



Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 600 Newsy Stuff

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

May 11 2010



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USA, ILL, DETROIT, MAY 3 2010. GM SUES OVER TOTALED HYDROGEN FUEL PUMP

robert snell

A not-so-funny thing happened to General Motors Co. two years ago when it tried transporting a pricey [hydrogen fuel](#) pump from Pennsylvania to California. The semi crashed, destroying the \$850,000 fuel station, which is essential to support hydrogen vehicles that produce no greenhouse gas emissions and require no petroleum. Now, GM is suing the company hired to haul the pump, Romulus-based hauler CHAT of Michigan Inc., in U.S. District Court and wants \$850,000 plus damages, costs and fees. The crash happened when automakers, including GM, are trying to put more [fuel cell](#) vehicles on the road -- an endeavor hamstrung by high costs and a lack of refueling stations nationwide. There are only 68 fueling stations in the country, mostly in California, according to the National Hydrogen Association. GM sued last week because the company has refused to accept responsibility for the crash and pay for the destroyed fuel pump, according to the lawsuit. "GM has been trying for two years to recover the cost of the hydrogen refueler that was destroyed in this crash," GM spokesman Alan Adler said. "The incident delayed the rollout of Project Driveway -- the largest demonstration of [fuel cell vehicles](#) in the world -- by three to four months." Greg Katcher, president of CHAT of Michigan, said his company did not violate the contract and has arranged transportation for several of the fuel pumps before, and after, the crash. "I have a 21-year track record with GM, and we've never had a screw-up," he said. GM had hired the company in February 2008 to transport fueling stations from the manufacturer in Warminster, Pa., to facilities in New York and California. GM picked CHAT because the company "claimed expertise in transporting and in loading and unloading ... heavy equipment," according to the lawsuit. Each fueling station weighs about 45,000 pounds. CHAT of Michigan violated the contract by subcontracting the job to a company called Landstar Ranger Inc., which subcontracted the job to a third company, Professional Trucking LLC, GM alleged. Professional Trucking picked up the equipment April 28 and was supposed to deliver the fueling stations 2,700 miles away to a GM facility in Burbank, Calif. But on April 30, as the semi traveled through Kingman, Ariz., about 300 miles northeast of Burbank, it crashed, according to the lawsuit. The fueling station was destroyed. The crash happened when the driver drove into a windstorm, which forced the semi into a canyon, Katcher said. "Luckily, it didn't kill the driver," he said. His company isn't liable because the crash was due to a natural catastrophe, or "act of God," Katcher said. His company is a freight forwarder, which hires other companies' planes and trucks to transport freight. In the beginning, GM was self-insured. But for this job, GM did not want additional insurance, Katcher said. GM also did not declare any value for the fuel station on the bill of lading. "If you don't declare, it holds you to a lesser value," Katcher said. GM, which has spent \$1.5 billion in hydrogen fuel cell research, has a test fleet of about 100 fuel cell Chevy Equinox vehicles on the road. They've traveled about 1.3 million miles since late 2007. The fleet was supposed to end its run last year, but GM has been able to double the estimated lifespan of the vehicles. GM is developing a second-generation fuel cell system that is lighter and half the size of the Equinox. The system is in pre-production and could be ready in 2015. Hydrogen fuel cell vehicles have significant benefits: zero emissions, unlike gas-powered vehicles; 300-mile range, unlike electric vehicles; and a quick refueling time, unlike plug-ins. They also have 60 percent fewer parts and 90 percent fewer moving parts. In 2002, GM said it was possible that hundreds of thousands of fuel cell vehicles could be on the road by 2010. In 2006, GM revised that estimate to 1,000 by 2010. In September, GM said it won't make that 1,000-vehicle goal, in large part because of the lack of a network of refueling stations and a high cost. No automaker has committed to bringing a fuel cell vehicle to the mass market before 2015.

<http://www.detnews.com/article/20100502/AUTO01/5020305/1148/GM-sues-over-totaled-hydrogen-fuel-pump>

CANADA, OTTAWA, MAY 3 2010. BUY OIL TANK INSURANCE IN P.E.I.: BROWN

P.E.I. Environment Minister Richard Brown is threatening to force Islanders to buy insurance on their home and business oil tanks. The number of reported oil tank failures increased sharply in 2009, with 37, compared to 23 the year before. "I believe we have a problem. We are looking into this problem," said Brown. "A number of areas have experienced oil spills. It's devastating for homeowners," said Brown. "A lot of the time they end up losing their property and losing their house because of an oil spill that they thought was insured," he said. In some cases, you do have to legislate common sense, said Brown. "A number of areas have experienced oil spills. It's devastating for homeowners"—P.E.I. Environment Minister Richard Brown. Brown said he has seen first-hand how an oil tank leak can financially ruin someone. CBC recently covered the story of a Charlottetown homeowner whose oil tank was vandalized and the homeowner didn't have the money to cover the cleanup. In that instance, a vandal cut the fuel line that transports the oil into the house from an outdoor tank. About 600 litres of oil spilled and contaminated the surrounding soil, and had to be removed from the property. A 400-litre heating oil spill was found in February at Tyne Valley Presbyterian Church west of Summerside. After spending \$20,000 and finding the cleanup work still not done, the church looked to private donors and help from two other churches to raise the money to finish the job. Brown has told insurance companies to contact all their Island customers who don't have oil tank insurance. He wants those customers to

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be strongly advised to buy it. But there's no guarantee people will take that advice. "[If] the insurance company comes back and says, 'look, we still have people that don't want to do it,' then that's an option for us to look at mandatory insurance coverage for oil tank spills," said Brown. The P.E.I. Environment Department is investigating why the number of reported tank failures has risen.

<http://www.cbc.ca/canada/prince-edward-island/story/2010/05/02/pei-oil-tank-insurance.html>

USA, GA, DALTON, MAY 3 2010. FIRE DAMAGES CHEMICAL PLANT

misty watson



Hot spots flame up at the scene of an industrial fire at Polystar Chemical on Brookhollow Industrial Boulevard on Sunday afternoon as Dalton firefighters work to contain them.

No one was injured Sunday afternoon when a fire broke out at a chemical plant off Abutment Road in Dalton, officials said. Just after 1 p.m., 911 began receiving calls from several people who reported hearing explosions coming from the Polystar Chemical plant at 206 Brookhollow Industrial Blvd., an operator said. No one was in the building when the fire began, fire officials said. Dalton Fire Chief Bruce Satterfield said around 6 p.m. that officials had not yet begun to investigate the cause of the fire. "Things are just now cooling down," he said. "I don't know

how much they'll even (investigate) today." The fire appears to have begun in and was contained to the south portion of the building, Satterfield said. "There was one tank we were especially concerned with," he said. "It contained epichlorodhydrin. It's toxic. It is poison. There could have been a lot more explosions if the fire had gotten into that section of the building. There were other tanks on the inside. It could have been a lot worse situation." Satterfield said he expects there to be "extensive dollar loss" because of the reactors, chemicals and equipment that were destroyed in the fire. There were a few explosions after crews arrived on scene, Satterfield said. He did not yet know if an explosion sparked the fire or if a fire caused the explosions. "Some tires were blown off some trailers, there were some barrels, and I don't know what tanks and reactors may have ruptured," Satterfield said. There were no evacuations because of the fire, but Satterfield said officers with the Dalton Police Department were on hand to initiate an evacuation if it was needed. Contact information for company officials could not be found on Sunday afternoon. Black smoke from the fire could be seen for miles to the north. A few roads, including Brookhollow Industrial Boulevard and a portion of Focus Drive, were closed as firefighters worked to contain the fire. Polystar is a 5-year-old company headquartered in Dalton that produces "a full line of materials for epoxy systems," according to the company's website, www.polystarusa.com. "Our core chemistries are amine and epichlorodhydrin based, and so our key products are hardeners, diluents, adducted resins and related surfactants," the website states. The site states that there are 12 reactors, ranging in size from 2,000 to 10,000 gallons, being operated at the Dalton plant. Satterfield said he had about 28 firefighters with the Dalton Fire Department on scene. Off-duty firefighters were called in to man the city's stations while on-duty firefighters battled the fire. A portion of the building is in the city limits, but the portion of the building where it caught fire is in the county, Satterfield said. Fire officials turned the scene over to the Whitfield County Fire Department Sunday evening.

<http://daltondailycitizen.com/local/x1164471984/Fire-damages-chemical-plant>

USA, N.H, HUDSON, MAY 4 2010. FIRE RETARDANT COVERS CARS, GAS STATION CUSTOMERS >> NO FIRE: SYSTEM UNEXPECTEDLY ACTIVATES AT HUDSON 7-ELEVEN

 **Watch the Video** <http://www.wmur.com/news/23421634/detail.html>

The fire suppression system at the 7-Eleven gas station in Hudson unexpectedly activated Sunday afternoon, coating customers, cars and almost the entire parking lot. The retardant coated almost the entire parking lot of the 7-Eleven on Central Street, dusting the fueling area with a white flame-resistant powder. The Hudson Fire Department told WMUR News 9 that there was neither a gas leak nor flames to set off the suppression system, just some sort of malfunction. An alarm activated and everything came down, sending a white cloud billowing out in every direction. Employees said there were about a half-dozen customers present at the time, some of whom ended up covered in powder. Others were inside but their vehicles took the brunt of it. "My bike starts right now. I don't know if it's going to run, (if I can) get home safely, so I might have it towed out of here," said Alex Mossey, of Hudson. The 7-Eleven was closed until an independent contract crew can clean up all of the powder. Firefighters said no one was injured, but employees said one man who had a minor asthmatic reaction might go to a hospital as a precaution.

<http://www.wmur.com/news/23421634/detail.html>

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USA, MD, GRANTSVILLE, MAY 4 2010. I-68 WESTBOUND CLOSED BY OVERTURNED TANKER >> ISOPRENE LIQUID

A tanker carrying a load of isoprene liquid overturned on westbound Interstate 68 just before 2 p.m., Monday, resulting in closing of the interstate and detouring of traffic onto Route 40. State Highway Administration spokesman Dave Buck said the incident occurred at about 1:50 p.m., but there was no rupture of the tanker itself. However, some diesel fuel spilled when the tanker's saddle tanks ruptured, he said. Maryland State Police said a passenger vehicle was also involved in the accident. It was not immediately known if anyone was injured. Numerous first-responders and Maryland Department of Environment was also en route to the scene. Initial reports indicated traffic was being detoured through onto Route 40 to Route 495 and back to Interstate 68. The section of westbound I-68 affected by the accident was expected to be closed for several hours.

<http://times-news.com/breakingnews/x1164472937/I-68-westbound-closed-by-overtuned-tanker>

USA, CA, SUTTER CO, NICOLAUS, MAY 4 2010. HIGHWAY 99 CLOSED FOR SEVEN HOURS AFTER SPILL

howard yune

 **Watch the Video** <http://cbs13.com/local/ammonia.leak.highway.2.1670155.html>



A tanker truck accident Sunday in south Sutter County spilled a cargo of toxic ammonia, blocking a section of Highway 99 for more than seven hours. The double tractor-trailer flipped onto its side at about 3:05 p.m. as the driver attempted to turn left from southbound Highway 99 onto Nicolaus Avenue, according to the California Highway Patrol. The front tank of two ruptured, releasing aqueous ammonia solution onto the road shoulder, Capt. Jim Young of the Yuba City CHP office said. The driver, Richard Dean Spence, 62, of Wheatland, was not injured in the accident. Officers closed Highway 99 in both directions as a hazmat crew worked to clean up the spill. The highway, the main link between Yuba City and Sacramento, reopened at approximately 10:25 p.m., according to the CHP website. Southbound traffic was diverted from 99 to Highway 113, where drivers could take George Washington Boulevard north to Yuba City or continue on 113 to Yolo County. Northbound

motorists on 99 were detoured to Highway 70 toward Marysville. A roadblock sealed off local traffic on the highway at Sacramento Avenue north of the spill site. Spence was hauling an ammonia shipment to the Pleasant Grove area when he took a turn too quickly off the highway, Young said Sunday night. Aqueous ammonia consists of about 20 percent ammonia gas dissolved in water and is used as a agricultural fertilizer. The CHP sealed off a large area around the wreck because of fears a northwesterly wind could cause the gas to become airborne and sicken people in other areas. Officers told at least two homeowners south of the Highway 99-Nicolaus Avenue interchange to close their windows, but no evacuations were ordered and no injuries reported, according to the CHP. Caltrans officials were at the crash scene to supervise the cleanup, which involves removing soil contaminated by the liquid.

<http://www.appeal-democrat.com/news/highway-94440-sutter-south.html>

USA, OH, PITTSBURGH, MAY 4 2010. USW CHASTISES OIL INDUSTRY FOR WEEKLY REFINERY FIRES >> ONE USW OIL WORKER BURNED SERIOUSLY IN VALERO REFINERY FIRE IN MEMPHIS



The United Steelworkers Union (USW) today chastised the oil industry for the series of fires and explosions that keep happening at refineries around the country, resulting in injuries and deaths. One USW member was seriously burned in a fire that happened April 29 at the Valero refinery in Memphis. According to the listing of refinery events on the Department of Energy's website, there is a weekly fire at one of the nation's refineries. In 2009 there were 46 fires and explosions. So far this year there have been 18 fires and explosions. Six of the fires and explosions this year

at refineries have resulted in 10 injuries and nine deaths. Most of the fires are due to process safety problems, such as malfunctioning equipment. These fires are a lagging indicator of safety, meaning they are an after-the-fact measure of safety performance. There could have been more fires than those reported because refineries have no legal obligation to report every incident. When USW health and safety personnel were in talks with the American Petroleum Institute (API) regarding the creation of a standard for process safety indicators, they argued for greater public reporting of incidents. The API and the oil companies voted the union's recommendation down. "The frequency of these fires indicates the lack of attention refiners are paying toward process safety and shows they are not learning the lessons from previous incidents," said USW International Vice President Gary Beevers, who is in charge of the union's oil sector. "Too many refinery employees are getting injured or killed." Since April 2, there have been 40 injuries and deaths in the oil industry. Seven workers were killed as a result of the

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April 2 explosion and fire at the Tesoro refinery in Anacortes, Wash. Twelve days later on April 14, three workers were injured, one seriously, in a fire at ExxonMobil's Baton Rouge, La., refinery. A contractor died five days later on April 19 in a crane accident at the Motiva Enterprises expansion project in Port Arthur, Texas. One day later on April 20 the Deepwater Horizon oil-drilling rig exploded, injuring 15 workers, seven critically. Eleven other workers were never found. Nine days later, two workers and one supervisor were injured, one seriously, in a fire April 29 at Valero Energy Corp.'s Memphis refinery. "Whether it is a refinery, a refinery construction site or an oil rig, the oil industry does not pay enough attention and money to health and safety within the sector," Beevers charged. "The oil companies have a duty to provide a safe workplace for their employees and they have strayed from their responsibility." At the Valero Memphis refinery, a USW member, who is an operator, was burned on 60 percent of his body as a result of a fire that broke out at the Selective Hydrogenation Unit. He was taken to Memphis Regional Medical Center and was in stable condition the next day. The USW's Emergency Response Team is helping the operator's family and is investigating the incident with the company. Tennessee has a state OSHA plan, and the USW is hopeful that state regulators consult with the national OSHA if the state regulatory agency does not have experts on process safety management. The Valero Memphis refinery has had fires before and other incidents, including a 1999 chemical release that sent 11 people to hospitals, reported The Commercial Appeal newspaper in Memphis. The same day as the Memphis refinery fire there was another fire at ConocoPhillips's joint venture Wood River refinery in Roxana, Ill. No one was injured in that incident. The USW is the largest industrial union in North America and has 850,000 members in the U.S., Canada, and the Caribbean. It represents workers employed in metals, rubber, chemicals, paper, oil refining, atomic energy and the service sector.

<http://www.prnewswire.com/news-releases/usw-chastises-oil-industry-for-weekly-refinery-fires-92693324.html>

USA, KY, PIKEVILLE, MAY 4 2010. PARKED TANKER TRUCK ROLLS DOWN HILL INTO CREEK >> THE ACCIDENT HAPPENED ALONG BYPASS ROAD NEAR FERGUSON CREEK ROAD IN PIKEVILLE.



A parked semi somehow ended up in creek in Pikeville, Ky. Monday morning. Paul Maynard, the Public Safety Director for the City of Pikeville, says crews got the call about the semi around 8:45 Monday morning. The accident happened along Bypass Road near Ferguson Creek Road. Maynard tells WSaz.com that the driver of the semi parked the truck on a lot beside the road on Sunday. Right now, no one is sure how the parked semi ended up rolling backwards down the hill and into the creek. The tanker normally carries liquid petroleum, but Maynard says the tank was empty and there was no spill. He also says there was no fuel spill from the cab of the semi A tow truck was able to get the semi of the creek. There were no injuries.

<http://www.wsaz.com/news/headlines/92685614.html>

USA, GA, COB CO, MAY 4 2010. LARGE FUEL SPILL AT COBB COUNTY GAS TERMINAL

 **Slideshow** <http://www.11alive.com/news/local/story.aspx?storyid=143557&catid=3>

 **Watch the Video:**

http://www.myfoxatlanta.com/dpp/news/local_news/fuell-leak-causes-mess-cobb-county-gas-station-050310



Monday's heavy rains caused concerns that a large Cobb County fuel spill might overflow into nearby creeks and streams. The leak happened at the Marathon Oil depot on Anderson Farm Road around 7:30 a.m. Cobb County [Fire Department](#) spokeswoman Denell Boyd said a pump on one of the storage tanks malfunctioned, sending about 1,500 gallons of fuel across the property and into some nearby ditches. Clean up crews managed to contain most of the spill with absorbent pads and booms before it went much farther. Police blocked off several roads in the area most of the day to help prevent any type of fire. "You always have a hazard when there's a gasoline leak," said Boyd. "If you didn't block the roads and somebody comes by and throws out a cigarette, you know, then you've got a big problem," she added. No homes were affected, but one nearby country club was off limits for several hours.

<http://www.11alive.com/news/local/story.aspx?storyid=143557&catid=3>

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USA, LA, NEW ORLEANS, MAY 4 2010. BP FOUGHT SAFETY MEASURES AT DEEPWATER OIL RIGS - OWNER OF LOUISIANA OIL WELL OBJECTED TO SYSTEM THAT WOULD HAVE SHUT OFF SPILL

matthew mosk, brian ross & rhonda Schwartz

BP, the company that owned the Louisiana oil rig that exploded last week, spent years battling federal regulators over how many layers of safeguards would be needed to prevent a deepwater well from this type of accident. One area of immediate concern, industry experts said, was the lack of a remote system that would have allowed workers to clamp shut Deepwater Horizon's wellhead so it would not continue to gush oil. The rig is now spilling 210,000 gallons of oil a day into the Gulf of Mexico. In a [letter](#) sent last year to the Department of the Interior, BP objected to what it called "extensive, prescriptive regulations" proposed in new rules to toughen safety standards. "We believe industry's current safety and environmental statistics demonstrate that the voluntary programs continue to be very successful." That was one in a series of clashes between the industry and federal regulators that began during the Clinton administration. In 2000, the federal agency that oversaw oil rig safety issued a [safety alert](#) that called added layers of backup "an essential component of a deepwater drilling system." The agency said operators were expected to have multiple layers of protection to prevent a spill. But according to aides to Sen. Bill Nelson, a Florida Democrat who has followed offshore drilling issues for years, the industry aggressively lobbied against an additional layer of protection known as an "acoustic system," saying it was too costly. In a [March 2003 report](#), the agency reversed course, and said that layer of protection was no longer needed. "There was a big debate under the Bush administration whether or not to require additional oil drilling safeguards but [federal regulators] decided not to require any additional mandatory safeguards, believing the industry would be motivated to do it themselves," Carl Pope, Chairman of the Sierra Club told ABC News. A second area of focus emerging Friday involved the cement casing that was supposed to seal the well and prevent gaps from opening between the outside of the well pipe and the inside of the hole drilled into the sea floor. If cement is not poured properly, oil and natural gas can escape — a cause of more than a dozen previous well blowouts in the Gulf. House Energy and Commerce Chairman Henry Waxman Friday sent a letter to Halliburton, the company responsible for pouring the cement seal, asking company executives to brief committee investigators on conditions at the rig, and preserve all documents relating to their work on the sea floor. Elmer Danenberger, an expert on offshore drilling who retired from the U.S. Department of the Interior in January, told ABC News he is worried that "lack of attention" during the pouring of the cement could be to blame. "With these cementing operations it's just a matter of not being attentive enough," he said. "What you want is a closed system. You want the cemented pipe totally sealing the well bore. If you don't have that, you have problems." Because the well is under more than a mile of water, it may be some time before investigators have more clarity on what exactly went wrong. But Brent Coon, a lawyer who sued BP over a previous deadly oil facility explosion, said he has obtained a restraining order to prevent the company from doing anything to cover up the cause of the accident. "BP stands apart, heads and shoulders above all the rest of them, with respect to their conduct," said Coon, who represents a 24-year-old roustabout who was working on the rig at the time of the blast. "It's like they just don't care." BP issued a release saying it had launched its own investigation into the cause of the blast, and would cooperate with federal efforts. "Losing 11 of our industry colleagues is a tragedy for the offshore community," said BP Group Chief Executive Tony Hayward in the statement. "As an industry, we must participate fully in these investigations and not rest until the causes of this tragedy are known and measures are taken to see that it never happens again."

- [click Here to Read The LETTER](#)
- [click Here to Read The SAFETY ALERT](#)
- [click Here to Read The REPORT](#)

<http://abcnews.go.com/print?id=10521078>

USA, TX, JEFFERSON CO, MAY 4 2010. FAMILY BLAMES MAN'S DEATH ON BENZENE EXPOSURE

kelly holleran

The family of a recently deceased refinery worker claims the man's death was due to exposure to benzene and other carcinogens throughout his career with Texaco. Joyce Granger, Karen Wells, Denise Murff, Debra Sims and Ronald Granger filed a lawsuit April 21 in Jefferson County District Court against the company. The plaintiffs claim that while their father and husband, Willie Granger, worked for Texaco, he was exposed to benzene and toxic benzene-containing products. Because of his exposure to the substance, Willie Granger developed acute myeloid leukemia syndrome from which he died on Oct. 28, according to the complaint. The plaintiffs blame Texaco for a number of negligent acts, such as allowing Willie Granger to work around the substance when Texaco knew of its hazards, exposing Willie Granger to benzene, failing to timely and adequately warn Willie Granger of the dangers of benzene exposure and failing to take proper precautions to ensure that Willie Granger was not exposed to benzene. The plaintiffs are seeking exemplary and punitive damages, plus interest, costs and other relief

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to which they may be entitled. Darrell L. Brown of Provost and Umphrey Law Firm in Beaumont will be representing them. The case has been assigned to Judge Donald Floyd, 172th District Court. Jefferson County District Court case number: E186-651.
<http://www.setexasrecord.com/news/226475-family-blames-mans-death-on-benzene-exposure>

USA, N.J, MILLBURN, MAY 4 2010. SEARCH FOR MILLBURN'S TAYLOR PARK OIL SPILL CENTERS ON BURIED TANK

harry trumbore

Work continues at Taylor Park in Millburn today to find the source of fuel that left an oily sheen on the pond and caused the weekend's fishing derby to be put on indefinite hold. Contractors working along with members of the township Department of Public Works under the observation of the state Department of Environmental Protection have uncovered an underground oil tank next to the Bauer Community Center and are in the process of removing it. The tank, according to DPW Supervisor Tim Monahan, had not been used since the Bauer Center, which was rebuilt after a fire in 1971, was converted to gas heat. The fuel spill was first noticed Friday morning while the pond was being stocked with more than 130 trout for the annual fishing derby organized by the township recreation department. By the afternoon, the faint sheen had grown and the smell of fuel became noticeable. The recreation department at that time canceled Saturday's event after township police contacted the state Department of Fish and Wildlife. Members of the township Department of Public Works were called to the scene and members of the Nutley HazMat Team floated booms across the pond to contain the fuel slick. Saturday morning, employees of Environmental Products and Services of Linden were busy tightening the booms around an area in front of the Bauer Community Center where fuel appeared to be seeping from a specific location on the shore line. The location of the oil tank surprised town officials. "In the early '90s, I received a list of underground fuel storage tanks that the DPW provided me," Tom Watkinson, township engineer, said this morning. "That was not on the list." Watkinson said he could not find any site plans that showed the location of the tank. The town will follow DEP regulations in excavating the tank and checking the surrounding ground for any leakage of fuel. DEP regulations will require the excavation and testing of soil for several feet around the tank's location. Watkinson cautioned that some residue of "product" was found upstream from the Bauer Center and said there was a possibility that fuel may have washed downstream into the Taylor Park pond from ongoing construction at Campbells Pond located further up the West Branch of the Raritan River. In the meantime, the fishing derby, which recreation officials originally postponed until next Saturday, is on hold. Heavy rains last night and this morning have caused torrents of water to cascade over the dam at the southern end of the pond, no doubt carrying away a number of the fish stocked on Friday.

http://www.northjersey.com/news/environment/92675624_Search_for_Millburn_s_Taylor_Park_oil_spill_centers_on_buried_tank.html

USA. VS. WINCHESTER, MAY 4 2010. FIREWORKS MISHAP INJURES SEVERAL AT VA FESTIVAL

Winchester authorities are investigating a fireworks mishap that injured several people during the Shenandoah Apple Blossom Festival. Winchester Police Sgt. G.L. Voorhees says three mortars misfired during Friday night's fireworks display at Handley High School. Two of the misfired fireworks went into the crowd. The third didn't reach any spectators. Voorhees says one person suffered second-degree burns on their arms. Several others suffered minor injuries. He says City Fire Marshal Gary Ganoe is investigating the incident.

<http://wiz.com/wireapnewsva/Winchester.authorities.investigate.2.1671010.html>

USA, TX, CORPUS CHRISTI, MAY 4 2010. GRAND JURY INDICTS SHIP MANAGEMENT COMPANY, 2 EMPLOYEES

A federal grand jury in Corpus Christi, Texas, returned an indictment on April 29 charging Fleet Management Limited with obstruction of agency proceedings, making false statements and failing to keep accurate pollution control records, the Justice Department said. Fleet Management Limited of Hong Kong is charged with one count of failing to maintain an accurate oil record book as required by the Act to Prevent Pollution from Ships (APPS), a U.S. law that implements the International Convention for the Prevention of Pollution from Ships, commonly known as "MARPOL;" one count of making false statements to the U.S. Coast Guard; and one count of obstruction. If convicted of all counts, the company may be punished with a fine of up to \$3 million. The two individuals, Prem Kumar, a ship superintendent for Fleet Management Limited and Prasada Reddy Mareddy, the second engineer of the M/V Lowlands Sumida, have both been charged with conspiracy. Kumar was charged with obstruction of a Coast Guard investigation. If convicted of the conspiracy charge, both face up to five years in prison and a fine of \$250,000. If convicted of obstruction of justice, Kumar faces up to 20 years in prison and a \$250,000 fine. On Oct. 6, 2009, the Coast Guard was conducting a routine port state control inspection when an engine room crew member alleged that the vessel was illegally discharging oily wastewater and alerted them to the fact that a center fuel oil tank on the Lowlands

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Sumida was fitted with a "dummy" or false sounding tube and that oily wastewater was being stored in the tank until it could be discharged overboard.. The "dummy" sounding tube would show the tank to be empty. The vessel also kept a tank sounding log that showed the tank as empty. When the Coast Guard removed the "dummy" sounding tube and sounded or measured the contents of the tank they determined the tank was almost half full with oily wastewater. Large commercial ships, such as the Lowlands Sumida, are required by MARPOL and APPS to maintain a record known as the oil record book to document the movement, tank to tank, and the disposal of, all oil that has originated in the engineering spaces on the ship. Sludges on the ship that are generated by the purification of fuel oil and lubrication oil, which are used by the main engine and generators on the ship, must be disposed of properly at a shore-side reception facility or burned in the ship's incinerator. Oily bilge wastewater, which accumulate in the lower-most part of the ship, can only be discharged overboard if the wastes are processed through a machine known as an "oil water separator" which ensures that the water discharged overboard contains no more than 15 parts per million of oil. According to the indictment, both Kumar, a shore side manager, and Mareddy, conspired to use the "dummy" sounding tube to conceal the contents of the center fuel oil tank and to obstruct the Coast Guard's investigation and administration of a matter within the agency's jurisdiction. In addition to concealing the contents of the tank, Kumar and ship engineers obstructed the Coast Guard investigation by using a false sounding log to conceal the contents of the center fuel oil tank. An indictment is merely an accusation, and defendants are presumed innocent unless and until proven guilty in a court of law. On April 21, John Porunnolil Zacharias, the chief engineer of the Lowlands Sumida, pleaded guilty to an APPS violation for failing to maintain an oil record book and to an obstruction violation for providing inspectors with a false engine room sounding log, and for altering a center fuel oil tank by installing a "dummy" sounding tube to conceal the contents of the tank. Zacharias is scheduled to be sentenced on July 7. The case was investigated by the Coast Guard Investigative Service, the Environmental Protection Agency Criminal Investigations Division in Region 6 and the Texas Commission on Environmental Quality Environmental Crimes Unit. The case is being prosecuted by the Justice Department's Environmental Crimes Section and the U.S. Attorney's Office for the Southern District of Texas.

<http://eponline.com/articles/2010/05/04/grand-jury-indicts-ship-management-company-2-employees.aspx>

UK, WALES, CAERNARFON, MAY 4 2010. MAN SUFFERS BURNS IN GWYNEDD DIY GARAGE ACCIDENT

A man received burns to his hands and neck after a spot of DIY in a private garage near Caernarfon went wrong. North Wales Fire and Rescue Service said the blaze started when the man used an electric drill to drain the fuel tank of a scrap car. It is believed a spark or the heat from the drill caused a small explosion at the garage at Talysarn. The man, aged in his 40s, was treated at the scene and was then transferred to hospital. Fire fighters from Caernarfon were called to the garage in Station Road shortly after midday. Crews used breathing apparatus to tackle the car fire. Paul Jenkinson from North Wales Fire and Rescue Service said: "This fire appears to have started when the occupier used an electric drill to drain the fuel tank of a scrap car. "It is thought that the heat or a spark from the appliance came into contact with the fuel and caused a small explosion. "Residents must remember that drilling can cause sparks which have the potential to cause fire. This incident highlights how easily fires can start and demonstrates the need to be extremely cautious when undertaking DIY."

http://news.bbc.co.uk/2/hi/uk_news/wales/north_west/8658380.stm

CHINA, SHANDONG PROVINCE, MAY 4 2010. OFFICIALS: OIL LEAK FROM CHINA PIPELINE MOSTLY CLEANED

A petroleum pipeline leaked some 240 metric tons of oil onto farmlands and roads in eastern China Sunday but crews were able to recover about 90 percent of the spill, China's state-run news agency Xinhua said. The pipeline, owned by China Petroleum and Chemical Corporation (Sinopec) resumed operation Monday afternoon after it was repaired, Xinhua said. It had been damaged during construction work. Sinopec said the pipeline was immediately shut down and the leak was stopped when the problem was discovered Sunday evening. The incident occurred in China's Shandong Province, according to Xinhua. Testing by environmental protection authorities indicated there was no contamination of nearby water sources, Xinhua said.

<http://edition.cnn.com/2010/WORLD/asiapcf/05/03/china.oil.pipeline.leak/?hpt=T2>

USA, LA, NEW ORLEANS, MAY 4 2010. LAWYERS ARRIVE AND SUITS FOLLOW

ashby jones

Lawyers around the U.S. are descending on the Gulf Coast and preparing lawsuits over the huge oil leak more than 40 miles out to sea. The lawsuits threaten to exact a steep toll on a handful of companies, including [Transocean](#) Ltd., the owner of the Deepwater Horizon rig that exploded and sank last month, and [BP](#) PLC, the British oil company that leased the rig. Damage claims could also deplete a \$1.6 billion federal fund set up in 1990 to compensate those hurt by offshore oil spills. Already, a

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number of prominent plaintiffs' attorneys have filed suits on behalf of individuals, businesses and others who expect to lose millions of dollars as a result of the spill. On Friday afternoon, a handful of lawsuits were filed in New Orleans federal court. The offices of Mark Lanier, a prominent plaintiffs' lawyer in Houston who handled much of the litigation concerning the painkiller Vioxx made by [Merck](#) & Co., filed one of the suits on Friday against several defendants, including BP and Transocean. The Lanier suit alleges the defendants were negligent or reckless, and violated "numerous statutes and regulations." The defendants haven't commented on the suits. The complaint seeks class-action status on behalf of all Louisiana residents who "live or work in, or derive income from, the Louisiana 'Coastal Zone,' " and have suffered losses. It doesn't ask for a specific amount in damages, but states that Louisiana's fishing industry stands to lose as much as \$2.5 billion, and that the state's tourism industry "faces...catastrophic losses" as well. The regime for compensating those hurt by offshore oil spills is complex, governed by a handful of intersecting federal laws. Individuals can file traditional lawsuits in court and receive money by proving liability. Or injured parties can make use of a claims process established under the 1990 Oil Pollution Act, in which the federal government makes payments from a fund collected through a tax imposed on the oil industry. The process allows those harmed to recover funds without going to state or federal court, which can take years. Under the act, BP is responsible for \$75 million in damages, though the law allows "unlimited" liability in certain situations, like a finding that the defendants was "grossly negligent" or violated other federal laws. On Monday, Democratic Sens. Bill Nelson of Florida and Robert Menendez and Frank Lautenberg of New Jersey introduced legislation to raise the \$75 million cap to \$10 billion. The bill also proposes that claimants would be able to collect damages from future revenues for the fund, with interest, if damages exceed the \$1.6 billion held by the trust fund. BP has said it would pay for the clean-up of the spill and for "legitimate and objectively verifiable" claims of property damage, personal injury and commercial losses, according to a fact sheet on the BP website. BP began drilling a relief well Sunday night in hopes of stopping the gush of oil from the leaking well in the Gulf. A Transocean spokesman said, "We will await all the facts before drawing conclusions, and we will not speculate." Lawyers expect the private litigation to unfold in the same way as the lawsuits against Toyota Motor Corp. over problems tied to unintended acceleration. The cases will get consolidated and sent to one judge, who will then pick a steering committee made up of a group of plaintiffs' lawyers to direct the litigation. Lawyers said that those claiming damages related to the oil spill couldn't recover funds through both private litigation and the federal claims process. The degree to which victims will use the claims process under the 1990 act is unknown. But "there's no reason not to use" the Oil Pollution Act, said Barry Hartman, an environmental lawyer in Washington, D.C. Mr. Hartman said he used the claims process following an oil spill off of Rhode Island in 1996. "Some people got money within weeks," he recalled. "Pretty much everyone was resolved in about two years." Speed of recovery is vital to some plaintiffs, who operate fishing operations, restaurants and other businesses that can't afford operations to dry up, even for a season, said Dana Taschner of Mr. Lanier's law firm.

<http://online.wsj.com/article/SB10001424052748704342604575222652608207576.html>

USA, LA, NEW ORLEANS, MAY 5 2010. AT THE HEART OF OIL SPILL, 11 GRIEVING FAMILIES

tamara lush



In this undated photo released by the Jones family, oil rig worker Gordon Jones is shown. Jones died in the Deepwater Horizon oil rig explosion in the Gulf of Mexico

This was supposed to be one of the best months of Michelle Jones' life: giving birth to her second son, her husband Gordon at her side. Instead, she must prepare for the birth without her baby's father. Gordon Jones, 28, was among the 11 who died when an oil rig exploded April 20 in the Gulf of Mexico. Nearly two weeks after the tragedy, relatives of the dead have held memorial services, sued rig operator BP-PLC and grappled with waves of grief as the catastrophe plays out on a worldwide stage — with barely a mention of their loved ones' names. "It seems like people have forgotten," said Michelle Jones, who, at nine months pregnant, will give birth any day. She and other victims' family members aren't casting blame; they understand the environmental impact is the reason why the spill has gotten so much attention and their loved ones, so little. Had it been a plane crash or a tornado strike, grieving families and friends could at least go the

place where their loved ones died. They could lay a wreath and pray. Not so with this disaster. The Deepwater Horizon oil rig was 50 miles south of the Louisiana coast. Because it exploded and burned — and is now a veritable underwater volcano of toxic, oily sludge — the final resting place of those 11 victims is a watery, inaccessible grave. "I hope and I pray that when they get the oil spill cleaned up that they will have some kind of memorial for them and for the families out there," said Janet Woodson, whose 37-year-old brother, Aaron Dale Burkeen, died in the accident. "That's the last place he was at, and I would like to be there." Unlike another recent workplace tragedy, the West Virginia mine explosion that killed 29, the men who

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worked on the Deepwater Horizon rig in the Gulf were not united by geography. The 11 victims came from three states: Louisiana, Mississippi and even Texas, commuting long distances to work. Weise, 24, lived in Yorktown, Texas, and drove 10 hours to Louisiana every three weeks to work on the rig. During his three weeks off, the former high school football star spent time with his girlfriend, hunted deer and fished from his boat. "We celebrated his life on Saturday," said his grandmother, Nelda Winslette. "At the Lutheran church, it was standing room only. That should tell you a little bit about him." Jason Anderson, a father of two who died during the explosion, was also from Texas. Four men were from Mississippi: Karl Kleppinger Jr., 38, of Natchez; Dewey Revette, 48, of State Line; Shane Roshto, 22, of Liberty and Burkeen, 37, of Philadelphia. Kleppinger was a 38-year-old Gulf War vet and a married father of one. Revette's family declined to comment on Sunday and Roshto's family couldn't be reached. Natalie Roshto, Shane's wife, filed a lawsuit in Louisiana federal court on April 21, saying that she has been suffering post-traumatic stress disorder, depression and anxiety since her husband went missing in the explosion. Burkeen, whose family called him "Bubba," had a wife and two kids. His favorite TV show was *Man vs. Wild*, said Woodson, his sister. "We'd joke around. I'd say, 'Bubba, when are you going to be somewhere where you need to survive?'" said Woodson. "And he'd say, 'Anything ever happens to me on that rig, I will make it. I'll float to an island somewhere. Y'all don't give up on me, 'cuz I will make it.'" "We was hoping that we were going to find him, on an island somewhere." The other men were from Louisiana. Donald Clark of Newellton was 49. His family is still planning his memorial service. Stephen Curtis was 40, married and had two teenagers. He taught his son to hunt and play baseball and was active in his church. Blair Manuel was a 56-year-old engineer from Gonzalez with three daughters. He had season tickets to Louisiana State University baseball and football games, said his mother, Geneva Manuel. Gordon Jones of Baton Rouge was also an engineer. He was 29, and had gotten off the phone with his wife Michelle just 10 minutes before the explosion. "He was the glue that bound the family together," said Michelle Jones. He died just three days before their sixth anniversary. Newly widowed on the brink of new motherhood, Michelle Jones is relying on those who love her. "I've got a lot of good family and support," she said, taking a deep breath. "It'll be okay someday." The day her husband left to work for a two week shift, she said she gave him lots of extra hugs and kisses. He got up early and she followed him around the house and to the garage, hugging him. She thought she was just being emotional because she's pregnant. "I watched him drive away, from the window," she said. She thinks it was God's way of allowing her to say goodbye. All the families are learning that while the unfathomable tragedy of the oil spill unfolds in the Gulf — and in their hearts — life must go on. Courtney Kemp, the widow of 27-year-old Roy Wyatt Kemp of Jonesville who died on the rig, answered the phone on Sunday. The happy squeals of children could be heard in the background. She told a reporter that she couldn't answer questions about her husband right then. "We're having a party today," she said, crying. "Our oldest daughter just turned three."

<http://www.google.com/hostednews/ap/article/ALeqM5iVNVeMfuCwj2czHaHxFe8RJAwsvwD9FFUIU01>

NIGERIA, LAGOS, MAY 5 2010. MASSIVE OIL SPILL IN NIGERIA

Royal Dutch Shell PLC spilled nearly 14,000 tons of crude oil into the creeks of the Niger Delta last year, the company said today, blaming thieves and militants for the environmental damage. The amount of oil spilled by Shell's Nigerian subsidiary was more than double the amount that poured into the delta in 2008, and quadruple what was spilled in 2007 - highlighting the worsening situation the oil major faces in Nigeria. Shell said it was able to recover nearly 10,000 tons of last year's spilled oil. But the company faces regular attacks by militants who have targeted pipelines, kidnapped petroleum company workers and fought government troops since 2006 in seeking a larger share of the nation's oil revenues for the impoverished region. The delta is a maze of sensitive creeks and swamplands. Shell announced the spills in its annual environmental impact report, and blamed the majority of the spills on two incidents - one in which thieves damaged a wellhead at its Odidi field, and another where militants bombed the Trans Escravos pipeline. "Nigeria, especially the Niger Delta, remains a very challenging place in which to operate," Shell CEO Peter Voser said in the report. "Security issues and sabotage are constant threats to our people, assets and the environment. But we are cautiously optimistic that conditions there are improving." The company also quadrupled its original estimate of oil spilled in 2008 to 8800 tons, blaming November 2008 explosion at its Iriama field for the increase in its estimate.

<http://www.heraldsun.com.au/news/breaking-news/massive-oil-spill-in-nigeria/story-e6frf7jx-1225862351683>

USA, TX, HOUSTON, MAY 5 2010. HOUSTON COMPANY CAUGHT IN CEMENT? >> IS HALLIBURTON TO BLAME FOR THE GULF OIL SPILL EXPLOSION DISASTER?

sarah rufca

With the oil spill in the Gulf hitting disastrous proportions, states of emergencies declared and no end in sight, authorities aren't just trying to contain the damage — they're trying to figure out what went wrong. And though BP, which was leasing the

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Deepwater Horizon rig at the time of the April 20 explosion, [announced](#) that it would definitively pay for the cleanup efforts (cue the sarcastic clapping, please), Houston's Halliburton is under investigation for its role in the explosion. The Huffington Post [first reported](#) that Halliburton Energy Services was named, along with BP and Transocean (which owned the platform), in a lawsuit brought by relatives of a missing rig worker. The lawsuit claims that Halliburton, "prior to the explosion, was engaged in cementing operations of the well and well cap and, upon information and belief, improperly and negligently performed these duties, which was a cause of the explosion."

"Halliburton's role in the Deepwater Horizon was in charge of the "cementing" process, which is a technique used to plug holes in the pipeline by pumping in cement from the rig. According to a [hard-hitting report](#) in the Wall Street Journal, investigators have begun to suspect that the explosion was due to flaws in this process. According to Transocean Ltd., the operator of the drilling rig, Halliburton had finished cementing the 18,000-foot well shortly before the explosion ... The timing of the cementing in relation to the blast —and the procedure's history of causing problems—point to it as a possible culprit in the Deepwater Horizon disaster, experts said. "The initial likely cause of gas coming to the surface had something to do with the cement," said Robert MacKenzie, managing director of energy and natural resources at FBR Capital Markets and a former cementing engineer in the oil industry. Several other drilling experts agreed, though they cautioned that the investigation into what went wrong at the Deepwater Horizon site is still in its preliminary stages. Halliburton also was the cementer on a well that suffered a big blowout last August in the Timor Sea, off Australia. The rig there caught fire and a well leaked tens of thousands of barrels of oil over 10 weeks before it was shut down. The investigation is continuing; Halliburton declined to comment on it."

In response to the damaging report, Congressman Henry Waxman, the chairman of the House Energy and Commerce Committee, [sent a letter](#) to the company requesting a briefing with the committee and a detailed record of its work on the rig and all matters pertaining to the explosion. It's not the first time the government has tangled with Halliburton over potentially [faulty work](#). Former Halliburton subsidiary KBR ignited a firestorm of controversy when an Army investigator declared the death of Sgt. Ryan Maseth, who was electrocuted in an army base shower, as a "[negligent homicide](#)," due to KBR contractors' flawed electrical work. The Pentagon later estimated that as many as [18 soldiers died](#) from similar electrocutions <http://culturemap.com/newsdetail/05-03-10-is-halliburton-to-blame-for-the-gulf-oil-spill-disaster/>

USA, PA, ZELIENOPLE, MAY 5 2010. I-79 REOPENS AFTER TANKER FIRE NEAR ZELIENOPLE

 **Watch the Video** <http://www.thepittsburghchannel.com/butler/23444825/detail.html>

 **Watch the Video** [I-79 Reopens After Tanker Fire Near Zelienople](#)

 **Watch the Video** [Crews Extinguish Flames](#)

 **Slideshow** <http://www.thepittsburghchannel.com/butler/23444825/detail.html>

 **Photo Gallery** [Aftermath Of Tanker Blaze](#)

Traffic on Interstate 79 north of Pittsburgh is now moving smoothly after a tanker truck fire near Lancaster Township snarled traffic Tuesday morning. State police said the truck's trailer and its gas tank caught fire while heading north shortly after 7 a.m. Tuesday. Authorities said the driver of the truck jumped out immediately after seeing the fire and called 911. He was uninjured. Crews worked for about an hour to put out the flames and to ensure that 4,000 gallons of gasoline being carried in the tanker didn't catch fire. Authorities shut down I-79 near Zelienople, causing traffic to back up to Evans City. Channel 11 News crews spotted some drivers going in reverse on the side of the highway to avoid traffic. Others who made it to Zelienople had to use Route 68 and Route 19 to travel through Zelienople and Harmony to get back on I-79 in Portersville. "I do in-home service, and I haven't been able to get to my stops," Jerry Harvey of Butler County. "It doesn't matter which way you go, you end up going back the same way," said driver Maria Behrens of New York. State police are working to tow the charred truck, so they can reopen the interstate.

<http://www.wpxi.com/news/23444914/detail.html>

USA, VA, WINCHESTER, MAY 5 2010. PRODUCERS INVESTIGATING FIREWORKS INCIDENT AT FESTIVAL

alex bridges

This year's Shenandoah Apple Blossom Festival went well but not without a few hitches, an official said Monday. The Bloom's fireworks show returned to John Handley High School on Friday after a year off. But several spectators saw more than just a light show when some fireworks launched into the crowd. They suffered minor injuries when some of the fireworks launched into the crowd. Festival officials issued a statement Monday afternoon. "The Shenandoah Apple Blossom Festival, Inc. deeply regrets this accident occurring at all; but, most especially at one of our most beloved and best attended events," the statement

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reads. Fireworks Productions Inc. produced the show and are conducting their own internal investigation into the "faulty elements" at this time and will issue their own statement at a later date. "Preliminary reports would seem to indicate that the misfiring of some of the display elements at the 2010 Festival Fireworks Show was more than likely due to flaws in the elements themselves that caused them to malfunction," the release states.

<http://www.nvdaily.com/news/2010/05/producers-investigating-fireworks-incident-at-festival.php>

USA, MA, BOSTON, MAY 5 2010. SOIL TESTS TO BEGIN AT WATERTOWN ARSENAL SITE

sarah thomas

The US Army Corps of Engineers is set to begin soil tests today to determine the extent of contamination on nearly 12 acres that were once part of the former Watertown Arsenal. The soil tests are an essential step in the cleanup process that would eventually see the property at Arsenal Street and Greenough Boulevard used for sightseeing. The location was originally owned by the state before being leased by the Department of Defense prior to World War II as part of the former Watertown Arsenal, which manufactured and stored munitions for the war effort. "The contaminated area was used as a staging facility for the tailings and leftover metals from making armor-piercing rounds," said Ellen Iorio, project manager for Army Corps of Engineers. "The rounds were made of spent uranium, so the tailings were transported to the site in oil and then burned to stabilize them. The remains were then shipped off-site for disposal." In 1967, ownership of the site fell to the US General Services Administration, or GSA, hence the site's current name. The property was then subjected to various uses, including a stint as a police firing range. However, since the soil contamination dates to the Army's tenure, funds for the cleanup are coming from the Formerly Used Defense Site, or FUDS, fund. "Our first step is to do soil testing, to see what kinds of contaminants are in the soil and how deep they go," Iorio said. "After that, we will begin feasibility studies to determine the best course for cleaning the soil and preparing it for passive recreational use." The Army Corps of Engineers will be contracting with a private environmental engineering firm, Mactec, to oversee the soil testing. The status of the site has remained a point of contention for many in the Watertown community. In addition to the soil contaminants, which are believed to include PCBs, a family of compounds which includes some with known carcinogenic properties, there are five buildings on the property constructed between 1945 and 1952 with asbestos, lead paint, and significant structural problems. It's not clear what will be done with the buildings - or even what organization is responsible for their upkeep or demolition. "We've written letters to US senators Scott Brown and Kerry, as well as our US representative, Edward Markey, to try and get attention drawn to the problems posed by these buildings," said Christopher Hayward, agent for the Watertown Conservation Commission. "So far we've received no satisfactory answer on who is responsible for them." Iorio said the Army Corps of Engineers' position is that responsibility for the buildings devolved to the GSA in 1967, when the buildings were handed over in fine condition as part of the site. However, in 1984, the then-responsible Metropolitan District Commission invoked a clause in the original lease that said the site would revert back to Commonwealth Management. Today, the Metropolitan District Commission has been replaced by the Department of Conservation and Recreation, which has said it will not take over management of the property until the soil contamination issues are cleared up. "We've made our position clear," said DCR director Rick Sullivan. "We want and need a clean site before we do anything. Getting us a clean site is the Army's job." The soil testing is expected to take 10 days. Iorio said that a public information session on the results of the tests would happen sometime this summer, and that the Arm Corps of Engineers hopes to start cleanup operations on the site in 2012.

http://www.boston.com/yourtown/news/watertown/2010/05/soil_tests_to_begin_at_waterto.html

NIGERIA, ABUJA, MAY 5 2010. EXXON FINDS NIGERIA PIPELINE LEAK, NO OUTPUT IMPACT

ExxonMobil said on Tuesday it discovered a leak at one of its crude oil pipelines connected to its Qua Iboe export terminal in Nigeria's Niger Delta, but production was not affected. The pipeline was shut down after the leak was discovered two days ago. Production was rerouted to other pipelines, a spokesman for the U.S. oil major said. Crude output at the Exxon-operated terminal averages around 400,000 barrels per day. The U.S. firm has a 40 percent equity stake with the remaining 60 percent held by Nigeria's state-run NNPC

<http://www.reuters.com/article/idUSLDE6432H620100504?type=marketsNews>

REPUBLIC OF PANAMA, PANAMA CITY, MAY 5 2010. ROK SHIP SPILLS FUEL AFTER COLLISION IN PANAMA CANAL

The South Korean ship Hanjing Monaco spilt fuel after colliding with a floodgate in the Panama Canal, the Panama Canal Authority (ACP) said Tuesday. The ACP said the fuel spill which occurred on Monday night had been controlled after professional technicians and staff of the Union of Control and Response to Pollution cleaned the fuel spill zone. The accident

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occurred when the ship collided with the Pedro Miguel floodgate when passing through it, resulting in the damage of the ship's fuel tank. It is estimated that 35 barrels (5,561 liters) of fuel were collected. The ACP also towed the ship to a safe zone where it is going to be repaired. The Panamanian authorities said they are carrying out an investigation into the cause of the accident.

http://www.chinadaily.com.cn/world/2010-05/05/content_9810721.htm

USA, ILL, RHODE ISLAND, MAY 5 2010. WELL WATER CONCERNS IN R.I.

A warning for Quad Citians who use well water, you may be drinking a chemical found in gasoline. That chemical is called xylene, and the Illinois EPA found traces of it in the Coyne Center Co-Op area just south of Milan. A cold glass of water is supposed to be good for you, right? Well, not when it's contaminated with a chemical that's bad for your liver and kidneys. "I've been drinking the water since I got here, so hopefully there's nothing real bad going on," says resident Rich Hall. Thankfully, he and his family are in the clear. He uses the city's water supply, which is tested regularly for xylene. "The amount they found is about 1/10 thousandth of the allowable limit, but the levels could be higher in a private well that doesn't use as much water," says Rock Island County Environmental Health Director Paul Guse. He says it's people with private wells in Coyne Center who are at risk. "It's a little scary," says private well user Francis Eves, "I'm hoping I don't get sick from it or anybody else." Eves says she drinks her water straight from the tap, and she hasn't had her well tested since she moved in seven years ago. "I didn't think anything would go wrong with well water compared to city water," she says. Guse says she shouldn't be alarmed just yet. Some wells could have more of the chemical than others, or none at all. If you have a private well, health department leaders say the best thing you can do is to have it tested regularly by calling your local health department.

<http://www.whbf.com/Global/story.asp?S=12427832>

USA, LA, MIAMI, MAY 6 2010. SUIT: WORKERS KEPT AT SEA HOURS AFTER EXPLOSION

curt anderson

Three workers forced to escape on lifeboats after an explosion aboard an offshore drilling platform claimed in a lawsuit Tuesday that they were kept floating at sea for more than 10 hours while the rig burned uncontrollably. "After these guys were pulled off the rig, they were kept in lifeboats for over 10 hours and saw the whole thing burn. They knew their friends were still on that rig burning," said Kurt Arnold, the Houston-based attorney who filed the lawsuit on the men's behalf. "They couldn't call anyone at home and say they were OK." The lawsuit, filed in county court in Galveston, Texas, seeks unspecified damages on behalf of rig workers Joshua Kritzer, Bill Johnson and Nick Watson, all from Louisiana; and the family of Aaron Dale Burkeen of Mississippi, one of 11 workers missing and presumed dead following the April 20 explosion. Burkeen left a wife and two children. Guy Cantwell, a spokesman for rig owner Transocean Ltd., defended the company's response to a disaster some 50 miles off the Louisiana coast. "One-hundred and fifteen people got off this rig alive," he said. Rig workers or their families have filed at least two other wrongful death or personal injury lawsuits against Transocean, rig operator BP PLC and other companies involved in the offshore drilling operation. One worker who was seriously injured, electronics technician Michael Williams, is seeking \$6 million in damages in a lawsuit filed in Louisiana federal court. The explosion and sinking of the Deepwater Horizon has triggered a major environmental disaster because an uncapped well continues to spew some 200,000 gallons of oil a day into the Gulf of Mexico, threatening beaches, fisheries and wildlife. Nearly 50 potential class-action lawsuits have been filed by fishermen, property owners, restaurateurs, resort companies and others claiming the spill is causing or will cause steep economic losses. According to the Texas case, Burkeen was a crane operator on the rig. He was supposed to be off duty that night, but decided to relieve another operator so that man could get some dinner. That's when an initial explosion happened. "He tried to cradle the crane and escape down the stairs," the lawsuit says, adding that a second blast likely claimed his life. It is not clear exactly what happened the night of the explosion and fire, and officials from Transocean and BP have said the cause remains under investigation. Rig workers seriously injured in the explosion were taken to hospitals by helicopter, Arnold said. But others were made to wait on the lifeboats despite suffering injuries and severe stress. Some didn't make it home until 40 hours after the rig blew up and were required by company officials to first give statements at a hotel in Kenner, La., about what they witnessed, he said. Watson was on the rig's deck, according to the lawsuit, "when suddenly mud came out of the hole at alarming speeds. The power went out and then the explosions occurred. Watson suffered smoke inhalation and other injuries, such as post-traumatic stress "from watching many of his friends get severely injured and die" in the disaster. Kritzer, who did cleanup work on the rig, was blown over 30 feet in a hallway and the ceiling collapsed on him, causing him to black out. He suffered a head injury and post-traumatic stress as well, according to the lawsuit. The lawsuit accuses BP, Transocean and the other companies of negligence and contends that the Deepwater Horizon was not seaworthy. "Oil rig workers face some of the most dangerous working conditions in the world," Arnold said. "That's why

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companies like Transocean and BP have rules they must follow to protect every worker." BP declined to comment on the lawsuit Tuesday.

<http://www.google.com/hostednews/ap/article/ALeqM5j5cZMWFuA9xazejhAsjxZSqCplAQD9FG8J0G1>

USA, AKA, ANCHORAGE, MAY 6 2010. GROUPS APPEAL EPA PERMIT TO SHELL TO BURN DIESEL ON BOARD ted land

Watch the Video <http://www.ktuu.com/Global/story.asp?S=12428056>

Environmental groups and some North Slope residents say the oil spill in the Gulf of Mexico is proof that the federal government needs to do a better job of managing oil companies. They're taking aim at Shell's plans to drill in the Arctic, asking the Environmental Protection Agency to reconsider a key permit that Shell needs to start drilling offshore. An appeal must be filed before the groups can file a lawsuit. Shell's Frontier Discoverer drill ship is ready to start searching for oil in the Beaufort and Chukchi seas. But the groups are appealing the EPA permit that would allow Shell to burn diesel on board the drilling rig and other support vessels. "This is a very large, industrial undertaking that is orders of magnitude greater than anything that has been previously seen in this area," said Eric Myers with Audubon Alaska. The groups say the current permit is not strict enough, and worry that it would allow Shell to spew large quantities of black carbon and greenhouse gas into the Arctic air. The groups seeking appeal include the Alaska Wilderness League, Audubon, the Sierra Club and a single Native village, Point Hope. The appeal asks the EPA to insist that Shell use the best available technology to reduce emissions across the entire drilling operation. The company says it already is. "We're using ultra-low sulfur diesel fuel on all of our marine vessels and a lot of that's voluntary, so we're trying to have the smallest possible footprint in the Arctic," Shell spokesperson Curtis Smith said. The groups seeking appeal say their challenge was in the works long before the recent oil spill in the Gulf of Mexico, but they say the timing is noteworthy. "Certainly there's a larger concern that the federal government isn't doing its job in regulating the offshore oil industry as well as it should, and I think what we're seeing in the Gulf now really brings that home," said Rebecca Noblin with the Center for Biological Diversity. The EPA has said Shell's drilling program meets all health-based air quality standards. "We think the permit that we received is quite robust and we expect it to prevail through the appeals process," Smith said. If it does, Shell could drill as early as this summer.

<http://www.ktuu.com/Global/story.asp?S=12428056>

USA, CA, MONTEREY, MAY 6 2010. WWII OIL TANKER IN PACIFIC CONCERNS RESEARCHERS>> TANKER CARRIES 73,000 BARRELS OF HEAVY CRUDE OIL

Watch the Video <http://www.ksbw.com/news/23461534/detail.html>



A World War II oil tanker that was sunk off the California Coast in 1941 by a Japanese submarine has researchers concerned in the wake of the Gulf Coast oil leak disaster. The SS Montebello, which sits at the bottom of the Pacific Ocean off the coast of California, carries more than 73,000 barrels of heavy crude oil, and local marine organizations are concerned that a leak could threaten marine life in the area. Researchers have gone on two expeditions to examine the condition of the sunken ship -- one in 1996 and a second in 2003. "They did see areas of rust that they didn't see in the '96 dive," said Stephen Sawyer, of the California Department of Fish and Game. Even though the oil is in a viscous, pasty state at 1,000 feet below in the water, National Marine Sanctuary superintendent Paul Michel said it's still a threat to the health of marine life -- a threat that is too great to ignore. "Over time, as a tanker degrades, it could leak from the ship, and as it rises to surface it could warm up enough to become a problem," Michel said. Sawyer said that a natural

disaster could also cause problems. "If there's a catastrophic release, like an earthquake, this vessel should crack open, and the bulk of oil would be released," Sawyer said. The state of California has created the Montebello Assessment Task Force -- made up of experts from groups like the Department of Fish and Game, the National Marine Sanctuary and the Monterey Bay Aquarium Research Institute -- in 2009. The team has scheduled two dives, one in August and the second in September, to check if there have been any oil leaks since the last expedition in 2003. "That's our biggest concern because the impact on the Central Coast could be huge," Sawyer said. The team has also come up with a couple of solutions that could help prevent a major catastrophe. The first solution would be to warm up and pump the oil out of the tanker, which would cost millions. The

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second idea is to raise enough money to buy an oil-slick detection system for the National Oceanic and Atmospheric Administration, which would sound an alarm if a leak is detected.

<http://www.ksbw.com/news/23461534/detail.html>

USA, NE, LINCOLN, MAY 6 2010. TIMELINE OF A DIESEL PLUME

There is a diesel spill about the size of a city block on Burlington Northern Santa Fe land northwest of Lincoln Station.

- 1986 Diesel fuel is discovered in groundwater in BNSF railyard. Petroleum is encountered in 25 of 47 borings.
- 1987 A two-well recovery and trench system is installed to remove the diesel.
- 1991 Two gravel-filled trenches are installed to recover petroleum. Wastewater from the trenches is discharged into city sanitary sewer.
- 1993 The city runs into the diesel spill while repairing a sewer line in the railyard -- the diesel had migrated west along the sanitary sewer line. Fuel is recovered so the sewer line can be fixed.
- 1996 One of the trenches is closed by removing the recovery well.
- 1999 Five shallow test holes are dug near a city sanitary sewer line and petroleum is detected in three of the wells.
- 2001 The trenches never recover much petroleum, so the diesel recovery system is expanded with the installation of four additional extraction wells adjacent to the city sewer line. Within 11 months, 3,795 gallons of diesel are recovered -- compared with the roughly 100 gallons per year that were being recovered by the old trenches.
- 2003 So far, 5,965 gallons of diesel have been removed from the ground.
- 2004 Diesel is being recovered at a rate of about 50 gallons per month; 6,600 gallons of diesel have been recovered since the system was upgraded in 2001.
- 2006 The diesel recovery system is expanded from five recovery wells to 11.
- 2007 The DEQ learns of a fuel spill in passenger yard near the depot. A crack is discovered in a locomotive fuel tank during refueling. About 100 gallons of fuel are believed to have been spilled.
- 2010 As of January, about 11,000 gallons of diesel fuel have been recovered -- about 380 gallons in 2009 alone, at a rate of 1/2 to two gallons per day.

http://journalstar.com/article_dc18ada2-58a9-11df-b5d9-001cc4c03286.html

USA, CA, CORNING, MAY 6 2010. CORNING WOMAN KILLED IN EXPLOSIVE CRASH

 **Photo Gallery** http://www.chicoer.com/news/ci_15022675



Reaching temperatures of 1,400 degrees, metal and glass melted as gasoline and diesel fuel burned in two tankers of a Peterbilt semi-truck that was involved in a head-on crash Wednesday morning on Highway 99E.

A 2009 Corning High School graduate died in a head-on collision today on Highway 99E. At about 8:20 a.m., Ashlee Nicole Holland, 18, was driving a 2003 Chevy Impala southbound on the highway north of Boyles Road at approximately 65 mph, when she pulled out from a small group of southbound cars into the northbound lane without sufficient time or clearance to make the pass and collided head-on with a 2010 Peterbilt tanker truck, the California Highway Patrol reported. The Impala came to rest on the west side of the roadway in an embankment. Dick Paul Hickam, 62, of Chico, was driving the Peterbilt that was hauling two tankers, one filled with 2,000 gallons of diesel fuel, the other with 2,000 gallons of gasoline, said CalFire/Butte County Fire Battalion

Chief Mike Brown. Trying to avoid the impact the Peterbilt jack-knifed, which Brown said ignited the semi's fuel tank, and caused the rear tanker to tip over and explode, sending a pillar of smoke and flames into the sky. Skidding for more than 50 yards down the highway, the Peterbilt came to rest approximately 30 feet off the roadway to the west, at which time the front tanker caught fire from the heat of the burning rear tanker, Brown said. Hickam received minor burns and refused medical treatment, the CHP reported. The highway was closed from South Avenue to Anita Road until about 2 p.m. when it was open to one lane, and is expected to be completely open by 5:30, said CHP Sgt. Scott Evans. Brown said fire personnel decided to let the fuel in both tankers burn out instead of trying to extinguish it. "Trying to put a fire out isn't always the best thing to do," he explained. "Because of the severe temperatures of this fire, trying to extinguish it could cause even bigger problems." The heat of the fire reached up to 1,400 degrees, causing glass and metal to melt, Brown stated.

<http://www.corning-observer.com/news/peterbilt-7522-highway-corning.html>

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CANADA, ONT, OAKVILLE, MAY 6 2010. GAS SPILL IN BRONTE CREEK >> LEAKS FROM ADJACENT PIPELINE

The ministry of environment says it will use regulatory powers if it has to to get a gasoline spill in Bronte Creek cleaned up quickly. A ministry spokesperson says the 300-metre long spill in the creek is being watched closely. Gasoline began seeping March 11 from a pipeline owned by Trans-Northern Pipelines Inc. on property owned by Suncor March 11. Trans-Northern has placed containment booms in the creek in the area north of Speers and Bronte roads and underneath the Rebecca Street bridge to absorb any additional gasoline seeping into the creek. The discovery sparked an environmental clean-up effort on the part of the town, which was eventually turned over to Suncor. Oakville's public works director Dan says the petroleum product appeared to be oozing out of the east bank of the portion of Bronte Creek that flows through the Suncor property site, opposite the Petro Canada Refinery. Trans-Northern Pipelines Inc. notified the Ministry of the Environment March 16 of a leak in one of its gasoline pipelines, which is buried only 350 metres north of where the Bronte Creek slick was seen. The pipe, which carries a variety of petroleum products to the Suncor facility and is located two metres underground, was fixed and returned to service. It was previously estimated 100 litres of gasoline were lost as a result of the leak. The Ministry of the Environment is requiring Trans-Northern to clean up the site and outline the extent of the contamination, which now appears greater than originally believed. Gary Robinson, Trans-Northern manager, said while the leak was found on March 16, it had probably been leaking since around March 11, the day the slick appeared in Bronte Creek. This is perplexing for Robinson because it means the gasoline moved more than 300 metres in just a few days, if not hours. "On clay soils it would take weeks or months for that to travel just a couple of dozen feet," he said. Through the use of a ground penetrating radar, Robinson believes he has found an answer to this riddle in the form of an ancient river bed, which may have served as a pathway for the gasoline and allowed it to move so quickly. With the extent of the contamination now known, the task becomes keeping it from spreading and cleaning it up. "This site is not conducive to digging and dumping (the contaminated soil). You can't just go down there and make it into an open pit mine, Bronte Creek is too valuable a resource to treat it that way," said Robinson. "We are looking at bio-remediation, which means we can inoculate the subsurface and the ground water with a nutrient material that actually consumes hydrocarbon, but we have to be very careful that these things don't start eating other things that are down there naturally. So that's still being assessed." A chemical material that dissolves gasoline is also being considered by Environment Canada and the Ministry of the Environment, as an option to oxidize the fuel.

<http://www.thespec.com/News/Local/article/763451>

USA, ALA, HUNTSVILLE, MAY 6 2010. OFFICIALS: 1 DEAD, 1 HURT IN ARMY BASE EXPLOSION



One of two contract workers injured in an explosion Wednesday while removing a propellant from rockets at Redstone Arsenal has died. Deputy Public Affairs Officer Kimberly Henry said the two injured were taken to the burn unit at UAB Hospital in Birmingham. UAB Hospital spokesman Bob Shepard says one man died of his injuries Wednesday night. He says the other worker is in critical condition. Henry said a third person escaped injury from the blast, which occurred at 8:45 a.m. CDT and left part of the building in wreckage. She said all other personnel were accounted for. The two taken to the hospital, whose names were not released, worked for a base contractor, Amtech Corp. Henry said the explosion happened while workers were removing a propellant, ammonium perchlorate, from the rockets. It's a process base officials call demilitarization. There was no word on what caused the chemical to explode. The accident occurred in Building 7352, a test site that conducts missile and aviation research. Henry said the building was designed to minimize the impact of possible explosions and had passed recent safety

inspections. Redstone Arsenal, which says it employs 32,000 people on 38,000 acres at Huntsville, is the center of U.S. Army missile and helicopter programs. The base also develops and maintains weapons systems for the Army. It is also where the federal government provides explosives training for state and local bomb technicians and investigators. Planning for the National Center for Explosives Training and Research began in 2002 in the wake of the 9/11 terror attacks and the center graduated its first class last year. The explosion was at a site separate from the center.

<http://www.google.com/hostednews/ap/article/ALeqM5ib9IO6WUJd3Owlp6BCvi2XcNBB3wD9FH2PR80>

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