in Kota Sarang

Semut," Mohammad Noor told a press conference here yesterday. He said initial investigations revealed that the RM86,000 worth of petrol was to have been sent to Padang Besar in the three smaller tankers with intention of smuggling it out of the country. Mohammad Noor said the unit believed the illegal transfer of the fuel was a syndicated activity which had been conducted at the warehouse for about three months. The three men and the seized petrol had been handed over to the Domestic Trade, Cooperative and Consumerism Ministry for further action.

<http://thestar.com.my/news/story.asp?file=/2010/5/3/nation/6177303&sec=nation>

UK, LONDON, MAY 3 2010. U.K. SAFETY WATCHDOG WARNED ABOUT BP, SHELL

The U.K.'s safety watchdog has issued several "improvement notices" on oil companies operating in the North Sea over the past 12 months, including BP and Royal Dutch Shell the U.K.'s Guardian newspaper reported Sunday. The warnings require action from the companies to operate their rigs and other offshore equipment to appropriate standards, the Guardian said, citing HSE documents. The Offshore Industry Liaison Committee an arm of the RMT union, expressed concern about the notices and said it had seen provisional safety statistics for 2009 that showed a rise in problems over the previous year. BP told the Guardian it had rectified "minor issues" from two of the notices. "We are investing a lot in maintenance of assets and have overall a good health and safety record," the Guardian quoted a BP spokesman as saying. In response to a notice about legionella bacteria found in the potable water system at Shell's clipper field, a Shell spokeswoman said that no one had been made ill. "The improvement notice has prompted Shell to revisit the risk assessments and the effectiveness of operational control measures in the potable water management system," the Guardian quoted the Shell spokeswoman as saying. The HSE declined to comment and said its 2009 annual report would be published in August.

<http://www.marketwatch.com/story/uk-safety-watchdog-warned-about-bp-shell-2010-05-02>

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