



## Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 593 Newsy Stuff

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

**April 20 2010**



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### USA, R.I, BLOCK ISLAND, APRIL 12 2010. WORST OF THE OIL SPILL CONTAINED

dan west

Efforts to clean up the oil spill caused by last week's flooding were in full swing this week as crews from Environmental Services Inc. confronted the contaminated soil and water. The spill was caused when part of a foundation collapsed at a Connecticut Avenue home, severing a line to a tank filled with home heating oil. The oil spilled and was carried into the marsh behind the home, which eventually drains into the Great Salt Pond's inner ponds. Town Manager Nancy Dodge said that the town's quick response to contain the spill with booms and absorbent pads before it reached the ponds helped limit the extent of the damage. Clean Harbors was on the site evaluating the damage almost immediately. Clean Harbors determined that the spill had been contained and the town reopened the ponds for shellfishing. However, the clean-up of the marshland and the contaminated soil is continuing and may take some time. After ESI has completed its mitigation of the contaminated water and soil it will continue to inspect the site weekly. "It's been devastating," said Pippa Jack, owner of the property. "I am really grateful for all the professionals out there dealing with the clean-up in the marshes." Dodge explained that the higher-than-normal water level may have helped limit the impact of the spill since it did not immediately get absorbed into the ground. According to Jack, the Department of Environmental Management is satisfied with the scope of the clean-up and will eventually inspect the site to make sure all contamination has been removed. While removing the contaminated soil, ESI workers discovered transformer fluid, which they traced to a broken transformer owned by the Block Island Power Company. BIPCo has replaced the transformer and will conduct tests to make sure no harmful chemicals were released into the soil. According to BIPCo Chief Operating Officer Cliff McGinnes Sr., the leaking transformer was a newer model that uses vegetable oil. Some of the older models use a type of oil that contains PCBs, which are toxic, he said. The transformer had been damaged during the ice storm in February, which caused the leak. McGinnes said that leaks from transformers are rare and usually are caused by extreme heat, which boils the oil and forces it through the gaskets. Cormorant Cove remains closed to shellfishing due to septic systems that remain under water. The town conducted water tests Wednesday and will make a decision about opening the area early next week. Call the Harbors Department, 466-3204, for more information.

[http://www.blockislandtimes.com/view/full\\_story/7020192/article-Worst-of-the-oil-spill-contained?instance=home\\_news\\_2nd\\_left](http://www.blockislandtimes.com/view/full_story/7020192/article-Worst-of-the-oil-spill-contained?instance=home_news_2nd_left)

### USA, MA, NEW BEDFORD, APRIL 12 2010. FEDS SIT OUT THIS OIL SPILL LAW CHALLENGE

steve urbon



*A tug and barge push through the Cape Cod Canal as seen from the Sagamore Bridge. The federal government and Coast Guard have decided to stay on the sidelines in the latest legal challenge to the state law dealing with oil barges moving through Buzzards Bay.*

In the dispute over oil spill regulations in Buzzards Bay, the Obama administration has changed everything. And when a group of oil shipping organizations sued in federal court last week to block new requirements for tugboat escorts for all barges, what stood out was not who was filing the lawsuit but who wasn't. Last time around, when a 2004 oil spill law wound up in federal district court, it was the U.S. Department of Justice and the Coast Guard who filed the lawsuit to defend federal jurisdiction. It succeeded. The law was overturned and the state Legislature had to go back and rewrite the law to avoid the pitfalls that voided the first one. This time around, the Justice Department and Coast Guard are sitting this one out. The oil industry, which had a friend in the Bush administration, finds itself on its own for this challenge. "That the federal government isn't in on the suit is very telling," said Mark Rasmussen, director of the Coalition for Buzzards Bay, which last time joined the state in defending the oil spill law. Rasmussen gave direct credit to an executive order by President Barack Obama late last year that instructed all federal departments to be less

combative around state initiatives such as this one. "Pre-emption of state law by executive departments and agencies should be undertaken only with full consideration of the legitimate prerogatives of the states and with a sufficient legal basis for pre-emption," Obama ordered. So far, at least, that seems to have made all the difference. In December, Homeland Security Secretary Janet Napolitano made headlines by writing to U.S. Rep. Barney Frank, D-Mass., informing him that "although the (Coast Guard) has concerns about the new legislation, we do not have any present intention to institute a legal challenge." That left the lawsuit in the hands of the American Waterways Association, the International Association of Independent Tanker Owners, the Chamber of Shipping of America, the International Chamber of Shipping and the International Group of P&I Clubs. Ed Colletta, spokesman for the state Department of Environmental Protection, said that since March of 2009, there have been about 300 double-hulled vessels passing through the Cape Cod Canal that were assigned state pilots, at no direct

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cost to the shipper, as the law calls for. Less safe single-hulled vessels are always required to have such a pilot at their expense. Single hulls are a declining percentage of vessels and will be entirely phased out within years. Starting March 29 of this year, those double-hulled barges with 6,000 or more barrels of cargo will also be assigned a state-paid tugboat escort if they ask for one and give 24 hours notice. If they don't give notification and call in the tugboat, the new law makes the shippers liable for triple damages in the event of an accident and an oil spill. The pilots and the tugboats are being paid from funds collected in a 5-cent per barrel tax on the oil being transported. "This law is so reasonable and stays away from requiring them to do anything, I don't know what they think they are going to argue," Rasmussen said. The oil spill legislation was prompted by the April 2003 incident in which Bouchard Transportation barge No. 120 struck a rock and spilled nearly 100,000 gallons of heavy oil, fouling beaches, killing hundreds of birds, closing shellfish beds and leaving heavy fines, criminal convictions and class-action litigation in its wake. Gov. Deval Patrick told The Standard-Times on Friday that he was not yet fully informed on the lawsuit and had little comment. New Bedford Mayor Scott W. Lang said much the same, adding that it is likely that the city will join the state in defending the legislation from the oil shippers.

<http://www.southcoasttoday.com/apps/pbcs.dll/article?AID=/20100412/NEWS/4120310/-1/NEWSMAP>

### USA, CA, SAN FRANCISCO, APRIL 13 2010. HUNDREDS SUE L.A. COUNTY & EXXON-MOBIL OVER UJIMA VILLAGE CONTAMINATION > FORMER RESIDENTS AND THEIR SURVIVORS SEEK UNSPECIFIED DAMAGES FOR ALLEGED TOXIC EXPOSURE.

*molly hennessy-fiske*

More than 400 people, former residents of the [county-owned Ujima Village housing complex](#) in Willowbrook and their survivors, have sued the county, the site's developers and former property owner Exxon-Mobil, contending that they were exposed to toxins while evidence of hazards were concealed. In a civil lawsuit filed Friday in Los Angeles County Superior Court, the plaintiffs allege that contamination at the 300-unit complex built on a former oil tank storage site caused cancer, leukemia, miscarriages, respiratory distress, chronic infections, asthma, anemia and cognitive and neurological issues. They are demanding unspecified damages to compensate for back rent, injuries, medical costs and what they contend are the wrongful deaths of at least 38 former residents.

<http://articles.latimes.com/2010/apr/12/local/la-me-ujima13-2010apr13>

### USA, LAKE ARTHUR, APRIL 14 2010. SMALL OIL SPILL REPORTED IN LAKE ARTHUR



The United States Coast Guard is investigating a 15 by 20 foot area in Monlezon canal in Lake Arthur where there is emulsified oil in an area of vegetation. The spill was reported to the national response center over the weekend. USCG officials think that they have identified the source and are working to get it cleaned up. No oil is visible from the road. With wind conditions, it may have dissipated. If you see oil in the water, Coast Guard officials say you should call the National Response Center. [Click here for more information.](#)

<http://www.kplctv.com/Global/story.asp?S=12297002>

### USA, AKA, ANCHORAGE, APRIL 13 2010. ONE-GALLON SPILL HALTS PIONEER ALASKA OIL OUTPUT >> PIPELINE LEAK BLAMED ON EXTERNAL CORROSION

- Pipeline used by Pioneer, operated by ConocoPhillips
- Shut-in field produces 14,000-15,000 gallons per

A one-gallon oil leak blamed on a corroded pipeline operated by ConocoPhillips has forced Pioneer Natural Resources Co to suspend production at its nearby Oooguruk field on Alaska's North Slope, state and company officials said Monday. Production at Oooguruk, which normally is 14,000 to 15,000 barrels per day, was shut in Thursday after ConocoPhillips discovered the leak, Pioneer spokesman Tadd Owens said. ConocoPhillips expected to have the line fixed by the end of the day Monday, a spokeswoman said. The leak, blamed on external corrosion, was in a flow line that carries oil from drill sites to a processing center at the ConocoPhillips-operated Kuparuk oil field, the second-largest in the United States. In addition to carrying product pumped from Kuparuk wells, the line connects Oooguruk to the Kuparuk processing facility, where oil is separated from natural gas and water. Pioneer was informed by ConocoPhillips that the line would be taken out of service for

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repairs, necessitating the temporary production shutdown, Owens said. Oooguruk began production in 2008, making it one of the newest fields on the North Slope. It is the only producing North Slope oil field operated by a company other than BP or ConocoPhillips, and was the first developed on the North Slope by an independent company. Operator Pioneer owns 70 percent and Italy's ENI owns 30 percent. The spill affected only about a square foot of snow-covered tundra and has been easily cleaned up, said Tom DeRuyter, state on-scene coordinator for the Department of Environmental Conservation. A bigger problem is the interruption of production upstream from the leak, he said. "The oil spill's not the factor here," DeRuyter said. "It's the Oooguruk production and that it's a common line." Also shut in was production from a Kuparuk drill site known as 3H Pad that, like Oooguruk, is dependent on the affected flow line, DeRuyter said. The site was producing 3,250 barrels per day when it was shut in, ConocoPhillips spokeswoman Natalie Lowman said.

<http://www.reuters.com/article/idUSN1221574120100413?type=marketsNews>

### **UK, STORRINGTON, APRIL 13 2010. WOMAN DIES AFTER HEAD-ON CRASH WITH PETROL TANKER IN STORRINGTON**

A woman died and her boyfriend was injured when their pick-up crashed head-on into a petrol tanker. Police believe the driver, Zoe Ross, 34, lost control of her car as she negotiated a bend on the westbound carriageway of the B2139 Amberley Road in Storrington. Her car veered on to the opposite carriageway and was struck by an empty Tesco tanker at about 8.35pm on Friday. Miss Ross, who had recently moved to Storrington from Burgess Hill, was taken to hospital but died a short while later. Her boyfriend Joseph Warren, 29, from Storrington, was taken to [Worthing Hospital](#) with concussion and cuts and bruises but has since been discharged. The driver of the tanker, from Essex, suffered minor injuries. The road was closed for five hours while police investigated the scene 50m west of the junction with Clay Lane. Sergeant Alan Spicer, from the Sussex road policing unit in Haywards Heath, said the couple were on their way to Chichester when the crash happened. The Toyota Hilux they were travelling in featured a logo for Connick Tree Care, a tree surgeon specialist with a head office in Reigate, Surrey, and staff based in Sussex, Surrey, Kent and London. Sgt Spicer said no one had been questioned or arrested in connection with the incident. He said: "It would appear that the Toyota Hilux has lost control on the right-hand bend but we do not know the reason for that loss of control. "We have to give consideration to all lines of inquiry." It is the third accident on the B2139 this year but the first at this spot and the only one in which drivers or passengers were hurt. [Sussex Police](#) are asking for any witnesses to call them on 0845 6070999, quoting Operation Whitebarn.

<http://www.theargus.co.uk/news/8094017.Woman+dies+after+head+on+crash+with+petrol+tanker/>

### **USA, MN, MOORHEAD, APRIL 13 2010. MAN DIES AIDING BOY BURNED IN BACKYARD GRILL GASOLINE FIRE**

 **Watch the Video** <http://www.youtube.com/watch?v=uHhm9LnhC7o>

 **Watch the Video** <http://www.wday.com/event/article/id/32097/group/News/>



*Police say the incident is under investigation, but it appears a 12-year-old boy was trying to light the grill using gasoline.*

A man collapsed and died after coming to the aid of a 12-year-old boy who was burned when a backyard grill exploded and caught fire in Moorhead. Moorhead Fire Marshal Rich Duysen says Monday that Devan Vanbrunt appears to have been pouring gasoline on charcoal briquettes when the gas vapors exploded Sunday evening. The explosion was heard by 21-year-old Dane Tvedt at a nearby house. Tvedt and his father rushed to help, but Tvedt collapsed and went into cardiac arrest. Vanbrunt was flown to Regions Hospital in St. Paul, where a spokeswoman said he was in critical condition Monday evening. An autopsy is scheduled for Tvedt. Duysen says people should never use chemicals that are not designed for it to light

charcoal and that the adult supervision is a must when igniting a grill.

<http://www.wday.com/event/article/id/32097/group/News/>

### **USA, TX, MIDLAND, APRIL 13 2010. TANKER TRUCK CRASH**

*elias hernandez*

A two car crash at Lamesa and Loop 250 leaves behind a huge mess after a tanker truck spills fuel all over the road. It happened about 3:45pm this afternoon, and no injuries were reported. Hazmat crews were called out to clean up the mess, and traffic had to be diverted to help clear the area.

<http://www.cbs7kosa.com/news/details.asp?ID=18942>

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### USA, AKA, JUNEAU, APRIL 14 2010. U.S. TO PUMP OIL FROM ALASKA WRECK LEAKING CANADIAN CRUISE SHIP THAT FOUNDERED IN 1952 HAD ROLE IN SECOND WORLD WAR

*randy boswell*

A team of U.S. Coast Guard divers and oil-spill experts has begun efforts aimed at pumping tens of thousands of litres of bunker fuel from a legendary Canadian cruise ship that sank nearly 60 years ago off the southeast coast of Alaska. Initial dives have shown that the submerged Princess Kathleen, a Canadian Pacific luxury liner that ran aground in a fiord north of Juneau, Alaska, in 1952, is loaded with at least 120,000 litres of oil that had begun seeping to the surface in recent months, prompting environmental concerns along one of the Pacific Coast's most scenic tourist routes. The wreck site is also close to a major marine research institute, making the situation potentially disastrous and the planned cleanup a particularly critical -- and delicate -- operation. All 400 passengers and crew were rescued when the 120-metre, 5,900-tonne vessel ran aground on Sept. 7, 1952, and -- after several hours -- slipped beneath the waves. Recent reports of oil slicks in the waters above the Princess Kathleen's resting place near the entrance to the Lynn Canal -- North America's deepest fiord and part of the picturesque cruise route between Juneau and Skagway -- led to an underwater inspection in late February. That inspection prompted the pumping plan. Last week, a tank barge meant to receive the pumped-out oil took position near the wreck site off Point Lena. But concerns about damaging undersea cables delayed the mooring of the vessel pending an underwater probe. Another ship with a boiler is scheduled to arrive in the area this week. Its task is to heat the oil contained in the Kathleen to allow it to be pumped efficiently. Meanwhile, according to a status report issued Friday by Alaska's environment department, a state oil-spill response agency has begun preparing a "containment boom" in waters "near environmentally sensitive areas as a precaution for the unlikely event of a large release" of oil when pumping operations begin. The recovery mission is complicated by the fact that divers have so far been unable to measure the volume of fuel left in four of the ship's tanks. Rusted rivets and other deteriorations in the fuel bunkers have also allowed oil to escape into some of the enclosed passageways and rooms of the ship, forcing officials to perform preliminary "vacuuming" throughout much of the wreck. The drowned liner rests on a steep angle, between 20 and 50 metres deep, adding extra challenges to what's expected to be a multimillion-dollar cleanup operation. The draining of the Kathleen's fuel is intended to serve as a model for other oil-leak prevention projects among the thousands of sunken vessels in North American waters. Despite the ecological threat posed by the fuel-filled vessel, state officials have pledged to safeguard the heritage value of the Princess Kathleen wreck, a popular site for recreational divers and an important relic from Canadian history. The ship, built in Scotland in 1925, was a CP stalwart during a time when trips between Vancouver, Seattle and Victoria -- and then north along the B.C. shore to Juneau and Skagway in Alaska -- became hugely popular with North American tourists. The Princess Kathleen also symbolizes a significant chapter in the history of Canada's contributions to victory during the Second World War. The ship was deployed as a troop transport between 1939 and 1945, ferrying soldiers to strategic Mediterranean ports as Allied forces gradually pushed enemy armies out of southern Europe. The Kathleen is also known to have carried Jewish refugees escaping the Holocaust.

<http://www.vancouversun.com/news/pump+from+Alaska+wreck/2904232/story.html>

### INDIA, ORISSA, BHUBANESWAR, APRIL 14 2010. OIL SPILL THREATENS TURTLE NESTING SITE

*sib kumar das*

**Map:** [Bhubaneswar, Orissa India](#)



Oil spilt from a coal carrying ship from Indonesia, anchored at Gopalpur Port in Ganjam district of Orissa, is washed ashore at the Rushikulya Olive Ridley turtle rookery. The hatchlings are expected to emerge in a fortnight in the same beach. Spillage of oil from a ship at the Gopalpur port in Orissa has threatened the nesting site of Olive Ridelys near the Rushikulya rookery. The authorities of the Gopalpur Ports Limited (GPL), Forest Department, and environmental activists are making efforts to reduce the impact of the spill on the coast. Executive Director of the Gopalpur Ports Limited (GPL), P.K. Panigrahi said the spill occurred on Monday evening. A barge lost control due to rough weather and hit the Indonesian ship MV Malavika anchored near the port. A storage chamber on

its side cracked and oil started to spill out. The engineers immediately made efforts to transfer the oil from the damaged unit to restrict spillage. But by that time around 7,000 litres had poured into the sea. The engineers say this oil may be the ship's furnace oil or waste oil of its engine. The spilt oil has started to reach the coast near the rookery blackening the sand. But it is yet to reach the stretch where the Olive Ridelys had nested. The Berhampur Divisional Forest Officer (DFO), A.K. Jena said

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the nests are not yet affected. The Olive Ridley eggs are to hatch in another fortnight. The toxic effect of the spill may lead to increased mortality of the turtle hatchlings this year, environmental activist Rabindra Sahu said.

<http://beta.thehindu.com/sci-tech/energy-and-environment/article396581.ece>

### USA, N.Y, SAUGERTIES, APRIL 14 2010. BLAST HURTS 3 AT SAUGERTIES AUTO SHOP

An explosion this afternoon at an automobile business here hurt three people, state police at Kingston report. The blast was at Steyer's Hudson Valley Auto, Inc., 468 Malden Turnpike in Saugerties. An emergency medical crew and troopers found three people who had burns from located three subjects who suffered burns when gas in a waste oil tank exploded after being ignited by sparks from metal cutting. Scott Kammerzell, 39, from Palenville, was flown by Lifenet to Westchester Medical Center where he is in critical condition, troopers said. Brian Wright, 44, of Saugerties, was flown by State Police Aviation to Albany Medical Center where he is in serious condition. Steven Steyer, 21, of Saugerties, was treated at Kingston Hospital for minor burns. State police were assisted at the scene by the Town of Saugerties Police Department, Ulster County Sheriff's Office, Environmental Conservation police and the Spill Response Unit, the Ulster County Arson Task Force, Malden West Camp Fire Department, Centerville Cedar Grove Fire Department, Mount Marion Fire Department and Diaz Ambulance.

<http://www.poughkeepsiejournal.com/article/20100412/NLETTER04/100412033/Blast-hurts-3-at-Saugerties-auto-shop>

### AUSTRALIA, QUEENSLAND, CAIRNS, APRIL 14 2010. CALTEX: SERVO EMPLOYEE SUGGESTS CHILDREN BE HELD AS COLLATERAL UNTIL BILL PAID



*Mum furious her husband was told to leave her kids as collateral till he paid a \$5 petrol bill.*

A Cairns service station employee is facing disciplinary action for suggesting two children be held as collateral until a trifling fuel debt could be settled. A Cairns Caltex Star Mart attendant allegedly suggested a four-year-old boy and one-year-old baby girl be left at the store until their father paid an outstanding bill for \$5, [The Cairns Post](#) reports. Heidi Schoenwald said her "blood boiled" when her partner told her of the incident. Schoenwald's partner left their children in the car as he headed into the store to pay for \$10 of fuel. He handed over his banking card but after it was declined, he found he only had \$5 cash on him. The attendant then told the man he could leave his children with her while he got the correct change. He refused and offered his wallet instead. "If he left them there I would have killed him," Schoenwald said. "I can't believe this was all over \$5." Caltex contacted the

family to apologise, saying the service station in question is owned by a franchisee. "We have spoken with the franchisee who has advised Caltex that he will undertake an investigation," a spokeswoman said.

**Related:** [Anger over 'kids as collateral' for \\$5 bill](#) Perth Now, 4 days ago

<http://www.heraldsun.com.au/news/servo-employee-suggests-children-be-held-as-collateral-until-bill-paid/story-e6frf7jo-1225853116222>

### USA, TX, DALLAS, APRIL 14 2010. CRASH LEADS TO TANKER FUEL LEAK



*Fuel pours from a damaged tanker truck after a crash at Buckner and Samuell Blvds. in East Dallas.*

A collision at a busy east Dallas intersection left roads closed for hours Tuesday morning as hazardous materials crews tried to contain a massive fuel leak. Buckner Blvd. at Samuell Blvd. were closed after the accident at 4:40 a.m. Witnesses say a pickup truck heading westbound on Samuell ran a red light and hit the tanker truck going north on Buckner. Diesel fuel from the 18-wheeler's partially full tank began pouring into the street. Fire, police and hazmat crews closed the intersection and a nearby convenience store for about three hours until the spill was contained. The pickup truck driver was taken to the hospital in serious condition. The tanker truck driver was unhurt.

<http://www.myfoxdfw.com/dpp/traffic/041310-crash-leads-to-tanker-fuel-leak>

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### USA, FLA, TAMPA BAY, APRIL 14 2010. TRAFFIC BACK TO NORMAL AFTER TRUCK FIRE ON CROSSTOWN EXPRESSWAY

*kim wilmath*

Traffic is back to normal after a tanker truck carrying hazardous materials caught fire on the Lee Roy Selmon Crosstown Expressway on Tuesday afternoon, authorities said. Hillsborough County Fire Rescue arrived to the scene, near the 50th street exit, at about 12:20 p.m. to find the truck fire nearly out. Spokesman Ray Yeakley said the driver began putting out the blaze with his own fire extinguisher before crews got there. Yeakley said the truck was carrying barrels of a type of coolant, which is not flammable. The main concern wasn't that the liquid would ignite, but that the pressurized drums would explode. That didn't happen though, and no one was injured.

<http://www.tampabay.com/news/publicsafety/hazardous-material-carrying-tanker-catches-fire-on-crosstown-expressway/1087076>

### USA, MS, HATTIESBURG, APRIL 14 2010. CSB RELEASES VIDEO "NO PLACE TO HANG OUT" FOCUSING ON DEATHS OF TEENAGERS IN OIL SITE EXPLOSIONS; BOARD CALLS FOR SECURING THE SITES, WARNING SIGNS



The video begins with the earnest voice of a teenager, reading her own words: "My name is Shawn-Ashlee Davis. I'm a senior at Forrest County Agricultural High School in Mississippi. And on October 31, 2009, two people who were very close to me, and the ones I loved, died in an instant. Was it a car crash? No. It was an oil tank explosion." Told through the eyes and voices of grieving and concerned parents, friends, and local officials, the newest CSB safety video, "[No Place to Hang Out: The Danger of Oil Sites](#)," tells the story of the tragic deaths of 18-year-old Wade White and 16-year-old Devon Byrd, killed October 31, 2009, when an oil tank, located in a clearing in the woods near the home of one of the boys in the rural town of Carnes, suddenly exploded. The 11-minute video is available on CSB.gov and YouTube and will be released on free DVD's, which can be requested from the

CSB's online Video Room. In the video, Ms. Davis speaks for other teenagers searching for ways to prevent these recurring accidents. She asks: "Why? How? We wanted answers. We wanted the truth. And now we want to make a difference." Teenagers and adults who were interviewed say it is a common practice in rural areas for young people to hang out and socialize at oil production sites. "It's like our own little sanctuary where we can just be away from everybody," said Cody Hunt, 18, one of the teens featured in the video. Mr. Hunt goes on to warn other teens, "It's not worth going out and losing your life over it." Teenagers and parents stated they were unaware of the danger of getting close to oil tanks, whose flammable contents can ignite causing powerful explosions. The oil site where the fatal blast occurred had no fences, barriers, gates, warning signs, or other security measures and was normally unattended. Although some states and localities require fencing and securing oil sites, the CSB could not identify any federal, state, or local requirement or specific industry guidance for securing the oil site in Carnes. A CSB review of published news accounts indicates that 36 teenagers and six young adults have perished in similar explosions at oil sites resulting from the ignition of flammable vapor since 1983. Recent multiple-fatality accidents include a 2003 explosion in Long Lake, Texas, that killed four teenagers; a 2005 explosion that killed 19- and 20-year old men in Ripley, Oklahoma; a 2007 explosion in Mercedes, Texas, that killed three teenagers; and a 2007 explosion in Routt National Forest, Colorado, that killed two teenagers. Often, a modest ignition source like a match, cigarette, or lighter was all that it took to ignite a devastating tank explosion. Speaking for the three-member Chemical Safety Board, Board Member William B. Wark said, "The Board urges oil and gas production companies, state legislatures, and regulators to ensure that oil and gas tank sites are properly secured and have appropriate warning signs to discourage entry. We also urge parents and teachers to educate teens about the potentially deadly risk from these sites." The video was set for a community showing at 7 p.m. Tuesday at the Thad Cochran Center (Grand Ballroom) at the University of Southern Mississippi in Hattiesburg. Following the showing, the CSB will host a panel discussion on the issues. The panel members will include students, parents of the victims, and local officials. The event is free and open to the public and community participation is encouraged. The CSB's Vidisha Parasram, who worked with community members and educators to develop a high school lesson plan on the hazard, said, "This video was produced on location with and for the teenagers with one message in mind: 'Stay away from oil sites.' We hope that when young people see the video and review the lessons about the potentially deadly dangers of oil sites that it will prevent future tragedies like the one that took the lives of Devon Byrd and Wade White." The CSB plans to work with state and local educators to distribute the video and lesson plan throughout oil-producing

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regions of the country. The CSB concurrently released a four-minute [Safety Message](#) by CSB Chairman John Bresland to alert oil and gas companies to the hazard, available on CSB.gov. Mr. Bresland said a CSB task force would continue to examine the safety issues over the next few months to see if additional, specific safety recommendations are needed. The CSB is an independent federal agency charged with investigating industrial chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems. The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA.

[www.csb.gov](http://www.csb.gov).

### **USA, WASHINGTON D.C, APRIL 15 2010. LAUTENBERG BILL SEEKS TO OVERHAUL U.S. CHEMICAL LAWS**

*lyndsey layton*

After a year of working with environmental groups, government regulators and the chemical industry, a leading advocate for chemical regulation has devised a plan to remake the nation's chemical laws -- a 34-year-old set of regulations that all players agree is outmoded and ineffective. The plan, contained in legislation that [Sen. Frank Lautenberg](#) (D-N.J.) is set to file Thursday, would require manufacturers to prove the safety of chemicals before they enter the marketplace. That would be a significant departure from current laws, which allow chemicals to be used unless the federal government can prove they cause harm to health or the environment. "We're saying those who make the chemicals -- and there are 700 new ones that come to market each year -- ought to be responsible for testing them first before they're released to the public, instead of having the EPA play detective to search and try to find problems," Lautenberg said. The bill would also mandate that manufacturers submit health and safety data to the EPA for 84,000 chemicals in use. The agency would review the information to determine whether the chemicals are safe enough to remain on the market. Under current laws, the government has little or no information about the risks of most chemicals in use. The government cannot act unless a chemical poses a health threat, but the EPA cannot force companies to provide data that show risks. The hurdles are so high that the government has been unable to ban asbestos, widely acknowledged as a likely carcinogen and barred in more than 30 countries. The bill would make it significantly easier for the EPA to restrict or ban chemicals that are known hazards. EPA Administrator [Lisa P. Jackson](#) called the legislation a major "step forward." Lautenberg has tried twice to revamp the chemical laws but this time has support from the White House, environmentalists and, most importantly, the chemical industry. "We're certainly not going to be an obstruction," said Cal Dooley, president of the American Chemistry Council. "We are committed to being constructively engaged in their efforts to move this legislation forward." Linda Fisher, vice president of safety, health and the environment at DuPont, called the bill "a good starting point." The chemical industry has long insisted that the 1976 federal laws governing toxic chemicals, the Toxic Substances Control Act, has been working well. But growing concerns have sparked legislatures to ban or restrict a number of controversial chemicals, creating a patchwork of restrictions and a regulatory nightmare for companies. The manufacturers want one set of federal standards to establish some predictability and reassure the public that everyday products are safe, Dooley said. The chemical industry remains wary about some aspects of the bill yet to be clearly defined, such as how regulators will determine whether a chemical is "safe." "That is going to be one of the most critical issues, in terms of finding consensus between consumers, environmental groups, industry and the policy makers: What is the appropriate risk standard?" Dooley said. No Republican senators have signed on to Lautenberg's bill, but his staff said they did not expect strong [GOP](#) opposition. [Rep. Henry A. Waxman](#) (D-Calif.) is expected to file companion legislation.

<http://www.washingtonpost.com/wp-dyn/content/article/2010/04/14/AR2010041404827.html>

### **USA, WASHINGTON D.C, SPRING VALLEY, JANUARY 15 2010. CHEMICAL WEAPONS CLEANUP BLAST SET TO GO IN D.C. >> SPRING VALLEY BACKUP SAFETY PLAN UNFINISHED ON EVE**

*deborah simmons*

The U.S. Army Corps of Engineers' plan to detonate some World War I-era chemical weapons in the Spring Valley neighborhood remained Wednesday in place as the city dashed to have a public-safety plan ready to go. The detonation remains scheduled for Thursday, as has been the case for weeks. However, residents pushed their better-safe-than-sorry approach to lawmakers, and city officials agreed to come up with a safety plan though it was still being devised late Wednesday afternoon. The corps plans to denote 24 chemical munitions found on federal property in Spring Valley — home to the embassies of Qatar and South Korea, Sibley Memorial Hospital, the Dalecarlia Water Treatment Plant and pumping station, Wesley Theological Seminary and American University. The Army conducted research and chemical-weapons testing there during the war. Unexploded military ordnance were found during new construction in the area in 1993, and remediation

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and cleanup have been ongoing since then. The disposal process, which the corps calls the Explosive Destruction System, calls for enclosing the weapons in a sealed steel chamber that allows for safe detonation. The Army has used the process accident-free on more than 1,700 occasions, including in 2003 to destroy chemical rounds in Spring Valley. However, destroying arsine, which contains blistering agents, in a residential area would be a first — and that's what sparked D.C. residents' concerns. The Army has never destroyed explosive-configured arsine shells in or adjacent to a residential community, a reservoir or a hospital, Advisory Neighborhood Commissioner Tom Smith, who lives in the area, told The Washington Times. Todd Beckwith, the corps' project manager for munitions destruction, nevertheless tried to assure D.C. Council members Mary M. Cheh and Phil Mendelson at a March 29 hearing that the corps' No. 1 priorities are "to protect human health and the environment" during detonations. But he said the corps had no safety plans or measures for the general area. "We were not planning on taking additional safety measures beyond federal property," Mr. Beckwith said. Mr. Beckwith's testimony followed that of Mr. Smith and two other commissioners, who urged lawmakers to devise a backup safety plan that would notify residents of the corps' plan and alert them if something went awry. Notices would come via e-mail, text and televised messages. Contingency plans, such as whether people should shelter in place, would be included. Residents also said use of an emergency siren should be considered. The D.C. Homeland Security and Emergency Management Agency began devising the plan after consulting with the D.C. Department of the Environment, one of the lead agencies, along with the U.S. Environmental Protection Agency, that partners with the corps to clean up the former munitions site. Residents are as concerned about potential airborne problems as they are water contamination at Dalecarlia reservoir, which is the primary drinking-water source in the nation's capital. "As most residents have said to me," Mr. Smith said, "this is a foolhardy idea — these weapons should either be sent outside the community and stored at a military weapons facility that is built just for this purpose or destroyed at such a facility. There is no reason why D.C. residents should face even the slightest — even if improbable — risk from such an event. ... Only in Washington would something so clear get so muddled."

<http://www.washingtontimes.com/news/2010/apr/15/chemical-weapons-cleanup-blast-set-to-go-in-dc/>

### **USA, MI, CLINTON CO, MICHIGANTOWN, APRIL 14 2010. TANKER ROLLS, CLINTON COUNTY ROAD BLOCKED**

Clinton County police had two roads blocked as of 3 p.m. today near the site of farm equipment that overturned. Indiana 29 and County Road 100 North were blocked off near the site of the accident, which involved an overturned anhydrous ammonia tanker, a Clinton County dispatcher said. The site is near Clinton Central Junior/Senior High School. The tanker was not believed to be leaking, the dispatcher said. Further information was not available.

<http://www.jconline.com/apps/pbcs.dll/article?AID=2010100412015>

### **USA, CALIFORNIA, APRIL 15 2010. ASK A MARITIME ATTORNEY - CAN I GO TO JAIL FOR USING DETERGENT ON A FUEL SPILL?**

*david weil, esq*

**Q:** I was fueling my boat recently, and as the fuel level approached the top of the tank I stood by the vent with a bottle of dishwashing detergent to guard against over-filling. The attendant at the fuel dock scolded me for this and instead required me to hover over the vent with a big white absorbent pad. He said that using detergent to disperse a spill was a criminal act and that I could go to jail if the act was witnessed by the Coast Guard. This seems a bit extreme, especially considering that the detergent is so effective at breaking up the sheen on the water that is caused by spilled diesel fuel. Can you clear this up?

**A:** Boaters throughout the world are subject to a long list of regulations concerning the discharge of oil and other waste into state, local and international waters — and some of these regulations do, in fact, carry criminal penalties for violation. We should first note that the application of a detergent to an oil slick disperses the oil, but it does not remove the oil from the water. It essentially acts as a temporary aesthetic remedy, and as such, the Coast Guard will probably view the application of detergent to an oil slick as an attempt to cover up or hide the event, which may worsen the penalties levied against the offender. Internationally, the most significant body of law relating to pollution at sea is the International Treaty to Prevent Pollution from Ships, otherwise known as MARPOL. This treaty went into effect in its current form in 1983, and it includes strict regulations that are outlined in six technical "annexes." Each annex is drafted to combat a particular class of pollutants, including oil, sewage, garbage and hazardous chemicals. Recreational vessels should be particularly concerned with MARPOL Annex I (dealing with oil pollution) and Annex V (dealing with garbage). In this country, the most significant regulations relating to oil pollution are found in the Oil Pollution Act of 1990 (OPA 90) and the Federal Water Pollution Control Act (also known as the Clean Water Act). OPA 90 was enacted in the wake of the Exxon Valdez oil spill in Alaska — and, among other provisions, it requires the reporting of oil spills to the National Response Center ([nrc.uscg.mil/nrchp.html](http://nrc.uscg.mil/nrchp.html)) and to the Coast Guard. Under OPA 90, any oil or fuel discharge that "creates a sheen or emulsion" on the surface of the water is

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considered a spill. MARPOL, OPA 90 and the Clean Water Act all include criminal penalties for violation of their respective provisions. In the case of a large oil spill from a commercial ship, these penalties may include millions of dollars in fines assessed against the vessel owners. The fines against a recreational vessel for a spill at a fuel dock will be less than the amount levied against a commercial ship, but they will be painful, nonetheless. Regardless of the size of the spill, the criminal penalties for an oil spill are usually limited to monetary fines — but violators have often been sentenced to jail time if the spill is found to be intentional, or if the violator initiates a cover-up, lies to investigators, falsifies documents or otherwise obstructs the investigation. The circumstance described by our reader involving the use of detergent to disperse an oil slick may, in fact, be deemed an attempt to cover up the incident, and under those circumstances, a federal prosecutor may seek severe criminal penalties. The stakes for criminal prosecution were increased recently after the 901-foot container ship Cosco Busan struck one of the towers of the San Francisco/Oakland Bay Bridge in 2007. The incident left a 212-foot-long gash in the port side of the ship, rupturing two of the fuel tanks and spilling more than 53,000 gallons of fuel oil into San Francisco Bay. At the time of the incident, the vessel was being piloted by San Francisco Bay Pilot John Cota, who eventually pled guilty to causing the death of birds subject to the Migratory Bird Treaty Act and to negligently causing the discharge of oil into U.S. waters. In July 2009, Cota was sentenced to 10 months in prison. Cota was given the prison sentence even though he had cooperated with the investigation and there were no allegations that this was anything other than a negligent act. The Migratory Bird Treaty Act is a 100-year-old law outlawing the hunting of protected birds, and it was never intended to apply to an accidental spill of fuel oil from a ship. The message here is that anyone who operates a boat with a fuel tank needs to take extra care in every aspect of vessel operation to avoid a spill. The state of California also takes an aggressive stance against water pollution. The Department of Fish and Game (DFG) is usually the lead agency for these incidents, and its jurisdiction extends into areas that do not seem to be particularly egregious. DFG enforcement guidelines for water pollution are set forth in Fish and Game Code section 5650, and contaminants as commonplace as sawdust are outlawed under that statute. DFG and local law enforcement agencies are expected to use a certain amount of restraint in the prosecution of these violations, but they are authorized to seek up to \$25,000 in civil penalties, in the event that a prohibited substance is allowed to "pass into the waters of this state." The message here is that a boat owner must take extraordinary precautions to prevent the discharge of any kind of waste into the water. The fuel dock attendant in the scenario described by our reader was right on the mark. The use of an absorbent pad during the fueling process will help to prevent a spill during the fueling process, but if a spill does occur, it must be reported -- and it must be cleaned up (rather than dispersed with a detergent) immediately.

*David Weil is licensed to practice law in the state of California and as such, some of the information provided in this column may not be applicable in a jurisdiction outside of California. Please note also that no two legal situations are alike, and it is impossible to provide accurate legal advice without knowing all the facts of a particular situation. Therefore, the information provided in this column should not be regarded as individual legal advice, and readers should not act upon this information without seeking the opinion of an attorney in their home state. David Weil is the managing attorney at Weil & Associates (www.weilmaritime.com) in Long Beach. He is an adjunct professor of Admiralty Law at Loyola University Law School, a member of the Maritime Law Association of the United States and is former legal counsel to the California Yacht Brokers Association. If you have a maritime law question for Weil, he can be contacted at (562) 438-8149*

<http://www.thelog.com/askattorney/askAttorney.aspx?x=382>

### **USA, W. VA, SHINNSTON, APRIL 15 2010. SALTWELL ROAD FUEL FIRE CAUSES HAZMAT SITUATION**

*susan sullivan*

 **Watch the Video** <http://www.statejournal.com/story.cfm?func=viewstory&storyid=78323>

Sparks from deconstruction tools started this oil tank Wednesday afternoon, blossoming into what firefighters say was a very hot fire that needed special attention. A man had just taken ownership of an old oil tank on his property, which he was told was empty, say firefighters. He was trying to dismantle it when it caught fire. Fire Chief Doug Gregory directed the response measures at the Saltwell Road fuel spill. "During extinguishment, we approximated there was probably between two and three hundred gallons of bulk crude fuel in the tank itself," said Gregory. After their initial foam application, firefighters say it became apparent that the oil spill needed to be stopped. "We contacted Ryan Environmental to come in and assist with the containment," reported Gregory, "And also with the (Department of Environmental Protection) to do monitoring during the process." Ample efforts contained the fuel before it reached any water sources, and that numbers of hazardous materials, or HAZ-MAT, responses in general are climbing, says Gregory. "(A) rarity," he explained. "But due to the amount of materials that are being processed now, even in single family dwellings or in industrials, anything, nearly, with the materials that are being made today, can result in a hazardous materials incident." However, it's not only the property at the site that took damage. Shinnston lost a few thousand dollars' worth of fire hose. "We had about 200 feet of three inch supply line and 200 feet of an

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inch and three quarter we lost due to the crude oil," reported Gregory. "That's what we have insurance for, and we can get those replaced." Clean up was still taking place Wednesday evening and could last into the night. Gregory says the big gauge of success in a HAZ-MAT incident is how little life is lost, and with a disinfected site and no injuries, this is just another clean HazMat response for Shinnston, the DEP, and Ryan Environmental.

<http://www.statejournal.com/story.cfm?func=viewstory&storyid=78323>

### USA, LA, NORCO, APRIL 15 2010. NORCO, LOUISIANA CHEMICAL LEAK PROMPTS EVACUATIONS, SCHOOL CLOSURES

Residents living near a [chemical plant](#) in Norco, Louisiana were advised to evacuate yesterday, after a pipeline ruptured, releasing a chemical called titanium tetrachloride into the air. Because of the release, three Norco schools were shut down for the day. Norco is in St. Charles Parish, close to New Orleans, on the Bonnet Carre Spillway, which connects Lake Pontchartrain and the Mississippi River. Its population is about 4,000. The leak occurred at Dow unit at Hexion Specialty Chemicals' Norco plant, formerly owned by Shell Chemical. The pipeline ruptured around 4:30 a.m. yesterday morning. Titanium tetrachloride converts to hydrochloric acid and can irritate eyes and throats as a vapor. According to NOLA.com, residents living on Fifth Street from the Spillway to Spruce, including Honeysuckle and Wild Rose Drive and on Spruce Street from Fifth Street south were advised to evacuate until further notice. About 30-40 homes are included in the evacuation zone, as are three schools – Sacred Heart, Norco Elementary K-3 and Norco Elementary 4-6. That area was also closed to traffic. Three people reportedly went to the emergency room at River Parishes Hospital in LaPlace for treatment related to the release, NOLA.com said. The cleanup at the plant continued late into last night. Residents were allowed to return to their homes today, and schools closed because of the leak reopened as well. The All Clear was issued just before midnight last night. According to NOLA.com, an investigation team, made up of Dow Chemical experts from around the world, will perform a "root cause investigation."

<http://www.newsinferno.com/archives/19702>

### AUSTRALIA, VICTORIA, LAVERTON, APRIL 15 2010. WORKERS COLLAPSE AFTER BEING OVERCOME BY FUMES

Two workers collapsed when they were exposed to a potentially deadly gas at a water treatment factory in Melbourne's west last night. One of the workers remains in hospital this morning after the incident at Omega Chemicals in Laverton North about 11.30pm. Metropolitan Fire Brigade spokesman Trevor Woodward said a 45-year-old worker had attempted to neutralise waste product with hydrochloric acid, which gave off a chlorine gas. The worker was overcome by fumes and, when his 28-year-old colleague came to his aid, he was also overpowered. The men staggered to a safe location before they collapsed, Mr Woodward said. Both men were treated for breathing problems before they were taken to Western Hospital in Footscray, paramedic Cameron Joyce said. "They had tightness in the chest and the younger man also had a sore throat and eyes," he said. "Both were given some oxygen to help their breathing." The younger man was released last night, while his colleague remains in a stable condition in hospital. A third employee was also exposed to the chemical but did not need treatment. It took 35 firefighter three hours to bring the incident under control. Omega Chemicals treats waste water and supplies chemicals for swimming pools.

<http://www.theage.com.au/victoria/workers-collapse-after-being-overcome-by-fumes-20100415-sek7.html>

### USA, WA, ANACORTES, APRIL 15 2010. TESORO MOURNS ANOTHER ANACORTES REFINERY DEATH

Tesoro Corporation reported today that the sixth person has died from the [Anacortes Refinery fire](#) earlier this month. "It is with the deepest sadness that we must report the loss of our friend and co worker, Lew Janz, who passed away this morning due to the injuries he sustained in the incident at the Anacortes refinery," Tesoro posted on its website. "Please remember his family and friends in your thoughts and prayers." On April 2, a fire broke out at the [Anacortes Refinery](#) in Washington State. Since then, Tesoro has elected to [temporarily shut down operations](#) at the refinery, stopping crude processing until the facility is back up to treating capacity. "Since the incident, the refinery has been producing primarily unfinished intermediate products that cannot be upgraded until the affected units have been returned to service or an alternate plan is developed. All available options are being considered" the company said in a statement about the shut-down. All of the Anacortes Refinery employees will remain employed with Tesoro and receive full benefits while the facility is closed, although a restart date has not been given. "Tesoro cannot predict when operations could resume; however, progress on the various investigations of the incident and the completion of unit repairs are both necessary for a restart."

[http://www.ogfi.com/index/article-display/0777215824/articles/pennenergy/petroleum/refining/2010/04/tesoro-mourns\\_another.html](http://www.ogfi.com/index/article-display/0777215824/articles/pennenergy/petroleum/refining/2010/04/tesoro-mourns_another.html)

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### AUSTRALIA, NEW SOUTH WALES, SYDNEY, APRIL 15 2010. SYDNEY MOTORISTS IN A RAGE AND BAYING FOR BLOOD AFTER F3 TANKER COLLISION FIASCO

*angela kamper & richard noone*

**Watch the Video:**

<http://www.news.com.au/national/truck-drivers-allegedly-fined-during-f3-traffic-jam/story-e6frfkvr-1225853087218>

**Watch the Video Story, video: David Campbell refuses fine from The Daily Telegraph**

It was the final straw for thousands of long-suffering commuters - a 12-hour traffic jam that has left them baying for political blood. What should have been a smooth clean-up of an F3 truck crash on Monday instead turned into gridlock as one of Sydney's major arteries became a car-park. Some motorists were forced to abandon their cars, others fell asleep at the wheel and children began vomiting from dehydration. In an unprecedented outpouring of anger, fed-up commuters yesterday flooded The Daily Telegraph's website to vent their frustration. But at least they had a reason to be angry. After being confronted with an infringement notice, which The Daily Telegraph produced on behalf of thousands of commuters, demanding the RTA pay for the chaos, a very grumpy Transport Minister David Campbell stubbornly refused to accept it. "Are there any serious questions about the incident yesterday," Mr Campbell said. And there were plenty, but Mr Campbell seemed incapable of supplying any real answers instead saying he was waiting on "a report from the RTA management" which would not be handed to him until next Tuesday - a week away. During a 20-minute press conference that followed numerous calls for his resignation, Mr Campbell defended his position. "I'm extremely happy in this position and I will continue to be so," he said. "Commuters are angry and so is the Government and so am I." Mr Campbell would not explain who was at fault despite spending hours on the phone with RTA management on Monday night as the chaos unfolded. Motorists were angry the "contra-flow" emergency traffic plan - where the F3 southbound lanes are used for motorists heading north and southbound traffic is diverted along the old Pacific Highway - was not put into action until 8pm. Mr Campbell said the RTA had told him that clearing the accident was going to be quicker than implementing the system. "It's not for the minister to make those sorts of operational decisions," Mr Campbell said. That's little comfort to Kate Rayner who took longer to drive 55km from Hornsby to her home at Ourimbah on Monday than it had taken her to drive more than 300km from Bright in northeast Victoria to Gundagai. The family were returning from holiday in Melbourne and said neither the police nor RTA made them aware of the chaos until they were trapped in the gridlock, hours after the crash. "I rang the RTA line but the information never changed in the whole four hours" she said. "All it said was to 'expect delays'." She said there was no police, RTA or signage at Hornsby while the only indication of the problems ahead was at the Berowra on-ramp to the F3, which was barricaded. "You just did not know which way to turn - I drove in neutral the whole way. Why they hadn't (started contraflow) earlier is beyond me. "It was mind numbing." Another motorist said he was forced to call police when his dehydrated children began vomiting. Some abandoned their cars after they ran out of fuel, which were later towed to a rest area at Mooney Mooney, while others had to be woken up by tow-truck operators after falling asleep. The delays extended to Wisemans Ferry Rd where an extra ferry was provided to cross the Hawkesbury River. But it did little to ease the congestion, with cars up to three hours to cross the river. The chaos struck at 11.41am when a fruit truck slammed into the back of a laden B-double petrol tanker northbound near Jolls Bridge, at Mooney Mooney, closing all three lanes. Despite the contraflow system finally being employed about 8pm traffic diversions remained in place until the wreckage was finally cleared at midnight. NSW Business Chamber Central Coast described the 12-hour debacle as a "disgrace".

<http://www.dailytelegraph.com.au/news/nsw-act/sydney-motorists-in-a-rage-and-baying-for-blood/story-e6freuzi-1225853367086>

### UK, SUFFOLK, APRIL 15 2010. TANKER HIJACKED FOR FUEL



*A petrol tanker driver was rammed on a country road by a gang trying to steal his £50,000 cargo.*

A petrol tanker driver has told how he was rammed on a country road by a gang trying to steal his £50,000 cargo. The ambush – thought to be the first of its kind – is being blamed on soaring fuel prices. The 62-year-old driver told detectives how a gang of four young men in a Range Rover and a Transit van bumped into his vehicle, containing 40,000 litres of fuel, on the A12 near Blythburgh, Suffolk. When the driver – thinking the crash had been accidental – pulled over to check for damage the gang pounced and demanded his keys. But he fought the men off and they fled empty-handed. The driver was examined by paramedics but did not need hospital treatment. John Howells, of the Road Haulage

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Association, said: "With the price of fuel as it stands, people will inevitably make attempts to steal it." Suffolk Police asked for anyone who was on the A12 near Blythburgh between 1.30am and 2.30am on Tuesday to come forward.

<http://www.express.co.uk/posts/view/169310/Tanker-hijacked-for-fuel>

### CANADA, ALBERTA, AIRDRIE, APRIL 15 2010. TANKER TIPS AT WEIGH STATION

*james emery*



A tanker truck carrying nearly 12,000 litres of diesel fuel tipped over into the ditch while attempting to enter the weigh scales just south of Airdrie last week during snowy road conditions. Rocky View County Fire Services (RVCFS) said the poor road conditions were likely the cause of the accident that caused upwards of 100 litres of diesel to spill into the ditch. The accident occurred at the scales around 8 a.m. last Friday. "It appears that the gentleman was coming into the scales and the road conditions were extremely hazardous," explained Garth Rabel, district chief with RVCFS. "The wind had picked up and he must have put the front wheels off the road or over an edge, clipped it, then corrected, then flipped on its side, and rolled."

The tanker ended up on its side facing southbound in the ditch separating northbound Hwy. 2 and the scale station. The truck was hauling 10,500 litres of dyed (purple) diesel and 1,200 litres of clear diesel, Rabel said. Rabel said about 100 litres of clear diesel had escaped. "Upon arrival, crews began capturing what they could," he said. "It wasn't a huge leak, it was around one of the hatches, so it was a natural opening that was leaking."

<http://www.airdrieecho.com/ArticleDisplay.aspx?e=2534237>

### USA, MS, JEFFERSON CO, FAYETTE, APRIL 15 2010. MISSISSIPPI JURY AWARDS \$19M TO WOMEN IN TEXACO LEADED GAS SUIT

Attorneys for Texaco say they will appeal a \$19 million verdict for five woman who alleged the oil company was responsible for their children born with disabilities and illnesses, including mental retardation. A Hinds County jury reached the verdict last week. The women had claimed they were pregnant when they worked in the old Jefferson County office building in Fayette, which previously was a gas station affiliated with Texaco Inc. The women sued Texaco, now a unit of Chevron Corp., saying they were exposed to leaded gasoline fumes from tanks left in the ground when the former gas station was renovated. Loraine Simon was the lead plaintiff in the case. She alleged her 20-year-old daughter, Rosalyn, is severely mentally disabled, and the children of the other women suffer from respiratory conditions and learning disabilities. The trial was moved from Jefferson County to Hinds County on a change of venue request by Texaco because the women were known or worked in the county. "Texaco intends to appeal today's verdict, which we believe is contrary to the evidence and law," Texaco attorney Bill Jones III said. "Texaco never owned, operated or controlled the service station or the underground storage tanks at issue. We believe there is no evidence that in any way links Texaco to claims made by plaintiffs." Simon told The Clarion-Ledger said the victory is bittersweet because of her child's condition. Simon testified during the trial that she and her husband, Robert Simon, had taken their daughter to several physicians trying to determine the cause of her condition. They have two older children who do not have any mental defects. She did not work in the building when she was pregnant with the other two children. "It's just good for them to get some relief," said Dennis Sweet, one of the attorneys for the plaintiffs. The other plaintiffs didn't have children with mental disabilities, but all suffer from asthma. Their attorneys argued that each of their children, who now range in age from 11 to 20, has some learning disability. The Mississippi Department of Environmental Quality had the tanks and contaminated soil removed in 2000. According to court records, the defense's expert testified Simon was exposed to 46,000 times the safe level for exposure to leaded gasoline fumes. A Texaco expert said no medical records substantiate the claims of the women being exposed to dangerous levels of leaded gas fumes. Texaco attorney Barry Ford said the company will ask Circuit Judge Lamar Pickard to throw out the jury award or as an alternative to lower the amount of the award.

<http://www.insurancejournal.com/news/southeast/2010/04/14/108987.htm>

### USA, N.Y, EAST HAMPTON, APRIL 16 2010. SETTLEMENT PAYOUT FROM GAS COMPANIES

*leigh goodstein*

A longstanding pollution lawsuit filed on behalf of a group of local governments including the Town of East Hampton and the East Hampton Town Trustees was settled this week after nearly 10 years of legal negotiations. Over 70 major international oil companies chose to avoid a jury trial and settled for an undisclosed amount with 26 Long Island towns and the state of Rhode Island. The governments sued major gas companies like Exxon Mobil and Shell Oil for using methyl tertiary butyl ether, or

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MTBE, as an additive for gasoline in 2002. The additive was introduced in the late 1970s to raise octane levels, but after the George H.W. Bush-era Clean Air Act in 1991, gas companies used it to make cleaner fuel. MTBE oxygenates fuel and has been banned by the state since 2000. According to Marc Bern, the lawyer who represented the towns, the companies chose to manufacture MTBE instead of buying ethanol, another common additive, from corn producers in the Midwest. The problem was, Mr. Bern says, that while MTBE may not have polluted the air (although Mr. Bern said it was never disproved as an air pollutant), it did pollute water bodies and aquifers. The compound leaked out of fuel tanks buried underground and found its way into drinking water, making it smell and taste like turpentine. It was also said to cause cancer in lab rats. In 2004, when the trustees joined the lawsuit, more than 300 gasoline spills had been pinpointed in Suffolk County by the state along with 1,054 leaks from underground tanks. The suit did not involve individual gas stations that may have been responsible for 12 spills in East Hampton alone. "This was a product liability case," Mr. Bern said, adding that the case did not take on class-action status. He said he was not at liberty to discuss the amount the oil companies settled for. Shell Oil representatives did not respond to questions about the settlement amount or why the company chose to settle out of court. Alexander Peters, the president of Springs-Amagansett Aquifer Protection, said this week that "anything that will help our groundwater is a tremendous boon." But he stressed that the "danger still hasn't gone away just because we won an MTBE lawsuit." On Tuesday night, the trustees found out what they would be getting from the settlement. Before she signed court documents accepting the arrangement, Diane McNally, the trustee clerk, announced that the group would be receiving \$244,000. A similar amount is said to have been awarded to the town. The town and the trustees will "absolutely" receive the money, Mr. Bern said yesterday. Because there is a spill site near the waters of Three Mile Harbor, some members of the board suggested using a portion of the windfall to benefit the harbor, but did not make any formal decisions on how the money would be spent. The group also discussed purchasing a dredge with the money. East Hampton Town Supervisor Bill Wilkinson did not return calls for comment about the settlement or to verify the amount of money in the pipeline. Dan Adams, the town attorney, also did not respond. A call for comment to Exxon Mobil's Dallas headquarters was not returned, and an e-mail request for comment sent to Shell Oil also went unanswered.

<http://www.easthamptonstar.com/dnn/Home/News/SettlementPayoutFromGasCompanies/tabid/11875/Default.aspx>

### **USA, WASHINGTON D.C, APRIL 16 2010. ARMY CORPS FINDS NEW WWI CHEMICAL BURIED IN DC**

*brett zongker*

The U.S. Army Corps of Engineers has uncovered what could be a fourth major disposal area for World War I-era munitions and chemical weapons near American University, officials said Thursday. Digging was suspended April 8 as a precaution at the Spring Valley neighborhood site after workers pulled smoking glassware from the pit, said Project Manager Dan Noble. Preliminary tests show the glassware was contaminated with the toxic chemical arsenic trichloride. Officials will review safety procedures before digging continues. Workers also discovered a jar about three-quarters full of a dark liquid that turned out to be the chemical agent mustard. It was used during World War I as a weapon to cause blisters, breathing problems and vomiting. "It's a much larger disposal area than we predicted," Noble said. "The nature of debris is so different, perhaps it's a different disposal area." It's too soon to know for sure, Noble said. During World War I, the Army used the university as an experiment station to develop and test chemical weapons. Previously there were three known sites where weapons and chemicals were buried. Glassware, chemicals, contaminated soil and munitions have been found since January in the front yard of a home next door to the university president's house, the Army Corps has revealed. About 30 intact items were sent to an Army lab at Edgewood, Md., for testing, Noble said. American University spokeswoman Camille Lepre said there were no plans to move or cancel any campus events scheduled at the president's house next door to the cleanup. The excavation site is contained, she said. About 350 pounds of glassware and debris had been removed from the site, along with about 676 barrels of soil, according to a campus memo Wednesday by AU President Neil Kerwin. Details of the discoveries were first reported Thursday by the student newspaper, The Eagle. This is the first discovery of the smoking chemical arsenic trichloride in the cleanup project. It can be used to develop the blistering agent lewisite, Noble said. An Army Corps spokeswoman says the chemical was contained and was not exposed to the outside air. Workers handling the glassware were in protective suits with air tanks and showed no signs of exposure. When the pits were first discovered in the 1990s, construction workers reported seeing smoking glassware as well, officials have said. Several munitions also were discovered in recent months, including a 75 mm shell that was half full with a tear gas irritant called chloroacetone, Noble said. A few munitions also have been uncovered in the yards of homes that fall within a firing range near the campus, he said. The Army Corps is preparing to destroy some munitions at a secured nearby as soon as Friday. Last year, the Army Corps believed it had cleared the disposal area known as "Pit 3" but continued to dig test pits. Another major disposal area 20 feet away wasn't expected, though the material could have been moved around when a house was built on the site, Noble said. The latest discoveries came as a

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surprise to residents who worry the Army Corps is trying to end its cleanup before all munitions are uncovered. "I'm concerned there's a rush to make the decision to get out," said Nan Wells, a neighborhood commissioner who represents area residents. "Things have been downplayed. That doesn't mean that I don't think the Army can handle this successfully." The latest discoveries show the need for increased groundwater monitoring and an independent review of the project, Wells said. The area is close to a drinking water reservoir in Washington. This is the fourth major dig for munitions and toxic agents over the past 16 years since the burial pits were discovered in Spring Valley, a neighborhood of multimillion-dollar homes. The current excavation began in 2007 at the house, which is now owned by the federal government located next to the South Korean ambassador's residence behind the campus. The cleanup project is one of the only places in a major city classified by the Army Corps as a "Formerly Used Defense Site."

<http://www.sfoxaminer.com/nation/army-corps-finds-new-wwi-chemical-buried-in-dc-90971934.html>

### **CANADA, MANITOBA, WINNIPEG, APRIL 16 2010. BAND SEEKS \$30 MILLION FOR DECADES-OLD FUEL SPILL**

*aldo santin*

Arlen Dumas is meeting with Indian and Northern Affairs officials this morning in Winnipeg to try to end a 23-year-old dispute over the damage caused by a diesel fuel spill that effectively destroyed the infrastructure on his community of Pukatawagan. Dumas, 35, the chief of the Mathias Colomb Cree Nation, is betting federal officials will prefer his proposal to end the dispute rather than return to lengthy and bitter litigation -- even if it comes with a price tag of \$30 million. "As a sign of good faith, we put the lawsuit in abeyance and began discussions on how we can resolve this," Dumas said. "We're at the position now we've been talking for almost two years and we need to move on." Pukatawagan is located about 820 kilometres northwest of Winnipeg near the Saskatchewan border, along the banks of the Churchill River. It's a fly-in community with 2,600 residents living in 300 homes. The community has rail links to Lynn Lake and The Pas. The damage caused by the diesel spill was catastrophic: More than 500,000 litres of diesel fuel from a Manitoba Hydro generating facility leaked into the ground in the mid-1980s, seeping underneath the community's school, community centre, health centre, grocery store and hotel. Everything had to be demolished. A lawsuit was launched in 1997. Hydro bought out its obligations with a payment to Ottawa. In the meantime, the community spent millions of dollars cleaning up the mess -- money that Dumas said should have been spent on desperately needed housing, education and a raft of other programs. With the soil remediation all but complete, Dumas said it's time Ottawa provided the community with the physical assets it lost. Dumas, accompanied by some members of band council and community members, said he will present federal officials this morning with a list of facilities the community has concluded it must get- A \$30-million infrastructure redevelopment that includes 20 four-bedroom homes, a community centre and administrative complex, indoor recreational facilities and several outdoor playgrounds, seniors facilities and upgraded community television and radio facilities. Dumas said he's presenting the Harper government with an opportunity to demonstrate its good faith to the aboriginal community. "If they're not willing to work with us in a professional and co-operative way, then what (is Ottawa) telling me?" Dumas said. "Do we have to resort to other measures?" Former chiefs have threatened civil disobedience to get a settlement. Dumas would not say what alternative the community is prepared to unload, but added at the very least both sides will head back to court if his offer is rejected. Dumas said the federal team he will be meeting will include lawyers from the Indian Affairs litigation management branch. However, he said Pukatawagan will only be represented by elected and community representatives. "I'm not going to the meeting with lawyers because that would be contrary to what we agreed to one-and-a-half years ago," Dumas said.

<http://www.winnipegfreepress.com/local/band-seeks-30-million-for-decades-old-fuel-spill-91014039.html>

### **USA, CA, SAN FRANCISCO, APRIL 16 2010. -EXXON PAYS \$2.4 MILLION OVER AIR POLLUTION IN GUAM, MARIANAS - COMPANY SAYS DISCOVERED PROBLEMS THROUGH INTERNAL REVIEW**

Exxon Mobil Corp will pay a fine for alleged Clean Air Act violations in Guam and the Mariana Islands and upgrade facilities to prevent them from emitting hundreds of tons of pollution every year. The largest U.S. oil company said on Friday it discovered the problem through internal reviews and reported its findings to the U.S. Environmental Protection Agency. The U.S. Department of Justice said Exxon's two local units had agreed to pay \$2.4 million for allegedly violating the U.S. Clean Air Act, and they expect to spend \$15 million to bring two gasoline terminals into compliance, reducing their annual discharge of volatile organic compounds by close to 400 tons. "We are in the process of installing new air emission control equipment on tanks and loading racks for the Cabras and Saipan terminals," the Irving, Texas-based company said of the two sites, which store gasoline before it is hauled to filling stations. According to a complaint filed with the settlement, Mobil Oil Guam and Mobil Oil Mariana Islands allegedly failed to install vapor pollution controls on 13 storage tanks and all of their loading racks at the storage facilities, the Justice Department said. "This enforcement action should serve as a warning to other large

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companies that they need to ensure that each part of their operations complies with the law -- even facilities that are more than 7,000 miles from their headquarters," said Jared Blumenfeld, the EPA's administrator for the Pacific Southwest. The settlement, lodged in Guam's U.S. District Court, is subject to a 30-day comment period and final court approval.

<http://www.reuters.com/article/idUSN1615959020100416?type=marketsNews>

### **USA, CO, SILT, APRIL 16 2010. SLUDGE FROM ILLEGAL DUMPING IN SILT CONTAINS 'VOLATILES' > ACETONE, DICHLOROETHYLENE, ETHYLBENZENE, TETRACHLOROETHYLENE, TOLUENE, TRICHLOROETHYLENE & XYLENE.**

*john colson*

Whatever was being dumped into the Silt town sewer on April 13, it was not normal septic waste, according to results of tests by the Evergreen Analytical company. At least, that's the conclusion reached by town officials, who received the test results on Thursday, only one day after samples were driven down to Denver by a town employee. A Rifle man, Andrew Owens, was arrested on the evening of April 13 after being spotted by a town public works employee, allegedly dumping sludge illegally from an Owens Septic company truck into the town's sewer system. Owens, 26, was ticketed and charged with a misdemeanor offense, and released that night. But officials say those charges may change if the material being dumped turns out to be hazardous. According to the list of chemicals supplied to the town, and sent to the Post Independent by Administrator Betsy Suerth, the samples taken from the truck included acetone, dichloroethylene, ethylbenzene, tetrachloroethylene, toluene, trichloroethylene and xylene. Some of those names were familiar to town Public Works Director Gerry Pace, who said many are known to be associated with natural gas drilling, although he could not say whether the sludge involved came from drilling operations. Pace is working with investigators from the Environmental Protection Agency and the Colorado Attorney General's office, who will be doing further tests on the sludge. "I'm asking them to tell me where they think these things have come from," Pace told the Post Independent, adding that "these are all VOCs [volatile organic compounds]," as identified in the descriptive text on the test results. "If any of these were hit in my water quality testing [for Silt's drinking water], I'd be done. These are all drinking water violations," Pace declared. And, he added, "Now that we know it's not septic tank waste, the charges might change" against Owens, the trucking company — which is owned by Owens' father — that he works for and perhaps whoever it was that Owens Septic was working for. Pace said he has asked Silt Police Chief Levy Burris to obtain the identity of the company or person who hired Owens to haul sludge. Pace said he was not told how long the second phase of testing would take.

<http://www.postindependent.com/article/20100416/VALLEYNEWS/100419912/1083&ParentProfile=1074>

### **AUSTRALIA, QUEENSLAND, BRISBANE, APRIL 16 2010. CHINESE CREW CHARGED FOR OIL SPILL**

The master and chief watch officer of a Chinese coal carrier that ran aground on Australia's Great Barrier Reef have been arrested and charged over the incident. Oil from the Shen Neng 1, which ran aground on the Great Barrier Reef, has washed up at a famed nature sanctuary, officials said yesterday, raising fears for birds and baby turtles. Clean-up crews and environmental experts were flown in to North West Island, a breeding site for hundreds of thousands of seabirds and turtles, where small clumps of oil were found on a beach. The 230 metre bulk carrier leaked about two tons of oil after blundering into the reef on April 3, angering officials who have promised stiff punishment. The giant coal-carrier was refloated and towed away on Monday. "It hasn't come ashore in large globules or carpets," Patrick Quirk, general manager of Marine Safety Queensland said. "Our advice from the rangers on the island is that it's at the top of the tide line in patches, and that gives us some comfort." Conservationists describe North West Island as a globally important nesting site for seabirds and green and loggerhead turtles, which are currently hatching and travelling down the beach. Darren Kindleysides, director of the Australian Marine Conservation Society, said even small amounts of oil can affect wildlife. "We're not talking about a supertanker going aground and releasing tons and tons of oil. But we are talking about oil reaching a coral key which is globally important for seabird breeding and the nesting of green and loggerhead turtles," Kindleysides said. Australian officials have expressed anger after the Shen Neng 1 smashed into part of the world heritage-listed reef at full speed, accusing the crew of taking an illegal route. Heavy fuel oil leaking out of the giant ship, carrying 68000 tons of coal to China, created a three-kilometre slick which was cleared with chemical dispersants. The vessel also carved a kilometres-long gouge and plastered toxic paint from its hull over the delicate coral reef, which experts say could take 20 years to recover. Officials are probing claims that ships ferrying Australia's booming resources exports to Asia are taking short-cuts through the world's biggest coral reef, which is already under pressure from rising sea temperatures and pollution.

<http://www.dispatch.co.za/article.aspx?id=394486>

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