



Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 601 Newsy Stuff

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

May 13 2010



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USA, FLA, BRANDON, MAY 6 2010. THIEVES STEAL \$1,200 WORTH OF GASOLINE

 **Watch the Video** <http://www.myfoxtampabay.com/dpp/news/local/hillsborough/505-thieves-steal-1200-worth-of-gasoline>



Hillsborough detectives are looking for suspects they say siphoned more than 400 gallons of gasoline from a Brandon gas station in broad daylight. According to the Hillsborough County Sheriff's Office, one man siphoned the gasoline from an underground tank into the back of a black minivan, while another man in a white truck blocked the view and distracted the employees. One of the suspects was caught on surveillance video. He is described as an hispanic male, with olive complexion, short black hair, 5'6" to 5'11", thin build, wearing blue shirt with winged logo on front. The black minivan had a luggage rack on top with tinted windows and a step rail along its bottom edge. The white pickup truck appeared to be a F250 or 350 Crew cab with chrome door handles, a beige stripe along the bottom edge, a tow hitch, a chrome brush guard, with a hard cover on the truck bed. Anyone with any information about the suspects is asked to call the Hillsborough County Sheriff's

Office at 247-8200

<http://www.myfoxtampabay.com/dpp/news/local/hillsborough/505-thieves-steal-1200-worth-of-gasoline>

USA, PA, BEECH MOUNTAIN LAKES, MAY 6 2010. BIODIESEL CHEMICALS CAUSE SCARE

sam galski



Emergency and police personnel were called to 22 Edge Rock Drive in Beech Mountain Lakes on Tuesday afternoon after the homeowner detected high levels of carbon monoxide in his home. Police reported a large amount of chemicals were stored in the home. Several nearby home were evacuated while officials removed the hazardous materials.

Firefighters responding to a carbon monoxide call at a Beech Mountain Lakes home evacuated 15 households in the gated community after discovering four drums of methanol and three bags of potassium hydroxide in the garage area of an Edge Rock Drive home. Butler Township's zoning and code enforcement officer said he will continue reviewing the case today and has not determined whether the homeowner will be cited. Emergency personnel evacuated the homes just before 4 p.m. Tuesday when responding to a two-story home at 22 Edge Rock Drive, where a man called 911 with concerns about carbon monoxide levels, Butler Township police Chief Charles Altmiller said. No injuries were reported, but firefighters discovered that the homeowner was storing four, 55-gallon drums of methanol and three, 50-pound bags of potassium hydroxide in the garage area, said Kevin Tarapchak, a captain with Valley Regional Fire and Rescue. The homeowner told police and firefighters he was using the chemicals to make biodiesel and although there was no risk of explosion, Tarapchak said that a state police Canteen Unit (which he described as a bomb squad) and West Hazleton's hazardous materials and command units were called to the scene as a precautionary measure. "At no point in time was anyone in danger," he said. "We were just trying to be on the safe side of things. In this day and age, you can never be too cautious." Police did not identify the homeowner by name, but Altmiller said police have experienced no problems with the man, who has lived in the private community for a number of years. State police ultimately determined that the chemicals were not being stored illegally and turned the case over to Butler Township code enforcement, Tarapchak said. Methanol is not combustible and less flammable than gasoline, but its fumes are toxic, he said. Potassium hydroxide is a corrosive material. Police closed Edge Rock Drive, which intersects with Tammy Trail, and emergency officials evacuated six homes to the west of the residence, a half-dozen others across the street and about three others to the east, Altmiller said. Traffic into the private development at times was backed up to a security gate at the Route 309 entrance to the private community, which turns into Edge Rock Drive. At least one woman approached a firefighter who was directing traffic with concerns about waiting for her children to be dropped off by a school bus. At least two neighbors said they weren't familiar with the homeowner at 22 Edge Rock Drive. At least four emergency vehicles from Valley Regional and Hazle Township fire departments were parked at or near the home. Larry Grove, general manager of Beech Mountain Lakes, asked the media to leave the development shortly after 4 p.m. on Tuesday. Grove did not release information about the incident. Zoning and Code Enforcement Officer Larry Sims, who also responded to the home, said the homeowner was making biodiesel for a truck and tractor he owns. "He was making biodiesel for his own consumption in order to save himself some money," Sims explained. "I think (diesel) is at \$3.25 per gallon. He felt

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with what he had there, he can make it for 36 cents a gallon. However, he didn't take into consideration that methanol is highly flammable and not for storage in a residential home." The homeowner, whom he did not identify by name, has been instructed to remove the materials from the home and store them off-site, he said. Sims said he plans to review township ordinances today as well as the International Fire Code of 2006 to determine whether the homeowner could face penalties. Firefighters who opened the garage to investigate carbon monoxide fumes were greeted with stacks of 55-gallon drums, Sims said. The discovery caused concern among responders, who later determined the barrels were empty. "When you open a garage door and see all these barrels it did cause concern," he said. Valley Regional Fire and Rescue and firefighters from Hazle Township, Freeland and West Hazleton responded. Medic 26 and the Valley Regional and Sugarloaf ambulances assisted. The Sugarloaf, Foster Township, Mountain Top, Dennison Township, Dorrance Township and White Haven fire departments were placed on standby. Residents were allowed to return to their homes at around 5:30 p.m. Tuesday.

<http://standardspeaker.com/news/biodiesel-chemicals-cause-scare-1.762591>

USA, CA, LONG BEACH, MAY 6 2010. GAS TANKER OVERTURNS AT PARAMOUNT AND 91 FREEWAY

 **Photo Gallery** http://www.presstelegram.com/news/ci_15017294

 **Watch the Video** http://www.presstelegram.com/news/ci_15017294

 **Photo's** <http://www.firehouse.com/incident-type/hazmat/haz-mat-spill-long-beach-california>



Long Beach firefighters pour foam onto an estimated 500 gallons of what is believed to be marine diesel fuel (used for boats) that had already leaked onto the ground after a tanker truck carrying 5000 gallons of fuel overturned. The tanker was heading onto the onramp of the westbound 91 Artesia Freeway at Paramount Blvd. in North Long Beach during rush hour traffic. According to Joshua Johnson of the Long Beach Fire Department, the tanker was leaking approximately 25 gallons a minute onto the street, which the firefighters were trying to prevent from entering a storm drain. There were no injuries and only the rear tanker of the two tanker trailers the truck was pulling had overturned. Traffic in both directions on Paramount Blvd. was closed to traffic.

Paramount Boulevard was shut down at the Artesia (91) Freeway for a while Tuesday evening when a semi truck trailer overturned, spilling gallons of fuel, authorities said. The accident was reported at about 5 p.m. on the westbound on-ramp to the freeway, said said California Highway Patrol Officer Jose Nunez. Nunez said no injuries were reported. The truck, which was pulling a double trailer, apparently hit a light pole, Nunez said. Only the rear trailer overturned.

http://www.presstelegram.com/news/ci_15017294

USA, MI, SAUGATUCK, MAY 6 2010. CONSTRUCTION CONTINUES AS CREWS DISMANTLE OIL TANK IN SAUGATUCK

gary jeanfaivre

 **Photo Gallery**

<http://www.westport-news.com/news/articleGallery/Construction-continues-as-crews-dismantle-oil-475401.php#photo-5>



An excavator places a piece of an oil tank's exterior shell on a flatbed truck on Wednesday, May 5, 2010, at the future site of the Saugatuck Center development.

Under sunny skies today, the exterior shell of the oil tank at the Gault family-owned property in Saugatuck was dismantled. The remaining portion of the oil tank will be taken down tomorrow, reported a foreman with A. Pappajohn Company Construction, the Norwalk-based outfit working at the site. As workers broke the tank's shell into smaller pieces, an excavator picked them up and placed them onto a flatbed truck for removal. Nearby, an excavator was distributing dirt in the area of the site that will become one of two entry points into the Saugatuck Center mixed-used development. The 4-acre redevelopment project is the work of Hamilton Development, Gault's real estate division. Saugatuck Center is expected to be built

in phases, with the first set for completion in early 2011. It will feature traditional New England style architecture designed by Norwalk-based Beinfield Architecture PC. The dismantling of the oil tank comes two weeks after construction crews

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demolished Derosa's Italian Restaurant, a fixture of the area for more than 30 years. Additional structures in the area were also taken down in the last few weeks.

<http://www.westport-news.com/news/articleGallery/Construction-continues-as-crews-dismantle-oil-475401.php#photo-5>

USA, MT, LAUREL, MAY 6 2010. MOCK DISASTER AT LAUREL REFINERY

laura kennedy

 **Watch the Video** <http://www.kulr8.com/news/local/92914794.html>



The CHS refinery in Laurel was the scene of a full scale disaster exercise Wednesday morning. The drill involved police and fire departments from Laurel and Billings, as well as local schools and hospitals. The refinery control room was on full alert, organizing response teams after reports of an explosion, fire, smoke, and the smell of rotten eggs. The Local Emergency Planning Committee of Yellowstone County has been planning this event for months. "The importance is making sure as a community we interact and work together so if anything does happen, man made or natural, we can handle the situation and we can handle the community," said organizer Jeff Ashworth. Kids from Laurel High School played the victims in the mock explosion, with classmates doing their Halloween style makeup. The exercise tests emergency crews' handling of hazardous materials, burns, and shrapnel injuries.

<http://www.kulr8.com/news/local/92914794.html>

USA, WA, BLAINE, MAY 6 2010. WASHINGTON STATE FINES BP FOR SAFETY AT REFINERY >> REFINERY CITED FOR 13 ALLEGED VIOLATIONS >> BP PLEDGES TO CONTINUOUSLY IMPROVE SAFETY

Washington state's Department of Labor & Industries cited BP for safety violations found in inspections at its 225,000 barrel per day (bpd) Cherry Point refinery, in Blaine, Washington, the agency said on Wednesday. The combined fine for the 13 serious citations would be \$69,200. BP has 15 days to appeal the citations, the Labor & Industries Department said. Among the alleged process safety management violations are failure to routinely inspect or maintain safety control devices, inaccurate or outdated instrument diagrams and failure to record whether identified safety hazards were corrected. "One violation noted that there were 38 instances of safety recommendations for which there was no record they were ever implemented," the agency said in a statement. A refinery spokesman said the citations had not yet been seen by BP, but the company was committed to worker safety. "We will work with them to continually improve our safety," said BP spokesman Bill Kidd. The refinery inspection was part of a nationwide effort to improve safety at the nation's refineries following a deadly 2005 explosion at BP's giant Texas City, Texas, refinery that killed 15 workers and injured 180 others.

<http://www.reuters.com/article/idUSN0513880820100505>

USA, TX, RUSK CO, MAY 6 2010. DEADLY EXPLOSION PROMPTS PUSH FOR NEW LAW

layron livingston

 **Watch the Video** <http://www.kltv.com/Global/story.asp?S=12432592>



A violent and deadly explosion has one East Texas family fighting for change. Melissa Helsel-Williams was blown more than 100 feet when an oil tank blew up last week, just south of New London. Her friend, Joseph Crisp, 24, is still recuperating in a Louisiana hospital. It took less than one week for Melissa's family to get the ball rolling on a plan to prevent similar accidents from happening in the future. Jerry Smires, Melissa's uncle, said he and his family are now working working to pass a law in memory of his niece. Smires said he has no intention of hurting oil companies. Smires wants "Melissa's Law" passed in order to make oil tank sites safer and more secure. "Some sites have fences around them," said Smires. "Make it mandatory for all of them." A U.S. Chemical Safety Board report notes since 1983, 42 teenagers and young adults have died in oil tank explosions. A 1983 explosion near Center, TX killed two teenage girls. Four teenagers died after a cigarette lighter ignited an oil

tank near Palestine in 2003. One young man survived that explosion. The CSB even launched an educational video, **No Place To Hang Out**, after two Mississippi teenagers died, last fall. "They put videos out about drunk driving, too, but it doesn't seem

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to sink in," said Smires. "But if they made something to keep people out of the cars, it might help. If they put some fences up to save one more life, that'd be worth it to me." Smires said he is already contacted Governor Rick Perry's office and Representative Louie Gohmert. The CSB has now urged the oil and gas industry and state lawmakers to take action.

<http://www.kltv.com/Global/story.asp?S=12432592>

USA, TX, SAN ANTONIO, MAY 6 2010. FUEL-LADEN 18-WHEELER EXPLODES AT TEXAS REFINERY

paul j. weber

Watch the Video http://www.justiceneWSflash.com/2010/05/07/san-antonio-refinery-blast_201005074266.html



People watch the AGE refinery fire Wednesday May 5, 2010 in San Antonio from a bridge south of the fire. An 18-wheeler being loaded with fuel at a San Antonio refinery exploded Wednesday, setting off a chain reaction of smaller explosions and sending a towering plume of thick black smoke over the city's southeast side. One person was critically burned, and the driver of the exploding truck remained missing.

An 18-wheeler being loaded with fuel at a San Antonio refinery exploded Wednesday, setting off a chain reaction of smaller explosions and sending a towering plume of thick black smoke over the city's southeast side. One man was critically burned, and other employees received minor injuries. A truck driver believed to be missing for hours after the blast was found after a dense funnel of smoke dissipated as the fire burned itself out, San Antonio Fire Chief Charles Hood said. Firefighters focused on shutting off valves and cooling down tanks — the larger of which contained jet fuel — to prevent any more explosions. "This could've been a tragic fire if we had explosions in those larger tanks, but we were able to cool it off," Hood said. Three tanker trucks were at the AGE Refining Inc. fueling station when the explosion occurred, Hood said. The burned man was the driver of one of the trucks, but Hood said it was unclear which one. The man was taken in critical condition to Brooke Army Medical Center, which said it also was treating one other patient from the fire. Several plant employees were treated at the scene. Hood said investigators do not yet know what caused the explosion. "It looks like a burned-up gas station," Hood said of the fueling station. Residents within a half-mile radius of the refinery were evacuated. Vanessa Valdez, 23, said she heard something like "gunfire" from her apartment about a mile from the refinery before a swarm of fire trucks and ambulances raced by. Police went through nearby apartment complexes with sirens, blasting an evacuation notice over the loud speaker and banging on doors and windows. AGE marketing director Jeff Dorrow confirmed a truck exploded at the refinery that handles about 14,000 barrels per day, but had no other details. Hood said he did not know how long the refinery would be closed. AGE, which runs only the San Antonio facility, is a small refinery and filed for bankruptcy in February. David Horowitz of the U.S. Chemical Safety Board, which investigates major accidents, said the board was gathering information on the fire and would decide whether to launch an investigation. The National Response System, which gathers information on oil and chemical spills, had two incident reports about an overfilled or overflowing tank at the AGE site, but both occurred more than a decade ago. Nothing has been reported since 1998.

<http://www.google.com/hostednews/ap/article/ALeqM5jYkAyfTB-gAvN27Vp6Uy-96rPlcgD9FGVF380>

USA, LA, NEW ORLEANS, MAY 6 2010. CONTAINMENT DOME SHIPPED OUT TO CAPTURE LEAKING OIL

Watch the Video <http://edition.cnn.com/2010/US/05/06/gulf.oil.spill/index.html>



Story Highlights

- Officials hope containment dome will capture oil leaking 5,000 feet beneath Gulf of Mexico
- BP says it has capped one of three existing leaks
- Floating booms being used to protect sensitive, ecological areas
- Oil reportedly "very close" to Chandeleur Islands and Mississippi River delta

A four-story containment dome is expected to arrive Thursday morning at the site of the Gulf of Mexico's gushing oil well, where BP will attempt to lower the container onto a ruptured deep-water pipe. "If all goes according to plan, we should begin the process of processing the fluid and stop the spilling to the sea on Monday," said Doug Suttles, BP's chief operating officer. But he added: "It's very complex, and it will likely have challenges along the way." The hope is that the container will collect the leaking oil, which would be

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sucked up to a drill ship on the surface. If the operation is successful, BP plans to deploy a second, smaller dome to deal with a second leak in the ruptured pipe, the company has said. Getting the large structure into position could take several days, BP said. The technique has never been attempted at the depth of about 5,000 feet underwater, according to Suttles. BP announced early Wednesday it had stopped the flow of oil from one of the three existing leak points from the sunken rig, but it was the smallest of the three leaks. "While this is not expected to affect the overall rate of flow from the well, it is expected to reduce the complexity of the situation being dealt with on the seabed," BP said in a statement. In the meantime, authorities battled the massive [oil spill](#) from the undersea gusher Wednesday as patches of oil crept to within two miles of the Louisiana bayous. Two specially equipped "burn rigs" set fire to patches of crude oil near the ruptured undersea well at the heart of the spill, a BP executive said Wednesday afternoon. Meanwhile, thousands of volunteers, wildlife officials, idled fishermen and National Guard troops mobilized to string floating booms along the beaches and across the mouths of estuaries leading toward the Gulf. The outer sheen of oil was reported to be "very close" to the Chandeleur Islands and the Mississippi River delta in southeastern [Louisiana](#), Coast Guard Rear Adm. Mary Landry told reporters. An oyster fisherman spotted a large patch of oil sheen near the border between St. Bernard and Plaquemines parishes, about 40 miles southeast of New Orleans, Plaquemines Parish President Billy Nungesser said. "It's disturbing, but it's two miles away from shore, so it's not devastating," Nungesser said. He said authorities have conceded that the oil spill will reach the state's barrier islands, but, "we've got to keep it out of the marsh." Landry said the heavier concentrations of crude remained farther offshore, and the latest predictions from the federal government said the weather would keep it largely stationary for the next three days. The 72-hour forecast shows winds shifting to the south and blowing about 10 to 15 knots (12-17 mph), which is likely to produce only "a little bit of movement on the fringes," said Charlie Henry of the National Oceanographic and Atmospheric Administration. "Nothing's changing real fast this week," Henry said. The oil stretched from Louisiana's Breton and Chandeleur sounds, on the northeast side of the Mississippi Delta, to about 60 miles off Pensacola, Florida, Wednesday afternoon. The leaking well is spewing an estimated 210,000 gallons (5,000 barrels) of crude into the [Gulf](#) every day. Concern is rising that the oil could kill wildlife and damage livelihoods for thousands in the Gulf states. Parish and state officials in Louisiana have enacted plans to keep the oil out of the marshes at the heart of the state's fishing industry and wildlife habitat. "If it gets back into the backwaters, into the bayous, that's where we'll kill off the food chain," Nungesser told reporters. "That's where it will devastate southern Louisiana for years to come, and we will lose our heritage in the fishing industry." The timing of the spill "couldn't be worse for the bird populations in this region," said Ken Rosenberg, a bird expert at Cornell University. "It's peak nesting season for thousands of brown pelicans, which have just recently come off the endangered species list," he said. "It's also peak migration season for birds coming to the Gulf of Mexico from Central and South America, he added. At least two oil-covered birds, one of them a brown pelican, have been found offshore, the National Wildlife Federation reported Tuesday. In addition, the conservation group reported finding a loggerhead turtle, a threatened species, gasping for air in the oil slick about 65 miles off the mouth of the Mississippi River. Interior Secretary Ken Salazar, whose Cabinet agency oversees both national parks and offshore oil exploration, visited the scene Wednesday. He told reporters that federal authorities "continue to do everything we can" to keep pressure on BP, which is responsible for the cleanup, and to protect fish and wildlife in the threatened area. Salazar said the Obama administration remains committed to developing diverse U.S. energy sources, but "there are risks inherent in whatever we do."

Related Topics

- [Oil Spills](#)
- [Gulf of Mexico](#)
- [Louisiana](#)

<http://edition.cnn.com/2010/US/05/06/gulf.oil.spill/index.html>

NIGERIA, MAIDUGURI, MAY 6 2010. SCHOOLGIRL KILLED, 2 INJURED, 15 HOUSES RAZED IN FUEL TANKERS' EXPLOSION

gbenga adesuyi, ibadan & timothy ola

A schoolgirl was yesterday burnt to death and no fewer than eight vehicles and 15 houses razed in a petroleum tanker accident. The incident, which attracted a large crowd of sympathisers occurred at Eleruku area of Academy, Ibadan, the Oyo state capital. The vehicle, which fell into a ditch spilled its contents which flowed into the affected houses. The schoolgirl was said to have been caught in the fire while returning from school. The body, which was burnt beyond recognition was placed in front of the Olorunkemi community leader's house by anguished sympathisers. It was wailing galore as sympathisers and victims count their losses. According to eyewitness account, the articulated vehicle had parked around Eleruku area of Academy when another articulated vehicle coming from the same Lagos axis rammed into it, thereby causing it to tumble into

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a deep ditch by the side of the express road. Immediately it fell, it spilled its content, which caught fire and started flowing into the street. About eight vehicles including cars and buses were also involved in the fire as they were badly burnt. The houses affected were in flames as fire fighters were battling to put out the fire. The incident occurred at about 4.00 p.m. The fire was still raging as at the time of filing this report. In another incident, residents around the Nigeria National Petroleum Corporation (NNPC) depot in Maiduguri were thrown into panic on Wednesday as two tankers carrying petrol (PMS) within the depot exploded. The two tankers were among many others awaiting verification and clearance from the corporation before heading to their various destinations in the state to offload. Daily Sun learnt that the tankers exploded due to excessive heat. Borno has been experiencing harsher weather in the past two weeks with temperature rising to about 45 degree Celsius, while many were forced to stay under trees as early as 11.00 a.m. due to the scorching sun. It was gathered that one of the tankers carrying petrol exploded first where it parked waiting verification and onward discharge from the depot, while the second, containing diesel, parked beside the first one was said to have exploded afterward. Fire from the explosion was still raging when Daily Sun visited the scene, even as drivers of other tankers hurriedly evacuated their trucks from the area, while residents scamped to safety. An official of Independent Petroleum Marketers Association of Nigeria (IPMAN), Alhaji Gana Modu who witnessed the incident said officials of the depot had earlier refused to commence discharge of the trucks that had lined up in long queues as early as 7.00 a.m. He claimed the NNPC officials insisted "they won't commence their services until they return from condolence visit" somewhere, an action he said led to the explosion. "I believe the fire incident wouldn't have occurred if the officials have commenced their work on time and clear the tankers before the scorching sun set in," he declared. Eyewitnesses said the fire, which raged for about an hour would have burnt other tankers and even spread to the depot's reserve save for the combined efforts of the men of the State Fire Service, University of Maiduguri fire service unit, the Federal Airports Authority of Nigeria (FAAN) as well as fire fighting Unit of the NNPC depot. Reacting to the incident, the Borno State Chairman of IPMAN, Alhaji Mohammed Kulu said they are awaiting official report from the depot management on the incident because the fire occurred within their premises, while the State Secretary of the National Association of Road Transport Owners (NARTO), Alhaji Modu Kolo Dunoma blamed the incident on negligence on the part of the management of the NNPC. "This is an act of negligence and it is very unfortunate. How could we take the risk of conveying bridged products from Lagos and then safety measures are not taken. Meanwhile, we have been complaining to the authorities regarding the safety of the premises. If our drivers had not evacuated the other trucks, even the NNPC installations could have been destroyed," he disclosed. The Depot Manager refused to speak to journalists on the matter but rather directed his Chief Security Officer to detain the reporters. Recording gadgets and cameras of some journalists were also seized ostensibly on the order of the manager for about 30 minutes. They were later released when the journalists threatened a showdown with the depot management.

<http://www.sunnewsonline.com/webpages/news/national/2010/may/06/national-06-05-2010-021.htm>

USA, LA, PORT FOURCHON, MAY 6 2010. CONTAINMENT DOME BEING MOVED TOWARD OIL WELLHEAD IN GULF

marc kaufman

[Watch the Video](#)

<http://www.washingtonpost.com/wp-dyn/content/article/2010/05/05/AR2010050504481.html?sid=ST2010050405322>



On Gulf Coast, wait for where oil may threaten:

A massive steel and concrete box may be the best short-term solution for bottling an oil spill that is threatening sealife and livelihoods along the Gulf of Mexico. (May 5)

The 100-ton cylinder that BP hopes will control [the underwater oil geyser](#) threatening the Gulf Coast moved out of port Wednesday from this industrial hub at the very southern tip of Louisiana. Loaded by crane onto a high-powered barge, the 40-foot-tall containment dome headed for the port's canals and out to the Bayou Lafourche. It is destined for the site where an offshore rig's collapse triggered the oil spill. If all goes well, the large, white cylinder will be lowered in the next day or two onto the spouting wellhead, 5,000 feet down, by a huge crane also headed to the site. Although a containment dome has never been used so far

below the surface, the company that made it -- Wild Well Controls -- believes that this one can capture and then pipe up to waiting tankers a substantial amount of the oil that would otherwise be released to the sea. Given the large and steady stream of oil coming out from the rupture, the well-being of thousands of Gulf Coast residents and countless creatures that live in the hyper-fertile region depend on the dome's success. The dome is the latest of [a broad range of techniques](#) being used to

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staunch the oil leak, created by the explosion of the Transocean Deepwater Horizon Rig on April 20, killing 11 workers. The launch of the gleaming cylinder from Port Fourchon captured the uneasy balance of forces at work here, where the marshlands hit the sea. The barge inched away from the Wild West yard along a canal flanked by cranes, discarded oil rigs, tank farms and endless barbed wire -- a gas industry outpost of heavy equipment and hard-hat men. Helicopters come in and out regularly to the port, and oil rigs are visible on the horizon. The dome, which was used in shallower waters during Hurricane Katrina, was modified at the Wild Wells yard. Two more are being prepared. The barge then traveled the Bayou Lafourche to the deeper waters, passing some of the most fertile marshes in the nation -- where fish and crustaceans of all kinds flourish in the rich outflow of the Mississippi River. One side of the bayou is an industrial park; the other side part of a state wildlife park. The road down to Port Fourchon runs alongside another bayou, now filled with hundreds of fishing boats. They supply a significant percentage of the nation's seafood, but are now unable to go out to work. Even the harshness of Port Fourchon cannot eliminate the fertility of the land: Drainage ditches filled with trash and garbage still are alive with crabs and schools of darting fish. While fishermen have been vocal in their dismay about the spill, the army of workers at Port Fourchon were officially mum as the dome moved out. Wild Wells referred all questions to the Unified Command Deepwater Joint Information Center many miles away in Robert, La., and workers from companies nearby said they were told not to speak with reporters. One man, however, offered this reminder: "You know," he said, after speaking on the condition of anonymity, "we have as much riding on this as the fishermen and beachfront folks. If this can be controlled, we go back to business like before. If it creates a big mess, we're in big trouble for quite a while."

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<http://www.washingtonpost.com/wp-dyn/content/article/2010/05/05/AR2010050504481.html?sid=ST2010050405322>

USA, TX, SAN ANTONIO, MAY 7 2010. INVESTIGATION UNDERWAY INTO CAUSE OF REFINERY EXPLOSION

 **Slideshow** <http://bit.ly/SanAntonioRefinery>



An the investigation is underway into what caused a tanker truck to explode, setting off several other explosions and sending massive plumes of black smoke into the skies above San Antonio Wednesday morning. The explosions and fire happened around 11:30 a.m. Wednesday at [AGE Refining](#) in the 7800 block of South Presa near Southeast Military Drive. One truck driver was severely burned and was rushed to Brooke Army Medical Center. Officials at BAMC told News 4 WOAI Thursday morning the man is still in critical condition Several other employees received minor injuries. A man thought to be missing was located and was uninjured. Officials said that man was the driver of one of the tanker trucks at the plant when the explosion happened. Investigators are now trying to determine exactly what sparked the original explosion. There are plenty of questions that need answers, including what the driver was doing that may have ignited the fueling truck. San Antonio Fire

Department Chief Charles Hood said three tanker trucks were at the fueling station when the explosion happened. Firefighters focused on shutting off valves and cooling down tanks which contained jet fuel, a highly explosive liquid. Chief Hood said if firefighters hadn't been successful, the fire could have been much much worse. Moments after the blast, people living and

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working within a half-mile radius of refinery were told to evacuate. Officials started allowing them to return sometime between 4:00 and 5:00 p.m. Wednesday. News 4 WOAI has requested the 911 calls regarding the explosion and fire.

Who is AGE Refining?

- AGE Refining refines oil, solvents, and specialty fuels, including jet fuels. The South Side refinery handles about 14,000 barrels a day.
- The company's been running the refinery for about ten years and is currently operating under bankruptcy protection. News sources state AGE Refinery was fined 13 times in 2008 by OSHA for safety violations. One violation focused on vehicles passing near processing equipment, increasing the risk of a fire. The fines for those violations topped \$25,000.

Related Links

- [Man critically burned in explosion at refinery](http://www.woai.com/news/local/story/Investigation-underway-into-cause-of-refinery/vxOCA2Fa0OV1hcZP6hOhg.csp)

<http://www.woai.com/news/local/story/Investigation-underway-into-cause-of-refinery/vxOCA2Fa0OV1hcZP6hOhg.csp>

USA, LA, NEW ORLEANS, MAY 7 2010. DEEPWATER HORIZON: A FIRSTHAND ACCOUNT

Mark Levin Show

On Friday, April 30th 2010, an anonymous caller contacted the Mark Levin Show to clarify the events that preceded the Deepwater Horizon tragedy. Rigzone has transcribed this broadcast for your convenience. To hear the actual radio broadcast please visit www.MarkLevinShow.com.

Mark: Dallas Texas WBAP. Go right ahead, sir.

James: Just want to clear up a few things with the Petroleum Engineer, everything he said was correct. I was actually on the rig when it exploded and was at work.

Mark: Alright, let's slow down. Wait, hold on, slow down, so you were working on this rig when it exploded?

James: Yes sir.

Mark: OK, go ahead.

James: We had set the bottom cement plug for the inner casing string, which was the production liner for the well, and had set what's called a seal assembly on the top of the well. At that point, the BOP stack that he was talking about, the blow out preventer was tested. I don't know the results of that test; however, it must have passed because at that point they elected to displace the risers -- the marine riser from the vessel to the sea floor. They displaced the mud out of the riser preparing to unlatch from the well two days later and they displaced it with sea water. When they concluded the BOP stack test and the inner liner, they concluded everything was good.

Mark: Let me slow you down, let me slow you down. So they do all these tests to make sure the infrastructure can handle what's about to happen, right?

James: Correct, we're testing the negative pressure and positive pressure of the well, the casing and the actual marine riser.

Mark: OK, I'm with you. Go ahead.

James: Alright, after the conclusion of the test, they simply opened the BOP stack back up.

Mark: And the test, as best as you know, was sufficient?

James: It should have been, yes sir. They would have never opened it back up.

Mark: OK next step, go ahead.

James: Next step, they opened the annular, the upper part of the BOP stack

Mark: Which has what purpose? Why do you do that?

James: So that you can gain access back to the wellbore.

Mark: OK

James: When you close the stack, it's basically a humongous hydraulic valve that closes off everything from below and above. It's like a gate valve on the sea floor.

Mark: OK

James: That's a very simplistic way of explaining a BOP. It's a very complicated piece of equipment.

Mark: Basically, it's like a plug. But go ahead.

James: Correct. Once they open that plug to go ahead and start cementing the top of the well (the well bore), we cement the top, and then basically we would pull off. Another rig would slide over and do the rest of the completions work. When they

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opened the well is when the gas well kicked, and we took a humongous gas bubble kick up through the well bore. It literally pushed the sea water all the way to the crown of the rig, which is about 240 feet in the air.

Mark: OK, so gas got into it and blew the top off of it.

James: Right.

Mark: Now don't hang up. I want to continue with you because I want to ask you some questions related to this, OK? Including, has this sort of thing ever happened before, and why you think it may have happened, OK?

Mark: Alright, back to James, that's not his real name, Dallas WBAP. I'm not going to give the working title of what you did there either, James, but I wanted to finish. So, the gentleman was right about the point that obviously some gas got into the, I'll call it the funnel, OK?

James: Correct, and that's not uncommon, Mark. Anytime you're drilling an oil well, there is a constant battle between the mud weight, the drilling fluid that we use to maintain pressure, and the wellbore itself. There's a balance. The well is pushing gas one way and you are pushing mud the other way. So there is a delicate balance that has to be maintained at all times to keep the gas from coming back in, what we call the kicks. You know, we always get gas back in the mud, but the goal of the whole situation is to try to control the kick. Not allow the pressure to differentiate between the vessel and the wellbore.

Mark: Well, in this case, obviously, too much gas got in.

James: Correct, and this well had a bad history of producing lots of gas. It was touch and go a few times and was not terribly uncommon. You're almost always going to get gas back from a well. We have systems to deal with the gas, however.

Mark: So, what may have happened here?

James: Well, the sheer volume and pressure of gas that hit all at once which was more than the safeties and controls we had in place could handle.

Mark: And that's like a mistake on somebody's part or maybe it's just Mother Nature every now and then kicks up, or what?

James: Mother Nature every now and then kicks up. The pressures that we're dealing with out there, drilling deeper, deeper water, deeper overall volume of the whole vessel itself, you're dealing with 30 to 40 thousand pounds per square inch range -- serious pressures.

Mark: Not to offend you, but we just verified that you are who you are, which I'm sure you already knew that. I would like to hold you over to the next hour because I would like to ask a few more questions about this, as well as what happened exactly after the explosion, during the explosion and after. Can you wait with us?

James: Sure, I don't know how much of that I can share, but I'll do my best.

Mark: Alright, well I don't want to get you in trouble. So if you can stay, fine, but if you can't, we understand.

Part 2 of Mark's Interview:

Mark: We are talking to a caller under an assumed name who was on the rig when it blew up, and we've been talking about how it happened. And now James, I want to take you to the point of when it happened. What exactly happened? Where were you standing?

James: Well obviously, the gas blew the sea water out of the riser, once it displaced all of the sea water, the gas began to spill out on the deck and up through the center of the rig floor. The rig, you have to imagine a rectangle, about 400 feet by 300 feet, with the derrick and the rig floor sitting directly in the center. As this gas is now heavier than air, it starts to settle in different places. From that point, something ignited the gas, which would have caused the first major explosion.

Mark: Now, what might ignite the gas, do you know?

James: Any number of things, Mark. All rig floor equipment is what they consider intrinsically safe, meaning it cannot generate a spark, so that these types of accidents cannot occur. However, as much gas that came out as fast as it did, it would have spilled over the entire rig fairly rapidly, you know, within a minute. I would think that the entire rig would be enveloped in gas. Now a lot of this stuff, you can't smell, you can't taste it, it's just there, and it's heavier than oxygen. As it settled in, it could have made it to a space that wasn't intrinsically safe. Something as simple as static electricity could have ignited the first explosion, which set off a series of explosions.

Mark: Alright, so what happened? You're standing where? You're sitting somewhere? What happened?

James: Well, I was in a location that was a pretty good ways from the initial blast. I wasn't affected by the blast. I was able to make it out and get up forward where the life boats were. The PA system was still working. There was an announcement overhead that this was NOT a drill. Obviously, we have fire drills every single week to prepare for emergencies like this (fire and abandonment drills). Over the intercom came the order to report to life boats one and two, that this was not a drill, that there is a fire, and we proceeded that way.

Mark: So, the eleven men who died, were they friends of yours?

James: Yes sir, they were.

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Mark: *Did they die instantly?*

James: *I would have to assume so. Yes, sir. I would think that they were directly inside the bomb when it went off, the gas being the bomb.*

Mark: *So, the bomb being the gas explosion?*

James: *Correct. They would have been in the belly of the beast.*

Mark: *Now, let me ask you, and we have to be careful what we say because there are people that will run wild with ideas, so I just want to make sure*

James: *Sure.*

Mark: *So, let me ask you this, why would the government send in a SWAT team to a rig? What's that all about?*

James: *Well, believe it or not, its funny you would mention that. Transocean, the drilling company, maintains a SWAT team and that's their sole purpose. They're experts in their field. The BOP, the blowout preventer, they call that subsea equipment. They have their own SWAT teams that they send out to the rigs to service and maintain that equipment.*

Mark: *Yeah but I'm talking about what are interior SWAT teams? What is that?*

James: *The interior, from the government now, I don't have an idea about that, that's beyond me. The other gentleman also mentioned the USGS that comes out and does the surveys. I've been on that particular rig for three years, offshore for five years, and I've seen a USGS one time. What we do have on a very regular basis is the MMS, which is the Minerals Management Service.*

Mark: *They're all under the interior department.*

James: *OK. Yes. As a matter of fact, we were commended for our inspection record from the MMS. We are actually receiving an award from them for the highest level of safety and environmental awareness.*

Mark: *Well, I thought you were going to receive that award. Didn't they put it on hold?*

James: *No, we have actually received that award. We received it last year. We may have been ready to receive it again this year.*

Mark: *Let me ask you this, so the life boats, how did you get into these life boats? Where are these life boats?*

James: *There are actually four life boats - two forward and two on the left, depending on where the emergency or the tragedy has taken place.*

Mark: *Did you wind up jumping in the water to get in to the life boat? Sometimes you have to do that.*

James: *I'll just say that there were five to seven individuals that jumped and the rest went down in the life boats.*

Mark: *Alright, I won't ask because you don't want to identify yourself that clearly. Good point. How fast were the rescue efforts? How fast did they reach you?*

James: *It is common to have a very large work boat standing by, to bring tools out, groceries, and supplies; it's a constant turn around. So we actually have a very large vessel real close by. It was actually along the side with the hose attached, taking mud off of our vessel on its own. It had to emergency disconnect and then pull out about a mile to stand by for rescue efforts. So, it was fairly quick.*

Mark: *How quick till the Coast Guard got there?*

James: *Mark, it's hard to say, between 45 minutes to an hour is when I recall seeing the first helicopter.*

Mark: *Which is actually pretty fast because you are 130 miles offshore right?*

James: *Correct. If you look at the nearest spill of land which would be Grand Isle, Louisiana, somewhere in that area, we were only about maybe 50 miles where the crew flies up. From civilization, such as New Orleans, it would be 200 miles. The helicopter was more than likely 80 to 100 miles away.*

Mark: *You are going to be beset by lawyers, with the government, and others looking for an opportunity to make money. It's going to get very, very ugly and the officials going there have really no backgrounds or experience... I mean, to what extent is that going to help anything? It's silly.*

James: *To me it seems knee jerk. The number one focus right now is containment. I like the idea about the boom. They are going to try to lower it down into the water to capture the leak.*

Mark: *How long might that take? I've been reading about this boom and it says that it could take 30 days to do that.*

James: *It very well could. You have to remember that this is a challenging environment. You know its 5,000 feet deep, there's a tangled wreck of a rig with the marine riser still connected and twisted into a big wad down there. So it's going to take some time to get all that stuff in place. The engineering has to be there; obviously they don't want to rush into it. You want to move it expediently but you are risking the lives of those men that are going to go out there and try to attempt it - that's just not right.*

Mark: *I was just going say that. That's very dangerous, I mean extremely dangerous.*

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James: Absolutely, absolutely. There will be oil. There will be natural gases. All the same things that caused us to explode are still present, and they're there. The pressure had been cut off dramatically, from the simple fact of the folding of the riser. Basically take this big garden hose and kink it several times.

Mark: How old is this rig? How long has it been there?

James: It was put in service in 2001. It's a fairly new rig.

Mark: And, what is the sense in shutting down every rig in the Gulf of Mexico in response to this?

James: Absolutely senseless, whatsoever. This literally could very well be a once in a lifetime freak accident, or it could be negligence. That's for other people to figure out. From my position, it just seems like every now and then, you can't win against Mother Nature. She throws a curve ball that you are not prepared for.

Mark: But to shut down every rig in response to this? I mean... I'm not sure why.

James: The BOP tests are literally mandated from the Mineral Management Service and they are conducted like clockwork. I mean, if any of those tests ever failed, they would have immediately stopped operations, sealed the well up, pulled the BOP stack back up on the deck, which is 48 hours minimum, and made the necessary repairs or replacement parts, and then would get it back down, re-connect, re-test, and keep testing it, until it passed or kept on repairing it until it passed.

Mark: So this was a... I mean this must have been harrowing to you. I mean to experience something like this.

James: That's putting it mildly.

Mark: Anything else you want to tell me?

James: No, I just got into the truck to make a short trip and I heard a gentleman say something about possible terrorism and I want to put that to bed now. I understand you have a large audience. I appreciate your point of view. I try to listen to you as much as I can, the terrorism call just needs to leave everyone's minds and let's focus on the 11 men that are dead and the survivors. That's where the focus of this country needs to be right now.

Mark: Alright my friend, we wish you all the best and I tell you that it's really God's blessing that you survived, it really is.

James: Yes sir, I completely agree.

Mark: Alright James, thank you very much for calling and we appreciate it.

James: Thank you, Mark.

Mark: Alright, God bless.

http://www.rigzone.com/news/article.asp?a_id=92765

USA, LA, ROBERT, MAY 7 2010. CREWS DROP 150,000 [675,000 LITRES] GALLONS OF DISPERSANT ON OIL SLICK

ray henry



In this Tuesday, April 27, 2010 file photo, a dispersant plane passes over an oil skimmer as it cleans oil in the Gulf of Mexico near the coast of Louisiana. A massive oil leak in the Gulf of Mexico has become the testing ground for a new technique where a potent mix of chemicals is shot deep undersea in an effort to stop oil from reaching the surface, and scientists are hurriedly weighing the ecological risks and benefits.

Coast Guard official says good weather in the Gulf of Mexico is allowing crews to conduct more controlled oil burns and drop thousands of gallons of chemicals on the slick. Officer 3rd Class Brandon Blackwell said Thursday that good weather allowed

18 flights to drop 150,000 gallons of chemical a day earlier. The chemical breaks down the oil on the water's surface and helps prevent it from reaching the shore. But marine scientists say the oil balls suspended in the water can also be consumed by bacteria, which can pass toxins up the food chain. Crews also skimmed 588,000 gallons of an oil-water mixture and conducted five controlled burns. More fires are scheduled for Thursday.

http://www.google.com/hostednews/ap/article/ALeqM5g_2GXKyxGAXKgcguKhmebXxmVHAAD9FHCUVG5

USA, TX, JEFFERSON CO, MAY 7 2010. FOUR PETROCHEM COMPANIES NAMED AS DEFENDANTS IN BENZENE SUIT >> ATLANTIC RICHFIELD, B.P. PRODUCTS NORTH AMERICA, CHEVRON & TEXACO

kelly holleran

The children of a recently deceased man claim their father was exposed to benzene and other carcinogens throughout his career with several petrochemical companies. Jobeth Allen and Lisa Wolfe filed a lawsuit April 21 in Jefferson County District Court against Atlantic Richfield, B.P. Products North America, Chevron and Texaco. The plaintiffs claim that while their father, Joe Allen, worked for Atlantic Richfield and Texaco, he was exposed to toxic and carcinogenic benzene and benzene-

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containing products. Because of his exposure to the substance, Joe Allen developed acute myelogenous leukemia from which he died on Jan. 30, according to the complaint. The plaintiffs blame the defendants for a number of negligent acts, such as allowing Joe Allen to work around the substance when they knew of its hazards, failing to timely and adequately warn Joe Allen of the dangers of benzene exposure and failing to take proper precautions to ensure that Joe Allen was not exposed to benzene. The plaintiffs are seeking exemplary and punitive damages, plus interest, costs and other relief to which they may be entitled. Darren L. Brown of Provost and Umphrey Law Firm in Beaumont will be representing them. The case has been assigned to Judge Gary Sanderson, 60th District Court. Jefferson County District Court case number: B186-652.

<http://www.setexasrecord.com/news/226570-four-petrochem-companies-named-as-defendants-in-benzene-suit>

USA, NORTH DAKOTA, ALEXANDER, MAY 7 2010. OIL TANK EXPLODES NEAR ALEXANDER WORKER IS INJURED, CAUSE IS UNKNOWN

jacob brooks

One man was injured when an oil tank exploded in McKenzie County Wednesday afternoon, officials said. Four oil tanks owned by Landtech Enterprises were destroyed in the ensuing fire that lasted for hours, and smoke could be seen for miles. The blast occurred between 1:30 p.m. and 2 p.m., about 15 miles south of Williston, along U.S. Highway 85, near Alexander. The cause of the explosion is not yet known, said Landtech Enterprises owner Mark Johnsurd, who was at the scene Wednesday evening. The fire, which did not spread far from the oil tanks, was under control and being watched by Johnsurd and Alexander firefighters. He said one worker was hurt in the explosion, suffering burns, and was transported to Ramsey Burn Center in St. Paul, Minn. The worker was checking one of the oil tanks when the explosion occurred, Johnsurd said. The name of the worker was not released.

<http://www.willistonherald.com/articles/2010/05/06/news/doc4be2e06c1797b579427557.txt>

AUSTRALIA, MAY 7 2010. A LEARNING CURVE: THE PIPELINE INCIDENT DATABASE

Since the 1970s, the Australian pipeline industry has been capturing data on incidents in which pipelines have been damaged or threatened. Since 2003, the database has been capturing information on near misses as well as actual damage incidents. This provides additional data in order to identify patterns in the threats to pipelines, and has afforded insights into what causes external interference incidents and the types of equipment which inflict damage. APA Group's Craig Bonar and consultant Peter Tuft explain the data gathered and its importance to the industry. The objective of the pipeline incident database is to capture information that is relevant to the risk based approach of AS2885. Conclusions drawn from the data may be used for a variety of purposes, such as identifying key vulnerabilities, assisting focus on the most effective pipe protection measures, demonstrating to regulators and other parties that pipeline transportation is safe, and providing a basis for future revisions of AS2885. The database contains 120 fields that provide information on the incident location, severity, causes and consequences, as well as details of the pipeline such as its dimensions, operating conditions and protective measures. Completing an incident report form is not meant to be an onerous task.

The Data

The number of incidents in the database has grown dramatically since the last report provided to APIA in 2004. There is now a total of 420 entries, up from 118 previously. There are several reasons for this increase: * Near misses are now included and occur much more frequently than damage incidents. * Several pipeline operators have provided retrospective data. * New Zealand data from the past couple of years is now included. There is also substantially increased confidence that the data captures the majority of incidents, at least for recent years. Reporting is voluntary and hence vulnerable to omission. Figure 1 shows the number of damage incidents per half-decade and the growth in pipeline length. From that the overall rate for damage incidents can be determined, expressed as incidents per 1,000 km and per year (as shown in the Figure 2).

Location, Location, Location

Pipeline location classification reflects an expectation that more incidents are likely in more populated areas (as well as the expectation that such incidents have the potential to be much more serious). Current data indicates that approximately 60 per cent of incidents occur in the suburban and high density location classes. However the pattern of actual damage is quite different, with nearly 75 per cent in rural areas. One speculative interpretation of this difference is that urban areas are the scene of a great deal of unauthorised excavation activity within pipeline easements, but the great majority of it is minor and does not result in contact with a pipeline, perhaps partly because the work is identified and stopped by frequent pipeline patrols. Damage incidents are shown to incur a four-fold higher threat to urban pipelines compared to those in rural areas. Nevertheless, over 85 per cent of Australian pipelines are located in remote rural areas so it is not surprising that the greatest number of incidents occur there.

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Causes

The database classifies damage into six levels of severity: coating damage, stress corrosion cracking/corrosion (no leak), deformation, gouge, leak and rupture. Figures 5a and 5b show the distribution of severities, and the causes of those incidents which resulted in a leak or rupture. Overall, only one in six damage incidents results in a loss of containment (leak or rupture). Of these, about 65 per cent are a result of external interference, which is interesting given that the previous graph showed external interference comprising some 85 per cent of damage incidents. One possible conclusion is that the other causes are more damaging, but it seems more likely that incidents involving those other causes simply do not come to light unless they are serious enough to result in a loss of containment. Figure 5a is based on all damage incidents and does not tell the whole story about recent trends. There has been a change over time in the distribution of reported damage severity, with deformation incidents almost completely replaced by coating damage and gouges. However it seems likely that this is largely due to variation in the basis for reporting, with gouges previously classed as deformation (suggested by some of the incident descriptions even where the damage is not explicitly described) and relatively minor incidents such as coating damage were possibly not reported in the past. Figure 5c shows the recent pattern of severities, and is consistent with the common-sense expectation that coating damage will be reasonably common relative to other levels of severity.

The Culprits

It is of interest to understand which parties are responsible for causing pipeline incidents. The incident database demonstrates that, on all incidents, property owners (and their contractors) are the principle culprits. However the relative contribution from property owners is much reduced when the data is restricted to damage incidents. In this case the largest source of damage is government agencies and utilities and their contractors. A plausible interpretation of this is that property owners (mostly rural) typically undertake relatively light construction at only shallow depths (fencing, surface drains, etc); no loss of containment incidents have been attributed to property owners or their contractors. On the other hand, government agencies and utilities are more likely to be involved in large construction or maintenance projects using heavy machinery and deeper excavation with a greater likelihood of impacting a pipeline. Pipeline operators (and their contractors) are a disturbingly frequent cause (28 per cent) of pipeline damage, virtually always during excavation for pipeline maintenance. None of these cases resulted in a loss of containment, presumably because in each instance the perpetrators were well aware of the presence of the pipeline and dug with sufficient caution to cause only minor damage. Nevertheless, the frequency of damage by pipeline operators suggests that at least some operators take insufficient care. A review of pipeline excavation procedures may be beneficial, with consideration of additional physical and procedural pipe protection measures.

What Equipment Is Used?

Information on the type of equipment involved in external interference incidents is relevant to the design of pipeline protection measures. Figure 7 shows the relative frequency of the main equipment types for all incidents (including near misses), damage incidents and incidents resulting in loss of containment. The dominance of excavators and backhoes is evident, probably reflecting their presence in almost all construction work. There is not much difference between the contributions of each equipment type to all incidents and actual damage, but the pattern changes for loss of containment incidents. The most interesting feature of Figure 7 is the observation that dozers and rippers are relatively minor contributors to incidents in general but cause 30 per cent of loss of containment events. This data supports the long-held suspicion that dozer/ripper equipment contacting a pipe has a high likelihood of penetrating it because its mass and stiffness mean it is less likely to be diverted from its course. For other equipment types only around 10 per cent of damage incidents result in loss of containment; that rises to nearly 40 per cent for dozers and rippers.

Drawing Conclusions

External interference remains the dominant cause of pipeline incidents in Australia, and therefore should remain the focus for further improvement in safety performance. Incidents caused by corrosion or defects are insignificant in comparison. Incidents are caused by a variety of perpetrators, among whom property owners are prominent, but government agencies and utilities bear more responsibility for actual pipe damage. An unexpected number of damage incidents are caused by pipeline operators themselves, suggesting scope for improved pipeline maintenance procedures. External interference damage in urban location classes occurs at a rate four-fold higher than in rural areas. The main equipment involved is excavators and backhoes, but the data shows that where a dozer or ripper contacts the pipe it has a much higher likelihood of causing a leak or rupture. By continuing with conscientious incident reporting it is expected that in future years sufficient data will be available for further aspects of pipeline incidents to be usefully analysed. It will also enable Australia to play its role in the International Gas Union project to harmonise pipeline incident data reporting around the world. APIA intends that a regular report on pipeline incidents be produced every 3–5 years. The report will contain information generally similar to the above plus analysis of additional parameters such as effectiveness of pipe protection measures as sufficient data become available. A committee representing

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pipeline operators, regulators and risk consultants will determine the information to be included in the report. The presentation of data will of course be done in a way such that details of individual incidents will remain confidential. This article is a summary of Craig Bonar and Peter Tuft's paper entitled The Australian experience with the pipeline incident database presented at the 2009 APIA Convention.

An incident is Defined As:

- Any loss of containment (not including minor leaks at flanges).
- Any damage to the coating or pipe caused by mechanical equipment.
- Any other defect (eg. corrosion) which requires either MAOP reduction or pipe repair (eg. reinforcing sleeves, clock spring, or cut-out and replacement). A near miss is any unauthorised third-party activity that does not damage the pipeline. This includes:
 - Activities covered by AS2885.3 Clause 6.5.3(b): 'Land disturbance activities deeper than 300 mm...on the pipeline easement, or where no easement exists, a minimum of 3 m (but preferably 6 m) each side of the pipeline.' This would include excavation, auguring and boring activities.
 - Seismic activity and use of explosives in the vicinity of the pipeline. See AS2885.3 Clauses 6.5.3(c) and 6.5.4.

Reducing Risk

Even though Australian pipelines have an excellent safety record, the potential for catastrophe remains, so the industry should be seeking continuous improvement in risk reduction. The incident data helps to draw conclusions about where the greatest gains might be in improving pipeline safety. 86 per cent of pipeline incidents are due to external interference, and nearly half of those that cause damage are associated with infrastructure maintenance or construction. So, efforts to reduce incidents will be most effective if they have a focus on government authorities, utilities and contractors that build and maintain infrastructure. Most pipeline operators are already doing pretty much all that can be expected of them under their pipeline awareness programs. Despite that, they have no direct influence on the activities of third parties. However, governments are likely to have much more influence, so there may be a case for stronger government regulation of third party excavation. The incident data helps support the argument that the greatest gains in risk reduction may come in this area.

http://pipeliner.com.au/news/a_learning_curve_the_pipeline_incident_database/040630/

USA, LA, NEW ORLEANS, MAY 8 2010. GULF OIL SPILL: 100-TON BOX POSITIONED OVER UNDERSEA LEAK IN EFFORT TO CAP SPILL

samuel goldsmith



The M/V Joe Griffin steams to the site of the undersea oil leak with the giant concrete-and-steel box.

Underwater robots positioned a 100-ton concrete-and-steel box Friday over the geyser of oil that's dumped 200,000 gallons of fuel a day into the [Gulf of Mexico](#) for more than two weeks. "We are essentially taking a four-story building and lowering it 5,000 feet and setting it on the head of a pin," said [Bill Salvin](#), a spokesman for oil giant [BP](#). Cleanup crews used camera-equipped robots to get the device in place. Once the box is dropped, the robots will secure it in place over the main leak - a process that could take an entire day. Dropping a giant box on the ocean floor to contain an oil spill has never been tried before. If it works, it could collect up to 85% of the oil spewing into the water by funneling it to a tanker above the spill. BP said the box will be in place Sunday. The structure - which looks a lot like a peaked, four-story outhouse - must be accurately positioned over the well or it could damage the leaking pipe and make the problem worse, experts say.

Other potential problems include ice clogging the pipes that feed the oil to the tanker. Crews will try to prevent that by pumping warm water and methanol into the ocean. "I'm worried about every part, as you can imagine," said [David Clarkson](#), BP vice president of engineering projects. Even if it works, the containment box will not stop the leak altogether, BP has said. Crews are still drilling a relief well and trying to find other ways to stop the flow of oil into the water. The massive leak started April 20 when the drilling rig [Deepwater Horizon](#), leased by BP, exploded about 50 miles off shore, killing 11 workers. It sank two days later. The oil reached several barrier islands off the coast of [Louisiana](#) on Friday, many of which are home to fragile animal habitats most at risk of devastation. Several birds were seen diving into the oily, brown water as dead jellyfish washed up on shore. "It's all over the place," said [Dustin Chauvin](#), a 20-year-old shrimp boat captain from [Terrebonne Parish](#),

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La. "That's our whole fishing ground. That's our livelihood." Residents of Louisiana, [Mississippi](#), [Alabama](#) and [Florida](#) were still waiting Friday to learn when the giant oil slick will reach the shore.

[http://www.nydailynews.com/news/national/2010/05/07/2010-05-](http://www.nydailynews.com/news/national/2010/05/07/2010-05-07_gulf_oil_spill_100ton_box_positioned_over_undersea_leak_in_effort_to_cap_spill.html)

[07_gulf_oil_spill_100ton_box_positioned_over_undersea_leak_in_effort_to_cap_spill.html](http://www.nydailynews.com/news/national/2010/05/07/2010-05-07_gulf_oil_spill_100ton_box_positioned_over_undersea_leak_in_effort_to_cap_spill.html)

NIGERIA, BADAGRY, MAY 8 2010. TEARS, GNASHED TEETH AS FUEL TANKER BURNS FAMILY MAN TO DEATH

It was a tale of tears and gnashing of teeth last Thursday morning at Badagry. Residents, commuters and drivers plying the route watched helplessly as a middle-aged man writhed in agony in an early-morning inferno, which finally claimed his life. The gory scene, which BusinessDay witnessed, occurred in the early hours of the day when a Honda Accord (popularly referred to as Bull Dog) driven by the deceased was hit by a diesel-laden articulated tanker with registration number: XS 465 AGL at Aradagun junction. The incident was recorded by officials of the Federal Road Safety Commission (FRSC) who responded to the distress call by sympathisers as "one of the worst accidents along the road." Events which led to the accident began when the tanker driver coming from the Mile-2 end of the road, it was believed, lost control of his vehicle. While trying to avoid running into a crowd at the Aradagun major bus-stop, he was said to have swerved into the middle-lane and in the process, rammed into the approaching vehicle of the deceased. Simply identified as Alex, the deceased, said to be a "crosser", was married to a serving Customs official and lived in Ilado area of Badagry. He was driving out of Aradagun junction with a female passenger carrying a toddler, accompanied by two other male passengers at the back seat, when the vehicle was smashed by the fuel tanker and dragged along a few metres before bursting into flames. Engulfed by the thick smoke which instantly covered the entire sky space and land area, even as they were scorched by the inferno, the two passengers behind hurriedly flung open the doors and scampered to safety, just as the female occupant also threw her baby through the window before dashing out of the wreckage. An obviously devastated Alex, probably because he was on the obese side, struggled to detach himself from his seatbelt and escape through the other passenger door like his companions had done. But alas, that was not to be.

http://www.businessdayonline.com/index.php?option=com_content&view=article&id=10798:tears-gnashed-teeth-as-fuel-tanker-burns-family-man-to-death&catid=154:city-file

CANADA, VANCOUVER, MAY 8 2010. WV FIREFIGHTERS DEAL WITH OWN LEAKY TANK >> DIPSTICK KNOCKS HOLE IN UNDERGROUND GAS TANK

benjamin alldrit

West Vancouver taxpayers may be on the hook for an expensive cleanup operation after district firefighters discovered a leak in a fire hall's underground fuel tank. Division fire chief Martin Ernst said firefighters checked the gasoline tank at Fire Hall No. 1 after some of their vehicles began to run poorly. "We had Hazco come and pump the tank for us, and we immediately noticed water infiltrating it," Ernst said. The leak, he said, "was exactly where our dipstick, over the last 30 years, had been landing on the bottom of the tank." "We dip the tank two times a day to keep our fuel inventory. But it must have rusted from the outside and finally that one last blow knocked a hole in it. It's a wooden dipstick: who would have thought that in wood versus metal, the wood eventually wins." The tank was emptied of fuel but quickly refilled itself with groundwater. The fire department is calling in environmental engineers to dig up the punctured vessel next week. "The tank is going to be removed, under the supervision of Pacific Environmental, and they are going to be testing the soil," Ernst said. "They'll give us a guiding plan on where to go with it: how much soil needs to be removed, and if there is a chance for bioremediation where they use bacteria in the soil to eat up the gasoline." The West Vancouver fire department is well aware of the perils of underground fuel tanks. Department staff are leading the district's effort to locate, monitor and remove the thousands of tanks on residential properties in West Vancouver. Almost all of the disused tanks are well past their intended lifespan and many homeowners are unaware they have one on their lot. Leaking tanks can lead to heavy costs. One Mathers Avenue property required \$200,000 worth of work to clean it up after fuel oil leaked into the soil. The fire department itself has already taken a \$110,000 hit in 2008 when a leaking tank was discovered in a disused Horseshoe Bay fire hall site slated for sale and redevelopment. But with District of West Vancouver council recently voting for a hard-line budget based on a zero-per-cent tax increase, finding the cleanup cash could be difficult. "That is an unknown at this time," conceded Ernst. "West Van is committed, obviously, to the environment. We need to have the assessment performed and then we're going to look at how we're going to fund it." Ernst said provincial regulations allow landowners to hold off on cleaning up smaller spills provided the contamination is limited to their property and they submit to regular inspections from an environmental engineer. In the meantime the department is abandoning their self-service regime and will be refuelling their gasoline-fired vehicles at regular commercial gas stations.

<http://www2.canada.com/northshorenews/news/story.html?id=4fc1c56f-7020-4ef4-b040-1b9a5caac49c>

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