

# Dangerous Goods - Hazardous Materials Group & Network

## Release 2010 – 637 Newsy Stuff

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

**September 6 2010**

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### **Australian Institute of Dangerous Goods Consultants Inc 2010 CONFERENCE on Friday September 17<sup>th</sup>, 2010 in Sydney, NSW, Australia.**

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#### **CHINA, HEILONGJIANG PROVINCE, YICHUN, WUMAHE DISTRICT, SEPTEMBER 3 201. DEATH TOLL IN CHINA FIREWORKS BLAST JUMPS TO 33**

The death toll from an explosion last month at a fireworks factory in northeastern China has leapt to 33 from a previously reported 20 dead, state media said. Xinhua news agency, in a report late Thursday, did not explain the sharp jump in the number killed in the August 16 accident near the remote city of Yichun in Heilongjiang province. Authorities in the province shut down all fireworks factories after the blast at the facility, which was operating despite having its permit cancelled due to safety concerns. The explosion left more than 150 people injured, and shattered windows in buildings a kilometre (half a mile) away. Xinhua said three other people were still missing following the blast. China's workplace safety record is notoriously bad, as an emphasis on profits has led to widespread disregard for even basic safety measures.

##### **Related articles**

[Death toll in China fireworks blast jumps to 33](#)

[Fireworks Factory Blast Kills 33 in NE China](#)

<http://www.google.com/hostednews/afp/article/ALeqM5igEMR7qq35yG06Th7pWumOF7xu3Q>

#### **SPAIN, BARCELONA, SEPTEMBER 3 2010. RUSSIAN BUSINESSMAN ACCUSED OF NIGHT CLUB FIRE ARRESTED IN SPAIN**

*andrew osborn*



*People lay flowers in front of the Lane Horse nightclub in Perm back in December 2009. 156 people were killed in the blaze.*

A Russian businessman accused of being responsible for the death of 156 people in a horrific night club fire last December has been arrested while on the run in Spain. Konstantin Mrykhin is wanted in his native [Russia](#) on charges of involuntary manslaughter in connection with a blaze that [tore through the Lane Horse night club](#) in Perm 700 miles east of Moscow. The fire was sparked by an indoor fireworks display that went wrong killing 156 people and leaving a further 65 with serious injuries. Illegal building work inside the club and flagrant breaches of fire safety regulations meant that revellers could not evacuate quickly enough and died of smoke inhalation or were burnt alive. The Russian police believe that

Mr Mrykhin, the club's co-founder, was criminally negligent in sanctioning the fireworks show and want to try him in Russia along with eight other people. A court in Barcelona where Mr Mrykhin was arrested will now consider a Russian extradition request. Fire safety is notoriously lax in Russia and there were more than 6,711 fire-related deaths registered in the first half of this year alone. If convicted, he could be sentenced to ten years in jail.

<http://www.telegraph.co.uk/news/worldnews/europe/spain/7978053/Russian-businessman-accused-of-night-club-fire-arrested-in-Spain.html>

#### **USA, PA, LACKAWANNA CO, MOOSIC, SEPTEMBER 3 2010. TEAM CANCELS FIREWORKS SHOW AFTER EXPLOSION**

An explosion that injured two men during a postgame fireworks display last week at PNC Field has led the Scranton/Wilkes-Barre Yankees to cancel shows scheduled for Friday and Saturday. The team said although the mishap has been ruled accidental, the team will examine all aspects of the postgame fireworks shows with firefighters and county officials before proceeding with additional shows. Fireworks are expected to resume next year. A state fire marshal determined one of the

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fireworks exploded while still in the projectile tube, causing the surrounding fireworks to explode as well, state police at Dunmore said. Two employees of the company that puts on the pyrotechnics displays were burned.

<http://thetimes-tribune.com/after-injury-team-cancels-fireworks-1.987564>

### USA, WYO, PAVILION, SEPTEMBER 3 2010. WYOMING TOWN NEAR DRILLING TOLD DRINKING WATER UNSAFE, POTENTIALLY EXPLOSIVE

Residents of a Wyoming town where natural gas drilling has occurred for years are now being warned their water is not only undrinkable but potentially explosive. The Environmental Protection Agency issued the warning after a second round of testing on the town of Pavilion's water supply. The first round found at least three water wells contained chemicals used in the natural gas drilling process of hydraulic fracturing. ProPublica reports the latest tests confirmed the presence of those chemicals as well as benzene, metals, naphthalene, phenols and methane. In addition to being told not to drink their water, Pavilion residents are also being advised to use fans and ventilation when showering or washing clothes to avoid the risk of explosions.

#### Related Links

- [Feds Warn Residents Near Wyoming Gas Drilling Sites Not To Drink Their Water](#)
- [Pavillion, Wyoming-Area Residents Told Not To Drink Water](#)
- [Drinking Water and Retirement Dreams Destroyed By Gas Drilling](#)
- [EPA Results Show Contaminated Water in Wyoming Fracking Zone](#)
- [Community Health Survey Results Pavillion, Wyoming Residents](#) [pdf]

[http://www.democracynow.org/2010/9/2/headlines/wyoming\\_town\\_near\\_drilling\\_told\\_drinking\\_water\\_unsafe\\_potentially\\_explosive](http://www.democracynow.org/2010/9/2/headlines/wyoming_town_near_drilling_told_drinking_water_unsafe_potentially_explosive)

### UK, REDDITCH, SEPTEMBER 3 2010. HUGE FUEL SPILL CLOSES M42

*ian dipple*

Hundreds of litres of diesel spilled across the M42, closing it for more than six hours, following a crash involving a fuel tanker and another lorry. Police closed the southbound M42 at junction three for Redditch following the collision about 10.45am on Wednesday (September 1) between junctions three and two. The fuel tanker, carrying an estimated 500 litres of fuel, ruptured spilling diesel across all three lanes. The Hazardous Area Response Team from West Midlands Ambulance service, three rapid response vehicles and two ambulance crews were sent to the scene as well as one crew from Redditch Fire Station and the Environmental Protection Unit from Stourport. One of the drivers, a man in his 30s whose lorry cab was badly damaged and had become dismounted from the rest of the vehicle, suffered minor cuts to his face and arms and was taken to the Alexandra Hospital for further assessment and treatment. The driver of the other lorry, a Latvian man in his 50s, was injured but was in shock and was also taken to hospital as a precaution. Firefighters spent two hours at the scene using special absorbency pads and granules to try and soak up the fuel as well as pumping the remaining diesel in the tanker into a portable container. At one point tailbacks reached five miles as motorists were diverted off the motorway and onto the slip road at junction three. Just one lane of the motorway was re-opened by 5pm causing delays of about one hour 20 minutes for frustrated commuters battling through the rush hour traffic as Highways Agency officials checked for any damage the diesel had caused to the carriageway and to ensure it was not a skid risk. The motorway was eventually fully re-opened at 8pm. A spokesman for the Highways Agency said the use of a special pressurised washer and suction machine had meant they had been able to soak up the fuel from within the carriageway avoiding the need to resurface which would have closed the motorway overnight.

<http://www.redditchstandard.co.uk/news25765.html>

### USA, AL, MOBILE, SEPTEMBER 3 2010. ETHANOL USE IN BOAT ENGINES

*jason smith*

Now that most of the oil is gone, you may be planning to put the boat back in the water. However, you may want to check your tank before you head to the launch. Recent Federal laws now mandate that the vast majority of gas stations carry gasoline containing ten percent ethanol. This works fine in automobiles. However, the E10 gasoline can cause big problems for small motors and boat engines. Here's a demonstration. On gas can on the right contains ten percent ethanol and is exposed to air. It attracts moisture making the fuel cloudy. A gas can on the left contains freshly poured gas that contains no water. Not only can the moisture cause performance issues, but as local marine mechanics tell us, it can also affect other parts of your engine: Boat engines aren't the only small motor affected. Lawn equipment, 2 cycle engines, weed eaters, chainsaws, generators, lawn mower engines... any small engine equipment can be impacted Here are some tips to make that small engine run more

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efficiently. You want to buy fuel in small quantities. Gas has a short shelf life. Also, keeping a tight lid on it will keep moisture from working in. Give it a little shake before you get started and you are good to go. To avoid the ethanol all together you can find marine fuel available at select gas stations and most boat marinas. You may also try additives like this fuel stabilizer to help counteract the harmful affects.

<http://www.fox10tv.com/dpp/outdoors/ethanol-use-in-boat-engines>

### **USA, WASHINGTON, SEPTEMBER 3 2010. DOZENS OF FIRES OCCUR IN GULF OF MEXICO EACH YEAR, DATA SHOW**

*tennille tracy*

As [Mariner Energy](#) Inc. prepares to investigate the causes of its Gulf of Mexico platform fire, government statistics show that more than 100 fires and explosions have taken place in the gulf each year since at least 2006. Last year, for example, there were 133 fires and explosions that occurred on Gulf of Mexico structures, according to data compiled by the Bureau of Ocean Energy Management, Regulation and Enforcement. And in 2008, there were 139 such incidents. The vast majority of these fires and explosions are small, causing less than \$25,000 in damage to the production platforms and drilling rigs on which they take place. Last year, 130 of the 133 fires and explosions tracked by government officials were characterized as "incidental," while the remaining three were considered "minor." The minor fires or explosions cause between \$25,000 and \$1 million in damage. None of last year's incidents resulted in fatalities. "Accidents need to be monitored and they have the potential to cause major problems," said Andy Radford, senior policy adviser for offshore issues at the American Petroleum Institute. "But in most cases, they are minor in nature and are controlled rather quickly." The fire that erupted on Mariner Energy's Vermilion platform continued to burn for hours after the explosion, and a pilot who first spotted the fire said the platform appeared to be engulfed in flames, U.S. Coast Guard officials said. Of all the fires and explosions that took place in 2009, two of them involved Mariner Energy, the data show. One incident took place on June 15 and another Aug. 15. A greater portion of the incidents in 2008 involved Mariner Energy. The company accounted for nine of the 139 accounts in the Gulf of Mexico--or 6.5% of the total--according to a review of the statistics. A Mariner Energy spokesman did not return a call for comment. While details of the Vermilion fire have not yet been revealed, experts said fires can occur on production platforms for any number of reasons. A relatively high number of flammable substances on the platform, for example, can come into contact with a spark from a welding project or a cigarette. A large number of accounts tracked by government officials are caused by human error, although equipment failure is often to blame as well. Unlike a drilling rig--like the Deepwater Horizon, which caught fire April 20 and unleashed the worst offshore spill in U.S. history--production platforms are used to collect oil and gas from remote wells, process the hydrocarbons and send them through a pipeline toward shore. Because of the work that takes place on a platform, and the status of the wells to which they are often connected, fires and explosions are less likely to cause an uncontrollable oil spill, the API's Radford said. "In a production setting, you have completion and production equipment in place to control the flow and pressure, and you're less likely to see anything that might surprise you. It's a more steady state," he said. Radford added, however, that it is still too premature to determine the severity of the fire and its aftermath.

<http://online.wsj.com/article/SB10001424052748704206804575468100771910946.html>

### **USA, ILL, CHICAGO, SEPTEMBER 3 2010. CONCERN MOUNTS OVER OIL PIPELINE SAFETY**

*phillip o'connor*

When federal regulators learned last year that a Houston company built pipelines using defective steel, they ordered hundreds of sections of the newly laid pipe dug up and replaced. Since then, the government has relaxed that get-tough approach. Some pipeline steel that once would have been ordered replaced, now, if discovered, will remain in service. That includes pipe on the new \$5.2 billion Keystone oil pipeline that runs through the St. Louis area. Some environmental groups and others are questioning the government's action, the result, some claim, of private consultations between regulators and industry representatives who have grown too close. "It doesn't inspire public confidence when the government ... has a standard one year and changes it the next year without explanation for why they did it," said Paul Blackburn, a lawyer with Plains Justice, a public interest law center that has questioned Keystone's safety. The Keystone pipeline stretches 2,151 miles from Alberta's Athabasca tar sands to the ConocoPhillips' Wood River refinery in Roxana, then on to Patoka, Ill. One of the longest and most expensive pipelines ever built in North America, Keystone can carry about a half-million barrels a day, enough to supply about 2 percent of the country's daily demand. Oil began reaching the refinery in late June. Concern about the pipeline comes at a time when the nation is struggling with the environmental effects of its energy policy. Work continues on sealing the Deepwater Horizon spill deep beneath the Gulf of Mexico. And in Michigan, responders expect to spend months cleaning up after the June rupture of a 30-inch pipeline that leaked nearly a million gallons of oil into a tributary of the Kalamazoo River. Focus on

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Keystone's safety intensified recently after reports surfaced of two spills on the line even before it became fully operational, and that a spill in St. Charles County could create a "worst-case scenario," according to the company. "Unfortunately, spills are a part of pipelines," said Josh Mogerman of the Natural Resources Defense Council. "We don't hear about them. But they're occurring and they're occurring at alarming frequency."

### Agency Won't Talk

Pipeline safety officials first learned of problems with defective steel while conducting tests on several projects built during a pipeline construction boom from 2007 to 2009. An investigation revealed that several lines contained significant amounts of defective pipe that stretched under pressure. The problems were traced to defective steel produced by several mills, but mostly by Welspun Power and Steel, a manufacturer based in India. Almost half of the steel in the 30-inch Keystone pipeline came from Welspun and was manufactured about the same time the company provided defective steel on several other pipeline projects. In some cases, the Pipeline and Hazardous Material Safety Administration took remedial action. In April 2009, for example, the agency ordered the Houston company, Boardwalk Pipeline Partners, to replace more than 300 sections of newly built 42-inch gas pipeline, about half of which had expanded by as little as 0.6 percent. But then in October 2009, the pipeline agency issued new guidelines. From that point on, only pipe that expanded by at least 1.5 percent would need to be replaced. Companies were told they needed to notify the agency only of expansions of 1 percent or more. Officials with the agency, charged with oversight of the nation's 2.1 million miles of pipeline, did not respond to numerous requests from the newspaper over several weeks to discuss the change. An agency spokesman asked for written questions and then did not answer them. Richard Cooper, a Washington pipeline consultant, said he thinks the government was caught off guard by the appearance of defective steel and that regulators initially took a conservative approach in ordering defective pipeline replaced. Pipeline steel can withstand some expansion. The question is how much, Cooper said. "Because it's such a serious issue in terms of possible pipe failure and it's happening on more than one line, they need to be a little bit more public about how they arrived at this number," Cooper said "(1.5 percent) may be a very appropriate number. They ought to be able to get it out to where people can see how they got it and it's defensible." At a minimum, the government should have consulted outside experts instead of relying on its own staff and industry engineers to arrive at the new standard, Blackburn said. "The question is, 'What's safe enough or strong enough?'" Blackburn said. "There should be a conversation with other people besides industry about that. These pipes are under so much pressure and would cause so much damage if they rupture that there should be zero tolerance for weak steel." Mogerman of the Natural Resources Defense Council criticized what he called the pipeline agency's "incredible lack of transparency" in dealings with the industry. "You begin to hear people talking about 'agency capture' and the idea that much as (Minerals Management Service) was too close to people drilling in the gulf that perhaps the same thing may be in place with pipeline regulators. There's a lot of movement of people between the pipeline companies and regulatory agencies and they've gotten very cozy."

### Two Leaks

After problems arose elsewhere, regulators ordered more extensive tests on the Keystone line. They also ordered that the line operate at reduced pressure until the work could be completed. Officials with TransCanada — Keystone's owner — continue to say that the line is safe. In late July, a TransCanada official said 432 miles of the line had undergone the more extensive testing looking for any defects, and no problems had been discovered. The company this week declined to provide an update. Testing is expected to be completed by the fall. But problems surfaced on the Keystone line even before it became fully operational. On May 21, five gallons leaked from a valve at a pump station near Carpenter, S.D. Workers hauled away 185 cubic yards of dirt and 9,356 gallons of water. On June 23, another spill occurred at a pump station near Roswell, S.D. In that incident, oil sprayed from a loose fitting for three seconds, coating a 60-by-100-foot area with 100 gallons of oil. A crew shut off the oil immediately. Workers recovered 80 gallons of oil and removed 2,500 gallons of oily water and 200 cubic yards of soil. Miner County Commission Chairman Rollin D. Schulz said TransCanada responded quickly to the Roswell leak, had been good to work with and that the spill wasn't "anything significant." Still, in a 2006 pipeline risk assessment, TransCanada predicted fewer than two spills would occur during a 10-year period. TransCanada said the leaks effected only company property, were properly reported and cleaned up. They said Keystone "is prepared to handle the worst-case scenario." Talk of weakened safety standards and oil leaks raise concern in St. Charles County, home to one of those "worst-case scenarios." According to TransCanada's own emergency response plan, the potential for the worst possible spill between Steele City, Neb., and Patoka is in St. Charles County near the confluence of the Missouri and Mississippi rivers. TransCanada said more than 24,000 barrels could pour from the line before a leak could be stopped. Some fear a St. Charles County spill could contaminate one of Midwest's major sources of drinking water. Don Boehmer, the county's director of intergovernmental affairs, said no one ever informed the county that it was among the pipeline's worst potential spill sites. Nor were county

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officials aware of the government decision to change the pipe replacement standard. "Obviously it's not as strict a requirement," Boehmer said. "That makes you feel less comfortable."

### A sampling of Oil Pipeline Spills

|               |   |
|---------------|---|
| Jan. 27, 2000 | Rupture near Winchester, Ky., releases 489,000 gallons (11,644 barrels).                    |
| April 6, 2002 | Leak of 90,000 gallons on the southeastern coast of Louisiana.                              |
| July 4, 2002  | Rupture near Cohasset, Minn., releases about 252,000 gallons.                               |
| Jan. 24, 2003 | Rupture in Douglas County, Wis., releases at least 100,000 gallons.                         |
| Dec. 2, 2003  | Leak near Grand Isle, La., pours 15,400 gallons into the Gulf of Mexico.                    |
| March 2, 2006 | Corroded pipe leaks 267,000 gallons on the tundra of Alaska's North Slope near Prudhoe Bay. |
| Jan. 7, 2009  | Leak in Utah of 58,800 gallons.   |
| Jan. 10       | Leak in North Dakota of 126,000 gallons.  |
| April 5       | Rupture near Green River, Wyo., spills 84,000 gallons.                                      |
| April 7       | Leak of 18,000 gallons into the Del   |

### Related Links

- [Related: Group fears leaks in new oil pipeline](#)
- [Related: Obama commits to revival of Gulf Coast](#)

[http://www.stltoday.com/news/local/stcharles/article\\_b8b391f6-0b09-57a7-9b8c-ef008776a3d4.html](http://www.stltoday.com/news/local/stcharles/article_b8b391f6-0b09-57a7-9b8c-ef008776a3d4.html)

### USA, IN, LEON, SEPTEMBER 4 2010. I-74 REOPENS AFTER OVERTURNED TANKER IS CLEANED UP

*bill price, jessica noll*

#### Watch the Video:

[http://www.kypost.com/dpps/news/cincibell\\_news/interstate-74-shut-down-due-to-tanker-truck-wreck\\_5077525](http://www.kypost.com/dpps/news/cincibell_news/interstate-74-shut-down-due-to-tanker-truck-wreck_5077525)

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The Indiana State Police have reopened Interstate 74 after a tanker truck overturned, spilling chemicals Friday morning. The highway was shut down at least five miles of I-74 both west and eastbound after a tanker truck with hazardous chemicals overturned at the 159-mile marker. Police said they may be able to speed up clean up of the wreck and reopening of the highway by early afternoon. The wreck happened around 7:30 a.m. Friday, injuring the truck's driver. Twenty-nine-year-old Andrezej Grela of Chicago suffered cuts and bruises to his head after hitting the truck's windshield. Although he was conscious and talking when he was found, a medical helicopter took him to University Hospital in Cincinnati as a precaution. Police indicated that because of the flammable, hazardous chemical leaking from the truck, they had cordoned off an area about 300 meters or 1,000 feet around the overturned truck to keep people away. Areas around St. Peter and St. Peters Road were shutdown, out of concern that winds could carry fumes into populated areas. They identified the leaking chemical as phthalic anhydride molten, which they said could turn into toxic fumes that can spread through the air and wind. The truck had a 4,000-gallon tank and investigators suspect only a few

gallons actually leaked from the overturned truck. The chemical was in a molten state at over 300 degrees when it was being transported. When the leaking chemical hit the air, it cooled down and started to solidify. For several hours, police and sheriff's deputies kept people away from St. Peter Road, near the wreck, out of concern chemical fumes could become toxic. No nearby homes were evacuated. The U.S. Environmental Protection Agency website lists phthalic anhydride molten as a toxic industrial chemical that is used in dyes and pigments. The forced detour along Indiana 46 caused miles of backed-up traffic along I-74.

[http://www.kypost.com/dpps/news/tri-state\\_news/i-74-reopens-after-tanker-overturned-is-cleaned-up\\_5078600](http://www.kypost.com/dpps/news/tri-state_news/i-74-reopens-after-tanker-overturned-is-cleaned-up_5078600)

### USA, CT, HARTFORD, SEPTEMBER 4 2010. SOME PROPANE SOLD IN CONNECTICUT DEEMED UNSAFE >> DOES NOT CONTAIN ENOUGH ODORANT FOR CONSUMERS TO DETECT A LEAK

Anyone who has purchased propane should exercise caution, warns the Connecticut Department of Consumer Protection, which is identifying and notifying companies that may have purchased propane lacking enough odorant to alert consumers to a leak. The propane was produced at a Westfield, Mass., facility. Only propane delivered since May 1 is involved, officials say.

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The Westfield facility has been shut down. The DCP offers the following tips: Contact your distributor to find out if your delivery is part of the affected propane. Not all propane in Connecticut and Massachusetts is affected.

<http://www.ctnow.com/business/hc-hazardous-propane-connecticut-20100903.0.3286175.story>

### USA, CA, SAN FRANCISCO, SEPTEMBER 4 2010. CHEVRON TO PAY \$2.85 MILLION FOR WETLANDS RESTORATION

Chevron has agreed to pay \$2.85 million for the restoration of 200-plus acres of San Francisco Bay wetlands as part of a settlement over contamination from its refinery. Stephen Edinger of the California Department of Fish and Game said the restoration of wetlands is important because less than 10 percent of the Bay's historic tidal marshes exist today. Funds from the settlement will help restore 30 to 45 acres of tidal habitat in north Richmond and another section of affected shoreline in the San Pablo Bay National Wildlife Refuge. The environmental injury case stems from the Chevron refinery's long-term wastewater discharges which contaminated soil in Castro Cove. The discharges ended in 1987. A statement released by Chevron late Friday said the company had worked "cooperatively" to reach the settlement.

[http://www.mercurynews.com/science/ci\\_15986888?nclink\\_check=1](http://www.mercurynews.com/science/ci_15986888?nclink_check=1)

### USA, CA, SAN DIEGO, SEPTEMBER 4 2010. RISK OF OIL SPILLS EXIST IN SAN DIEGO, EXPERTS SAY AT FORUM

joe tash



San Diego County may not be home to offshore oil drilling platforms, but it still faces a risk of oil spills from military and tanker ships, tanker-trucks and an oil pipeline from Los Angeles, said experts at a forum held locally last week. The forum on the potential for oil spills in San Diego County was organized by San Diego Coastkeeper at a time when the public's attention has been focused for much of the summer to the response to a massive oil spill in the Gulf of Mexico caused by an explosion on a drilling rig. The Aug. 26 forum attracted 80 to 100 people. "For the most part, the risks in San Diego are not near what you have in Los Angeles," said Steve Weisberg, a scientist and executive director of the Southern California Coastal Water Research Project. But Robin D. Lewis, senior environmental scientist with the California Office of Spill Prevention and Response, said in an interview after the forum that although San Diego doesn't have offshore

oil rigs - which can be found further north off the Orange and Los Angeles County coastlines and other locations - the risk of oil spills exists. "It's shipping traffic, that's the thing here, shipping and boating," said Lewis. Other concerns include a pipeline along the Interstate 5 corridor that leads to a refinery in the Mission Gorge area and trucks that bring in loads of 8,000 gallons of gasoline on local roads. Navy ships bring in large amounts of fuel into San Diego Bay for ships and aircrafts, and the Navy operates a large tank farm near Pt. Loma. "They (the Navy) manage and handle an enormous amount of product on a daily basis," said Lewis. Although the Navy has a good safety record and very few spills have occurred over the years, he said, "things happen." Lewis' office works closely with the U.S. Coast Guard, which would also be a primary responder to any spill incident on the coast or in the bay. Michael Salviati, a local Coast Guard representative, said on average, about 5,300 gallons of oil are discharged into San Diego waters each year, mostly from such incidents as a boat sinking or developing a leak in a tank or fuel line. The Coast Guard's response to an oil spill includes efforts to identify the "responsible party," and get them to initiate cleanup action, Salviati said. If the responsible party can't be located or is unwilling to act, then the Coast Guard would begin the cleanup using money from a special trust fund, and seek to recover costs later. The Coast Guard also works with state and local officials to plan for a large-scale spill and conducts drills and exercises to prepare for such an event, Salviati said. Another panelist, former Huntington Beach mayor Debbie Cook, noted that efforts to expand oil drilling won't be able to satisfy the nation's energy needs, and suggested the public needs to push elected officials to pursue the development of renewable energy sources. "We need to divorce ourselves from oil, it's going to be messy," Cook said. According to Weisberg, although oil spills capture the most attention, they actually are responsible for a relatively small percentage of oil found in ocean waters. The largest source, he said, is seepage from the ocean floor, followed by runoff of oil and other chemicals through storm drains. Among the largest oil spills in California history were a blowout at an oil platform off the coast of Santa Barbara in 1969, and a tanker spill near Huntington Beach in 1990, caused when a tanker ship ran over its anchor, spilling 400,000 gallons of oil, Weisberg said. Tanker spills also occurred in San Francisco Bay in 2007 and 2009, he said. Statewide, some 1,000 oil spills occur each year on average, said Lewis, with most of them occurring inland. People who see a spill in the water can contact the Coast Guard's local office or call its national response center, said Salviati. Residents can also volunteer

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in the event of a spill, according to panelists. Those who want to work with animals must be trained in advance, and can contact the Oiled Wildlife Care Network, which is funded by the state and run by UC Davis. Locally, residents can contact Volunteer San Diego. With drilling platforms off the coast, and ships, trucks and pipelines carrying oil and gasoline, Lewis said, "They are incidents waiting to happen. Will they happen? We all hope not. The trick for us is to be ready whenever the 'when' is." For information about the Oiled Wildlife Care Network, visit [www.owcn.org](http://www.owcn.org). Volunteer San Diego's website is [www.volunteersandiego.org](http://www.volunteersandiego.org). Those seeking information about boating regulations or to report a spill can contact the U.S. Coast Guard at 619-278-7031 or 1-800-424-8802

<http://www.delmartimes.net/news/273919-risk-of-oil-spills-exist-in-san-diego-experts-say-at-forum>

### USA, CA, LOS ANGELES, SEPTEMBER 4 2010. SANTA SUSANA FIELD LAB SITE CLEAN-UP AGREEMENT >> STATE REACHES AGREEMENTS IN PRINCIPLE ON SSFL CLEANUP WITH DOE AND NASA



*The entrance to Rocktdyne from Woolsey Canyon is seen in this photo.*

Capping months of negotiations, the [Department of Toxic Substances Control](#), the federal [Department of Energy](#) and [NASA](#) today announced a major breakthrough in the cleanup of the [Santa Susana Field Lab](#) (SSFL) site in Simi Valley. The agreements in principle reached by the three agencies regarding the cleanup of DOE's 290-acre and NASA's 451-acre portions of the facility will meet the strict environmental standards set by state law ([SB 990](#)). "This is a significant step forward in cleaning up the SSFL site to the highest environmental standard," said [Linda Adams](#), Secretary of the [California Environmental Protection Agency](#) (Cal/EPA) who has been leading this effort. "I'm happy to see that DOE and NASA have stepped up to the plate and will not only meet but exceed our standards, in

addition to paying for the state's oversight costs." SSFL is a former rocket engine test and nuclear research facility on more than 2,800 acres along the border of Los Angeles and Ventura counties. The Boeing Company, NASA and DOE operated facilities on portions of the property from 1949 to 2006, and are responsible for the cleanup overseen by DTSC. The state has been in negotiations with all three responsible parties for several years. DOE once operated several nuclear reactors, associated fuel facilities and laboratories on what is known as "Area IV" of the SSFL facility. NASA conducted basic liquid-fuel rocket engine testing on its portion of the facility, commonly called "Area II" and part of "Area I". "We applaud DOE and NASA for their efforts. The agreements in principle are proof of their dedication to the environment and to the community surrounding the SSFL property," said Adams. These agreements in principle integrate the United States Environmental Protection Agency's just-launched radiological survey work into the site investigation, using U.S. EPA's expertise and resources to identify areas of radiological contamination needing cleanup. The timing of the agreements in principle allows for the state to maximize resources by using U.S. EPA's survey, accelerates the cleanup timeline and also avoids costly duplication of effort. Radiological wastes will be disposed at a permitted or DOE facility, while hazardous wastes will be taken to a permitted hazardous waste disposal facility. Signed into law in [2007, Senate Bill 990](#) required the entire SSFL property to be cleaned up to stringent and protective standards, and placed the cleanup of both chemical and radioactive contamination under the oversight of DTSC. In December 2008, Boeing sued DTSC over the enforceability of the bill, and like NASA, continues to clean up the property under an earlier agreement that is not to the stringent environmental standard called for in SB 990. Despite the lawsuit, the state continues to negotiate with Boeing "We are hopeful that negotiations with Boeing are as successful as they have been with DOE and NASA," Adams said. "The nearby communities and indeed all Californians deserve a cleanup that meets or exceeds our standards to protect human health and the environment." These agreements in principle must be finalized formally before they become effective. DTSC invites public review and comment until October 1, 2010. All comments should be addressed to: [ssfl@dtsc.ca.gov](mailto:ssfl@dtsc.ca.gov). Note: All of the individual documents below can be accessed more conveniently in one single location as of Tuesday, 9/7/10 at [this link](#). DTSC's website is down for maintenance over the Labor Day weekend and these individual links are provided so that the media and public can have access during the weekend.)

#### Related Links

[DOE Confirmation Sampling Protocol \(pdf\)](#)

[DOE Agreement in Principle \(pdf\)](#)

[NASA Agreement in Principle \(pdf\)](#)

<http://www.independent.com/news/2010/sep/03/santa-susana-field-lab-site-clean-agreement/>

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### USA, N.Y, HENDERSON HARBOUR, SEPTEMBER 2010. 'IT'S JUST A NIGHTMARE' >> ETHANOL FLAP: AREA BOATERS SAY FUEL ADDITIVE WREAKS HAVOC WITH ENGINES

jaegun lee



*Henchen Marina and Fishing Camp, Henderson Harbor, is among area marinas that have been forced to switch from ethanol-free gasoline. Boaters say fuel that contains ethanol is bad for their watercraft engines.*

Ethanol-laced gas has been wreaking havoc among boaters, who are finding it harder to find a marina that sells ethanol-free fuel. For some time, boaters could find "real gas" at marina pumps. But John J. Killius, owner of Henchen Marina and Fishing Camp, Henderson Harbor, said marinas in the region are being forced to switch to E10, which contains up to 10 percent ethanol in gasoline, because they are simply unable to find a distributor that sells ethanol-free gas. He said that Aug. 27 "was the last day we carried

real gas" and that three of the first six boats that used ethanol-laced fuel at his marina had their engines die. Nearly all the gasoline sold in the United States contains ethanol a move intended to lessen the country's dependence on foreign oil and reduce greenhouse gas emissions. "It's just a nightmare. Seven to eight out of 10 of our customers have had fuel-related problems this year," said Gary D. Cornell, a mechanic and co-owner of Cornell's Marina Inc., Henderson Harbor. "There are around 12 to 15 carburetors sitting here at the shop right now because of alcohol problems." Barbara J. Caster, executive secretary of the Boating Industries Association of Upstate New York, Cicero, said ethanol can dissolve some fiberglass fuel tanks, soft metals and plastic as well as rubber hoses, seals and gaskets. "Using E10 voids your warranty, and you just can't get ethanol-free gas anymore. People are just getting fed up with this," she said. To make matters worse, she said, the U.S. Environmental Protection Agency is considering increasing the amount of ethanol permitted in gasoline. Last spring, Growth Energy, a biofuels trade association representing the nation's ethanol producers, requested that the EPA permit the use of E15. "Everybody's telling us that this is inevitable, but we will continue to fight it," Ms. Caster said. Last month, 39 organizations — including marine, environmental, motor vehicle, energy and recreational industry groups — requested that the House Committee on Energy & Commerce and Senate Committee on Environment & Public Works hold hearings on the pending EPA action that could raise the blending limit. "EPA has indicated that it should make a decision on granting a waiver for E15 by the end of September, and we believe that many important questions remain before EPA can make this decision," said an Aug. 25 letter to the committees. Also, Mr. Cornell warns that anytime fuel with ethanol sits unused for about three weeks, it starts a phase separation in which the water-laden ethanol separates from the rest of the gas and clogs up the engine by sinking to the bottom of the fuel tank. "Cars normally don't have this problem because most people go through a tank of gas in about a week to 10 days. But most boats, people take them out once a month," Mr. Killius said. However, simple prevention measures could save boat owners hundreds of dollars in repairs next year. "People need to start adding stabilizers or their engines are going to stop working next spring when they try to run it again," Mr. Killius said. Ms. Caster said there are several fuel additives, such as Star Tron, Sta-Bil and K100-MG, which can help prevent phase separation problems. More important, Mr. Cornell said, is the fact that boat owners should try to keep as little gas left in their tanks as possible. "Burn as much gas as you can before you store your boats for the winter," he said.

<http://www.watertowndailytimes.com/article/20100904/NEWS03/309049958>

### USA, ILL, DU BOIS, SEPTEMBER 4 2010. FIRE AT ILLINOIS OIL TANK MAY HAVE BEEN CAUSED BY LIGHTNING

Watch the Video:

<http://www.kmov.com/news/local/Fire-at-Illinois-oil-tank-may-have-been-caused-by-lightning-102159329.html>

Lightning may be to blame for a fire at an oil tank in Du Bois, Illinois. The flames broke out early Friday morning west of Highway 51 and south of Highway 15. Witness Tony Mossa captured the fire on video. Mossa tells News 4 that he heard an explosion just after 6:30 a.m. and then saw billowing black smoke. No one was injured in the fire. Du Bois is about 70 miles southeast of St. Louis in Washington County.

<http://www.kmov.com/news/local/Fire-at-Illinois-oil-tank-may-have-been-caused-by-lightning-102159329.html>

### USA, WA, SEATTLE, SEPTEMBER 4 201. TANK BARGE SPILLS FUEL

A Seattle tank barge operator will pay the Washington Department of Ecology (Ecology) a \$14,000 fine for spilling diesel fuel to the Columbia River during a fuel transfer to a car carrier. According to Ecology, during the fuel transfer, a tank barge crewmember lost control of the ship's fuel hose and swung around and spilled diesel fuel on the barge's deck and into the Columbia River. The captain of the car carrier quickly reported the spill to the U.S. Coast Guard. However, the barge crew

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initially reported only a small spill to the barge deck. After further investigation by Ecology and the Coast Guard, the tank members admitted the fuel had indeed reached the river. "This was an unfortunate incident that was compounded by the actions of a worker in charge of the oil transfer," said Ecology's Jim Sachet. "Anytime oil is spilled to water, it damages the environment. We rely on quick and accurate information from the spiller to make sure that the oil spill is controlled and cleaned up as much as possible." Ecology said the cause of the spill was linked to the crewmember's failure to follow company procedures. He was fired.

<http://enviro.blr.com/environmental-news/EHS-management/EPA-and-state-environmental-compliance-enforcement/Tank-Barge-Spills-Fuel-119091/>

## USA, OK, GUYMON, SEPTEMBER 5 2010. TANKER OVERTURNS NEAR GUYMON, LEAKS HAZARDOUS GAS

State Highway 136 has been closed just north of Guymon due to a tanker truck that overturned, leaking anhydrous ammonia. The area is also being evacuated due to concerns about a pop off valve on the tanker. The highway will be closed while crews clean up the scene. The Department of Environmental Quality was called to help with clean up. The driver of the truck was injured and pinned inside the vehicle for a period of time. Their condition and identity have not been released. Anhydrous ammonia is a pungent, colorless gas that is both caustic and hazardous. Exposure to the gas can cause irritation to the eyes, nose and throat. Exposure to large amounts can be fatal.

<http://www.newson6.com/Global/story.asp?S=13101729>

## USA, CA, CAMBRIA SEPTEMBER 5 200. WWII TANKER POSES THREAT: MONTEREY BAY AQUARIUM RESEARCH INSTITUTE EXAMINING MONTEBELLO FOR OIL LEAKS.

*beth shaw*

 Watch the Video:

<http://military.rightpundits.com/2010/08/31/wwii-tanker-poses-threat-monterey-bay-aquarium-research-institute-examining-montebello-for-oil-leaks-video/>

A WWII tanker poses a threat to the environment, so says researchers at the Monterey Bay Aquarium Research Institute who are examining the Montebello for possible oil leaks. The S.S. Montebello was sunk by Japan just 16-days after they attacked Pearl Harbor on December 7, 1941. Japan torpedoed the S.S. Montebello after their attack on Pearl Harbor on December 7, 1941 sinking the World War II era tanker ship off the coast of California. That part of the Japanese attack on the United States has been largely forgotten. A Japanese submarine came within a few miles of the California coast just days after the Pearl Harbor attack. They [torpedoed](#) the 440-foot Montebello, sinking her in 900 feet of water just four miles from the coast of Cambria on December 23, 1941. The S.S. Montebello has remained there for 70-years. The tanker held 3.5 million gallons of crude oil in her hold and its all still there. Scientists from the Monterey Bay Aquarium Research Institute [are now](#) using sonar to study the rusted, deteriorating remains of the ship to determine if the sludge is still on board and whether or not the crude sludge is escaping the ship which would make it a threat to the California coastline. Who would have thought that attack 70-years ago would still be a threat to the United States so many years later! The S.S. Montebello was discovered off the coast of California in 1996. It is resting under 900-feet of water on the sea floor adjacent to the Monterey Bay National Marine Sanctuary. At the time it was discovered the oil was still on board the ship. There have been concerns that it could start leaking every since it was discovered. The Montebello was owned by the Union Oil Company. It was a 8,272-ton tanker. She was initially launched in 1921. [It was](#) en-route from Port San Luis, California for Vancouver, British Columbia when it came under attack from a Japanese submarine. Japan torpedoed Montebello on December 23, 1941. According to crew members, she was hit with two torpedoes. The crew got into lifeboats. The submarine surfaced and began shooting at the crew, but all crew members survived the attack. Now, 70-years later, it is possible the WWII tanker poses a threat to the Central California coast. The Monterey Bay Aquarium Research Institute is examining Montebello for oil leaks to determine if it is a threat. You can see a video of the sunken Montebello below. The second video is of Assemblyman Blakeslee discussing protection of the Central California Coast from the environmental threat posed by the S.S. Montebello.

<http://military.rightpundits.com/2010/08/31/wwii-tanker-poses-threat-monterey-bay-aquarium-research-institute-examining-montebello-for-oil-leaks-video/>

## USA, IA, MONTGOMERY CO, SEPTEMBER 5 2010. UPDATE: DRIVER THAT CLIPPED BUS IN MONTGOMERY COUNTY FOUND

A tanker truck driver - wanted for questioning in connection with a hit and run accident involving a school bus this morning in southwest Iowa - was located at a rest area about 30-miles south of Sioux City. Randy Bird, 55, of Wayne, Nebraska is now

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facing charges. Bird is accused of a driving a tanker truck that clipped a Villisca Community School District bus that was stopping on the highway. There were 15 students on board – no one was injured.

#### Previous Story:

Authorities in southwest Iowa are searching for a tanker truck that clipped a school bus early this morning. It happened at 8 a.m. on Highway 71 in Montgomery County. Villisca/Corning Schools Superintendent Willy Stone says around 15 students were on the bus, but no one was hurt. "Our bus driver was slowing down, had the lights on, and was getting ready to stop or turn. A tanker truck came up from behind and either didn't see him turning, didn't see the lights or just couldn't get stopped," Stone said. The tanker truck collided with the back end of the bus. The driver of the truck left the scene without stopping. Stone says the bus driver, Gary Ford of Villisca, deserves a lot of credit for the lack of injuries. "He was able to keep the bus on the road and keep our students safe. We feel blessed no one was hurt," Stone said. "You normally hear of a tanker truck hitting a bus and not very good things come from it." It's not clear if the driver of the tanker truck knew he hit the bus, but Stone says evidence at the scene indicates he should have known. "I guess my feeling is he knows it happened," Stone said. "Maybe he doesn't, I hope he...didn't flee the scene with the knowledge something happened." State law requires drivers in both directions to stop once red lights are activated on a school bus. Authorities say the semi tractor that clipped the bus was red and was pulling tanker with the word "Ruan" on the back. The damage to the bus is estimated at \$500. Parents of the students who were on the bus were contacted and given the option to take their children home.

<http://www.radioiowa.com/2010/09/03/search-on-for-truck-that-clipped-bus-in-montgomery-county/>

#### AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, SEPTEMBER 5 2010. ANGRY DRIVERS FORCED TO USE ETHANOL FUEL OR PAY MORE

damon cronshaw



*Cheapest: Julie Ellercamp says she is forced to fill up with ethanol-blended fuel.*

Hunter motorists are angry that the NSW Government has forced them to buy ethanol-blended fuel or pay extra for premium petrol. Petrol stations have been introducing the ethanol-blend as their standard fuel in stages under a government mandate. All standard petrol must be E10, a blend of 90 per cent unleaded and 10 per cent ethanol, by July 1 next year. Swansea resident Julie Ellercamp said yesterday she was forced to buy the ethanol-blend because it was the cheapest fuel. Valentine resident Russell Clements said he would not use the ethanol-blend over concerns it would harm his Toyota Corolla. Mr Clements said he would pay more for premium unleaded fuel. "No one's happy to pay extra, but this has been forced upon us," he said. Ethanol has been known to erode rubber seals, hoses and gaskets in

the fuel systems of some vehicles. Service Station Association chief executive Ron Bowden said ethanol did not damage vehicle engines. "Where there is an issue is the fuel system – the fuel tank, pump and line," Mr Bowden said. He said not every car was suitable for E10 and people should check with vehicle manufacturers. Coles Express has introduced E10 with the same yellow-coloured pump as the previous standard unleaded petrol. One Hunter service-station operator said many customers had not noticed the change. A Shell spokesman said it labelled E10 fuel at six points at Coles Express outlets, including the pump. Mr Bowden said the association thought ethanol was a good idea, but disagreed with the government mandate. He said ethanol had benefits to the Australian economy and a small environmental advantage. The NSW government conceded that E10 could increase fuel consumption by up to 3 per cent.

<http://www.theherald.com.au/news/local/news/general/angry-drivers-forced-to-use-ethanol-fuel-or-pay-more/1932193.aspx>

#### MALAYSIA, KUALA TERENGGANU, SEPTEMBER 5 2010. 203KG OF FIREWORKS FOUND HIDDEN IN CHICKEN COOP

An assortment of contraband fireworks – weighing 203kg and with a street value of about RM6,000 – was seized from an abandoned chicken coop, not far from where an explosion that killed a six-year-old boy two weeks ago. Terengganu Customs director Datuk Azis Yacub said his officers raided the place at Kampung Losong Haji Mat Shafie at about 10.48pm on Thursday following a tip-off. "This is our third seizure over the past week, during which we have recovered contrabands worth about RM42, 000," he said yesterday. Earlier on Thursday, a Customs team raided a house in Kampung Binjai Berambu and found 119.25kg of fireworks and 256 cartons of clove cigarettes and normal cigarettes worth RM4,950. On Aug 22, an abandoned shack that was storing an assortment of firecrackers and fireworks blew up at Kampung Seberang Baruh killing

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six-year old kindergarten pupil Khairul Arif Ayob and two adults. Azis said that since the start of Ramadan, his men had seized fireworks worth RM16,412 and detained five people.

<http://thestar.com.my/news/story.asp?file=/2010/9/5/nation/6979735&sec=nation>

#### USA, AZ, PHOENIX, SEPTEMBER 5 200. I-10 IN PHOENIX CLOSED FOR TANKER SERIOUS CRASH

 **Watch the Video** <http://www.azfamily.com/home/Fatal-accident-closes-Interstate-10-102230419.html>



*Authorities say two cars and a fuel tanker were involved in the accident.*

A west Phoenix freeway is shut down for a multi-vehicle collision involving a fuel tanker. According to the Department of Public Safety, the accident happened around 2:40 p.m. on eastbound Interstate 10 west of 43rd Avenue. Phoenix Fire Department spokesman Tony Mure said a woman and two children, ages 2 weeks and 10 months, were in one vehicle and a woman was in a second vehicle. Mure said all four were taken to Valley hospitals with life-threatening injuries. Video showed one vehicle crushed alongside the tanker. Arizona Department of Public Safety spokesman Bart Graves said officers are looking for a silver Chrysler sedan that reportedly slowed to look at a minor collision and cut off a minivan, which then slammed on its brakes to avoid a crash. A small sedan hit the minivan and the gas tanker hit the two vehicles and overturned on its side. Mure said the overturned tanker is full of diesel fuel but not leaking at this time. The driver was not injured in

the crash. DPS says traffic is being taken off the eastbound freeway at 51st Avenue. Westbound traffic is moving slowly past the accident scene. A fifth patient, being transported to a hospital for an unrelated reason, was taken by ambulance from the scene when they became trapped in traffic behind the crash.

[http://www.abc15.com/dpp/news/region\\_phoenix\\_metro/central\\_phoenix/i-10-in-phoenix-closed-for-serious-crash](http://www.abc15.com/dpp/news/region_phoenix_metro/central_phoenix/i-10-in-phoenix-closed-for-serious-crash)

#### USA, AKA, FAIRBANKS, SEPTEMBER 5 2010. FLINT HILLS TRIES TO MAKE AMENDS FOR NORTH POLE REFINERY SPILL

Flint Hills Resources has offered a bulk water tank along with a cash settlement to some North Pole area homeowners affected by tainted groundwater, the refinery spokesman said this week. The company also has connected 28 homes to North Pole's municipal water system. A proposal to more than 100 homeowners whose wells are contaminated with sulfolane from the North Pole refinery is expected to be announced by the end of September, refinery spokesman Jeff Cook said. Gasoline spills that occurred before 2000 are believed to have soaked into soil at the refinery and caused sulfolane to seep into the groundwater. Flint Hills bought the refinery from Williams Alaska Petroleum Inc. in 2004 and discovered the contamination last year. Cook declined to disclose the amount of the cash settlement offered to some homeowners, saying the offers were made ahead of other homeowners because of special considerations, such as new construction. Flint Hills is in the midst of drilling new wells for the North Pole city water system, Cook said. Trace amounts of sulfolane, a chemical used in the oil refining process, were found in the city of North Pole's two wells, which supply water to more than 500 businesses and homes. "The new wells for the city are being drilled and the water main extensions to connect the new wells to the water plant at the city of North Pole are under construction," Cook stated in an e-mail. "We expect these projects to be completed by the end of the year." The contamination stretches to a point about 3 miles northwest of the refinery. Most of the tainted wells are outside North Pole city limits. Sulfolane levels in many of the private wells exceed standards recommended by the federal Agency for Toxic Substances and Disease Registry. Flint Hills has been providing bottled water to affected households. State officials said the sulfolane levels are well below levels that made laboratory animals sick. Both Flint Hills and Williams are named in a lawsuit involving James West, one of the affected property owners. Attorney Jason Weiner said his request to broaden West's lawsuit into a class-action case was denied. Weiner said his law office is talking to other homeowners but no one else has joined the lawsuit. "We are going to be basically representing people on an individual basis until we can move again to re-certify," Weiner said.

[http://newsminer.com/view/full\\_story/9385935/article-Flint-Hills-tries-to-make-amends-for-North-Pole-refinery-spill?instance=home\\_news\\_window\\_left\\_top\\_4](http://newsminer.com/view/full_story/9385935/article-Flint-Hills-tries-to-make-amends-for-North-Pole-refinery-spill?instance=home_news_window_left_top_4)

#### USA, VA, FREDERICKSBURG, SEPTEMBER 5 2010. PARKED CSX TANKER CARS COULD BE DEADLY

As a Mayfield resident, I am very concerned about the storage of as many as 20 or 30 CSX tanker cars containing petroleum gas, ethanol, and chlorine parked across from my neighborhood. These tankers started to appear in noticeably larger

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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2010 – 637 Newsy Stuff

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quantities in the fall of 2009, after Transflo Terminal Services (owned by CSX Corp.) opened an ethanol transfer facility in [Spotsylvania County](#)'s industrial park--400 feet from the Fredericksburg city limits. This is thanks to a special-use permit granted by the Spotsylvania Board of Supervisors in August 2009, despite the fact that their Planning Commission had unanimously recommended denial. The danger that these tanker cars pose is not just a Fredericksburg problem; it is also a Spotsylvania and [Stafford County](#) problem. A cloud of chlorine gas can spread over a 14-mile-long, 4-mile-wide area. It is a matter of safety. Accidents happen. In 2005, chlorine-filled train cars slammed into some freight cars in Graniteville, S.C., releasing a deadly gas. Nine people died, and 250 local residents had to be transported to hospitals. In January 2007, a CSX freight train hauling chemical cargo derailed and ignited outside Louisville, Ky., forcing the evacuation of homes and causing 28 people to be treated for eye irritations and respiratory distress. We can pass zoning laws and ordinances that would tell CSX we don't want their hazardous materials stored in our neighborhoods. We can rescind the special-use permit. Now the question becomes, will our elected leaders listen to the will of the people?

Shawn Lawrence, Fredericksburg

<http://fredericksburg.com/News/FLS/2010/092010/09052010/571957>

### USA, N.Y, STATEN ISLAND, SEPTEMBER 5 2010. DRAG RACE TURNS DEADLY IN STATEN ISLAND, CAR HITS GAS STATION, 1 DEAD, 1 ARRESTED

*kate nocera & jonathan lemire*

 [http://www.ny1.com/content/top\\_stories/124955/s-i-car-crash-at-gas-station-kills-driver/](http://www.ny1.com/content/top_stories/124955/s-i-car-crash-at-gas-station-kills-driver/)



*Carnage -- One man was killed after this car crashed into a gas station and broke apart on Bay Street in Staten Island this morning.*

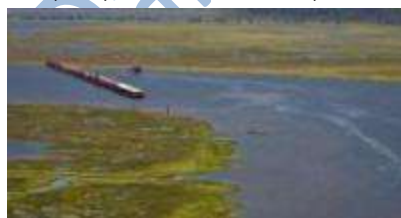
A high-speed drag race on a Staten Island street known as "dead man's curve" ended with a fiery crash early Saturday that killed one car's driver, police and witnesses said. Investigators believe a 2009 Honda sedan was going more than 90 mph and another car was in hot pursuit as both vehicles roared south down Bay St. at 1:50 a.m. The driver of the Honda suddenly lost control of his car, which skidded wildly for more than 100 feet before it jumped a curb, plowed into a parking meter and then slammed into a utility pole, police said. The driver was thrown from the vehicle and was killed instantly - while his out-of-control car smashed into a gas pump at the Citgo station at the corner of Hannah St., witnesses said. "I'm sure the driver didn't feel what happened to him," said a witness who was standing in front of nearby Diane's Deli and was too shaken to give his name. The pump exploded and the flames engulfed the crumpled Honda, witnesses said. Remarkably, firefighters managed to pull a 25-year-old passenger from the burning, mangled car. That passenger, who suffered severe burns, was rushed to Richmond University Medical

Center and is expected to survive, police said. "The car isn't even a car anymore," said the stunned witnesses. "It's a f---ing miracle anyone survived that." "People are so stupid," the witness said. Neither man in the car was immediately identified. The driver of the other car in the race - Korey Swatz, 33 - stopped a short distance from the accident and was arrested as he gaped at the flames, authorities and witnesses said. Swatz, who lives on Staten Island, was charged with driving while intoxicated, police said. The grisly wreck comes just days after two young Staten Island men were killed when their car flipped over after hitting a telephone pole. Daniel Peluso, 19 and Jeff Capretta, 20, died after their Nissan Altima was nearly cut in half in the Sunday morning crash. Four other people were injured, and investigators believe alcohol played a role in the accident.

[http://www.nydailynews.com/ny\\_local/2010/09/04/2010-09-](http://www.nydailynews.com/ny_local/2010/09/04/2010-09-04-drag-race-turns-deadly-in-staten-island-as-car-slams-into-gas-station-causing-ex.html)

[04 drag race turns deadly in staten island as car slams into gas station causing ex.html](http://www.nydailynews.com/ny_local/2010/09/04/2010-09-04-drag-race-turns-deadly-in-staten-island-as-car-slams-into-gas-station-causing-ex.html)

### USA, OH, SALT LAKE CITY, SEPTEMBER 5 2010. HAZMAT CREWS RESPOND TO JORDAN RIVER OIL SPILL



Salt Lake City fire crews and hazardous materials workers were dispatched to a stretch of the Jordan River late Saturday morning to deal with an oil spill. By early afternoon, however, officials suspected the amount of the leak was likely small. Boom barriers were deployed near North Temple and 10th North to capture what was believed to be light crude oil or diesel fuel. "It's hard to say how much was dumped," Salt Lake City Fire Battalion Chief Mark Carson said, noting that a small amount of petroleum can leave a relatively large sheen on moving water. Regardless, he said,

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containing and cleaning up the oil was not expected to pose a problem. "There's no threat to wildlife or drinking water," Carson said. Initial indications were that the oil was introduced into the river near a Salt Lake City public utilities pump house in the area of an Interstate 80 overpass. While officials planned to inspect the pump house Saturday to determine if any fuel may have leaked from there, Carson did not initially think the facility was the source. "This appears to be a one-time release by someone dumping something into the river" rather than a sustained leak from a pipeline, he said.

<http://www.sltrib.com/sltrib/home/50222231-76/oil-river-amount-lake.html.csp>

### THAILAND, PHUKET, SEPTEMBER 5 2010. NAVY DISPATCHES SHIP TO HELP CLEAN UP OIL SLICK



A Third Naval Area Command reconnaissance has found no additional oil spill from boat which sank yesterday off Phuket, but dispatched a naval vessel to help clean up oil spill which leaked from from the sunken ship. Chief of Staff Rear Admiral Nawin Thananate said that the sunken ship, the Choke Thaworn 6, was modified with a license registered legally. The ship, containing about four fuel tanks with a capacity of about 35,000-40,000 litres, sank about 10 metres beneath the surface. He said the third Naval Area Command sent a ship to help the cleanup with about 4,000 litres of chemicals provided by energy corporation PTT and the navy. Officials from agencies concerned including the Marine Police and the Department of Marine and Coastal Resources inspected the site where the ship sank and collected water samples for laboratory tests. The latest survey on Sunday found oil spill decreased to a level of one fifth or 20 per cent of the amount of oil spill when

the accident occurred. It spread around the area where the ship sank, but did not spill additionally from the ship's tanks. Oil spill is thought to be only from ship's own engine supply and not from its cargo, which is a much larger amount. The resulting slick moved only one mile per hour, so it is not worrying as the amount of oil will disperse. It is unlikely that that will be an additional oil spill, he said.

[http://www.mcot.net/cfcustom/cache\\_page/98849.html](http://www.mcot.net/cfcustom/cache_page/98849.html)

### USA, CA, SAN LUIS OBISPO. SEPTEMBER 5 2010. CONOCOPHILLIPS TO CLEAN OIL SPILL >> WORK TO DECONTAMINATE SITE NEAR THE DANA ADOBE EXPECTED TO BE DONE WITHIN TWO YEARS

*david sneed*

Oil company Conoco-Phillips has agreed to clean up a 2003 oil spill in Nipomo Creek near the Dana Adobe. The cleanup is expected to take place next summer, or the summer of 2012 at the latest, according to officials with the Regional Water Quality Control Board in San Luis Obispo. The oil came from a leaky crude oil pipeline, which has since been repaired. The leak resulted in a 300-foot, roughly circular area of contamination running beneath the creek. The oil does not appear to be contaminating the creek because of a clay layer beneath the creek bed, water board staff members say. However, contaminated soil could be present as little as 2 to 3 feet beneath the creek and has contaminated the groundwater. Under the cleanup agreement, 300 feet of creek channel will be excavated to a depth of 4 feet. An impermeable lining will be installed to prevent any recontamination. The excavated area will be backfilled with clean dirt and any removed vegetation will be replaced with native plants and trees. The banks of the creek will also be contoured to prevent erosion. The pipeline was originally owned and operated by Unocal. It has since been taken over by ConocoPhillips, which operates a refinery on the Nipomo Mesa. The final cleanup agreement was signed last month.

<http://www.sanluisobispo.com/2010/09/04/1276393/conocophillips-to-clean-oil-spill.html>

### USA, S.C, ORANGEBURG, SEPTEMBER 6 2010. ALBEMARLE BRABHAM OIL CITED BY DHEC

An Orangeburg industry and a Bamberg oil company have received fines for failure to comply with state environmental safety regulations. None of the safety regulation violations posed a public health risk, according officials with both companies. Orangeburg's Albemarle Corp. was fined \$15,000 by the S.C. Department of Health and Environmental Control for its failure to follow DHEC's Hazardous Waste Management Regulations. Brabham Oil Co. Inc. was fined \$500 for violating the South Carolina Underground Storage Tank Control Regulations at its Neeses Highway Horizon EZ Shop station. According to DHEC, Albemarle failed to:

- Maintain a containment system with a base that underlies the containers which is free of cracks or gaps and is sufficiently impervious to contain leaks, spills and accumulated precipitation until the collected material is detected and removed.

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- Operate the secondary containment system in accordance with the detailed design plans, descriptions and applicable requirements contained in the permit application.
- Ensure accumulation of as much as 55 gallons of hazardous waste in containers at or near any point of generation where wastes initially accumulate.
- Mark containers either with the words "Hazardous Waste" or with other words that identify the contents of the container.
- Accurately determine if a waste is a hazardous waste.

The order was issued June 11. "Albemarle Corp. is committed to operating our facilities in compliance with all applicable local, state and federal laws governing environmental, health, safety and security," plant manager Tyler Windsor said in a prepared statement. "With regard to this inspection, it is important to note that there was no release and no threat to the safety and health of the public at any time." Windsor said the 2009 DHEC inspection was routine. "While we do not agree with these allegations of violation, Albemarle did work cooperatively with DHEC and promptly addressed DHEC's concerns," Windsor said. "As a result, Albemarle and DHEC entered into a settlement agreement." According to DHEC, Albemarle has agreed to ensure that secondary containment systems are maintained as required, ensure that containers of hazardous waste located in satellite accumulation areas are properly managed and ensure that an accurate hazardous waste determination is made on all solid wastes. Windsor said the company's commitment to environmental requirements was confirmed during the 2010 DHEC inspection, which revealed no violations or issues of concern. "Albemarle continues to be proud of our company's environmental, health and safety performance, and we feel strongly that we are a good neighbor in the Orangeburg community," Windsor said. According to DHEC, Brabham Oil failed to use an adequate overfill prevention system in an Underground Storage Tank. The order was issued June 17. The overfill prevention system violation was corrected prior to the issuance of the DHEC order. Bamberg's Brabham Oil Co. spokesman Brad McCully said the finding was an "operational error" that should have been reported immediately when discovered. He explained that a 14-foot wooden dip stick used to gauge gasoline levels in the tank had broken off about 6 to 8 inches and there was a concern on the part of DHEC that it could result in overfill of the tank. McCully said there was never an actual overfill of the tank. McCully said the stick must have been in the tank for a long time since now the entire process is gauged electronically. "We fixed it and pulled the stick out of there," McCully said. "It has been rectified."

[http://www.thetandd.com/news/local/article\\_969e1bfe-b7a9-11df-a477-001cc4c002e0.html](http://www.thetandd.com/news/local/article_969e1bfe-b7a9-11df-a477-001cc4c002e0.html)

### USA, CT, HAMDEN, SEPTEMBER 6 2010. WORKER ERROR CAUSED FLASH FIRE IN HAMDEN

The fire marshal has concluded that worker error led to the explosion and flash fire at the Whitney Center construction site last month. The accident took place when a welder, who works for a subcontractor at the site, used an oxygen torch to remove gasoline from a welding tank, Fire Marshal Brian Badamo said Friday. Five stories above, another worker was using a cutting torch to cut a bolt and excess slag, a piece of the hot bolt and sparks fell into the "oxygen-rich environment," creating the explosion and flash fire, Badamo said. "We're very fortunate it was a minor explosion and not something of a larger scale," said Badamo. The 46-year-old man received third-degree burns on his arms, chest and nose. He was released from the Bridgeport Hospital Burn Center on Monday after being in the hospital since the Aug. 26 accident. The Bridgeport regional office of the federal Occupational Safety and Health Administration is continuing to investigate, said area Director Robert W. Kowalski. Kowalski said OSHA is working with Badamo as well as the state fire marshal's office on the case. OSHA is still in the "fact gathering" stage of the investigation, he said. It's not known whether citations or fines will be issued. He expects the investigation will wrap up in about two weeks. When construction at Whitney Center began late last year, OSHA entered into a partnership with the general contractor, KBE Building Corp. of Farmington and Connecticut OSHA to promote health and safety at the worksite, Kowalski said. The Bridgeport office had previously partnered with KBE on the Sierra Hotel in Shelton, and the company approached him about entering into a partnership on the Whitney Center project. KBE is overseeing the construction of a 7-story building with 87 apartments, a cultural arts center, a salon and spa as part of the expansion of Whitney Center, a retirement community with independent living apartments, assisted-living services and nursing care. The welder was working for a subcontractor at the site, Eastern Erectors of Bristol, Badamo said. The company did not return a message left late Friday afternoon and KBE marketing director Jonelle M. Lawhorn could provide no other information. On the day of the accident, she said that KBE was working in conjunction with local, state and federal authorities to determine the cause of the incident. On the morning of the accident, the man who was injured was trying to remove gasoline from three generator-welder machines, Badamo said. He had put gasoline into the machines thinking they were receiving diesel fuel because the can he used was labeled as a diesel gas can. It's unknown how the gasoline got into the diesel can, Badamo

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said. He was successful at removing the gasoline from two of the three machines, using a torch that released oxygen pressure. "When he got to the third machine, that's when the accident occurred," Badamo said.

<http://www.ctpostchronicle.com/articles/2010/09/05/news/doc4c83dd51a3eaa665306964.txt>

### USA, WI, GREEN BAY, SEPTEMBER 6 2010. DRIVER SLAMS INTO GREEN BAY GAS STATION PUMP

• **Watch the Video** <http://www.fox11online.com/dpp/news/local/driver-crashes-into-gas-station-pump>

• **Watch the Video** <http://www.youtube.com/watch?v=IF-s32hjNOc>

Green Bay Police say a man is in custody after a hit and run at a Speedway gas station on East Mason Street. Police respond to a call about 4:42 a.m. Sunday about a car that slammed into a gas pump and then started on fire. Cops say the driver then ran from the scene but was later caught. Police are still trying to figure out if alcohol was involved. No one was hurt and the investigation is ongoing.

<http://www.wtaq.com/news/articles/2010/sep/05/driver-slams-green-bay-gas-station-pump/>

### NIGERIA, LAGOS, IBAFO TOWN, SEPTEMBER 6 2010. 3 FUEL TANKERS, BUSES ABLAZE IN NIGERIA ROAD CRASH



*Fire rages at Ibafo Town on Lagos Ibadan highway.*

More than a dozen vehicles including three fuel tankers and two mini-buses caught fire Sunday in a pile-up on a Nigerian highway, site of a deadly multi-car crash three weeks ago, an AFP photographer reported. Police confirmed the crash saying it involved 12 cars, among them one tanker laden with petrol. "It (the tanker) lost control at Kara, caught fire and affected other vehicles," Olumuyiwa Adejobi, police spokesman for the Ogun state, which neighbours Lagos, told AFP. Firefighters were battling to contain the inferno which engulfed the dozen vehicles in which an unknown number of people were trapped. "They are still trying to quench the fire as we speak and there is no movement on the road," he said. No death toll was immediately available. The accident took place along the Lagos-Ibadan highway, where an accident involving 20 cars claimed 18 lives on August 15. Highways in and around Lagos, which rivals Cairo as Africa's biggest city with a population of some 15 million, are usually jammed and chaotic. The road where the accident occurred is often busy on Sundays due to a large number of evangelical mega-churches in the area. More than 17,000 people died in about 31,000 road accidents across Nigeria, Africa's most populous nation, between 2007 and 2009, according to the state-run road safety agency.

<http://www.google.com/hostednews/afp/article/ALeqM5hWkNz-cLV8VCruy9irp6EXFXfrtA>

### NIGERIA, LAGOS, IBAFO TOWN, SEPTEMBER 6 2010. MANY FEARED DEAD IN LAGOS-EXPRESSWAY INFERNO

Several persons were feared dead and about 20 vehicles burnt on Sunday, when a tanker went up in flames in Ibafo in Ogun State. The cause of the fire could not be immediately ascertained, but some witnesses claimed that the tanker crashed and went up in flames. Traffic to Ibadan and Lagos on the ever-busy expressway was still at a standstill at 9 p.m. There was pandemonium as motorists, commuters and residents of the community scampered for safety. All the known bush paths that led to the road were blocked as motorists meandered to find escape routes. The inferno raged at the scene for about five hours after the tragedy, despite frantic efforts by a team of rescuers comprising law enforcement agents, to curtail the fire and clear the way for people to resume their journey. An eyewitness claimed to have counted at least five vehicles that were razed, but he could not confirm if they were mainly commercial ones. Recently, no fewer than 40 persons died in a similar tragedy at the Lagos end of the road. When contacted, the state Police Public Relations Officer, Mr Olumuyiwa Adejobi and the Unit Commander Mowe/Ibafo unit of the state Traffic Compliance and Enforcement Corps (TRACE), Commandant Gbenga Aderibigbe, confirmed the development. Adejobi said that the police, at the time of filing this report, could not ascertain the number of casualties involved in the accident, while Aderibigbe added that frantic efforts were being made to quench the fire and restore normalcy on the highway. The PPRO said, "I have been informed about the accident involving three articulated lorries at Kara Area of Mowe/Ibafo on the Lagos –Ibadan Expressway on Sunday evening. "The Divisional Police Officer in the area had briefed me but could not ascertain the number of casualties involved in the accident. All that he was able to tell me was that one of the trailers traveling to Ibadan from Lagos lost control and veered off the road to the other section of the highway."

<http://www.tribune.com.ng/index.php/news/10610-many-feared-dead-in-lagos-ibadan-expressway-inferno>

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