

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 639 Newsy Stuff

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

September 11 2010

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USA, MI, TRAVERSE CITY, SEPTEMBER 8 2010. DNRE WARNS DRIVERS OF DELAYS DURING CLEANUP EFFORT

Officials are warning that the cleanup of a leaking underground storage tank near Traverse City will cause delays for drivers. Motorists will experience detours and travel delays in September due to cleanup work being conducted by the Michigan Department of Natural Resources and Environment (DNRE) at GJ's Party Store, a leaking underground storage tank site, located at 2700 Holiday Rd. in Traverse City. Brief traffic interruptions and delays are anticipated on Monday, Sept. 13, along Holiday Road as the DNRE conducts dewatering activities at the site to recover contaminated groundwater. Holiday Road also will be closed between Five Mile Road and Park Lane Street from Sept. 20-24 as the DNRE excavates contaminated soil at the site. Holiday Road traffic will be detoured to US-31 either north along Five Mile Road or south by way of Hammond Road to Four Mile Road to US-31. These detours may add about five to 10 minutes to individual commutes. GJ's Party Store is a leaking underground storage tank site where cleanup actions are being funded through the American Recovery and Reinvestment Act (ARRA). The work being conducted by the DNRE is in response to a past gasoline release from the former leaking underground storage tank system at this property. Traverse City Area Public Schools have been alerted to this activity and school busses will be rerouted accordingly. Acme and East Bay townships have also been alerted.

<http://www.upnorthlive.com/news/story.aspx?list=-%5Chome%5Clists%5Csearch&id=507818>

CHINA, JINAN, SEPTEMBER 8 2010. 2 MISSING AFTER TYPHOON TILTS SINOPEC OFFSHORE OIL PLATFORM IN EAST CHINA



Click-2-Listen <http://english.peopledaily.com.cn/90001/90776/90882/7133570.html>



Graphics shows a oil drilling platform of China's Shengli Oilfield on the East China Sea leaned on a 45 degree angle to the sea at 11 p.m. on Sept. 7, 2010. Thirty-four people were rescued, and the other two still missing.

Thirty four workers have been saved and two are still missing after strong wind brought by typhoon Malou tilted an oil drilling platform in Bohai Bay Tuesday evening, the platform's operator, Shengli Oilfield, a subsidiary of Sinopec, said Wednesday. The valve on the oil rig has been closed and there is no risk of an oil spill, the company said in a statement. The Shengli Oilfield No. 3 drilling platform leaned over 45 degrees when Typhoon Malou struck the bay Tuesday evening. Four people fell into the sea while 32 were trapped on the platform. By 9:30 a.m. Wednesday, 34 people, including two who fell into the sea, had been saved. Rescuers were still searching for the Shandong Marine Search and Rescue Center immediately sent rescue teams to the platform. The Ministry of

Transport has organized teams from Tianjin Marine Search and Rescue Center to help with the rescue. At least six vessels and two helicopters are participating in the rescue. The platform is located five nautical miles from the coast and is in waters seven meters deep. Strong winds have prevented rescue boats from docking at the platform, said Zhai Jiugang, an official with the China Marine Search and Rescue Center.

http://news.xinhuanet.com/english2010/china/2010-09/08/c_13484212.htm

USA, GA, NORCROSS, SEPTEMBER 8 2010. FUEL SPILLED AT NORCROSS GAS STATION

About 50 gallons of fuel were spilled Monday evening at a Norcross gas station as a tanker truck was filling an underground storage tank, a spokesman for the Gwinnett County fire department said. The driver of the truck told authorities the spill was possibly caused by a malfunction of an underground valve, Capt. Thomas Rutledge said. The incident happened about 10:15 p.m. at the QuikTrip at 6140 Jimmy Carter Blvd. in Norcross. The fire department's Hazardous Materials Response Team used an absorbent material on the ground to neutralize the fuel and checked four nearby storm drains for fuel, Rutledge said. The hazmat crew found a small amount of gasoline in two drains in the parking lot and vapor readings, but no actual product, in the two drains on Jimmy Carter. A clean-up company from QuikTrip was requested to respond.

<http://www.gwinnettdailyreport.com/localnews/headlines/102402949.html>

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USA, WI, STOUGHTON, SEPTEMBER 8 2010. MAN INJURED IN FIREWORKS-RELATED HOME EXPLOSION >> MEDFLIGHT TRANSPORTED VICTIM TO HOSPITAL

 **Watch the Video** <http://www.nbc15.com/news/headlines/102404059.html>



A man has been hospitalized following an explosion at a Stoughton home Tuesday night. Investigators said that fireworks were responsible for the explosion at the home in the 1100 block of Sundt Lane at about 6:30 p.m. Stoughton police said that adjacent residences are being asked to evacuate Tuesday night. Smoke continued to emerge from the home Tuesday night and the smell of sulfur around the home was apparent, WISC-TV reported. The explosion seemed to have pushed out the entire sliding door to the back patio, WISC-TV reported. Stoughton police said the preliminary investigation revealed that Christopher B. Hansen, 23, was in his basement when an explosion occurred, causing burns to his body. He was able to walk out of the home, which was filled with smoke. Witnesses said that after hearing the explosion, several neighbors tended to Hansen after he escaped from the home.

"I thought I better open the patio door and I heard a man come out screaming, 'Help me; help me.' And the smoke just intensified so much. And then all of sudden there were a rush of neighbors all over. And the window had already blown out at that point," said neighbor Linda Pederson. Officials said Hansen was transported by MedFlight to the UW Hospital and Clinics Burn Center and is being treated for burns on his arms, legs and face. Authorities said Hansen was alone in the residence at the time of the explosion. Stoughton police said they are being assisted in the investigation by the Stoughton Fire Department, the Dane County Sheriff's Office Bomb Squad and the Federal Alcohol Tobacco and Firearms Division.

<http://www.channel3000.com/news/24918664/detail.html>

USA, CA, SAN FRANCISCO, SEPTEMBER 8 2010. CHEVRON KEEPS UP PRESSURE IN ECUADOR SUIT

david r. baker



Plaintiff Humberto Piaguaje and lead attorney Steven Donziger in San Francisco.

Mired in a \$27 billion environmental lawsuit in Ecuador, [Chevron Corp.](#) has taken the unusual step of trying to subpoena the other side's lead lawyer, arguing that he has committed fraud upon the court. Chevron persuaded a [U.S. federal](#) judge last month to grant a subpoena of Steven Donziger, head of the legal team seeking to hold the company responsible for oil-field contamination in the Ecuadorian rain forest. Donziger's attorneys are trying to quash the subpoena. The move is the latest bare-knuckled legal tactic San Ramon's Chevron has pursued in the 17-year-old case. Since February, the oil company has been filing motions in courts throughout the [United States](#), seeking to depose consultants who worked for Donziger and the plaintiffs' legal team. Chevron even won access to hours of

unused footage from a documentary film about the lawsuit. In each instance, Chevron is searching for evidence of improper conduct by the opposing lawyers, evidence the company hopes will show that the trial has been tainted.

Questioning Evidence

Chevron has used evidence gathered through the motions to question the independence of a key court-appointed expert in the case. And one of the environmental consultants deposed by the company said the plaintiffs' legal team attached his signature to a report he didn't agree with. "Donziger appears to be the ringleader, here," said Chevron spokesman Kent Robertson. "He appears to be the one coordinating the fraud. ... If Mr. Donziger hadn't engaged in fraud, there'd be no need to depose him." Donziger declined through a spokeswoman to be interviewed. But Ilann Maazel, another lawyer on the plaintiffs' team, called the spate of subpoenas a last-ditch attempt to undermine the trial before the judge reaches a verdict, possibly next year. "It's definitely a harassing tactic," Maazel said. "They're just trying to overwhelm the plaintiffs. It's a war of attrition." Hardball tactics have long characterized the lawsuit, which is being closely watched worldwide. Its origins stretch back to 1964, when [Texaco](#) began drilling for oil in the Ecuadorian Amazon. The company worked in partnership with local company Petroecuador, and as part of its operations, Texaco dumped a mix of petroleum and water into open pits near the oil wells. When Texaco pulled out of the country in 1992, it agreed to clean up a portion of the area while Petroecuador continued to operate the wells. Chevron bought Texaco in 2001. The plaintiffs contend the cleanup was a sham and say the area's soil and water are horribly contaminated. Chevron insists any remaining pollution is Petroecuador's problem.

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Misconduct Alleged

Chevron executives have grown increasingly pessimistic about the case, and they have claimed for years that the trial, held in the town of Lago Agrio, has been tainted by judicial misconduct and government interference. They are now concentrating their efforts on trying to prove that misconduct. According to a story that appeared last month in the Atlantic magazine, a firm working for Chevron on the case even tried to hire a freelance reporter to investigate whether the plaintiffs' team had interfered with a study showing high cancer rates in the region. The journalist declined. Chevron's motions in U.S. courts have been more successful. The company first sought to depose one of the plaintiffs' environmental consultants, Charles Calmbacher, after noticing that his name was misspelled on some of the documents he supposedly wrote, Robertson said. "We presumed Dr. Calmbacher knew how to spell his own name, and that perhaps there were filings that were being falsified in his name," Robertson said. A federal judge in Georgia granted Chevron's request. In the resulting deposition, Calmbacher said he did not agree with the conclusions of a report bearing his signature, a report that claimed dangerous levels of contamination at two former drilling sites. In fact, he said, he did not find significant contamination threatening the health of the people or wildlife nearby. A spokeswoman for the plaintiffs said Calmbacher resented the legal team for firing him after he failed to produce reports by a court-ordered deadline. Calmbacher also sued the plaintiffs' team over unpaid fees, a suit that the two sides eventually settled. But Chevron considered the deposition a success and began to seek more. To date, the company has filed 11 such motions.

Access to Outtakes

The fight over outtakes from the documentary "Crude" garnered the most attention, with filmmaker Joe Berlinger arguing the motion impinged on the freedom of the press. But a judge gave Chevron access to some of the footage, saying it could prove material to the company's defense in the Ecuadorian suit. Chevron has already used one of the outtakes to support its claim that the plaintiffs' lawyers colluded with a court-appointed expert who came up with the \$27 billion damage estimate. Another outtake, the company says, reveals that the plaintiffs' team has no evidence that contamination has spread into the local groundwater. The plaintiffs' lawyers deny those allegations. They accuse Chevron of trumpeting only those comments in the "Crude" outtakes that seem to back the company's allegations while ignoring other comments - sometimes in the same scenes - that contradict Chevron.

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/09/06/BULP1F8H6E.DTL>

AUSTRALIA, NORTHERN TERRITORY, DARWIN, SEPTEMBER 8 2010. NT: NOXIOUS FUMES OVERWHELM SHIPPING WORKER

An investigation is underway following exposure of a worker to hazardous fumes in Darwin yesterday morning. Northern Territory WorkSafe is looking into the incident where the worker inhaled a noxious odour, which took place in the premises of a shipping company at Lindsay Street. Police said the worker was cleaning a container at the work site when he became nauseous. The man was apparently alone in the area. He was later taken to a clinic for check-up. Police said the fumes could have been caused by magnesium phosphate - a pesticide used in shipping containers. A section of the street was closed for around half an hour while the substance was being removed. According to police, tests are being conducted to determine the exact nature of the hazardous substance.

http://www.safetyculture.com.au/news/index.php/09/nt-noxious-fumes-overwhelm-shipping-worker/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3Asafetyculture+%28Safety+Culture+OHS+News%29

NIGERIA, OGUN STATE, IBAFO, SEPTEMBER 8 2010. MAN TELLS HOW TWO-MONTH-OLD DAUGHTER WAS CONSUMED BY FIRE IN IBAFO ACCIDENT



One of the four victims killed in the Sunday accident on the Lagos-Ibadan Expressway, was yesterday identified as a two-month-old baby. The deaths occurred when a tanker, loaded with fuel, ran into parked trailers and sparked a fire that engulfed some vehicles. A similar incident on the road, about three weeks ago, claimed, at least, 50 lives. The man, whose child was burnt in the inferno, Mr. Adekunle Yusuf, told the Nigerian Compass that it was unfortunate that his daughter was consumed by the fire. His words: "My wife and I were coming from Lagos to Ibafo, when we found ourselves in the traffic, caused by two drivers, who were arguing after their cars collided. Suddenly, a trailer just came from behind and hit other trailers on the roadside. That was what sparked the fire. "While trying to run for our dear lives, our child was trapped in the car." There were different versions to the cause of the

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accident. According to an eyewitness, a trailer carrying fuel went out of control and ram into another tanker parked on the roadside, thereby sparking a huge fire. Another eyewitness, Adeniyi Luqman, said that a Sport Utility Vehicle (SUV) collided with another car, and just as onlookers were making efforts to rescue the trapped victims in the car, the fuel tanker came from behind and hit one of the vehicles, before crashing into three other tankers. The multiple crashes sparked the fire. While appealing to the Federal Government to stop the trailers from parking on the road, when they already have a park built for them at Ogere, in Ogun State, Luqman added that about 10 other vehicles coming from the Lagos end of the road were consumed by the inferno. A survivor, who identified himself as Owolabi Sotola, said: "On my way from Lagos, I heard an argument between two parties over drivers who were fighting after a head-on collision with each other, and their cars were blocking the road. The next thing I heard was the explosion coming from behind. I left my bus and ran for safety." Sotola, who had just bought his bus last Wednesday, hoping to start full operation yesterday, said: "Unfortunately for me, the bus got burnt. I collected my wife's business capital; and I also borrowed money from some of my friends for me to buy the bus on August 25. I will kill myself, because I don't know where to start from again. Sotola and his wife were seen weeping at the scene of the incident, as sympathisers were there inspecting the damaged bus Jubril Muhammed, another survivor, said it was God's intervention that saved him. "I would have been dead by now," he said. "After the match between the Nigerian Super Eagles and Mozambique, I was coming back to my shop where I sell diesel, only to find that the trailer that caused the accident lost control and ran into trailers parked by the road side. Sensing what was going to happen, I left the place immediately." The Assistant Corps Commander, Mowe Unit, Mr. Olamilekan Morakinyo, also described the incident as unfortunate. Morakinyo called on owners of trailers to tell their drivers to stop parking along the road.

http://www.compassnewspaper.com/NG/index.php?option=com_content&view=article&id=67184:man-tells-how-two-month-old-daughter-was-consumed-by-fire-in-ibafo-accident-&catid=672:top-stories&Itemid=794

NIGERIA, OGUN STATE, IBAFO, SEPTEMBER 8 2010. IBAFO RESIDENTS WANT PETROL TANKERS REMOVED

allwell okpi



Wrecks of 13 burnt vehicles were still at the scene on Monday.

Residents of Ibafo, a community in Ogun State, situated along the Lagos-Ibadan Expressway want the state government to remove the petrol tankers usually parked on both sides of the expressway. They were reacting to the Sunday evening multiple auto crash and inferno which, according to eyewitness, got about 19 vehicles burnt and left at least 10 people dead and several others injured. According to Silvanus John who escaped through the window of a commercial bus that was involved in the accident, the crash was caused by a tanker that was trying to park on the roadside. "The first tanker was trying to turn. It wanted to park, but it did not give sign so the jeep that was behind hit it. Then the second tanker was coming; it tried to dodge the jeep, it went and hit the culvert (referring the median); then some other cars came and hit themselves there. Then the third tanker was

now coming with fuel; it now came and knocked the second tanker and now brought out fire and there was no way for the other cars to come out. One man that survived said his children were inside, so we started calling fire service. They didn't come in time." According to him, no emergency rescue agency came to the scene of the accident, apart from the Red Cross who helped to put out the fire on the cars. "The fire was burning hard. People were just shouting fire, fire, they ran away. When the fire service came (Red Cross) they could not quench the fire; they had to wait. Then they started pouring water on some cars that were burning," said Mr John, who is a resident of Ibafo.

Residents Cry Out to Government

Mr John called on the government to put an end to the practice of leaving tankers on the road. "Government should try and do something in this place, it is not good. The way they are parking here is very risky. Government should try and do parking for them. It is not good." On Monday morning, the scene of the accident was besieged by sympathisers and residents. It was still littered with the wrecks of 13 completely burnt vehicles, including the three petrol tankers. Some persons were seen removing some parts from the engine of the burnt vehicles. The crowd at the scene, mostly residents, blamed the tankers for the accident and called on the Ogun State government to remove them from the road, unless the government does not care about their lives. "I'm begging the government to see what they can do about this matter because it is getting too much. A lot of lives have been lost now. Look at what happened yesterday; likewise the other time. Let them (government) assist us. We don't want to be dying anyhow. If they want to kill us, they should announce to Nigerians," said Kolawole Kehinde, a resident of Ibafo. Another resident, Adegboyega Adejiri said, "A lot of people died but some escaped. Like one man, he escaped but his

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two children inside the vehicle were burnt. It's a very terrible thing. Let government remove all these tankers from the road. Sometime ago government said they should not be parking here; there is a place down there, a land where they said the tankers should be parking but they don't park there and government is not doing anything about it," Mr Adejiri said. According to Mr Adejiri the tankers park on the road to sell petrol to a group of roadside petrol retailers, popular known as black market. He said some people who may be representing the state government collect fees from the tanker drivers for parking on the roadside.

<http://234next.com/csp/cms/sites/Next/News/Metro/5615530-146/story.csp>

USA, GA, TWIN CITY, SEPTEMBER 8 2010. TWIN CITY GAS LEAK FOUND; CAN IT HAPPEN IN YOUR AREA? >> EPA SAYS LEAK COULD HAVE BEEN UNDERGROUND FOR WEEKS

A gasoline leak in Emanuel County has part of Highway 80 closed. According to the Emanuel County EMA Director, a gasoline leak was discovered on Saturday. Tuesday, local, state, and federal authorities finally located the leak in an underground tank under the Money Saver gas station on Highway 80. Saturday the gasoline appeared in a ditch where it began pooling. People in the area noticed and notified authorities. "It's possible it went on for days or weeks, and it simply went undetected," said U.S. Environmental Protection Agency Coordinator Matthew Huyser. A portion of Highway 80 is closed, more than a mile between 23 and 192. A few homes were evacuated on Saturday while they were drilling bore holes, but those people have been allowed to return. Two gas stations and a restaurant around the area have also been closed. Since the source has been found, the stores will be allowed to reopen Wednesday. Once the gasoline gets cleaned up, Highway 80 will reopen. Other local access roads are expected to open Wednesday. The school system was notified on Saturday of the road closures and buses were rerouted for the return to school Tuesday. The EPA dug up soil where gas seeped in. They plan to flush a nearby creek to collect the gas near a dam. EPA monitoring has also revealed normal air quality. Some businesses that have stayed open have also been hurt by the leak, because they're harder to reach. "It's killed my revenue from out of towners, only people now we have here are regular customers," said Kwik Pick store owner Dale Cannady. The Dollar General is also closed. Staff of Twin City Grocery say its business has remained strong. No official data was available from the EPA, but Huyser said underground leaks happen at least a few times a year in the southeast. At the state level, the Environmental Protection Division is charged with checking all underground tanks. "There are requirements for all underground storage tanks, regular maintenance, monitoring, and reporting requirements to make it doesn't happen, and if it does that it's detected early," adds Huyser.

<http://www.wrdw.com/homeandfamily/headlines/102343239.html>

USA, GA, TWIN CITY, SEPTEMBER 8 2010. SPILL CLEANUP CONTINUES



Scene of the spill cleanup

A gasoline spill first noticed by a resident on Saturday afternoon in Twin City has developed into a large-scale cleanup effort by numerous local, state and federal agencies. Matthew Huyser, on-scene coordinator for the EPA, is overseeing the cleanup and containment operation. The spill is from an underground gasoline tank in the immediate area. Huyser stated that the specific tank has not yet been determined. Workers from the various agencies, both volunteer and government employed, worked throughout the weekend to control and monitor the spill. Agencies on the scene included the EPA, Georgia DOT, Emanuel County 911, EMA, American Red Cross, Emanuel County Sheriff's Department, Twin City and Swainsboro fire departments, Twin City Police Department and the Emanuel County Hazardous Materials team. Traffic is being detoured away from US 80 to allow workers to monitor air quality and continue to work on cleaning up the spill. The road is closed

from the west side of Twin City to State Route 23. Local businesses along US 80 have been closed since Saturday evening. Business will be allowed to re-open Wednesday morning to local traffic while the detour will remain in place to through traffic. "Residents will need to use the side streets to go to local businesses; US 80 will not be opened until we feel safe about everything," said Twin City Mayor Jimmy Greenway. Residents with concerns may call the city of Twin City at 478-763-2695 for information. "Removal activities are coming along well. We are developing a plan on how we can control the flow of material and capture it. We have taken samples down the creek at several intervals to see how far the material (gasoline) has traveled. We have set up an underflow dam which allows water to flow but holds any floating oil back," stated Huyser. The area most affected by the spill is on the south side of US 80 between Dollar General and Hall's Minit Mart. The gasoline is

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flowing through the ditch and into Thick Creek that flows from north to south. Huyser said on Tuesday afternoon that 99.9% of the gasoline from the ditch had been collected and removed. The EPA projects that the initial clean up will be completed by Friday. As of Tuesday afternoon, only one family had been evacuated due to their close proximity to the spill. Other families have voluntarily left during the day while excavating work and material removal was being completed. Long term monitoring and follow-up air quality testing is not known at this time.

<http://www.forest-blade.com/articles/2010/09/07/news/doc4c86a0fb74ed0047936734.txt>

USA, LA, CHALMETTE, SEPTEMBER 8 2010. DUST FROM CHALMETTE REFINING BLANKETS HOMES, CARS

 **Photo Gallery** http://www.nola.com/business/index.ssf/2010/09/dust_from_chalmette_refining_b.html



A smoke stack vents exhaust at Chalmette Refining that had a power outage at 2 am releasing a catalyst used in oil refining down wind to homes Monday September 6, 2010.

A [fine powder](#) covered parts of St. Bernard Parish after [Chalmette Refining](#) lost power early today, a plant spokesman said. "Unfortunately an undetermined amount of catalyst was released into the community," after the 2 a.m. power outage, said Will Hinson, public affairs manager for Chalmette Refining, referring to the material used in the refining process. He said no one was injured at the refinery. By midday the plant was operating but still in the process of coming back to full production. Hinson said the powder is not hazardous and is safe to wash from cars, buildings and other surfaces. He said that he didn't know exactly what substances are in the dust. The company reported finding the catalyst in neighborhoods near [Chalmette Battlefield](#) and random spots in Arabi. St. Bernard

Parish Fire Chief Thomas Stone said there were reports of affected neighborhoods from Chalmette Vista all the way to the Lower Ninth Ward. He said Chalmette Refining reported that at least one ton of catalyst billowed into the air. Stone said the substance can be an irritant to people with respiratory problems but likely would need a higher concentration to be harmful. Still, he recommended that people wash off the substance before children touch it and put their hands in their mouths. He said his Chalmette neighborhood of Buccaneer Villa South had been coated in the stuff. "It looked like someone just took and dusted the neighborhood with confectioner's sugar," he said. "My fire department unit looked like a beignet." The release was disconcerting to residents. Roxanne Schmidt, who lives on Norton Avenue in Arabi, said she walked outside this morning to find what looked like a light dusting of baby powder on three vehicles, her house and an air conditioner. When she walked back inside her house, her tongue felt numb, she said. "I'm just worried if there's any long-term effect," she said. "Did it get through the air conditioner filter? Is it in my house?" The company has contracted with [Crawford and Co.](#), an insurance claims management firm, to work with residents. Officials from the firm were canvassing St. Bernard neighborhoods Monday, Hinson said. The refinery has set up a help line for residents at 1.877.657.2833.

http://www.nola.com/business/index.ssf/2010/09/dust_from_chalmette_refining_b.html

UK, DARLINGTON, RETURN OF SALMON CAPS OIL-SLICK RIVER'S RECOVERY

jim entwistle



Paul Scott and a Skerne-caught trout.

Just two weeks after thieves caused a hundred gallons of heating oil to ooze into a North-East river, environmental experts and fisherman claim the river has made a miraculous recovery. Reports of large trout, barbel, and even the elusive salmon show the Skerne in [Darlington](#) has bounced back from decades of pollution, including the most recent incident. The spill was caused by thieves stealing a tap from an oil tank at a plant nursery on Barmpton Lane. Swift action from the Environment Agency appears to have contained the contamination from a kilometre-long slick of oil. Absorbent booms were placed on the river on August 25 after the oil poured into the river. But an agency spokeswoman said last night the booms would be removed over the next few days after analysis showed the measures had succeeded. Fisherman Paul Scott, of Springfield, Darlington,

believes he has his own evidence of the successful containment after landing a 3lb 9oz brown trout earlier this week from a pool about a mile downstream from where the booms are placed. He said: "It has surprised me a great deal, I've always lived

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in the town and it is not somewhere, until recently, where I thought you could fish successfully. "When I was a child it was full of shopping trolleys, but not anymore." The Skerne runs from Trimdon in County Durham, through Darlington, to Hurworth, where it joins the Tees. Richard Jenkins, of the Environment Agency's fisheries team, said the river had been transformed over the last twenty years. Evidence of salmon had been found on the river's lower reaches, he said. "In the early Nineties, there was not a lot living in the river at all, certainly nothing upstream," he added. "But as the water quality has improved, and since the fish pass was built at South Park in 1994, we have seen some quite reasonable fish stocks in Darlington, all the way up to [Newton Aycliffe](#)." Species found in the Skerne include trout, chub, barbel and dace, upstream, and roach and grayling, nearer the Tees. *Anyone over the age of 12 must have an Environment Agency rod licence to fish in the UK. Visit environment-agency.gov.uk for more information.

http://www.thenorthernecho.co.uk/news/local/darlington/8375950.Return_of_salmon_caps_oil_slick_river_s_recovery/

MALTA, GOZO, GHARB, SEPTEMBER 8 2010. PYROTECHNICS INSPECTOR POINTS FINGER AT 'DANGEROUS' IGNITERS >> EXPLOSION CLAIMS IT'S 6TH VICTIM

nikki abela mercieca



The Għarb factory should never have had so many fireworks in one place, especially when people were still working there, pyrotechnics inspector Servolo Delicata said yesterday. "They went very much beyond the limit of what should have been stored on site," said Mr Delicata, who spoke to The Times just before his appointment on a board of inquiry set up to look into Sunday's blast. The explosion at the Farrugia Fireworks Factory, which burned a hole in the Għarb valley, devastated a family – the father Nenu, his son Noel and the son's pregnant wife Antinette. Another man, Jean Pierre Azzopardi, unrelated to the victims, also died, while Nenu's other son Raymond and son-in-law Paul Micallef were injured

critically. Mr Delicata said that although the law regulated the amount of potassium nitrate and chlorate (two of the most unstable fireworks materials) that can be kept in the factories, a newer compound, potassium perchlorate, is not regulated and, therefore, gave rise to a loophole. "Small accidents happen in fireworks factories and it's very likely that a small explosion in the working area spread quickly because of the large amount of fireworks that were on site," he said, explaining that a chain of explosions made it possible for the damage to be so wide-spread, so much so that the two survivors, who were taken to hospital severely burnt, were standing 50 metres from the main blast site. The explosion was so powerful it left a large hole in the ground. Debris could be found hundreds of metres away from the site of the factory. The ground was littered with petards and car parts could be seen a long distance away from what was left of the vehicles themselves. Although many speculated that a fire could have started from trucks or the fireworks they carried, Mr Delicata thinks the trucks are not a likely cause. If something were faulty in the vehicles it would have most likely caused problems during transport not when they were parked, he argued. The fireworks were carried to Gozo on a barge and taken by trucks to the factory, where they were parked in the yard. The factory contained an estimated €70,000 worth of fireworks for the Xagħra feast. They were purchased from five factories in Malta: Għaxaq, Lija, Kirkop, Qrendi and the St Sebastian factory in Qormi, sources said. The Qormi factory claimed two lives last February when an explosion rocked the facility in the limits of Handaq, Qormi. An explosion occurred at the Għaxaq factory last year but luckily no one was injured. In previous years, people at the Għarb factory site told Mr Delicata the fireworks bought from Malta were stored in separate places like, say, a container in the field where the explosives were going to be let off from. It was possible that there was a mistake somewhere, Mr Delicata said, but the fundamental problem being bred in factories was that "no one is scared anymore". Most of the people who frequented the factories were not knowledgeable enough, he added. Mr Delicata said it was too early to say what caused the blast or other unexplained explosions in the past months, which some are attributing to an inferior batch of chemicals. However, he raised questions about the igniters, used to light up the fireworks. Although igniters have been used for several years, very little is known about them and their chemical consistency changed when they were bought from different companies, making them very dangerous. Mr Delicata said that although the Farrugia factory was not known to use igniters that much, in the wake of so many casualties in the past year, he still thought igniters might have been a contributing factor in this tragedy. "Sometimes igniters go off on their own," he said. "I think that instead of calling a moratorium on fireworks for two years, we should call a moratorium on igniters."

Related Links

- [Għarb firework factory explosion, 4 dead, 2 critically injured](#)
- [The Għarb fireworks factory explosion claims it's 5th victim](#)

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- [Xaghra Feast Committee decide that the feast will go ahead](#)
- [Gharb council to hold referendum on new firework factory application](#)
- [Gozo Channel states fireworks are not transported by ferry](#)
- [Government appoints Board of Inquiry into firework safety](#)

<http://www.timesofmalta.com/articles/view/20100907/local/pyrotechnics-inspector-points-finger-at-dangerous-igniters>

USA, WASHINGTON, SEPTEMBER 8 2010. REPORT BY BP FINDS SEVERAL COMPANIES AT FAULT IN SPILL

ian urbina

Related Links

- [Text of the Report](#)
- [Spill Map](#)
- [Investigation](#)

The oil giant BP said Wednesday in its internal report that a series of failures involving a number of companies ultimately led to the huge oil spill in the Gulf of Mexico. "No single factor caused the Macondo well tragedy," BP [said in a statement](#) about the report. "Rather, a sequence of failures involving a number of different parties led to the explosion and fire which killed 11 people and caused widespread pollution in the Gulf of Mexico earlier this year." Conducted by the company's safety chief, Mark Bly, and a team of about 50 mostly BP employees, the inquiry was initiated almost immediately after the April 20 explosion that killed 11 and spilled almost five million barrels of oil into the Gulf of Mexico. Citing "a complex and interlinked series of mechanical failures, human judgments, engineering design, operational implementation and team interfaces," [the 193-page report](#) deflects attention away from BP and back onto its contractors, especially [Transocean](#), which owned the rig, and [Halliburton](#), which performed cement jobs on the well. The report, which took about four months to complete, focuses less on decisions that BP made in designing and drilling the well than on what rig workers, mostly from Transocean, did after the blowout occurred. "To put it simply, there was a bad cement job and a failure of the shoe track barrier at the bottom of the well, which let hydrocarbons from the reservoir into the production casing," BP's departing chief executive, [Tony Hayward](#), said in a statement on Wednesday. "Based on the report, it would appear unlikely that the well design contributed to the incident, as the investigation found that the hydrocarbons flowed up the production casing through the bottom of the well." While it puts some responsibility on BP for errors made — such as misreading pressure data that indicated a blowout was imminent — [the report](#) tries to undermine the notion that the company acted with gross negligence. Among its most significant conclusions, the report said that the blowout came up the center of the pipe and not up the outside of the well casing, the area known as the annulus. If true, the finding is significant because it plays down the importance of certain BP decisions that have been criticized as negligent. One such decision was BP's choice of a type of well casing that internal documents indicated the [company knew was cheaper but riskier](#). Another such decision was BP's use of fewer-than-advised centralizers, devices that are meant to keep the casing properly positioned. Because of its authorship, the report is unlikely to carry much weight in influencing the Department of Justice, which is considering criminal and civil charges related to the spill. The report is, however, as much a public relations exercise as a preview of BP's probable legal strategy as it prepares to defend itself against possible federal charges, penalties and hundreds of pending lawsuits. A series of other reports, including one from the Coast Guard and the federal minerals management agency, are expected in the coming months. The report faults Transocean workers for failing to recognize and act on the influx of hydrocarbons into the well for more than 40 minutes until the hydrocarbons were in the riser and rapidly flowing to the surface. And the report adds that the well-flow was routed to a mud-gas separator after it reached the rig, causing gas to be vented directly onto the rig rather than diverted overboard. The flow of gas into the engine rooms through the ventilation system created a potential for ignition that the rig's fire and gas system did not prevent, BP investigators found. In recent testimony, BP executives have pointed out the blowout preventer did not go through an extensive certification as required by federal regulations, a fact which was earlier [documented in internal Transocean equipment reports](#). "Even after explosion and fire had disabled its crew-operated controls, the rig's blow-out preventer on the seabed should have activated automatically to seal the well," the report concludes. "But it failed to operate, probably because critical components were not working." Investigators found there were several failures involving the blowout preventer. Shortly after the initial explosion, an attempt to activate a set of shear rams — which would have cut the drill pipe, allowing the rig to move away, and sealed the well — failed, probably because electrical control lines on the rig were damaged in the explosion. A battery-powered backup system also failed, the investigators said, probably because of problems with both of the blowout preventer's control pods, which are identical boxes containing electric valves that regulate the flow of hydraulic fluid. Only one pod was necessary to work, but the investigators said that one had a battery that was nearly dead while the other had a defective valve. BP did not have a chance to analyze the blowout preventer before the company released its report. The failed

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device was removed from the sea floor on Saturday and sent to a [NASA](http://www.nasa.gov) facility in New Orleans where federal investigators are waiting to inspect it. The report also cited Halliburton for its work in cementing the well. Halliburton designed and pumped a cement seal that investigators have said may have allowed explosive natural gas to enter the well and rush up to the rig. "The cement and shoe track barriers — and in particular the cement slurry that was used — at the bottom of the Macondo well failed to contain hydrocarbons within the reservoir, as they were designed to do, and allowed gas and liquids to flow up the production casing," BP investigators said. The finding is in keeping with a claim that BP executives have made repeatedly in recent weeks. In testimony, Halliburton executives have argued that they were following BP's orders, pointing to e-mails from April 18 in which Halliburton executives warn BP of a potential "severe gas flow problem." But BP executives have highlighted other internal documents provided to The New York Times that they said showed Halliburton's confidence in its cementing job. "We have completed the job and it went well," one Halliburton worker wrote about the cement work in an e-mail only hours before the explosion. "Full returns were observed throughout." However, several engineers who were asked to review the documents said that the warnings from Halliburton were clear and firm. They also pointed out that ultimate responsibility for decision-making on the rig rested with BP. The report contains 25 recommendations for preventing a future disaster, in areas such as oversight of contractors.

http://www.nytimes.com/2010/09/09/us/09spill.html?_r=1

UK, SUFFOLK, SEPTEMBER 8 2010. FRANKLIN FUELING SYSTEMS ANNOUNCES THE ACQUISITION OF PETROTECHNIK LIMITED, SUFFOLK, UK

Franklin Fueling Systems, one of the world's leading manufacturers and suppliers of petroleum equipment, announced today that it has completed the acquisition of all of the outstanding shares of PetroTechnik Limited ("PetroTechnik") for cash. PetroTechnik is the supplier of Universal Petro Pipe (UPP) and polyethylene containment, piping and tightness testing systems for the underground storage and transfer of flammable liquids. PetroTechnik also manufactures and distributes Cookson and Zinn (C & Z) above and below ground storage tanks and pressure vessels. PetroTechnik's consolidated annual sales are approximately 25 million pounds sterling. Don Kenney, President of Franklin Fueling Systems, stated, "The acquisition of PetroTechnik and its subsidiaries in the UK, France, Brazil, India and China, doubles Franklin Fueling's global pipe and containment sales, doubles our revenue in Europe and increases our overall non-U.S. sales by fifty percent." "Franklin Fueling Systems is now able to supply customers globally with both the UPP brand electrofusion pipe certified to European (EN) standards, as well as the market leading APT brand flexible pipe certified to U.S. (UL) standards. Electrofusion pipe is the preferred technology outside the U.S. PetroTechnik's existing distribution network reaches over 100 countries including many in emerging markets around the world which provides Franklin international distribution for its other industry leading petroleum equipment products including pumping systems, fuel management systems, and vapor recovery systems. Franklin also gains a proven team of industry leading sales, marketing and technical personnel recognized as the global leaders in electrofusion piping products, with an estimated ten million meters of pipe installed in over 30,000 sites across more than 150 countries. "PetroTechnik, founded in the early 1990s, has built its reputation on the same principles as Franklin: quality, availability, service and innovation, as well as a strong sense of responsibility to provide the highest value to its customers. PetroTechnik's worldwide customer base is supported by sales representatives and employees located around the world." Kenney concluded, "We are pleased that PetroTechnik has the confidence in Franklin to continue its shared vision of commitment to its customers. John Boudry, Chief Executive Officer of PetroTechnik, will provide consulting services throughout the integration." Mr. Boudry added, "This union is a wonderful step forward for the entire industry as a whole. I think it speaks to the globalization of the industry when two companies from different regions of the world come together in order to provide their customers with as broad a product offering as possible. Both customer bases will greatly benefit from this acquisition, which will also provide vast growth potential for two industry leading lines of pipe." Franklin Fueling Systems is a wholly owned subsidiary of Franklin Electric Co., Inc., a global leader in the production and marketing of systems and components for the movement of water and automotive fuels. Recognized as a technical leader in its specialties, Franklin Electric serves customers around the world in residential, commercial, agricultural, industrial, municipal water and fueling applications.

Related Links

- [Franklin Fueling Systems](http://www.franklinfueling.com)
- [PetroTechnik Ltd.](http://www.petrotechnik.com)

<http://p128303.mittwaldserver.info/news/industry/MiZlbiYxMDY4MCYmMSYzMCYx>

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CHILE, SANTIAGO, SEPTEMBER 9 2010. CHILEAN OIL RIG ON FIRE

A chilean-operated oil rig off the southern coast of Argentina caught fire last night, forcing all its workers to evacuate by boat and oil production to shut down, Argentina's navy said. The predawn fire broke out inside the oil rig's living quarters. "It was put out initially, but reignited later.... The (rig) safety chief said the oil wells are shut off," the navy said. There were no reports of an oil spill in the Atlantic, 2800 kilometres south of Buenos Aires. It was unclear how many workers were on Sipetrol's AM-2 oil exploration and drilling rig, 14.9 kilometres southeast of Cape Virgenes, in Santa Cruz province, but they "evacuated the place in life rafts at 6.05am (7.05pm AEST)." The workers were later picked up by the Golondrina del Mar (Sea Swallow), an Argentine tugboat that was in the vicinity, the navy said. Sipetrol Argentina is a subsidiary of Chile's ENAP (Empresa Nacional de Petroleo de Chile), which runs oil production facilities around the world, including Argentina, Ecuador, Colombia, Egypt, Iran and Yemen.

<http://www.heraldsun.com.au/news/breaking-news/chilean-oil-rig-on-fire/story-e6frf7jx-1225916189199>

CANADA, NUNAVUT, GJOA HAVEN, SEPTEMBER 9 2010. TANKER TO THE RESCUE

A second oil tanker was en route to the central Arctic Tuesday to unload the Nanny that ran aground near Gjoa Haven, Nunavut, last week. The Tuvaq is heading for Cambridge Bay, said Todd McKay, of Nunavut's fuel division. There, the ship will unload before heading to Gjoa Haven. "Then they're going to move across to the Nanny and take as much fuel off as needed to get the ship floating again," McKay said. The Nanny ran aground near Gjoa Haven. It is carrying more than nine million litres of diesel, gasoline and jet fuel but is not leaking.

<http://www.theprovince.com/Tanker+rescue/3493018/story.html>

VENEZUELA, CARACAS, SEPTEMBER 9 2010. FIRE HALTS SHIPPING FROM LARGE BONAIRE OIL TERMINAL

marianna parraga

A fire halted shipping from a 12 million barrel crude and oil products storage terminal on the Caribbean island of Bonaire Wednesday, the day after a deadly Mexican refinery blast rattled gasoline and diesel markets. No ships were loading or unloading while the fire at a tank containing 200,000 barrels of naphtha was brought under control, said Asdrubal Chavez, head of refining at Venezuela's state-run PDVSA oil company, which owns the BOPEC terminal on the Dutch Antilles island, 50 miles (80 km) north of Venezuela. "It was caused by an electrical storm. We are working to put it out. There are no injuries or fatalities. It is difficult to control the fire," said Chavez, PDVSA's head of refining. There was little initial impact on oil prices, said energy analyst Phil Flynn of PFG Best Research in Chicago. "The market reaction has been subdued so far and is likely to continue to be if it is contained to the naphtha tank -there's really a glut of naphtha out there in the market right now," said Flynn. "But if it spreads to other tanks and crude or gasolines supplies are impacted and Venezuela loses products, we're likely to see it lift prices. Tuesday's explosion at the Mexican oil refinery certainly raised prices as a lot of gasoline and other products have been going into Latin America." A trader who does business with PDVSA said ships anchored near the terminal had been ordered to move further from the island for safety reasons. The Bonaire terminal is an important staging post for fuel exports to China and the United States. Naphtha is a petrochemical feedstock used in everything from plastic manufacturing to high octane gasoline blending. It is also sometimes used as fuel for camp stoves.

<http://www.foxbusiness.com/markets/2010/09/08/halts-shipping-large-bonaire-oil-terminal/>

USA, MD, BALTIMORE, SEPTEMBER 9 2010. 2 BUILDINGS EVACUATED AFTER HAZMAT SPILL

 **Watch the Video** <http://wjz.com/local/hazmat.baltimore.spill.2.1902138.html>



A highly toxic spill prompted the evacuation of two Baltimore office buildings. Right now, crews are still working to clean up the dangerous spill.

A highly toxic spill prompted the evacuation of two Baltimore office buildings. Right now, crews are still working to clean up the dangerous spill. Weijia Jiang has more on the dangerous acid that prompted the evacuation. It happened around 10 a.m. Wednesday on the 2900-block of Whittington Avenue. The buildings were evacuated for a hydrofluoric acid spill. The process of dealing with the acid is extremely dangerous because even one drop can lead to serious health problems. Eleven workers in two businesses were evacuated. "Just had to get out. They didn't tell us any information other than we had to leave," said Michael Wooten. Crews first thought they were only dealing with a few gallons of acid but quickly realized they were wrong. "Evaluation by our hazmat task force revealed closer to 50 to 65

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gallons spilled in an approximately 20 by 30 area," said Chief Kevin Cartwright. Employees use acid to make etchings into stone. Acid is not combustible so they're not worried about an explosion, but there are still problems. Acid can cause breathing problems and burn through the skin to the bone. "We do have our medical director and EMS personnel on the scene to manage any crisis," Cartwright said. Investigators are trying to find out what caused the spill. The other businesses that were evacuated include a small recording studio, a hardware warehouse and a countertop manufacturer.

<http://wjz.com/local/hazmat.baltimore.spill.2.1902138.html>

USA, MI, KALAMAZOO CO, SEPTEMBER 9 2010. CLEANING UP THE ENBRIDGE OIL SPILL

It's been more than a month since an estimated 800,000 gallons of crude oil spilled into the Kalamazoo River. Enbridge Energy Partners, the company responsible for the pipeline leak, says it has cleaned up about 700,000 gallons of that oil. But there's still a lot of work to be done. The Environmental Protection Agency is just now starting to find out how much oil is at the bottom of the river. Peter Adriaens is an expert on oil spill cleanup, and he has consulted on the cleanups of the Exxon Valdez and first Gulf War oil spills. He's a professor of environmental engineering at the University of Michigan.

http://www.mlive.com/environment/index.ssf/2010/09/cleaning_up_the_enbridge_oil_s.html

USA, VA, SPOTSYLVANIA CO, SEPTEMBER 9 2010. CITY, COUNTY OFFICIALS KEEP CLOSE EYE ON CSX RAILCARS >> STATE AND LOCAL OFFICIALS KEEP AN EYE ON FREIGHT RAILCAR MOVEMENT IN FREDERICKSBURG AREA AFTER RESIDENTS RAISE OBJECTIONS

kelly hannon

As residents object to hazardous materials being stored in railcars near their homes, Fredericksburg and Spotsylvania officials continue to monitor CSX Corp. and Transflo Terminal Services Inc. train traffic. Also, Virginia Sen. Edd Houck, D-Spotsylvania, has asked CSX to swiftly deliver hazardous materials to its customers, rather than let railcars wait on the tracks in a residential area. [Spotsylvania County](#) inspects Transflo's ethanol transfer facility in the county industrial park every day, said Doug Barnes, Spotsylvania county administrator. Transflo has a special-use permit that allows it to keep up to 10 railcars on the premises at a time. Transflo is currently in compliance with that permit, Barnes said. The permit can be revoked only if there are grounds to do so, Barnes said. In Fredericksburg, City Manager Beverly Cameron credited Transflo with making two key changes in response to city concerns over railcars carrying ethanol staging next to the city's Mayfield neighborhood. Transflo has switched to higher-capacity pumps, allowing it to drain ethanol from railcars faster and transfer it to tanker trucks, lessening the need to keep railcars waiting in the CSX yard, Cameron said. Also, Transflo has made arrangements to have additional tanker trucks waiting at the Spotsylvania facility to drive the ethanol away. "I think there have been some positive things Transflo has done at our request," Cameron said. Yet the only reason the request needed to be made was that Spotsylvania authorized a special-use permit for the Transflo facility to operate, Cameron said. "We are certainly very concerned about the large number of ethanol railcars that are stored in the Mayfield rail-yard, and we continue to encourage all the parties--[Spotsylvania County](#), CSX and Transflo--to find another place for the storage and staging of all these ethanol cars," Cameron said. Encouragement and conversation may be the only tools the city has at its disposal to ask that CSX move railcars. Fredericksburg City Council cannot compel CSX to move the railcars, which operate on privately owned railroad track. Under federal law, railroad companies can store railcars in the yard for up to 48 hours before delivering it to a customer. Also, railroad companies cannot decline to deliver hazardous materials. Under common carrier law, CSX or any U.S. railroad company must deliver hazardous materials. Fredericksburg area businesses are ordering chlorine and liquefied petroleum gas; and, consequently, CSX must deliver it by rail. Houck met with CSX Vice President Quintin Kendall last week to talk about community concerns over the ethanol facility and the resulting railcars filled with ethanol, as well as railcars containing chlorine and liquefied petroleum gas, both hazardous materials. A solution Houck offered at the meeting was for CSX to move the railcars to their destination immediately, rather than letting them sit for the allowable 48 hours. Although legal, Houck called the 48-hour window "not satisfactory." "That's still exposing the citizens to potential danger for that length of time," Houck said. "Get it delivered to the customer ASAP," Houck said. "Don't store it there. Have it arrive there, but get it immediately sent to Quarles, send it down to Caroline--get it in the hands of the customer instead of just leaving it sitting there." Houck acknowledged that it would be up to CSX to arrange its scheduling, manpower and resources to accomplish that. "I hope that CSX will listen carefully, exercise good judgment, but take care of the citizens out there. They need to be good neighbors to the people in the Mayfield area and throughout the entire region here," Houck said. "If not, then the pressure will build to have either some legislative or legal change, and I think it would behoove CSX just to listen carefully and take care of the problem themselves." In a Sept. 7 letter to Houck following their meeting, Kendall wrote, "While every effort is made currently to deliver the cars to our customers as expeditiously as possible, at your request, I will ask Transflo and the CSX operating division to

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review our operating procedures to determine if improvements can be made, and will report the results to you." Fredericksburg area residents have voiced fears about an accidental release of hazardous materials from the railcars. Any hazardous-material spill in the Fredericksburg area would be addressed by the regional hazmat response team, which is based in Fredericksburg. The city has a hazardous-materials response plan, and depending on the incident, the city could use a Reverse 911 phone system to give residents in a specific geographic area instructions in an emergency. The city also has an electronic alert system that sends messages to e-mail addresses and mobile devices for anyone that registers for the service at fredericksburgalert.com. Also, all three shifts of the Fredericksburg Fire Department underwent three days of hazmat response training in April on a CSX-provided "Safety Train." Participants trained on empty rail cars adapted to look exactly like the cars that would carry ethanol, liquefied petroleum gas and chlorine. This summer, CSX paid for two fire and rescue workers from Fredericksburg to attend a week-long railroad hazmat training session in Pueblo, Colo. The course is "the premier railroad tank car training facility," said Fredericksburg Fire Chief Edwin Allen. The two attendees will share what they learned with the rest of the department, Allen said. The fire department is scheduled to give a presentation to the Mayfield Civic Association on Thursday, Sept. 16 discussing evacuation plans, emergency operations and response times. A meeting between CSX, Transflo and city and Spotsylvania officials is planned for the near future, "just to continue to have dialogue with them," Barnes said.

<http://fredericksburg.com/News/FLS/2010/092010/09092010/574222>

USA, CT, WILTON, SEPTEMBER 9 2010. TOWN SUFFERS HUGE DIESEL SPILL >> 700 TONS OF SOIL ARE REMOVED FROM WILTON AFTER A FUEL TANK RUPTURES.

christian camerota



Lest the oil spill in the Gulf get all the local attention, a 10,000 gallon fuel tank in Wilton's bus yard decided to rupture recently in a slippery game of oneupsmanship. First Selectman Bill Brennan reported Tuesday night that the town discovered the leaking tank in mid-August. They had to act quickly to mitigate the environmental impact and avoid expensive state-imposed sanctions. "I could smell it before I got out of my car 40 feet away," Brennan said of the first time he visited the site. The tank, which holds diesel to fuel the town's 40 busses, was 18 years old, faltering just two years shy of its expected life. The leak was discovered when town officials noticed discrepancies between readings from the tank monitoring system and the logbook that bus drivers use to mark their fuel consumption. The Connecticut Department of Environmental Protection had an emergency response coordinator help Wilton find a consultant that could complete "the activities necessary to address the fuel release."

Brennan said. The town ultimately hired [Leggette, Brashears & Graham Inc.](#), a company well known for its work in soil remediation. Work began to remove the 87,500-pound tank, buried about 20 feet below ground, on Aug. 23. The town also made nine borings in the soil at a depth of 16 feet in the surrounding area to determine the extent to which the fuel had dispersed into the ground. "The hole was like a new swimming pool in town," Brennan said, without the kind of glee summertime swimming holes usually inspire. Eventually, more than 700 tons of soil were transported and disposed of at Phoenix Soil in Waterbury, CT. According to Department of Public Works Director Tom Thurkettle, Phoenix takes the soil and incinerates it, enabling it to be recycled once the oil has burned off. "That was expensive," Brennan said of the costs associated with hauling 700 tons of dirt almost 50 miles. The site has since been back-filled by the town DPW. While Wilton works to purchase and install its next fuel tank, buses are being routed to Town Hall to fill up. So far, the temporary transition has been seamless according to town officials. By working quickly to remove the tank and clean up the spill, Brennan said Wilton was able to avoid having the state step in and handle the process. Had that happened, an already costly project could have become even more so. "This has been a very well-coordinated team effort with the town," Brennan said. "There have been a lot of people involved with this." Despite being able to see "all the black oil that was in there until they took it away," both Brennan and Wilton DPW officials said there will be almost no environmental impact as a result. Because the spill was discovered and dealt with quickly, and because of bedrock beneath the soil that kept the fuel from seeping further into the ground and heading for water, containment was relatively easy. The problem now becomes paying for all of it. Brennan said a total cost has not yet been established, but he did throw up some preliminary figures: \$14,000 for a consultant, \$7,400 to pull the tank, \$40,000 for a replacement tank, and \$35,000 for fuel recycling (700 tons at \$48 per ton). Those figures alone, not factoring in labor and additional expenses, come to almost \$100,000. That money is expected to come out of a special town appropriation. "Right now we're just trying to get the facts and data and then we can see what we'll get refunded out of this

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Release 2010 – 639 Newsy Stuff

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

September 11 2010

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account," Brennan said, referring to a special state fund that will sometimes defray some of the costs of such incidents. "It's not a guarantee that we'll get refunded because the state has its own problems." Wilton is now trying to decide on a replacement tank. DPW officials said the new tank will likely be an above-ground one, which is easier to maintain and monitor, if slightly more expensive. The town will likely also be required to put in a well to monitor the ground water quality for the next year.

<http://wilton.patch.com/articles/town-suffers-huge-diesel-spill>

TRANSPORT CANADA. ETHANOL AND GASOLINE MIXTURE - CLASSIFICATION AND EMERGENCY RESPONSE



Transport Canada has issued a concise guide to the classification of ethanol/gasoline mixtures. Designed to provide advice to shippers and carriers, the bulletin ([available here](#)) also includes instructions for emergency responders. The correct classification and placarding of gasohol loads is vital, since the proportion of alcohol in the blend will affect the way that fires are dealt with.

RDIMS #6046904

July 2010

Transport Canada advises:

shippers and carriers of the shipping names and UN numbers they should use in Canada for fuel mixtures of ethanol (or ethyl alcohol) and gasoline; and emergency responders on how to treat spills and fires involving these mixtures.

Classification

The chart below will help you classify ethanol and gasoline mixtures properly for transport.

Ethanol Concentration (%)	Shipping Name	UN Number
Up to E10	Gasoline	1203
More than E10 and less than E100	Ethanol and gasoline mixture	3475
E100	Ethanol or Ethyl alcohol	1170

Section 2.3 of the Transportation of Dangerous Goods Regulations states that:

- If a name of dangerous goods is shown as a shipping name in column 2 of Schedule 1, that name must be used as the shipping name
- As well, you must not classify ethanol/gasoline mixtures as:
ALCOHOLS, N.O.S. (UN1987);
FLAMMABLE LIQUIDS, N.O.S. (UN1993); or
DENATURED ALCOHOL (NA1987).

Mixtures with more than 10% ethanol form a polar/water-miscible flammable liquid that degrade the Aqueous Film Forming Foam (AFFF or regular foam) are often used to treat gasoline fires. It is very important to properly identify and classify these mixtures so emergency responders will know how to treat them during a spill or fire.

Emergency Response

- You must treat fires involving mixtures with more than 10% ethanol differently than gasoline fires:
- The Emergency Response Guidebook (ERG) refers to Guide 127 (Flammable Liquids; Polar and Water-Miscible).

The International Association of Fire Chiefs (IAFC) recommends applying a fog stream of Alcohol-Resistant, Aqueous Film-Forming Foam (AR-AFFF) on spills or fires of mixtures with more than 10% ethanol.

<http://www.tc.gc.ca/eng/tdg/publications-bulletins-ethanolgasoline-1105.htm>

USA, IN, MARION CO, SEPTEMBER 9 2010. EASTSIDE OIL SPILL CLEANUP CONTINUES TODAY

melanie d. hayes

Crews are continuing to clean up the residue of an oil spill today on the Eastside after a valve on a [fuel tank](#) broke Tuesday around noon. The valve that broke was part of a 420,000-gallon capacity tank at Metal Working Lubricants, but it was only holding 170,000 gallons at the time, said Amy Hartsock, spokeswoman for Indiana Department of [Environmental Management](#), which is overseeing the clean up. About 30,000 gallons spilled out into a secondary earthen containment area on the surface of the site, 199 S. Sherman Drive, Indianapolis. The containment area kept the fuel from overflowing elsewhere or outside of the company's site, and the fuel did not make it into any sewers or surface water, Hartsock said. "When the large valve broke, they (the company) weren't able to replace or repair the valve, so what was necessary was to pump out the tank and contain the oil that was being released to [the secondary](#) containment area," she said. Crews worked all day yesterday and

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overnight to pump out the fuel from the tank and the spill. Today, starting early in the morning, workers began addressing the impacted soil in the earthen containment, removing the soil that was soaked in fuel, Hartsock said. There continues to be a smell of petroleum in the air, but the fumes are not harmful, she said. "There was a home in the area identified as having private residential well and the Marion County Health Department is sampling (the water), making sure there are no signs of impact," Hartsock said.

<http://www.indystar.com/article/20100908/LOCAL18/100908012/Eastside-oil-spill-cleanup-continues-today>

USA, N.Y, MEXICO, SEPTEMBER 9 2010. DEC SPILL RESPONSE TEAM CALLED TO FUEL SPILL IN MEXICO

 **Watch the Video** [DEC spill response team called to fuel spill in Mexico 9-8-2010](#)

 **Watch the Video** [RAW Video: Mexico fuel spill 9-8-2010](#)



The Department of Environmental Conservation spill response team and State Police have been called to a location on Tubbs Road in Mexico where a pickup truck hit a fuel tank. (Jim Kearns, WSYR-TV NewsChannel 9). Mexico (WSYR-TV) - The Department of Environmental Conservation spill response team and State Police have been called to a location on Tubbs Road in Mexico where a pickup truck hit a fuel tank. According to Oswego County 911, the tank spilled approximately 100 gallons of fuel.

http://www.9wsyr.com/mostpopular/story/DEC-spill-response-team-called-to-fuel-spill-in/mhZK_I5NF0KuEdPI8hFAOg.csp

USA, VA, HOPEWELL, SEPTEMBER 10 2010. EXPLOSION REPORTED AT HOPEWELL ETHANOL PLANT

 **Watch the Video** <http://www.wtvr.com/news/wtvr-hopewell-explosion-090910.0.2086852.story>



Osage Bio Energy says an equipment failure inside an air emissions control device led to a pair of explosions and fires late last night that did not cause any injuries or release of hazardous material at its Hopewell ethanol plant. "We'd like to apologize to the community for any disruption this may have caused last night and recognize this was an alarming situation to those in the immediate area," the company said in a news release this afternoon. "We can assure you that at no point did this incident pose a threat to residents in the community." The fires were described as small ones by Hopewell firefighters. Fire Chief John Tunstall said one blaze extinguished itself when a valve was shut, and the other was doused by firefighters. Tunstall said firefighters arrived just before midnight and left about 2:57 a.m. They were joined by units from neighboring Prince George and Fort Lee as a precaution, the chief said.

The Appomattox Bio Energy plant, which makes ethanol from barley, has been mechanically finished since early August, the company said. Since then it has been running at reduced capacity while going through start-up routines and procedures.

This has been a breaking news update. The earlier story is posted below.

9:52 a.m.

At least two explosions rocked Osage Bio Energy's ethanol plant in Hopewell late last night, causing two small fires but no injuries, Hopewell Fire Chief John Tunstall said this morning. Tunstall said a liquid that is part of the ethanol manufacturing process at Appomattox Bio Energy got outside a dryer and caught fire, and there was also a fire inside a duct that ran from the dryer. The first fire extinguished itself after a valve was shut, and the second fire was put out by firefighters, Tunstall said. He described both fires as small. There were reports of three loud booms, Tunstall said. A broadcast report said some residents complained of their eyes burning after the incident, but Tunstall said there was no evidence of the public, plant workers or firefighters being exposed to hazardous materials. The fire department "checked all the area with meters," Tunstall said. "They could not find any leak of vapors." Tunstall said, "It's safe for the citizens in the area. There's no problems for the citizens in the area or to the plant." Hopewell emergency crews responded to the plant shortly before midnight and left at 2:57 a.m. He said units from neighboring Prince George County and Fort Lee were called as a precaution. Osage did not provide details in a news release of what may have caused the problem. "No one was injured as a result of the incident and the plant

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management activated its emergency response plan," Osage said. "The situation was quickly brought to a safe resolution." Osage said the accident was under investigation. "The event is being fully investigated to understand the root cause. Work at the impacted portion of the plant has been shut down temporarily, but work on the rest of the facility is continuing today," Osage said.

<http://www.wric.com/Global/story.asp?S=13124163>

USA, LA, NEW ORLEANS, SEPTEMBER 10 2010. LA. TUG COMPANY IN MISS. RIVER CRASH PLEADS GUILTY

cain burdeau



Fuel oil from a barge and ship collision on the Mississippi River was photographed near Chalmette on July 22, 2008.

A company whose towboat was involved in a crash with a tanker that caused a major oil spill on the Mississippi River two years ago pleaded guilty Wednesday to operating vessels with unqualified and overworked captains. DRD Towing Co., a company based a few miles upriver from the French Quarter, pleaded guilty to violating the Ports and Waterways Safety Act and the Clean Water Act, said U.S. Attorney Jim Letten. Also, Randall Dantin, a 46-year-old co-owner of the company, pleaded guilty to obstruction of justice. He was accused of deleting payroll sheets from a company computer that showed some improperly licensed workers were used to steer boats, prosecutors said. On July 23, 2008, the DRD towboat Mel

Oliver collided with the tanker Tintomara. A Coast Guard investigation revealed John Paul Bavaret II, a sleep-deprived apprentice mate without a captain at his side, was at the tug's helm, a violation of Coast Guard rules. The collision caused 283,000 gallons of fuel to leak, even though the tanker never ruptured, and closed the Mississippi for six days. Prosecutors said DRD pleaded guilty to running towing vessels in Louisiana and Texas with unqualified and overworked crews between Jan. 1, 2007, and July 23, 2008. Company captains were paid extra money for working many more hours than they were allowed to and operating boats without the required backup captains, prosecutors alleged. DRD also pleaded guilty to illegally discharging oil in the 2008 accident, a misdemeanor. The oil that spilled into the river came from a tanker barge the Mel Oliver was pushing. The Tintomara, a 600-foot Liberian-flagged tanker, slammed into the barge and broke it open. Letten said the case "demonstrated the extraordinary damage to our environment which can occur when maritime companies and individuals fail to meet basic standards through shortcuts and simple greed." Ivan Vikin, the special agent in charge of the Environmental Protection Agency's criminal enforcement in Louisiana, said DRD had "a history of operating undermanned vessels that are often staffed with unqualified personnel. This manner of 'doing business' is both dangerous and criminal and will not be tolerated." DRD faces fines of up to \$700,000. Sentencing has been set for Dec. 15 before U.S. District Judge Ivan Lemelle. Dantin faces up to five years in prison and a fine of up to \$250,000. Sentencing has been set for Dec. 8 before Lemelle. Vinny Mosca, Dantin's lawyer, said his client "made an error in judgment" and that "he wants to get all this behind him." Mosca said Dantin was no longer working on the river. A lawyer for DRD did not return messages seeking comment. An Associated Press probe that followed the Mel Oliver crash revealed that a federal program to recruit more tugboat pilots may have backfired by allowing thousands of novice captains to take the helm and contributing to a 25 percent increase in the number of accidents on the nation's rivers. The AP review of Coast Guard records indicated the U.S. tugboat fleet was increasingly piloted by captains who spent as little as one year in the wheelhouse. At the start of the decade, the Coast Guard was under pressure from the shipping industry to revamp its training and licensing process for river pilots because an older generation of captains in their 50s was beginning to retire, creating a labor shortage, the AP probe found. The agency scrapped the time-honored "master's system" in which captains hand-selected rookies for pilot training. Instead, officials began allowing companies to pick trainees and pay for them to become "apprentice steersmen." Under the new system, someone could get behind the controls of a tug after just a year, whereas the old arrangement required new pilots to spend years working their way up to the captain's seat. The Coast Guard, Congress and the industry have moved to close some of the loopholes in licensing, monitoring and safety revealed by the accident.

<http://www.businessweek.com/ap/financialnews/D9I4F1A80.htm>

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