

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 642 Newsy Stuff

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September 21 2010

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USA, TN, TOONE, SEPTEMBER 16 2010. 6 TAKEN TO HOSPITALS AFTER FIRE AT KILGORE FLARE FACTORY >> WITNESS DESCRIBES TERROR; OFFICIALS TO LET FIRE BURN OUT

ned b. hunter

• **Watch the Video:**

http://www.myeyewitnessnews.com/news/local/story/Flash-Fire-At-West-Tennessee-Plant-Sends-At-Least-7bqMbzbLHk2fcv4N_rSB_g.csp

• **Watch the Video:**

<http://www.myfoxmemphis.com/dpp/news/tennessee/091410-investigation-delayed-by-fire-in-plant-explosion>

• **Watch the Video** <http://www.wreg.com/news/wreg-kilgorehistory-story.0.7113817.story>



Gretchen Ellison recounts seeing her co-workers on fire after an accident at the Kilgore Flares Co. in Toone on Tuesday.

Gretchen Ellison fell against her car in front of Kilgore Flares Co. on Tuesday, the wear of worrying for her friend Erica Jarrett showing in her eyes. Jarrett was one of three people airlifted to the Regional Medical Center in Memphis in critical condition after being burned in a flash fire at the Kilgore plant in Toone. Jarrett, Ellison and about 30 to 40 other workers were in a building used to manufacture evasive flares for military aircraft when the fire occurred, officials said. The fire threw sparks and debris throughout the building, igniting the clothing of at least three workers. The extent of their injuries was not known Tuesday, but burns were severe enough for emergency responders to fly the three to the Memphis hospital. At least one other employee was taken to a local hospital and treated for stress, a Kilgore official said. "It was awful," said Ellison, dropping her head into her hands. "Sparks flew over my head, and a co-worker was on fire, and she fell, and we went over there, and we started rolling her." Erica Jarrett and her cousin Jewell Jarrett were among those taken to The Med with burns, said Gus Brown of Bolivar. Brown is the stepfather of Jewell Jarrett. Jewell is the son of Gus' wife, Margaret Brown. "She told me they are in bad shape," Gus Brown said Tuesday night by phone. West Tennessee Healthcare spokeswoman Kay Cranford said three people from the plant were brought to Bolivar General Hospital and were listed in good condition. Hardeman County officials and Kilgore officials declined to release the names of the injured Tuesday. Ellison said Erica Jarrett had been at Kilgore about four months. Monday was the start of Ellison's third week at the company. She said she did not know how the fire started. "I just heard an explosion," Ellison said, looking across the complex at the still-burning building, "and saw the fire, and everybody was running and yelling, 'Get out! Get out!' and we were all trying to make it to the exits." The cause of the fire was unknown Tuesday, but authorities have ruled out terrorism, Hardeman County Sheriff John Doolen said. Officials said they would stay on the scene until the fire burned out, which was expected to possibly take until this morning, he said. Toone Elementary will be closed today, school officials said. Doolen said the county Emergency Management Agency and fire officials decided to let the fire burn itself out rather than fight it because of the chemicals used to manufacture flares. There are a lot of different materials in that building," Doolen said, "and I just think there is the capacity for another explosion in that building." Residents surrounding the manufacturing plant, however, are not in danger, he said, because of the building's design. While firefighters waited patiently for flames to die, Charles Jestice scrambled to find his daughter, Septavia McNeil. "I have not been able to reach her on the phone," he said. Standing in front of the Merchant and Planters Bank, Jestice tried reaching his daughter again without luck. Scratching at the pavement with a shoe, Jestice recalled his nine years as a Kilgore employee, which only added to his worry. "Everything we worked with there is dangerous," he said. "... I lost two good friends there in 1993." Jestice's sister, Connie, also was inside the building when it caught fire. While she was able to escape without physical harm, Jestice said, relatives took her to a local hospital for stress. "She walked out on her own," Jestice said, "but she is pretty shook up." At 9:15 p.m. Tuesday, Jestice had found his daughter. She was "shaken but well," he said. The last death at Kilgore Flares happened in April 2001, when an explosion killed Gaston Jones, according to The Jackson Sun records. There have been at least eight deaths related to explosions or fires at Kilgore Flares Co. since 1973. Jones was burned to death by the dangerous magnesium-Teflon-Viton material used to make infrared military decoy flares. His death was the third in two years and the fifth in eight years, prompting action by the Tennessee Occupational Safety and Health Administration. TOSHA fined Kilgore \$380,000 for 16 violations after issuing a report on the incident in 2001. Tennessee Department of Labor spokesman Jeff Hentschel said TOSHA representatives are in Toone investigating Tuesday's accident. Kilgore manufactures flares fired by military aircraft and ships that are designed to distract and divert heat-seeking missiles. It also manufactures marine location markers. The company employs between 200 and 300 people. The company's Tennessee production site is a sprawling 264 acres, with another 242 acres for testing, according to the company's website. Kilgore was founded in 1920 and

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became a major military contractor during World War II. It is owned by Chemring Group PLC, a British company that bought it in 2001. Emergency crews received the first 911 call from the company at about 11:45 a.m. Tuesday, Doolen said. At 4:20 p.m., the smoke climbing into the sky changed from gray to white to gray again. Across the street from the plant, Tammy Pusser served sodas and burgers to media people, emergency management officials and curious onlookers. Pusser owns the Food Shack, an eatery inside a 15-foot-by-12-foot building that delivers food to Kilgore workers three times a day. She said she was inside Kilgore with about 40 lunches when the fire happened. "I saw the smoke from the building coming up," she said. "It was black, really black, and it came up really thick."

<http://www.jacksonsun.com/article/20100915/NEWS01/9150306/1002>

USA, CA, IRVINE, SEPTEMBER 16 2010. SKEPTICISM LINGERS AS DECONTAMINATION OF EL TORO CONTINUES

ellyn pak



The Great Park balloon, the Great Park's landmark feature, is inflated late last year. Despite assurances that the removal of a toxic plume below the former El Toro Marine Corps air base is progressing, some skeptics say more needs to be done to keep the public fully aware of the cleanup efforts. The Navy – along with other environmental agencies – is continuing to work on remediating the after-effects of the military's use of a solvent called trichloroethylene, or TCE, decades ago. The Irvine Ranch Water District is also continuing to extract contaminated water and treating it at a nearby desalter plant where the TCE is filtered out, officials said. The water, minus the TCE, is then used for irrigation, according to John Hills, the district's director of water quality during an update given to Irvine city leaders Tuesday. Since the water treatment began in early 2007, nearly 3.5 billion gallons of water have been extracted and 97.1 pounds of TCE have been removed. The overall process of pumping and treating to rid the water of contaminants could take

40 years, Hills said. Vocal critics of the cleanup process say the contamination at the base is more insidious than reported. Councilwoman Christina Shea asked whether there was contamination lurking under the runways, which were originally planned to be taken out as the site was developed over the years. Cliff Wallace, deputy chief executive officer of the [Great Park](#), said there was no evidence of such contamination below the runways. However, the Navy would remediate contamination if it was found later. Wallace also said that areas of the site with known levels of contaminants will continue to have deed restrictions on them; for example, hospitals, day care center or schools cannot be built around the landfills on site. So far, 2,944 of 3,793 acres have been found environmentally suitable for transfer to local hands, officials said. About 350 more acres are expected to be found suitable for transfer by the end of this year. In a staff report, officials said there were no apparent concerns barring the construction of projects including the North Lawn, agriculture, a community garden and a nature education garden. Environmental consultant Roger Butow testified Tuesday that the city and other agencies' lack of response to his concerns was a "tacit refusal" to some key questions he had to the cleanup process and the contamination. Likewise, a vocal group of skeptics are continuing to question the effectiveness of the cleanup and accusing local leaders of covering up the extent of the contamination. "I simply would want to acknowledge that the challenges with these issues are both technical and public perception," said Councilwoman Beth Krom. She also said she was proud that the city was taking a piece of property and bringing it back as a space to benefit the public. Councilwoman Shea also questioned why city staffers and the city's legal team – which is mainly running the environmental contract – have not given her or other council members regular updates on the findings made by consultant, URS Corp. Rutan and Tucker, the city's legal firm, hired URS last year to provide technical assistance on issues that could arise from the cleanup, attorney Richard Montevideo said. Running the environmental contract through the city's legal team kept the work confidential under attorney-client privilege. Shea requested that she receive a full update on URS' findings during a closed session. "It's been a history of eight years of bad management and lack of transparency," Shea said

<http://www.ocregister.com/news/water-266583-city-contamination.html>

USA, KS, EL DORADO, SEPTEMBER 16 2010. MAN CRITICALLY INJURED IN FIREWORKS ACCIDENT AT A LOCAL BUSINESS

Emergency medical personnel and El Dorado Police and Fire officials responded to the Union Tank Car Co., located at 1802 N. Star, to investigate an injury resulting from a fireworks accident at approximately 7 p.m. Tuesday. According to witnesses at that business, several employees had built and detonated a device that was reportedly made from a metal pipe filled with

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sparklers. When the pipe bomb exploded, shrapnel peppered the building and surrounding area. One of the employees suffered a penetrating head wound from a piece of shrapnel. Twenty-six-year-old Coby Hinez from Louisiana was transported by helicopter to Wesley Medical Center. Agents of the Alcohol, Tobacco and Firearms were notified and responded to the scene where they will assist in the investigation. ATF personnel on scene indicate that they will be sending a team from Kansas City to perform a forensic examination of the scene on Wednesday. No other employees were injured in the detonation of the improvised device. Investigation into the incident will continue.

<http://www.eldoradotimes.com/highlights/x1470547191/Man-critically-injured-in-fireworks-accident-at-a-local-business>

USA, LA, KENNR, SEPTEMBER 16 2010. WASHINGTON CRACKS DOWN ON ABANDONED GULF WELLS

harry r. weber& matthew daly

The Obama administration moved to head off another catastrophic leak like the BP disaster Wednesday, ordering oil and gas companies in the Gulf of Mexico to plug or dismantle thousands of wells and platforms no longer in use. The move came as the government's point man for the oil spill said BP's blown-out well should be pronounced dead by Sunday. In Washington, Interior Secretary Ken Salazar issued an order requiring oil and gas companies to plug nearly 3,500 nonproducing wells and dismantle about 650 production platforms that are longer being used. The threat posed by the wells was detailed earlier this summer in an Associated Press investigation. The Gulf has more than 27,000 abandoned oil and gas wells and more than 1,200 idle rigs and platforms, and AP found that many of the wells have been ignored for decades, with no one checking for leaks. Michael Bromwich, director of the Bureau of Ocean Energy Management, Regulation and Enforcement, said the Obama administration crackdown was under consideration long before the Deepwater Horizon explosion. "As infrastructure continues to age, the risk of damage increases. That risk increases substantially during storm season," he said. Under the order, operators must plug wells that been inactive for the past five years. Platforms and pipelines that are not being used for production or exploration must be decommissioned, even if the leases are still active. Current federal regulations require idle structures to be decommissioned — a process that involves plugging wells and dismantling and removing equipment — within one year of the lease's expiration date. Oil and gas producers have long argued that certain idle platforms, wells and pipelines are still valuable, because they might one day be used to support other wells nearby. Oil companies have been reluctant to plug the wells and remove the infrastructure until the lease expires. Randall Luthi, president of the National Ocean Industries Association, an offshore drilling group, welcomed the new order, which he said had been in the works for at least two years. "Now, as then, the offshore industry is committed to safe operations, both during and after exploration and production, and this includes responsible removal of structures and plugging of wells," said Luthi, a former head of the Minerals Management Service, the agency that oversaw offshore drilling before it was overhauled and renamed as a result of the BP disaster. But he said the Obama administration "must also assist in clearing the path so such operations can be done quickly, smoothly and in an environmentally responsible manner." Rep. Raul Grijalva, D-Ariz., who had urged Salazar to do something about idle rigs, called the announcement excellent news for both the economy and the environment. "These structures are not producing resources or creating jobs by just sitting there, and the risk of leaking abandoned rigs is something we've overlooked long enough," said Grijalva, chairman of a House subcommittee on national parks and public lands. "This announcement should put thousands of Gulf laborers back to work in short order cleaning up the Gulf and opening up new opportunities." Meanwhile, retired Coast Guard Adm. Thad Allen, the government official overseeing the crisis in the Gulf, said the relief well BP has been drilling all summer long should intersect the ruptured well within 24 hours. He said mud and cement will then be pumped in, sealing the hole once and for all by Sunday. "We are within a 96-hour window of killing the well," Allen said nearly five months after the disaster unfolded with an explosion aboard an offshore drilling rig April 20 that killed 11 workers. No oil has spewed into the Gulf since a temporary cap was put on the busted BP well in mid-July. Mud and cement were later pushed down through the top of the well, allowing the cap to be removed. The relief well is being drilled 2 1/2 miles through dirt and rock beneath the sea floor so that the ruptured well can also be sealed from the bottom, ensuring it never causes a problem again. As of Wednesday morning, crews had only 20 feet left to drill. The spill of more than 200 million gallons of oil led to closer scrutiny of the thousands of other wells in the Gulf, stoked anger toward BP and cost CEO Tony Hayward his job. On Wednesday, testifying before a British parliamentary committee, Hayward insisted his company had a strong safety record and was not solely to blame for the disaster. But he also acknowledged: "I understand why people feel the way they do, and there is little doubt that the inability of BP, and the industry, to intervene to seal the leak ... was unacceptable." Allen announced that he will step down as incident commander for the oil spill on Oct. 1 — the same day BP installs American Bob Dudley in Hayward's place. Allen will be succeeded by Coast Guard Rear Adm. Paul Zukunft. Allen said the timing of his departure is unrelated to BP's leadership change. "I worked well with Tony Hayward and I work well with Bob Dudley," Allen said. "I like to think I work well with anybody." Appearing with Allen at a seafood distributorship in Kenner, National Oceanic and Atmospheric

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Administration chief Jane Lubchenco said monitoring continues of oil that remains in the Gulf. Scientists said earlier this week that they had found thick patches of oil coating the sea floor, raising questions about government conclusions that much of the mess has broken down and is gone. Testing is under way to establish conclusively whether the oil on the sea floor is from the BP spill. Allen and Lubchenco sought to reassure the public that seafood from the Gulf is safe to eat. Allen said he has eaten Gulf seafood every day for the past several days.

<http://www.google.com/hostednews/ap/article/ALeqM5giXWYBTpLtSayJtg41LKXpxSxVPAD9I8JQ2O3>

SRI LANKA BATTICALOA, SEPTEMBER 16 2010. GOVERNMENT: 60 FEARED KILLED IN ACCIDENTAL BLAST

bharatha mallawarachi

Three containers filled with explosives meant for road construction detonated Friday outside a police station in eastern Sri Lanka, killing as many as 60 people in a blast government officials called an accident. Military spokesman Maj. Gen. Ubaya Medawala said it was unclear what triggered the blast in the containers, which were stored at the police station in the Batticaloa district for safety reasons. The explosives, probably dynamite, were for road construction being carried out by a Chinese firm, he said. The dead included police personnel and two Chinese construction workers, he said. Police spokesman Prishantha Jayakody said the station suffered significant damage. Lakshman Hulugalla, a government spokesman, ruled out any possibility of sabotage: "It is an accidental explosion." The site of the blast, Karadiyanaru, is a small town in the former conflict zone in the east. The government has initiated a major construction drive there to build roads, reservoirs and other infrastructure following the end of the war with the Tamil Tiger rebels last year. The area was once controlled by the now defeated rebels, who carried out hundreds of bombings against government targets and civilians.

Related Articles

- [Government: 60 feared killed in Sri Lanka blast](#)
- [At least 20 killed in accidental blast in Sri Lanka-police](#)
- ['Over 60 killed in Sri Lanka explosives depot blast'](#)

<http://www.google.com/hostednews/ap/article/ALeqM5giHNqCvGynI7rM8eh4S0J1k11MYAD9I9IOI83>

USA, CA, SAN DIEGO, SEPTEMBER 16 2010. 15-MILE-LONG FUEL OIL SLICK APPEARS, DISAPPEARS

jack innis

The Coast Guard is looking for clues as to the source of a 15-mile-long, one-half-mile-wide fuel oil slick that appeared about 6 miles off Imperial Beach Aug. 28. The spill was first reported via VHF radio Channel 16 by a concerned mariner aboard a recreational vessel at approximately 11:30 a.m., according to a Coast Guard spokesperson. The agency rerouted an MH-60T Jayhawk helicopter from a training mission to investigate. The air crew picked up the shiny trail and followed it west about 15 miles before the slick turned south into Mexican waters, said Petty Officer Allyson Conroy. Because of heavy vessel traffic in the area, it was not possible to quickly pinpoint the source of the contamination. By factoring in the distance from land, authorities believe the spill did not originate from land or the nearby Tijuana River. "Our only certainty is that it came from a vessel offshore," Conroy said. "We don't know where, who or exactly what was spilled. From the air, it looks like diesel oil or JP5. These fuels look light from air and produce a visible sheen, often with a rainbow appearance. Crude (oil) looks darker and heavier from the air and actually floats a little bit below the water line." Due to rough seas, the Coast Guard was unable to obtain samples for chemical analysis. The following day, the spill had dissipated 70 percent, as estimated by trained aviation observers. Two days after the spill, no visible trace remained, and there were no indications the fuel oil had reached the shoreline. With the actual type of fuel oil unknown, the agency was unable to furnish an estimate of the amount of fuel oil spilled. Unless someone comes forward with information, the polluter likely will never be caught. "With the spill being out to sea, there were no ships or boats lingering in the immediate vicinity," Conroy said. "The spill is gone, but you can't say there's been no impact to the environment." According to a Wisconsin Department of Health Services online bulletin, fuel oil is a general term for a number of burnable liquids made from crude oil. The most common is Fuel Oil No.1 (also called kerosene), range oil, and jet fuel (JP5). Fuel oils 1-D and 2-D are diesel fuels. Fuel Oil No. 2 is home heating oil, and Fuel Oil No. 4 is a diesel fuel for boats. All fuel oil mixtures have similar chemical and physical properties. Anyone with any information about the fuel oil spill is encouraged to call the Joint Harbor Operations Center at (619) 278-7031.

<http://www.thelog.com/news/logNewsArticle.aspx?x=11304>

PHILIPPINES, SUBIC, SEPTEMBER 16 2010. 56 HURT IN FIREWORKS DISASTER IN SUBIC

At least 56 people, most of them students, were injured after fireworks at a school cheering competition in Zambales province went awry on Wednesday night. Radio dzBB's Roland Bola reported early Thursday the incident occurred in Subic, Zambales

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around 7:00 p.m. Wednesday, when fireworks used as props, misfired. The report said the seriously injured included choreographer Ferdinand Thelmo, 36, whose hand allegedly had to be amputated. While most of the injured were allowed to go home, at least three students aged 17 to 18 remained confined at the James Gordon Memorial Hospital as of early Thursday. The initial investigation showed that the students were at a cheering competition to mark their school's foundation day when the incident occurred. The police said they are investigating how a large amount of fireworks were allowed into the school premises. The investigators said they will talk to school's authorities to propose a fireworks ban inside the school premises.

<http://www.gmanews.tv/story/201150/56-hurt-in-fireworks-disaster-at-subic-cheering-competition>

USA, TX, HOUSTON, SEPTEMBER 16 2010. MASS SUIT FILED AGAINST BP OVER ALLEGED TEXAS CITY BENZENE RELEASE

mary ann azevedo

A Houston firm has filed a lawsuit on behalf of 120 people who claim to have been exposed to benzene that was released from [BP Plc's](#) Texas City refinery from April 6 to May 16. The lawsuit, filed in United States District Court, Southern District of Texas in Galveston, on Sept. 14 by [Vujasinovic & Beckcom](#) states that 120 individuals who work or live near the refinery were exposed to the released benzene after a hydrogen compressor in the refinery's ultracracker unit began to malfunction on April 6. The suit alleges that [BP Products North America Inc.](#) shut down the compressor and began operations to fix it. During that time, BP re-routed gasses to a flare, the plaintiffs claim. "As a result of this re-routing, a number of dangerous chemicals, including benzene, began releasing in to the air," said Vujasinovic & Beckcom in a statement. "These chemicals were continuously released while BP tried to fix the compressor. BP did not fix the compressor until May 16, 2010." The suit claims that 538,000 pounds of chemicals were released in to the air while BP (NYSE: BP) made the repairs on the compressor and that BP failed to warn the Texas City community about the chemical release. Benzene is a colorless liquid hydrocarbon that is a known carcinogenic. "We have some very strict intake standards on accepting these claims," said founding partner Vuk Stevan Vujasinovic. "We are still being contacted by many people concerned about possible exposure to benzene, and if their claims meet our intake protocol, we will continue to file more of these cases." On Aug. 3, Tony Buzbee and the Buzbee Law Firm of Houston filed a multi-billion dollar lawsuit against BP as well over the alleged benzene leak. That class-action at the time of filing included more than 2,200 individuals. The firm anticipates amending the suit to add thousands more. A copy of that lawsuit can be viewed [here](#). Vujasinovic says his firm's suit was folded into the original one since the case was already pending. He would not be specific on what his firm is seeking other than to say, "it's probably going to be a relatively large figure" and up to a jury to decide should the case go to trial. He alleges one person died of a heart attack from the release while others are suffering from respiratory and neurological problems. In August, BP was ordered [to pay a record penalty of \\$50.6 million to the federal government](#) stemming from the 2005 explosion at its Texas City refinery that killed 15 workers and injured 170 others. Daren Beaudou, press officer for BP, said via e-mail that the company notified the [Texas Commission on Environmental Quality](#) in writing of the emissions event within the required timeframe on April 7 and again on June 4. He added that BP also made three additional verbal notifications to the Commission as the event was ongoing. Further, Beaudou said that "during the Ultracracker compressor outage of April – May, the community air monitoring network did not show elevated readings. Similarly, the site's recently enhanced fence line monitoring did not show a ground level impact throughout the event. During the outage, the unit was operated at minimal capacity of approximately 55 percent, reducing production and emissions. Based on our understanding of the facts and circumstances, BP does not believe there is any basis to pay claims in connection with this event. BP is not taking or paying such claims." The company is also still dealing with the aftermath of the April 20 Gulf of Mexico explosion and resulting spill. Earlier this week, BP started up relief well drilling operations again after successfully installing a lockdown sleeve — a mechanical device that secures the Macondo well's casing hangar. As of Sept. 13, the company said it has spent more than \$8 billion on the cost of the spill response, containment, relief well drilling, static kill and cementing, grants to the Gulf states, claims paid and federal costs.

<http://houston.bizjournals.com/houston/stories/2010/09/13/daily30.html>

USA, MI, ST. IGNACE, SEPTEMBER 16 2010. MARINA SHUT DOWN WHILE CREWS CLEAN-UP FUEL SPILL

 **Watch the Video** <http://www.9and10news.com/Category/Story/?id=254160&clD=1>

The St. Ignace Marina is shut down at this hour while crews clean up a fuel spill. The Harbor Master tells 7 & 4 News a 38 foot boat sank at the docks Tuesday night. About 10 to 15 gallons of fuel or oil has already leaked from the vessel. The U.S. Coast Guard is on scene and has set up a safety zone around the marina. The Mackinac Environmental Agency and Boat USA, the owner's insurance company, are also at the scene. The marina is closed to traffic and is expected to remain shut down into the

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evening. Crews are trying to raise the submerged boat by using air floats in the stern compartment. After it is raised, the fuel will be pumped out and the boat will be towed to another area of the harbor to be removed. No one was on board when the boat sank. At 2:15 PM Wednesday, 140 boat slips are blocked off. After the boat is removed the fuel clean-up effort will continue with several docks remaining blocked off.

<http://www.upnorthlive.com/news/story.aspx?id=511963>

USA, KY, HARDING, SEPTEMBER 16 2010. NB I-65 REOPENS AFTER TANKER CRASH IN HARDIN COUNTY

charles gazaway

 **Watch the Video** <http://www.wave3.com/Global/story.asp?S=13161388>



The northbound lanes of I-65 south of Glendale in Hardin County reopened early Wednesday morning after a tanker carrying a hazardous substance overturned Tuesday afternoon. Emergency crews worked through the night after clearing the scene. According to Kentucky State Police Post 4 in Elizabethtown, the wreck happened around 4 p.m. September 14 in the northbound lanes at the 83 mile marker, approximately three miles south of Glendale. The tanker was overturned on the right shoulder of the northbound lanes on its right side. Trooper Bruce Reeves says the driver was not injured and that the tanker did not leak any of the material the truck was carrying. Reeves did not know exactly what the tanker was carrying,

but based on the Department of Transportation information placard seen on the tanker, the substance in the tanker is Methyl Methacrylate Monomer, a flammable liquid used in making plastics. Crews started transferring the chemicals to another tanker just before 11 p.m. The tanker was finally uprighted early Wednesday. This was the second time in two days that an accident involving a semi closed I-65 in Hardin County.

<http://www.wave3.com/Global/story.asp?S=13153169>

CANADA, MONTREAL, SEPTEMBER 16 2010. FUEL TANKER STUCK IN CANADA ARCTIC FREED: OFFICIAL



An oil tanker that ran aground two weeks ago in Canada has been freed, a Dept of Transportation spokeswoman has said.

An oil tanker that ran aground two weeks ago in Canada's far north has been freed without breaching any of its diesel fuel load, a Department of Transportation spokeswoman told AFP. The ship was carrying nine million liters (2.4 million gallons) of fuel when it struck a sandbar in the famed Northwest Passage. To raise the vessel the ship's owner Woodward's Oil pumped out some of the fuel to "lighten its load," said spokeswoman Maryse Durette. The operation that took place southwest of the town of Gjoa Haven in Canada's Nunavut territory lasted two days, ending overnight Wednesday, without any oil spilling into the Arctic waters, according to the Canadian Coast Guard. The Department of Transportation is

conducting an investigation into how the tanker got stranded, and Durette said fines would be levied if the ship owners were in violation of any codes. Before continuing its journey, divers will inspect the hull to assess any damage. With the acceleration of Arctic ice melt, interest in the region has soared, as the shrinking ice has opened up sea navigation and could give oil rigs improved access to the sea floor. Canada's claim to the Northwest Passage, however, is disputed by the United States. Canada, Denmark, Norway, Russia and the United States claim overlapping parts of the region believed to be rich in hydrocarbons, and are rushing to gather evidence in support of their respective claims. Environmentalists, Inuit groups in Canada and political factions in the concerned countries have repeatedly expressed concern over the risks of ecological disaster caused by sinking tankers and exploitation of the area for its natural resources.

http://www.google.com/hostednews/afp/article/ALeqM5jsq_-PXcEr7rSvPCkncBERunmUTQ

USA, UT, SALT LAKE CITY, SEPTEMBER 17 2010. ETHANOL IN YOUR TANK

dawn house

Unless you have a penchant for reading gasoline station signs, you probably haven't noticed that you've been pumping ethanol into your gas tank. For several months now, signs have been posted at pumps saying the gasoline contains up to 10 percent ethanol, a renewable fuel made from various plant materials, mainly corn. Nearly half of all gasoline sold nationally — and in Utah — contains low levels of ethanol to cut air pollution and reduce U.S. dependency on oil imported from hostile

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nations. "Any station that sells gasoline blended with ethanol must post signs indicating its presence," said Larry Lewis, spokesman for the Utah Department of Agriculture and Food. "Our department continues to monitor the presence of ethanol in fuels and to assure correct signage is in place at the pump." Armitha Quintero was surprised when an ethanol sign was pointed out to her at a Salt Lake City gas station. "I have no idea what it means," she said as she filled her tank. "But now that I've seen [it], I'll find out more about this ethanol thing." There are varying opinions on the benefits of using ethanol, said Lewis. Some researchers say ethanol reduces engine heat and increases octane, as well as provide lower carbon monoxide and carbon dioxide emissions. But other sources report that ethanol may reduce vehicle miles per gallon by about a one-half of a percent to 3 percent, and that ethanol acts like a solvent, dislodging particles that could clog fuel filters. Most vehicles should not require any adjustment when using a blend of 10 percent ethanol, a level known as E-10. But RV and boat owners should consult dealers or mechanics before using an ethanol blend. Boats built before the mid-1980s may be at risk for mechanical problems, said Lewis. As a precaution, carry extra filters when boating in case plugging becomes a problem. And use a fuel additive during periods of extended storage. Currently, the Obama administration is considering whether to raise the percentage of biofuels mixed with gasoline from 10 percent to 15 percent. Motorists must have a "flex-fuel" vehicle to use gasoline with an ethanol content greater than 10 percent. But this may change if research indicates that higher volumes of ethanol can be used without damaging other vehicles' fuel systems. By the end of November, the U.S. Energy Department is expected to wrap up tests examining whether an increase in ethanol would have any detrimental effects on car engines and emissions systems. And if E-15 is approved quickly, the fuel at that level could be widely available by the beginning of the year, say federal officials.

<http://www.sltrib.com/sltrib/money/50284728-79/ethanol-fuel-gasoline-percent.html.csp>

ARGENTINA, PENINSULA VALDES, SEPTEMBER 17 2010. A GROUP OF MAGELLAN PENGUINS THAT WERE FOUND COVERED IN PETROLEUM



<http://planetark.org/wen/59572>

A group of Magellan penguins that were found covered in petroleum on the Patagonian coast south of the Peninsula Valdes, remain in a pen where they will be cleaned by animal rescuers, in a zoo in Rawson September 16, 2010. More than 200 penguins were found covered with petroleum that is believed to have come from a passing tanker near the coast south of Peninsula Valdes, according to rescue workers.

USA, MT, BIG FORK, SEPTEMBER 17 2010. FUEL TANKER TRAILER TIPS

jasmine linabary



A crew works to find a way to siphon the gas out of the pup trailer into another truck after it fell into the ditch on Montana Highway 35.

Bigfork narrowly avoided what could have been a tragic accident Friday morning. A fuel tanker was headed north bound on Montana Highway 35 and went to turn right on to Montana Highway 209. In an effort to avoid a school bus, the truck driver took the turn too sharp, causing its pup trailer to fall on its side into a ditch at the southeast corner of the intersection. No gas leaked from the trailer, other than an amount that equaled less than two gallons as it was transferred to another truck. "It could have been a whole different ball game," Bigfork Fire Chief Wayne Loeffler said. "We got really lucky." Bigfork Volunteer Fire Department responded to the scene at roughly 7 a.m. and both Bigfork and Ferndale fire departments provided

traffic control. Highway 35 was closed to traffic from south of Bridge Street to shortly past the intersection due to safety concerns. It took more than four hours for traffic to be able to move through the area again. The clean-up was complicated by the fact that the pup trailer was laying on the side where the hoses needed to be inserted to empty it out into another tanker before it was pulled upright, Loeffler said. All crew members worked cautiously, aware of the danger of any sort of spark,

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Loeffler said. "If that gas would have leaked, I would have evacuated a large area," he said. The last truck accident at that corner occurred last year, when a dump truck overturned caused a small gas spill, he said. "There's been nothing major like this type of situation," Loeffler said. No injuries were reported and no other vehicles were involved in the crash. In addition to local fire departments, the Montana Highway Patrol, Montana Department of Transportation and Bolster's Towing also worked at the scene.

http://www.flatheadnewsgroup.com/articles/2010/09/16/bigforkeagle/news/news_8715440009_01.txt

USA, TX, CORPUS CHRISTI, SEPTEMBER 17 2010. FIRE AT CITGO BURNS OUT IN FOUR HOURS

katherine rosenberg

A fire at Citgo Refinery on Thursday in the crude unit burned out in four hours and no one was injured, officials said. The plant alarm sounded about 11:30 a.m., warning employees, according to a news release from the company. The fire began in a leaking tube in a crude heating area. No emissions were recorded as a result of the fire. Citgo process technicians contained the fire until the oil residue burned out about 3:30 p.m., officials said.

<http://www.caller.com/news/2010/sep/16/fire-at-citgo-burns-out-in-four-hours/>

USA, UT, UTAH CO, LEHI, SEPTEMBER 18 2010. GALLONS OF OIL SPILL IN UTAH COUNTY CREEK

sara lenz

Around 55 gallons of diesel oil spilled into a creek in Utah County Friday afternoon after a track hoe tipped over while being loaded onto a trailer, firefighters said. Capt. Ricky Evans, with the Lehi Fire Department, said firefighters responded and so did a clean-up company. He said the oil was contained in Spring Creek in Lehi and will not contaminate Utah Lake.

<http://www.deseretnews.com/article/700066518/Gallons-of-oil-spill-in-Utah-County-creek.html>

USA, LA, PLAQUEMINES PARISH, BAYOU CHALAND, SEPTEMBER 18 2010. FISH KILL REPORTED IN LOUISIANA: RELATED TO THE GULF OIL SPILL?

amy judd

 **Watch the Video** <http://www.nowpublic.com/environment/fish-kill-reported-louisiana-related-gulf-oil-spill-2664978.html>



These dead fish were found in a Louisiana bayou that was affected by oil from the BP spill but it is not known what killed them in such numbers.

Plaquemine - An "extremely large fish kill" was discovered on Friday in Bayou Chalard, just west of the Mississippi River in Louisiana, causing alarm and questions from Plaquemines Parish officials. Hundreds of thousands of dead fish were discovered on Friday in Louisiana's Bayou Chalard, west of the Mississippi River. The kill affected many species of fish including flounder, redfish and trout. Its discovery came several days after a starfish kill was discovered in nearby Barataria Bay. All this has been followed by a dead baby whale discovered on Monday near Venice, according to a [WWLTV](#) report. Billy Nungesser, Plaquemines Parish

President, said: "This is an extremely large fish kill, and there are many species in there. It's not just one group of fish--it's redfish and trout and flounder. all species have been identified in this fish kill." Although biologists with the Louisiana Department of Wildlife and Fisheries (LDWF) were sent to the fish kill to determine its cause, they declined an on-camera interview, instead releasing a statement to the press. In her statement, Olivia Watkins, spokesperson for LDWF, said: "It was the result of low levels of dissolved oxygen. This particular body of water becomes isolated during periods of low tide. Low tide kept the fish trapped in the body of water without access to the Gulf, limiting the available dissolved oxygen and killing the fish." Mainstream media reports suggest any relation to the BP debacle "remains a big question." The US government and BP have released statements just weeks after the blown-out well was capped stating almost all the oil has disappeared. [There are also reports](#) of the dispersant Corexit still being used to treat the Gulf's waters, despite White House mouthpiece Thad Allen saying its use ended in July. As early as August 21 the [Louisiana Wildlife and Fisheries Commission](#) reopened all inshore and offshore territorial waters to recreational angling. The commission also listed guidelines for re-opening commercial fishing areas. Among the guidelines, it stated: "LDWF biologists will conduct thorough sampling of finfish, crabs and shrimp in the proposed reopening area." However, as noted in the link, LDWF, in coordination with the FDA, announced on the same day an emergency reopening of commercial crabbing in some areas east of the Mississippi River previously closed because of the BP debacle. That announcement came just a day after LDWF announced "the opening of commercial crab fishing in significant areas west of the Mississippi River." Another guideline for re-opening of commercial fishing areas states: "Once visible signs of

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oil are no longer apparent in areas that were previously closed by LDWF to commercial fishing, LDWF will then submit an 'intent to reopen' to NOAA and the FDA." "We're talking about long-term testing of the quality of the water, the fish, and the environment," Nungesser said. "And we don't see a collective group really wanting to know what's going on. And we need to demand that happens." "Here we are, trying to get our fishing back, trying to get our seafood back and with these kind of fish kills, it will have a lasting effect if we don't do something about it," Nungesser added.

<http://www.digitaljournal.com/article/297612>

NORTHERN IRELAND, CO ARMAGH, SEPTEMBER 18 2010. 4 ARRESTED AFTER MAJOR ILLEGAL FUEL CRACKDOWN

amanda poole



Customs officials seized 3,400 litres of green diesel in a raid a site at Hannahstown. Four men from Co Armagh have been arrested in a major cross-border operation to tackle suspected fuel fraud, tax evasion and money laundering. A total of 11,400 litres of fuel, two vehicles, a sum of cash, fuel pumps and a fuel tank were seized in Co Antrim and Co Armagh yesterday. A storage depot and filling stations across seven counties were raided yesterday morning in a co-ordinated operation on both sides of the border. The operation was made possible by the Cross Border Fuel Fraud Enforcement Group, announced in the summer of 2008 by security Minister Paul Goggins and then financial secretary to the Treasury Jane Kennedy. Officers

from HM Revenue & Customs, supported by the PSNI, searched business premises in west Belfast where they dismantled a huckster site selling cheap smuggled green diesel. Green diesel is the Republic of Ireland's equivalent to the UK's red diesel, which is marked for use in agricultural machinery and not for use in road vehicles. In Co Armagh, HMRC officers dismantled a fuel storage site with underground tanks containing 8,000 litres of laundered green diesel. Laundered fuel, which has been filtered through chemicals or acids to remove the government marker is known to damage fuel pumps in diesel cars. In counties Meath, Monaghan, Roscommon and Galway, Revenue's Customs Service searched five commercial premises where fuel samples and business records were removed for examination. Mike Connolly, assistant director of specialist investigations at HMRC, said: "The huckster site and filling stations we raided are operating at an unfair advantage over legitimate traders by selling fuel at a reduced rate. It is wrong that honest businesses should be undercut by criminals but our response is to ensure we are targeting those individuals and groups doing most economic harm in our communities. "Today's operation shows that those who think they can use the border as a way to commit crime or hide their criminal proceeds and escape justice, need to think again. This is just one operation stopping the loss of millions of pounds of taxpayer's money, more will follow to dismantle criminal groups and their activities." Investigations are continuing and customs officers are appealing to anyone with information about activity they suspect may be linked to fuel fraud to call the Custom's Hotline on 0800 595 000.

Related Stories

- [Raids on 'illegal fuel plants'](#) 17 September 2010, Northern Ireland

<http://www.belfasttelegraph.co.uk/news/local-national/northern-ireland/four-arrested-after-major-illegal-fuel-crackdown-14952006.html>

US, TX, TEXAS CITY, SEPTEMBER 18 2010. BP AGREES TO A RECORD PENALTY FOR 2005 MULTIFATALITY EXPLOSION

BP will pay the full, assessed penalty of \$50.6 million in OSHA fines levied in the wake of the 2005 explosion at its Texas City, Texas, refinery. The incident took the lives of 15 workers and injured 170 others. As well, the company has agreed to take steps, including making an investment of \$500 million to protect those currently working at the refinery. In announcing the historic enforcement action, Secretary of Labor Hilda L. Solis commented, "We feel this agreement achieves our goals of protecting the workers at the refinery and ensures that critical safety upgrades can be made as quickly as possible. The size of the penalty rightly reflects BP's disregard for workplace safety." Solis said she hopes the agreement sends a message to other employers that OSHA will enforce the law. She noted that the agreement eliminates the need for potentially long and costly litigation. "Even though we had a strong case, you never know how you'll fare in litigation," added Solis. Under the plan OSHA will have full access to BP's safety management systems. Also:

- BP will provide OSHA with detailed quality progress reports.
- Independent third-party experts will audit BP's progress in meeting the requirements of the agreement.
- BP officials at the site and corporate levels will meet regularly with OSHA personnel.

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- OSHA will conduct regular on-site inspections to monitor abatement and progress.
- As well, the agreement requires BP to complete technical analyses of equipment at all 28 process units and to take measures to protect employees from any risk of catastrophic releases discovered. The company is required to install safety-instrumented systems to control serious hazards and to correct pressure relief deficiencies.

<http://safety.blr.com/workplace-safety-news/safety-administration/OSHA-and-state-safety-compliance-enforcement/BP-Agrees-to-a-Record-Penalty-For-2005-Multifatali/>

UNITED ARAB EMIRATES, ABU DHABI, SEPTEMBER 18 2010. FIVE-YEAR-OLD GIRL SUFFERS BURNS IN FIREWORKS ACCIDENT >> DOCTORS TELL MOTHER THAT HER CHILD WILL BE SCARRED FOR LIFE

rayeesa absal & samihah zaman



The wound is still clearly visible on the girl's chest.

A five-year-old girl has been left with painful second-degree burns on her chest and scars for life after playing with fireworks during the Eid holidays, Gulf News has learnt. The accident took place while the child was out with her relatives. Aisha Legge, 38, said her daughter had sustained a 2.5 centimetre by 2.5 centimetre second-degree burn on her chest because the firework she had been playing with exploded unexpectedly at the wrong end. The child's mother urged residents not to buy fireworks illegally and pleaded with authorities to clamp down on shopkeepers who sell them. The incident happened on the second day of Eid. "I was not with my daughter when the accident occurred, and I would never have let her play with these dangerous playthings if I had

been around," said Aisha, an Emirati national of British origin. "The doctors told me the scar will remain for life, and that two layers of her skin have been harmed." Aisha also said her daughter was now afraid of loud noises since the accident, and in a lot of pain when dressings for her burns needed to be changed every day. "I hate to see my child in so much pain, and I urge government authorities to clamp down on the people who sell fireworks," Aisha said. "Allowing fireworks to be sold is like allowing accidents to occur," Aisha said. Another resident in the capital, M. Mohammad, 20, said he had noticed eight or nine young boys playing with fireworks on the first day of Eid. "It was in the afternoon and the children were completely unsupervised. What was even more risky is that the boys were leaving the fireworks on the road, so the fireworks could have hurt anyone passing by," Mohammad said. Despite a ban on the sale and personal use of fireworks, Abu Dhabi police said they anticipated an increased use of fireworks during the last 10 days of Ramadan and during the Eid holidays. In an effort to curb this, the police conducted an awareness campaign to warn residents of the dangers of fireworks. Colonel Humaid Al Afreet, director of firearms and explosives department at Abu Dhabi police, said: "Accidents involving fireworks have reduced over the years, due to an increased number of inspections and awareness campaigns". Fireworks found in warehouses during inspections were immediately confiscated, he said. Fireworks are listed as explosives and hence their possession without permission is a punishable offence under Federal Law number 3 of 2009, which deals with firearms, ammunition and explosives. "Playing with fireworks could lead to permanent deformities, severe injuries and even death," Colonel Al Afreet warned, adding that families play a significant role in preventing youngsters from using them.

Help at Hand: Call the Police

The public can report any incidents to the police confidentially by calling 8002626 or by sending a text message to 2828. How can such accidents be avoided? Would you report an illegal sale of firecrackers? Why or why not?

<http://gulfnews.com/news/gulf/uae/emergencies/five-year-old-girl-suffers-burns-in-fireworks-accident-1.684043>

SCOTLAND, LOTHIAN, SEPTEMBER 18 2010. PRINT PLANT EXPLOSION PUTS FOUR IN HOSPITAL

mark mclaughlin & scott mcangus



Eyewitnesses have told how they watched a huge toxic "mushroom cloud" shoot up following an explosion at a Lothian factory which left one worker and three firefighters in hospital. More than 20 firefighters today continued to fight the blaze, which broke out yesterday at the Amcor Flexibles printing factory, in Brucefield Park Industrial Estate near Livingston, creating a plume of smoke visible for miles around and closing a nearby rail line. At its peak, 70 firefighters were battling to control the fire as they faced the added hazard of a potentially lethal cocktail of toxic and volatile chemicals. Three firefighters were taken to St John's Hospital complaining of nausea after breathing in toxic smoke. A further 12 firefighters had to be decontaminated after being exposed to chromic acid, which can cause

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cancer, skin lesions and ulcers. Another man, who was taken to hospital with burns to his arms, was thought to be an employee who tried to extinguish the blaze, which started at around midday yesterday. A spokeswoman for the fire service said this morning that six fire appliances and 24 firefighters were still at the scene: "They are still trying to tackle the fire. The smoke plume generated is not considered to be a risk to the public, but as a precautionary measure the industrial park will remain closed." Local residents were also still being advised this morning to stay inside with doors and windows shut, as a precaution. A source at the scene said the fire broke out when one of the company's large printers exploded but the cause of the blaze is not expected to be confirmed for some time. Workers from nearby factories reported hearing a series of huge explosions. One said: "I heard three explosions and mushroom-like clouds appeared in the sky. The smoke was thick and really high." Black plumes of smoke were spotted as far away as the Forth Road Bridge. Matthew Boyle, from Bathgate, said: "I was travelling down from Blairgowrie and could see the smoke." The firm, which has 35,000 employees across 43 countries, has its headquarters in Australia. It is not known how many people were in the building at the time. The whole industrial estate had to be evacuated and police estimates put the number of people moved to safety at around 100. The fire service spokeswoman said: "There is a high volume of chemicals and toxins inside from the company's printing works and associated inks, which are very volatile, unstable and flammable. "This was giving us extreme concern and we advised residents in the Murieston area to stay inside and keep everything locked as a precaution." Local councillor Lawrence Fitzpatrick heard the explosion and rushed round to Bellsquarry Primary School to ensure that the children were safe. He said: "The teacher took all the necessary precautions, keeping the children inside. "The only saving grace was the north-easterly wind, which blew the smoke over the Pentlands, whereas if it had been the prevailing south-westerly the cloud would have blown right over the school and populated areas. "Lanthorne Community Centre was put on standby in case any houses had to be evacuated, but this was stood down later in the day."

<http://news.scotsman.com/scotland/Print-plant-explosion-puts-four.6536975.jp>

INDIA, MUMBAI, SEPTEMBER 18 2010. WHO DO OIL COMPANIES TURN TO WHEN THERE'S A SPILL?

cuckoo paul



Troubled Waters Deepwater Horizon in the USA, oil in the Gulf of Mexico Cleaning up oil spills takes money, equipment and skill. Oil Spill Response, a non-profit co-operative, is the first port of call for those attempting a clean-up. When the MSC Napoli, a container ship, was beached off the coast of Cornwall in England three years ago, not everyone was distressed by the tonnes of bunker oil from the ship's tanks making its way to the shore. With the oil slick, the tide also brought in containers filled with all manner of goods including BMW motorcycles and automobile spares. Police had to be brought in to patrol the shores, as people made off with the goods, adding to the difficulty of dealing with the ship and the oil on the beaches. The collision between container ship MSC Chitra and MV Khalijia off Mumbai on August 7, 2010 has some similarities with the Cornwall incident.

Here too, people foraged around for packets of chocolates and other goods washed ashore. Oil spills, especially those that take place on water, have more in common than the propensity of locals to make off with stuff that comes their way. Increased offshore drilling and transportation of fuel by tankers across greater distances has led to a gradual increase in the number of incidents over the years. The odds of something going wrong have gone up because companies are venturing into more difficult areas to find the oil. The big difference between spills in the past and now is that a major accident could cost billions of dollars to deal with. British oil company British Petroleum, whose leaking Macondo well put close to a million tonnes of crude oil into the Gulf of Mexico in three months, is looking at clean-up costs and claims that could go up to \$30 billion — an amount that could well take the company to the cleaners. One way to deal with such incidents is to assess the risks regularly and prepare to respond quickly in an eventuality, says Sudhir Vasudeva, ONGC's director for offshore operations. Oil Spill Response (OSRL), a company now owned by 36 oil majors including ONGC, was formed to do exactly this. Over 25 years of its existence, the not-for-profit organisation, has become the first point of contact for almost all oil-spills. It employs about 150 experts divided between three bases in Southampton, Singapore and Bahrain and carries a \$50 million inventory of equipment including aircraft that can spray dispersants, ready for deployment in an emergency. Most of these experts have attended to at least 10 oil spills; some like Daniel Chan have dealt with several more. Chan is deputy operations manager in Singapore, and is leading the first team on the Mumbai spill.

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Spill Co-Operative

A key aspect of their job is to identify the nature of the spill and figure out how to minimise the impact. But this can often be complicated by circumstances peculiar to the incident. In Mumbai for instance, the response team discovered that some of MSC Chitra's falling containers contained canisters full of pesticides, which if cracked would release phosphine, a toxic gas. Many of these washed onto beaches at Elephanta Island and Alibag. Responding quickly, the group was able to figure ways to prepare for the increase in toxicity levels around the ship. They set up gas monitors to check air quality and built an advance medical post on the island, putting in capability to deal with people impacted by the gas. Fortunately, the need did not arise as most of the canisters were retrieved. Spill response teams working at BP's Macondo well too had to deal with similar problems. The crude oil gushing out at the bottom of the sea contained gas, which released toxic vapours when it reached the surface. Engineers trying to drill an alternate well to reduce the pressure from the gusher at the bottom of the sea could not get close enough to work at the site. They had to respond quickly by spraying dispersants on the surface of the water to lower the gas concentration. They were also provided breathing apparatus to get closer to the leak without being in harm's way. "As oil companies go further and deeper in search of oil, they have to train to respond in harsh terrains and bad weather," says Thomas Liebert, global head of operations for OSRL. They are advising Cairn plc on building spill-response capacity in Greenland, where the Scottish company is now drilling exploratory wells. Liebert says spill response work is time consuming and can be very tough in remote areas. In an incident very similar to the BP spill, when the Montara oil platform in the Timor Sea off Indonesia blew out in late 2009, it leaked oil for almost three months. It did not attract as much global attention because it occurred virtually in No Man's Land — a part of the sea shared by East Timor, Indonesia and Australia. The only way to contain the slick, spread over 3,000 square kilometres at sea, was to put booms (floating barriers) around the largest parts and start scooping up the top layer of oil and water. To achieve this was no mean task. Teams of response experts had to spend weeks at sea, trying to find the slicks and then trap them in the booms. "Fortunately for us, the oil was waxy and formed a thick, chocolate mousse-like layer over the water. Since the patch was thick, it stayed together and could be chased and contained into the booms," says Liebert. One technique used for most spills in the sea, is to go in with two vessels — one small and the other large — and try to put a boom around the slick area. Once the slick is enclosed, a skimmer that empties into the storage tank of the larger ship sucks it in. While battling oil leaks, success often depends on how well timed the response is. Failure is common. Three years ago, when crude carrier MT Heibei Spirit, a crude carrying ship collided with a barge off Daesan port in South Korea, its hull was punctured and it started leaking oil rapidly. About 10,000 tonnes of oil leaked into the sea, in the worst oil spill incident in Korean history. The government took too long to mobilise international help, and tried to deal with the spill the best it could. About a fortnight after the spill, OSRL aircraft were finally mobilised to spray dispersants on the spill, but the move was not effective. They could not find much floating oil, since it had already emulsified. "Most of it had reached the shore and 30 beaches were affected," say industry experts involved in the incident.

Clean-Up Costs

With every spill, costs of dealing with spilt oil are mounting. Insurance company reports say the costs have peaked with the BP spill. For the Exxon-Valdez oil spill at Alaska, the cost of clean-up worked out to \$52,000 per tonne. In the more recent past, costs have shot up several folds. For the Pacific Adventurer, a ship that got caught in a storm in Australia and spilt bunker fuel in 2009, the cost was \$100,000 a tonne. For the BP well in the Gulf of Mexico, spill related costs are already at \$8 billion and the claims are still coming in. Oil spreads fast and in Mumbai too, the approximately 400 tonnes of bunker oil that spilled into the Arabian Sea from MSC Chitra is slathered in a thin layer over sand, rocks and mangroves all around the area. Ironically, oil experts have been trying to convince Jawaharlal Nehru Port Trust (JNPT) officials to be prepared for oil spills, by investing in equipment and training. In India, the Coast Guard deals with offshore oil spills and the ports are reluctant to invest in any measures. Eventually, even equipment like low-pressure water sprays, that are used to wash the rocks clean of oil, had to be flown in from London. "With the increased offshore oil and gas activity in India, there is much more risk and it is critical to be prepared," says Liebert. The unidentified oil that has washed onto Goa in early September, tarring the beaches just before the start of the winter tourist season, is one such incident. Liebert says, there is more awareness on environmental issues, but there is a disconnect between the oil companies and assessment of the risk that they are taking. It is not just the volume of oil that has leaked, sometimes even a small quantity spilled into a sensitive environment can do a lot of harm, he says. In India, the authorities tend to perform risk assessment based on the volume of the spill and not on the environmental risks and location.

Dealing with Waste

One big problem is that of managing waste collected from the spill site. In Elephanta, for instance, volunteers have collected about 50 tonnes of plastic — mostly bags and bottles, after cleaning up the beach. Pushing away the oil from the rocks with high pressure jets also pushes away the rubbish, which obviously cannot be left there. French authorities who went looking for

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storage space for 250,000 tonnes of waste collected from beaches after the Erika incident (where an oil tanker broke in two off the coast of France) in 1999 found storage was taken up by debris from a previous incident in 1979 that was yet not disposed. The waste has to be usually recycled several times before it can be put back into any kind of use. One way to reduce this would be to use bio-remediation — that is, bacteria that chomp up the oil molecules. This is being tried for the first time on a large scale in Mumbai, where oil eating bacteria provided by The Energy and Resources Institute (Teri) are being used to battle the spill. The Maharashtra Pollution Control Board and hundreds of volunteers have applied the micro-organisms to neutralise the oil. Fortunately in Mumbai, the impact on wildlife has been minimal. Handling of oiled wildlife, as animals affected by oil spills are called, is another specialised dimension of dealing with spills. Among those leading in this field is the Belgium-based Sea Alarm, an agency that has been active in responding to distressed wildlife in various parts of the world.

<http://business.in.com/article/on-assignment/who-do-oil-companies-turn-to-when-theres-a-spill/17352/1>

USA, N.M, ARTESIA, SEPTEMBER 18 2010. ARTESIA REFINERY FINED \$707,000 FOR SAFETY LAPSES ASSOCIATED WITH DEADLY BLAST

bryant furlow



Navajo refinery.

The [Navajo Refining Company](#) has been fined \$707,000 for after state investigators found the company knowingly failed to correct safety problems before a [deadly March 2 storage tank explosion and fire](#) at the company's plant in Artesia, N.M. Two workers, Natividad Andajo and Victor Villa, were killed in the blast, their bodies were burned beyond recognition. Two other workers, both critically-injured, were airlifted to a hospital in Lubbock, Texas. The plant processes crude oil into gasoline, diesel fuel and jet fuel. The state [Occupational Safety and Health Bureau](#) has issued citations for one "serious" violation and 10 "willful" violations — the most serious category of infraction. Violations included the company's failure to train employees to recognize explosive hazards, failing to maintain fire prevention

and fire protection programs, and allowing workers to conduct welding operations in the presence of flammable vapors. "Serious" workplace safety violations are those representing hazards or conditions with a "substantial probability that death or serious physical harm could result," Bureau records show. "Willful" violations are even more serious, representing situations in which the employer knows a hazardous situation exists but makes a knowing, intentional decision not to correct it. Bureau investigators had issued a total of [10 previous serious safety violation citations](#) against the Navajo Refinery over the three years leading up to the March 2010 storage tank explosion, The Independent reported July 14. Those previous violations included a failure to maintain adequate fireproofing on support beams, missing guard rails, missing danger signs, missing electrical safety equipment and improperly maintained worker respirator equipment. The Navajo Refinery explosion in March was [just one of a string of refinery blasts and fires](#) that have killed dozens of workers over recent years. New Mexico also has the [nation's deadliest natural gas pipeline safety record](#). U.S. Senators Barbara Boxer and Dianne Feinstein have announced they [will soon introduce national pipeline safety legislation](#), in the aftermath of the massive San Bruno, Calif., pipeline blast last week. The Navajo refinery reported a [hydrogen sulfide leak Sept. 8](#). In 2009, the Bureau cited the refinery after finding employees had been exposed to [hydrogen sulfide](#) fumes at concentrations exceeding the federal occupational safety regulation limit of 50 parts per million. One worker was exposed to 662 parts per million — more than 13 times higher than federal safety regulations permit — without adequate personal protection equipment, inspectors found. Even brief exposures involving inhalation of hydrogen sulfide at concentrations above 500 parts per million can kill and cause permanent brain damage, according to the U.S. Agency for Toxic Substances and Disease Registry ([ATSDR](#)). The [Holly Corporation](#)-owned Navajo Refinery is composed of two separate plants: one in Artesia and another 65 miles to the east, in Lovington. The two plants are considered a single refinery because they transfer petroleum products by pipeline and both plants contribute to the same refinery process, Occupational Safety and Health Bureau chief Butch Tongate said.

<http://newmexicoindependent.com/63502/artesia-refinery-fined-707000-for-safety-lapses-associated-with-deadly-blast>

USA, OH, FAIRFIELD TWP, SEPTEMBER 18 2010. GAS STATION PUMP LEAKING FUEL

Emergency crews were still on the scene of a gas leak just before 1 p.m. today, Sept. 17, on Ohio 4 and Creekside Way in Fairfield Twp. Crews responded at about 9 a.m. to a report of about 30 gallons of gasoline leaking from a pump at Speedway located at 3088 Creekside Way, according to a Butler County dispatcher. No injuries were reported. The Fairfield Twp. Fire

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Department and Hamilton's Hazardous Materials Unit and Butler County's Emergency Management Agency are on the scene, according to the dispatcher.

<http://www.middletonjournal.com/news/middletown-news/gas-station-pump-leaking-fuel-925232.html>

BOTSWANA, GABERONE, SEPTEMBER 18 2010. SURE AS HELL THE FUEL WILL MOVE!

greg kelebonye

While experts have always agreed that the massive fuel storage facility in Gaborone West were a potential sure-fire conflagration, the government has seemed unperturbed over the years. Thankfully, a change of heart will see the facility moved to Tshele Hill in Kgatleng, writes.

You can almost see it in the eye of your mind: It's midday. The temperature hovers around 40 degrees Celsius. People are going about their business. An explosion. A ball of fire from the sky. A gigantic lid resembling an unidentified flying object (UFO) whooshes over rooftops and lands at the Village. Armageddon is the last thought on the minds of several religiously-inclined mortals as their petrol drenched bodies go up in scampering little balls of fire. For miles around, people are shaken out of their chairs as the explosion sends tremors across the land. One of the huge fuel storage tanks at the Gaborone West Industrial Estate along Haile Selassie Road has exploded. The fire quickly spreads to the other containers. Hundreds of thousands of litres of petroleum - diesel and paraffin - spew out of the tanks, flooding the streets of old Naledi, Bontleng, White City, Gaborone West and the Gaborone Bus and Taxi ranks. Small tributaries around the explosion area flow every direction. The city is covered with a massive dark plume of smoke. Traffic comes to a standstill as anxious motorists contemplate diverse possibilities: A spark here, maybe from a vehicle hitting a speed hump, a cigarette butt carelessly thrown out of the window could send a convoy of several hundred vehicles up in smoke. Entire buildings collapse under the transferred inferno from the burning tanks. A powerful heat wave radiates several kilometres from the source of the hell. There is talk of people developing breathing problems and asthmatics choking due to the noxious gases from the dense cloud. Many die. The sound of moaning fills the air. The sick and dying cover hospital floors, public and private. Entire families are wiped out. Children are orphaned. Businesses, entire life savings go up in smoke as the fire licks surrounding buildings. The Department of Surveys, the Botswana Housing Corporation, Water Utilities Corporation, Barclays Bank, Standard Bank, Nashua, FNB, State House and the Gaborone Main Mall are all consumed as the fire besieges the buildings. In homes, cats and dogs take off, terrified beyond words by exploding gas canisters and flying tanks. Doctors, nurses and paramedics are overwhelmed. Other rescue workers are at a loss. It has been several days now, and the fire is not abating. There are not enough fire engines to fight the blaze. Thousands are evacuated to far away Jwaneng and Letlhakeng. As rain clouds gather in the southwest, there is talk of acid rain from the carbon dioxide and sulphur that impregnate the atmosphere. The rain is followed by a famine in the Greater Gaborone metropolis because of total crop failure. With the poisons slowly sipping into the soil, animal and plant life will continue to die for many years to come. Ever ready to the rescue, the Americans, the British and the neighbourly South Africans dispatch their military personnel to help. Gaborone is a veritable war zone. It will be many years before normalcy returns. This is what the city of Gaborone is sitting on. For years, safety experts and the media have warned the government about the potential danger posed by these storage tanks in a densely populated built up area. However, the matter does not seem to occupy government's priority list. According to the Communications Officer at the Department of Energy Affairs, Alice Mmolawa, the fuel storage tanks are owned by different organisations in the oil industry, among them the government. "The government tanks were built in 1979 and commissioned in 1981," she says in a written response to Mmegi questions. "Government is aware that today the location of the tanks is unsuitable due to the many developments that have taken place in that area." Mmolawa says the government has already taken the decision to relocate the tanks "once construction and operation of the proposed bulk fuel supply terminal is accomplished at Tshele Hills where the development of a new larger storage terminal is already underway. The government has also made provision for more such facilities in other parts of the country. However, she downplays the possibility of a catastrophe should there be a fire outbreak at the Gaborone West facility. At all times, Mmolawa says, the government takes all aspects of human safety seriously. For that reason, stringent international safety standards are maintained at the (Gaborone West) depot at all times," she says.

<http://www.mmegi.bw/index.php?sid=6&aid=4966&dir=2010/September/Friday17>

AZERBAIJAN, BAKU, SEPTEMBER 18 2010. AZERBAIJANI MINISTRY REPORTS EXPLOSION AT FILLING STATION

The Azerbaijani Ministry for Emergency Situations has reported an explosion at a filling station in the Lankaran region 270km south of Baku today. The explosion occurred at a filling station on the Lankaran-Astara highway, 2.5 km from the district center, in the village of Digaz of Lankaran region, a message posted on the official website of the Ministry for Emergency said. Two tanks with liquefied gas, the volume of each was 50 cubic meters, a Kamaz car with 16 tons of liquefied natural gas, a

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VAZ car and the flammable parts of a Belarus tractor were destroyed in the blast. A 60-square meter teahouse nearby was destroyed in the blaze, while a Bakcell mobile phone antenna was disabled. The Kamaz tank exploded and blew the roofs off nearby houses. Three employees of the filling station were injured and hospitalized. Firefighters at the scene extinguished the fire and prevented it spreading to a 50-cubic meter liquefied natural gas tank, an 15-ton underground tank for fuel storage and nearby houses. A criminal case has been filed and investigation is underway.

<http://en.trend.az/news/politics/enforcement/1752311.html>

USA, PA, LUZERNE CO, SEPTEMBER 18 2010. NO MONEY FOR GAS SPILL RESIDENTS

 **Watch the Video** <http://www.wnep.com/wnep-luz-gas-spill-jury-lawsuit,0,178375.story>

A jury in a civil lawsuit in Luzerne County decided that two families won't be getting any money for the contamination of part of their neighborhood in the Hazleton area. Earlier this week, that same jury found Tranguch Tire Service Center in Hazleton negligent for allowing the underground gasoline contamination. A lawyer involved with the case said the two families waited too long to file the lawsuit and that's why jurors did not award any damages. Newswatch 16 could not reach the two families involved with the case, but their neighbors had a lot to say when they learned about the jury's decision. "I'm shocked," said Dennis Tedesco of Hazleton. "There's been a lot of people affected by this. Some people have passed away." Tedesco and residents in the Laurel Gardens development in Hazleton are stunned after learning a jury decided not to award any money to their neighbors over a gas spill in the early 1990s. "It's not fair," said Lisa Moudlick. "It isn't fair. There was a lot of destruction in the neighborhood. There were the smells and people were sick and somebody has to be accountable for." "I feel we got a slap in the face is right for sure," said Bill DeCosmo of Hazleton. The problems started years ago at the former Tranguch Tire store along Route 309. Officials learned for years dozens of residents nearby lived daily with gasoline under their home and sometimes fumes inside. A jury this week found Tranguch negligent for the gas spill that contaminated hundreds of homes. The same jury decided the two couples who sued are not entitled to any compensation. "If they were found liable they should have awarded something to these poor people," said Linda Vislocky of Hazleton. "It's horrible because they deserve something for their pain and suffering and they got nothing. It's unconscionable." "Obviously money is not going to bring back health or lives, but there has to be some sort of compensation for the damage that was done and the damage was immense," said Dennis Tedesco.

<http://www.wnep.com/wnep-luz-gas-spill-jury-lawsuit,0,178375.story>

UK, HAMPSHIRE, SEPTEMBER 19 2010. INVESTIGATION INTO HUGE FIRE AT HAMPSHIRE SCRAPYARD >> GAS CYLINDERS AND FUEL TANKS EXPLODING

More than 30 people have had to be evacuated after a fire broke out at a scrapyard containing acetylene cylinders. Hampshire firefighters were called to the scrapyard in Whiteley Lane, Fareham at 01:06am on Saturday, 18 September. They arrived to find a well developed fire affecting an area measuring roughly 40m x 60m containing around 100 vehicles – many of which were involved in the fire. Residents of the nearby Tynefield Caravan Park had to be evacuated and were removed to a local community centre. This was due primarily to a large number of cylinders involved in the fire, many of which were exploding. Firefighters were able to remove at least two acetylene cylinders from the fire but it is not yet known how many more could be involved. Firefighters will remain on the scene for a number of hours damping down. Officer in charge of the incident, Group Manager Tony Deacon, said: "Firefighters arriving at the scene were faced with a well developed fire and thick smoke which was dangerously close to affecting a neighbouring residential property. There were also a number of explosions from fuel tanks and cylinders. "Firefighters quickly identified at least two acetylene cylinders and removed them from the scene. Acetylene cylinders are extremely dangerous and an explosion would effect a large area." A fire involving acetylene cylinders causes major disruption and the risk of explosion remains for up to 24 hours, unlike all other gases which are safe once the initial fire has been extinguished. Because of the explosion risk an exclusion zone of up to 200 metres radius will be set up around the incident every time these cylinders are in danger of exploding at a fire. Fire crews remain at the scene damping down. Initial crews in attendance were from Fareham, Hightown, Cosham, Southsea and St Mary's Fire Stations with up to 50 firefighters. Meanwhile police are at the scene investigating the fire and are appealing for witnesses. Chief Inspector Will Schofield said, "We are treating the fire as suspicious and are appealing for anyone with information or who saw anything suspicious or out of the ordinary in the area at the time. The fire started in the scrapyard and we believe the source was a vehicle which may have been driven onto the site. The scene remains closed currently to allow us to carry out our investigation but we are trying to get it open as soon as possible to allow people living in the caravan park to return to their homes. This fire has caused some disruption to the area so it is important we find out what caused it"

<http://www.heart.co.uk/hampshire/local/news/huge-fire-hampshire-scrapyard/>

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