



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 686 Newsy Stuff

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

February 11 2011



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USA, MO, KANSAS CITY, FEBRUARY 4 2011. BROKEN WATER MAIN REVEALS UNDERGROUND TANK SURPRISE

A water line break at 1509 Walnut St. occupied city workers much of Thursday, especially after crews unexpectedly found an underground tank filled with liquid. The break occurred about 2 a.m. and shut off water service to eight downtown buildings. The tank wasn't related to the break. Crews happened upon it while trying to reach the broken pipe. Officials think the tank, which isn't on any city plans, was used for gasoline storage. Initial tests led officials to think the liquid wasn't gasoline, because it wasn't combustible, but they now think gasoline might have mixed with dirt, water and other substances that leaked into the corroded tank, said the water department's public information officer, Colleen Doctorian. A contractor was called to remove the tank Thursday night so that city crews could repair the line. Water service will likely be restored today.

<http://www.kansascity.com/2011/02/03/2631482/in-brief-broken-water-main-reveals.html>

INDIA, PUNE, FEBRUARY 4 2011. 2 WORKERS FALL INTO RESIN-FILLED TANK, FEARED DEAD

Two workers from a [chemical factory](#) located at Nasrapur around 30 km from Pune were feared dead after they accidentally fell into a resin-filled metal tank around 6 pm on Thursday. The strong fumes of the chemical emanating from the tank made any rescue difficult. The company's rescue team and the fire brigade were struggling till late on Thursday to rescue them. The workers were Sandeep Khude (24) and Vishal Kamble (22), police said. [Sanjay Bothe](#) of Rajgad police station told TOI that one of the workers was working near the tank when the strong fumes made him dizzy and he fell into the container. "When another worker saw him, he rushed to help him. He too fell inside due to the fumes," Bothe added. "We have begun cutting open the tank. Both workers may not have survived as they have been inside the tank for more than two hours," Bothe said.

<http://timesofindia.indiatimes.com/city/pune/Two-workers-fall-into-resin-filled-tank-feared-dead/articleshow/7421464.cms>

USA, ID, PICABO, FEBRUARY 4 2011. FUEL-TRUCK FIRE KILLS CAREY MAN >> ONE TRAILER IGNITED DURING TRUCK TO TRUCK FUEL TRANSFER OPERATIONS

katherine wutz

 **Watch the Video** <http://www.kmvt.com/news/local/Fuel-Tanker-Explosion-Kills-One-Southwest-of-Picabo-115268434.html>

 **Watch the Video** <http://www.nwcn.com/home/?fid=115179429&fPath=/news/local&fDomain=10227>

 **Photo Gallery** <http://www.ktvb.com/news/local/Man-killed-in-fuel-truck-explosion-115179429.html?gallery=y&c=y>



A fire resulting from the ignition of a fuel trailer rages at the Picabo Ranch west of Carey on Wednesday afternoon. The cause of the fire is unknown, but the Blaine County Sheriff's Office reported that the trailer ignited during a fuel transfer between the two Adamson's Inc. oil trucks. Investigation by the State Fire Marshal's Office is ongoing.

A fuel trailer ignited and exploded Wednesday at a ranch in Picabo, killing Carey resident Craig Adamson, 53, and destroying two fuel tankers. The fire at Picabo Ranch started at about 2:30 p.m., according to the Blaine County Sheriff's Office. Adamson, whose family owns the Adamson's Inc. fuel and oil company, and employee Lee Andreas were transferring fuel between the two trucks when a trailer attached to Adamson's vehicle caught fire, the Sheriff's Office reported. The fire spread from the trailer to both trucks. "There was this huge kaboom," said Jan Peppler, a Picabo resident whose property is adjacent to the ranch. "I ran outside and that's when I saw the smoke." Adamson, who was on top of the trailer at the time, was reportedly killed instantly. Andreas was caught between the two trucks and was knocked down by the explosion. Though his jacket ignited, those flames were quickly extinguished. Andreas was examined on the scene and refused transport to a medical facility. The trailer fire continued burning until about 10 p.m., Peppler said. Her report was confirmed by neighbor Corey Webb, a blacksmith with a shop near the site of the accident. "We could see it glowing out of our window," Webb said. Wood River Fire & Rescue Chief Bart Lassman said his crews responded to a call for mutual aid from the Carey Fire Department at 2:48 p.m. The Friedman Memorial Airport Fire Department and the Blaine County Sheriff's Office also responded to the call. Crews were called

off the fire by 7:30 p.m., but the Carey Quick Response Team was called back at about 8:45 p.m. when Adamson's truck reignited. Peppler said she witnessed the final explosion. "That was really freaky, against that dark sky," she said. "That's when

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I finally left my house." Lassman said the flames burned for so long because of the nature of the fuel-charged fire. The main goals of the crews, Lassman said, were to shrink the blaze to a manageable size and watch it closely, rather than extinguish the flames. "It's so hard to extinguish. You have to almost smother it," he said. "There was so much fuel, it was easier to stand back and keep people safe." Lassman said the second truck likely reignited due to radiant heat. While crews were on the scene, they doused the second tanker with water to prevent such an occurrence. "It had some fuel in it, so they were keeping it cool during the whole operation," he said. "You don't want that exploding, [but] you've got to let the fuel burn off." Lassman said the tankers needed to burn off some of the fuel to let the coroner retrieve Adamson's body. Sheriff's Lt. Jay Davis said crews were prevented from reaching the body until 7 p.m. because of the massive fire, extreme heat and fear of further explosions. Davis said the burning fuel was a mix of oil, diesel and unleaded gas that was being transported to the ranch to thin out some diesel fuel that had gelled in cold temperatures. Davis said he didn't know how much fuel was involved in the inferno. The cause of the fire is still under investigation by the Idaho State Fire Marshal's Office. Ivan Hibbert, deputy state fire marshal, was on the scene today but was unavailable for comment. Webb said he felt the explosion from his shop, located about a quarter mile from the feedlot where the accident occurred. "The explosion rocked my shop, rattling all the windows and doors," he said. "I thought, 'Oh no, someone's stove exploded.'" Pepler said she thought something had hit her house when she heard the blast, and her neighbors had similar theories. "When I went down to the Rancher's Supply, they said they thought a plane had crashed," she said. Pepper said she heard the first explosion and left her house in time to see the second truck ignite. "There was all this smoke, unbelievable smoke," she said. "I didn't know that metal could just disintegrate like that." Both Pepler and Webb said the accident and Adamson's death would have a profound impact on the community. "It's pretty quiet out here, so something like this is big news," Webb said. Adamson's family owns not only Adamson's Inc., but a convenience store and fuel station in downtown Carey. Adamson is survived by his wife, Betty, and their seven children. The funeral service for Adamson will be held at 2 p.m. on Monday, Feb. 7 at the Church of Jesus Christ of Latter Day Saints in Carey. Adamson was a Carey City Council member for nine years, during which time he managed the Carey airstrip. Carey Mayor Randy Patterson said that Adamson, an emergency medical technician, was partially responsible for the creation of the Carey Quick Response Unit and served as one of the first instructors. "He was very community-minded," Patterson said. "He's going to be missed."

<http://www.mtexpress.com/index2.php?ID=2005135199>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, FEBRUARY 4 2011. FERGUSON ALLOWS OPERATION OF OIL FIRM INVOLVED IN THE 2009 MONTARA OIL SPILL

ricky roxas



Thai oil firm PTTEP will keep its license and will be allowed continuous but monitored operations in Australia despite the 2009 Montara oil spill incident in Timor Sea.

Ensnuing investigations that followed the disaster showed that PTTEP holds major culpability but the findings did not prevent Federal Resource Minister Martin Ferguson from giving the company a new lease in life. Ferguson said that while PTTEP was given another chance, the firm will be operating under strict scrutiny by his ministry and any infractions, even minor ones, would lead to final cancellation of the company's license to operate. Strict conditions will have to be followed by the Thai energy firm for the next 18 months and Ferguson stressed that his office will keep close watch on the behaviour and operations of PTTEP. The resource minister

said that PTTEP has committed to implement significant changes as he revealed that "this company is on essence on notice- you either meet the requirements expected by the [Australian](#) community or your social licence to operate in Australia will disappear." However, Ferguson's decision came as a surprise for Greens Senator Rachel Siewert, who declared that "I find it really hard to fathom why the Government thinks it's acceptable that this company should be allowed to bid for and be given any new leases when it has yet to demonstrate it can manage its existing operations." Also, the World Wildlife Fund Australia expressed its disappointment on the outcome of the incident that is considered as the worst oil spill in history. WWF's Paul Gamblin could not understand why PTTEP was allowed to stay on the business considering the magnitude of its responsibilities, which he said the company apparently neglected. In light of the decision, the WWF urged the federal government to hold off any oil and gas explorations in Australia pending the implementation of systemic changes that would avoid the recurrence of the disaster. The decision, according to Gamblin, is a "a continuation of the Wild West approach

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unfortunately to oil and gas development in this country and I think the Australian community will be very disappointed with this response."

<http://au.ibtimes.com/articles/108787/20110204/ferguson-allows-operation-of-oil-firm-involved-in-the-2009-montara-oil-spill.htm>

USA, N.C, WASHINGTON, FEBRUARY 4 2011. HELP ON THE WAY FOR BOAT OWNERS AFFECTED BY MCCOTTER'S MARINA FIRE

 **Watch the Video:**

<http://www2.wnct.com/news/2011/jan/07/39/three-people-injured-boats-and-dock-destroyed-fire-ar-674332/>

There's help on the way to boat owners affected by last month's massive marina fire. A group called the "Salty Southeast Cruisers" helped set up a fund for the victims of the McCotter's Marina fire on January 7th. The 'Fire Relief Fund' is raising money to help more than two dozen boat owners. The first distribution will be held this Friday.

Previous Story---

Some of the heavy lifting involved in the cleanup of [McCotters Marina](#) in [Washington](#) got started on Tuesday. Dozens of boats were destroyed by the fire at the marina 11 days ago, and today a recovery team spent hours pulling the first of those boats out of the water. A 34-foot cruising trawler called "Pandora" bears the scars of both fire and water. It took eight hours for a team of divers and a tug boat operation to move it. There was too much risk to rush the job. "Making sure that your crew is mentally there and they're not getting too cold where they're getting distracted because when you get distractions, that's when stuff happens," said [Lee Sykes](#), [Tug Boat U.S.](#) owner. The team needed seven inflatable bags to raise the boat from the bottom. They provided just enough air to move the boat. It was a job made more precarious because of the water. "Most of the time, we can stay in the water 10 to 12 hours a day doing a large scale salvage operation, but with water temps this cold, you're limited to an hour of dive time a day," said [Sykes](#). The crew went after Pandora first because of its dangerous position after the fire. Pandora created its own hazard when it drifted away from the other burning boats docked in the marina. Stuck in 8-feet of water and 2-feet of mud, Pandora blocked boat traffic on the water. "We did not want any boater that was transiting the area to hit the wreckage," said [Sykes](#). Roughly 28 more boats are still left in the water. [Sykes](#) says his team will be back at the [marina Wednesday](#) to assess the other boats he's been hired to remove. An [insurance adjustor](#) at the scene responsible for Pandora puts its damage at [\\$50,000](#).

Previous Story---

Work is underway at McCotter's Marina to begin removing the boats destroyed in the fire there 11 days ago. The big concern is the danger to other boaters. Dive teams hit the water around 9:30 this morning to lift the first boat out of the water. It was destroyed in that fire a week and a half ago along with dozens of others. The boat is "The Pandora." It's a 34-foot trawler that sunk in the fire. The problem is it drifted away from the other boats and into a spot where it poses an underwater danger to regular boating traffic. Boaters could run into it without knowing it. The recovery team has some floating devices in the water. The crew hopes to have it on the surface in about an hour. Once that's done, workers will assess the boats cordoned off by the boom and determine their next move. And possibly, to try to get the next boat out of the water.

Previous Story---

It's been several days since a massive fire destroyed an entire dock at McCotter's Marine in [Washington](#). Crews have been working around the clock to clean up the spilled fuel. It also injured several people and displaced a number of families. Several of the boat owners actually lived on their vessels. Since the fire, no one has been allowed to go back to their boats without a [Coast Guard](#) escort until today. You can't bring back what's been destroyed in a fire, so emergency managers focused on one thing. "We have continued to keep the environment as top priority during this cleanup," said [John Pack](#), Beaufort [County Emergency Services Coordinator](#). Most of the petroleum burned off in the fire but still, cleanup crews have managed to collect 63 barrels of [oil](#) soaked absorbent pads as of Sunday. They are trying to keep it out of [Broad Creek](#). [John Pack](#) said the rough winter weather slowed them down, "But the wind has actually been helping us collect the materials so we didn't have to get in between every single boat." The fires burned only one dock, but clean up crews stretched two-thousand feet of boom around the entire marina to contain any loose fuel. Now, only the areas around the damaged dock will be boomed off. "But if there is a release of any diesel fuel or any other fuels we'll be able to capture it and keep it within that area and protect the environment," said [Pack](#). Boat owners have been locked out of the marina for their safety. Emergency managers say some boat owners had been sleeping on their vessels and the fuel in the water creates a health hazard for them. Now, they're moving back in. While the problem's been contained, [Pack](#) said the work is far from over, "By no means is [the Coast Guard](#), the locals, or the state leaving. We will be here to monitor what's going on with the salvage. Emergency managers say marina staff might be able to

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begin cleaning up the damaged dock area as early as next week. The Beaufort [County Red Cross](#) took a hard hit from the fire too covering several days' worth of [food](#) and hotel costs for the victims. Emergency managers are now looking for ways to donate to the [Red Cross](#) to get their budget back on track.

Previous Story---

Crews are still working to clean up the mess a fire made at a [Beaufort County](#) marina. [The Coast Guard](#) supervised [oil](#) clean up efforts at [McCotters Marina](#) in [Washington](#) over the weekend. 26 vessels burned to the waterline dumping diesel fuel and gas into the water. Crews set up a containment boom around the marina to isolate the pollution. Coast [Guard](#) officials say they're making a strong headway in the clean up process. They collected more than 60 barrels of oiled absorbent pads. Officials say weather poses a challenge, and that they'll have to balance quick clean up efforts while still keeping their personnel safe.

Previous Story---

Crews in [Washington](#) spent the day working to control pollution after Friday's fire at McCotter's Marina. The early-morning fire destroyed 26 boats. Workers dropped 2,000 feet of boom around the marina to contain gasoline and oil in the water. [The Coast Guard](#) hired Eastern Environmental Management to clean up whatever didn't burn off Friday. Crews say they're trying to prevent long-term damage.

"We're also trying to ensure that the environment is returned to the same condition because it's very important that we clean up what [oil](#) we can," said [Harry Hueston](#), Coast Guard Coordinator. "We can't get it all, but we'll get the majority of it and we'll get that up and out of the environment." Boat owners who didn't have property damage can go down to the marina. They will need a [Coast Guard](#) escort during the cleanup.

Original Story ---

Investigators say an electrical fault is the cause of an early-morning fire at [McCotter's Marina](#) that injured three people and damaged 25 boats along with a dock. Foul play is not suspected. The Beaufort County Sheriff's Office says the 911 call came in around 12:30 Friday morning. When crews arrived on the scene, they found the north dock was engulfed in flames. They worked to get boats out of the way of the fire but 25 of them were damaged with most being a total loss. A covered dock was also lost to the fire. Three people were treated for minor injuries including burns and hypothermia. The [U.S. Coast Guard](#) is on the scene to see how bad, if any, the environmental damage is from the fire. Watchstanders at [Coast Guard](#) Station Hobucken, [N.C.](#) got the word from the Beaufort County Sheriff's Department of a fire at the marina around 1 AM this morning. They immediately launched a 24-foot rescue boat crew. A boat crew from [Coast Guard](#) Station Hobucken is still on the scene monitoring the situation and has placed boom in the area to contain any debris and pollution from the fire. They've also contracted a cleanup company to respond to the scene. Pollution investigators from [Coast Guard Sector North Carolina](#) are on scene as well to assess the amount of pollution caused by the fire. They're using a boom to contain any debris and pollution. They say it could take several days to finish the clean-up. Fire departments from Chocowinity, [Bath](#), Washington, Bunyan, Clarks Neck, Old Ford and Cherry Point responded. The 180-slip marina is on a creek off [the Pamlico River](#). That's about 35 miles inland from Pamlico Sound.

<http://www2.wnct.com/news/2011/jan/07/39/three-people-injured-boats-and-dock-destroyed-fire-ar-674332/>

USA, TX, BEAUMONT, FEBRUARY 4 2011. WORK LIGHT SPARKS AUTO SHOP CAR FUEL TANK FIRE, ONE MAN BURNED

 **Photo's** <http://www.kfdm.com/news/damages-41355-fire-heavily.html>

 **Watch the Video:**
<http://www.beaumontenterprise.com/news/article/Work-light-sparks-auto-shop-fire-one-man-burned-995504.php>



One man was injured and two escaped injury Thursday evening after a fire at an auto body shop. Two employees at Manuel's Paint and Body in the 1500 block of Fannin were removing the fuel tank from a vehicle when a work light fell over and sparked a fire according to Captain [Brad Penisson](#) of the [Beaumont Fire Department](#). When the fire started the two men dropped the vehicle's fuel tank causing the fire to spread to the gas spilled from the tank. The two men and the owner, [Manuel Rameriz](#), were able to escape as fire engulfed the inside of the shop but one of the employees did receive second degree burns to his hand and arm according to Penisson. The injured man was treated by Beaumont EMS and transported to [Christus St Elizabeth Hospital](#) for treatment. When firefighters

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arrived on the scene at about 5:45 p.m. the shop was fully engulfed in flames Penisson said. Because of the flammable liquids and the vehicles involved it took firefighters about an hour to fully extinguish the fire he said. The metal building was heavily damaged and three vehicles inside the shop at the time also suffered extensive damage.

<http://www.beaumontenterprise.com/news/article/Work-light-sparks-auto-shop-fire-one-man-burned-995504.php>

INDIA, COIMBATORE, FEBRUARY 5 2011. TANKER LORRY GOES UP IN FLAMES

A tanker lorry, transporting 16,000 litres of diesel and 4,000 litres of petrol, went up in flames on Thursday when the fuel was being unloaded at a petrol pump near the new bus stand at Perundurai in Erode district. An autorickshaw and a godown stacked with onions were also gutted in the fire. Luckily, no one was injured. As the truck caught fire at the petrol pump, about 3,200 students of a nearby private school were safely shifted to a marriage hall in a neighbouring locality. The accident happened at around noon on Thursday at the Indian Oil petrol pump. During unloading, the tanker suddenly went up in flames. The fire quickly spread to a waiting autorickshaw and an onion godown nearby. It took seven fire-fighting vehicles to extinguish the fire. Fuel worth Rs 9 lakh and property worth Rs 22 lakh was damaged in the fire. "We are conducting an inquiry into the incident," said Perundurai police Inspector M Gunasekaran. "We don't know how the lorry caught fire," said KS Thirumoorthy, owner of the petrol pump. Kongu Vellalar matric higher secondary school, which is situated near the petrol pump, vacated their 3,200 students to a marriage hall, from where their parents picked up their children. "As soon as we saw the lorry go up in flames, we shifted the students out of the school campus," said principal C Jayanthi.

<http://timesofindia.indiatimes.com/city/chennai/Tanker-lorry-goes-up-in-flames/articleshow/7422534.cms>

USA, MA, SPRINGFIELD, FEBRUARY 5 2011. SNOW COLLAPSES GAS STATION CANOPY

 **Watch the Video** <http://www.cbs3springfield.com/news/local/Gas-Station-115246974.html>

 **Watch the Video:**

<http://www.nbcconnecticut.com/news/local-beat/Amazing-Video-Shows-Narrow-Escape-from-Collapse-115205394.html>

 **Slideshow:**

<http://www.nbcconnecticut.com/news/local-beat/Amazing-Video-Shows-Narrow-Escape-from-Collapse-115205394.html>



The weight of heavy snow proved to be too much for a gas station canopy in western Massachusetts. The roof collapse was just one of many reported across the state in the wake of this week's big snow. No one was hurt, partly because the gas station was out of regular unleaded gas at the time, so there weren't many customers. The station manager says the gas shortage was also due to the storm.

<http://www.wafb.com/Global/story.asp?S=13967505>

USA, N.D, MORTON CO, MANDAN, FEBRUARY 5 2011. DIESEL CLEANUP WAS COSTLY FOR CITY

Nearly 27 years ago, technicians doing soil tests for construction of a law enforcement center in Mandan smelled diesel fuel. It was a seemingly inconsequential beginning of a long, costly cleanup process that saw the recovery of millions of gallons of diesel fuel and fumes, trapped above the groundwater beneath the city. Liabilities associated with the spill stunted property values in Mandan's downtown and became a barrier to retail and commercial growth in the main business district. A lawsuit by the state and Mandan against Burlington Northern Railroad ended in a \$24 million settlement for the city. Remediation and recovery of the downtown since has cost about two-thirds of those settlement dollars. Along with the cleanup and reinvestment have come, at times, distrust and hard feelings. It has been expensive for the people of Mandan - economically and emotionally. "Diesel recovery downsized," read the Tribune headline on Wednesday. While there are still small pockets of diesel fuel beneath the city, the large blob that covered much of a part of downtown has been siphoned away. Laws have been changed to define liability in environmental cases like Mandan's. Businesses and residential building have returned to the city's center. There's still room to grow downtown. And there's been some community healing going on. There are many lessons to be learned from Mandan's experience, not the least of which is a community's responsibility for the clean operation of business and industry within its jurisdiction. Mandan didn't operate the railroad that spilled fuel and Burlington Northern settled for its responsibility. But in the end, it was the city that took the heat and assumed the burden for cleanup. Mandan has invested an enormous amount of time and money in getting its downtown back on track, and it has begun to pay off. Just last week, a new

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restaurant announced its intention to open on Main Street. This summer, a major retail-commercial structure opened downtown. Much of the property on the south side of Main Street, obtained from the railroad in the settlement, has been developed. A generation of city leaders and officials in Mandan deserves credit for the rebound. The recovery of the city's central business district has been a hard-fought achievement. Hopefully, the pumps and recovery wells that remain throughout the spill area will be decommissioned, and Mandan can put this close call with the environment behind it.

http://www.bismarcktribune.com/news/opinion/editorial/article_da2c302a-2fb0-11e0-ba63-001cc4c03286.html

SRI LANKA, COLOMBO, FEBRUARY 5 2011. EXPLOSION AT COLOMBO DOCKYARD INJURES 10 EMPLOYEES

An accidental explosion Thursday injured 10 workers at a Sri Lankan shipbuilding facility. Ten workers of the Colombo Dockyard sustained minor injuries in an accidental explosion. They have been admitted to the Colombo National Hospital. The explosion has taken place when a gas tank exploded while workers were repairing a ship inside the Colombo Dockyard. Colombo National Hospital Director, Dr. Hector Weerasinghe confirmed to the media that 10 employees of Colombo Dockyard were admitted to the hospital to be treated for minor injuries.

http://www.colombopage.com/archive_11/Feb03_1296746212JR.php

CANADA, ALBERTA, CALGARY, FEBRUARY 6 2011. ANGRY BOWNESS RESIDENTS DEMAND ANSWERS OVER GAS PLUS LEAK >> 'WHEN DO I GET TO GO BACK TO MY HOUSE?'

kelly cryderman



Gas Plus on Bowness Road in Calgary on December 7, 2010. The Alberta government issued an environmental protection order against the station.

Calgarians with homes near a Bowness gas station that leaked as much as 9,000 litres of gasoline into the ground last year demanded answers from provincial officials Thursdays night about why they weren't informed of problems months earlier and why cleanup efforts haven't moved forward more quickly. About 30 residents attended a public information meeting at a hockey arena Thursday night, and had dozens of questions for Alberta Environment and Alberta Health Services staff about the Gas Plus leak. At one point, a resident stood to angrily ask a lawyer for Gas Plus, there to observe the proceedings, to leave. Another resident, Maureen Whitlock, has been living in a motel for three weeks after health officials advised her

to leave her property due to high levels of hydrocarbon vapours. "When do I get to go back to my house?" she asked at the meeting. Officials said extraction wells installed late last year have already drawn 2,000 litres of gasoline out of the ground. A study to look at how far the plume of gasoline has spread, and whether it has affected more homes or the Bow River, is underway. Area MLA Alana DeLong expressed concern that residents' homes weren't being tested more often. "What is the hold up in making sure the testing is done?" DeLong said. Barren Bourget, a district compliance manager for Alberta Environment, defended the department's actions to date. He said the government has acted with the best information available, and has issued an environmental protection order that has forced the company's hand. "We proceeded quite aggressively," Bourget said. Last May, Alberta Environment learned of a gas leak at the Gas Plus station at 6336 Bowness Rd. N.W. and began "working with" the owners to get the situation fixed. But late in the summer, the department was notified that gasoline vapours were detected in the basement of a home just north of the gasbar. Air tests on that house and two others -- including Whitlock's home -- have registered high levels of benzene and other hydrocarbon chemicals. In December, the department issued an environmental protection order against the company for failing to properly clean up the leak, as much as 9,000 litres of gasoline. Owner Sal Handel maintains he has worked diligently on the leak. He said it is now fixed, but it could take as long as five years to remove all the gas and fumes from underground. Handel has appealed the timelines set by the government, which call for the remediation work to be completed by the end of August, saying they aren't realistic. Many of residents' concerns centre on why they didn't receive earlier notification of the leak. Andy Ross, who owns a lot on nearby Bow Crescent, said he didn't know anything until a relative forwarded him a news article in December. "We'll certainly have some pointed questions for both Gas Plus and Alberta Environment," Ross said Thursday. He acknowledges he's in a better position than others because he, his wife and three children aren't already living there. But he said if he had known of the spill last May, he might have been able to stop the deal to buy the empty land his family had planned to build a house on this year. "Our government is supposed to protect us from things like this." But Ross and others are now focused on what are the immediate next steps to get the mess cleaned up quickly. For his part, Handel said he is working as quickly as possible but has been ham-stringed by city processes for getting permission to do the drilling work needed. He said the full clean up is going to take

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time. "I'd like to be able to snap my fingers," Handel said on Thursday. He said work on mapping the spread of the gas plume underground has begun in earnest, and should be done in a week. Handel is also working to get the vapours out of the three most affected homes. He's paying the hotel bill for Maureen Whitlock and her husband John, who have moved out of their home while the vapours are removed. He paid the costs for a family to move out of their house and into different rental accommodation, while a third resident and his partner have opted to stay despite the health concerns. Long-term exposure to gas fumes can cause headaches and difficulty sleeping. Continuing exposure to the aromatic hydrocarbons in gas has been linked to cancer.

<http://www.calgaryherald.com/news/calgary/Angry+Bowness+residents+demand+answers+over+Plus+leak/4222608/story.html>

USA, CA, BUTTE CO, PARADISE, FEBRUARY 2 3011. COUNTY ISSUES HONEY RUN CREEK WARNING

paul wellersdick

The Butte County Public Health Department released a statement Friday afternoon warning of petrochemical contamination in Honey Run Creek south of Bille Road in Paradise. The public notice of surface water and potential groundwater contamination in Honey Run Creek in Paradise is required by the Safe Drinking Water and Enforcement Act of 1986 under Proposition 65, according to a county press release. An investigation by the Town of Paradise and the Environmental Health Division of Butte County public health confirmed elevated levels of benzene, toluene, ethylbenzene, and xylenes in the water of the storm drain system that conveys the "Honey Run 5 Drainage Basin," a statement read. Benzene and toluene exceeded the California Maximum Contaminant Levels for drinking water, the warning read. The preliminary investigation indicates that the contamination originates in the vicinity of Bille Road and Skyway and chemical analysis indicates that the contamination is due to a release of a petroleum based hazardous substance, according to public health. After review of the analytical data, the health department has determined that due to the benzene concentration, the water in Honey Run Creek south of Bille and Skyway may be hazardous to humans or pets that contact or drink the water. Residents in the affected area can reduce potential exposure to these chemicals by avoiding drinking the water in the creek, keeping small children from playing in the creek and keeping pets away from the creek. The source of the contamination was unknown as of press time, but an active investigation is under way with the state, county and town authorities. There currently is no indication of a threat to the public drinking water supply for the Town of Paradise.

http://www.paradisepost.com/news/ci_17297435

USA, WASHINGTON, DC, FEBRUARY 6 2011. TOXIC DIESEL FUEL USED WITHOUT PERMITS IN FRACKING OPERATIONS

Oil and gas service companies have injected over 32 million gallons of diesel fuel or hydraulic fracturing fluids containing diesel fuel into wells in 19 states between 2005 and 2009, without permits, a congressional investigation has revealed. Begun by three Democratic members of the House Committee on Energy and Commerce in February 2010, the investigation looked at the potential impact on water quality of using diesel fuel injected at extremely high pressure to crack rock seams, releasing the natural gas and oil trapped within. Under the 2005 Energy Policy Act, any company that performs hydraulic fracturing using diesel fuel must receive a permit to be in compliance with the Safe Drinking Water Act. In the course of their investigation, Representatives Henry Waxman of California, Edward Markey of Massachusetts, and Diana DeGette of Colorado sent letters to 14 oil and gas service companies requesting information about the type and volume of chemicals they used in hydraulic fracturing fluids between 2005 and 2009. All the companies voluntarily provided the committee with data on the volume of diesel fuel and other hydraulic fracturing fluids they used during the five year period. Twelve of the 14 companies acknowledged using diesel in their fracking operations. In a letter to U.S. EPA Administrator Lisa Jackson dated January 31, the legislators wrote, "We learned that no oil and gas service companies have sought - and no state and federal regulators have issued - permits for diesel fuel use in hydraulic fracturing." "This appears to be a violation of the Safe Drinking Water Act," they wrote. "It also means that the companies injecting diesel fuel have not performed the environmental reviews required by the law." The EPA's Office of Research and Development also is currently conducting a scientific study to examine the possible relationships between hydraulic fracturing, or fracking, and drinking water quality. "A key unanswered question is whether the unregulated injection of diesel fuel or fluids containing diesel is adversely affecting drinking water supplies," the legislators wrote to Jackson. None of the hydraulic fracturing service companies track the nearness of the wells they fracture to underground sources of drinking water, which they said is the responsibility of the oil and gas well operators. For this reason, the legislators told Jackson they have been "unable to draw definitive conclusions about the potential impact of these injections on public health or the environment." Analysis of data provided by the companies shows that BJ Services used the

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most diesel fuel and fluids containing diesel, more than 11.5 million gallons, followed by Halliburton, which used 7.2 million gallons. Four other companies, RPC (4.3 million gallons), Sanjel (3.6 million gallons), Weatherford (2.1 million gallons), and Key Energy Services (1.6 million gallons), used more than one million gallons of diesel fuel and fluids containing diesel. Of the 19 states where diesel-containing fluids were injected, Texas accounted for half of the total volume injected, 16 million gallons. The companies injected at least one million gallons of diesel-containing fluids in Oklahoma, North Dakota, Louisiana, Wyoming, and Colorado. In total, the companies used 10.2 million gallons of straight diesel fuel and 21.8 million gallons of products containing at least 30 percent diesel fuel. But in January 2010, Energy In Depth, a group representing most of America's oil and gas producers, wrote that "diesel fuel is simply not used in fracturing operations." "The industry has been saying they stopped injecting toxic diesel fuel into wells. But our investigation showed this practice has been continuing in secret and in apparent violation" of the Safe Drinking Water Act, said Waxman, a former chairman of the House Committee on Energy and Commerce, and currently the panel's ranking Democrat. Diesel fuel contains toxics, including benzene, toluene, ethylbenzene, and xylenes. The Department of Health and Human Services, the International Agency for Research on Cancer, and the U.S. Environmental Protection Agency have determined that benzene is a human carcinogen. Chronic exposure to toluene, ethylbenzene, or xylenes has been shown to cause damage to the central nervous system, liver, and kidneys. While fracking is used in more than 90 percent of natural gas and oil wells, not all fracking operations use diesel fuel. Other fracking fluids are water-based, but some formations cannot be cracked by these fluids because clay or other substances in the rock absorb water. Last August, more than 25 conservation organizations wrote to Waxman and Markey and separately to the EPA, urging probes into the use of diesel in fracking operations and its effect on drinking water quality. The Environmental Working Group is pleased that their prompts have yielded information. "Companies are increasingly drilling in populated areas and using ever more intensive hydraulic fracturing in shale formations," said EWG Senior Counsel Dusty Horwitt. "Reps. Waxman, Markey and DeGette deserve credit for pursuing this important investigation and working to ensure that drilling is conducted carefully and in compliance with our laws."

Related Links

Earlier ENS Coverage Of This Issue: [EPA Subpoenas Halliburton, Seeking Fracking Secrets](http://www.ens-newswire.com/ens/feb2011/2011-02-04-092.html)

<http://www.ens-newswire.com/ens/feb2011/2011-02-04-092.html>

USA. FLA, MARATHON, FEBRUARY 6 2011. FUEL LEAK CAUSES PARK EVACUATION

ryan mccarthy



Marathon Fire Rescue personnel clean up the leaked gasoline at the Marathon park.

A leaking fuel truck Thursday afternoon led to the Marathon Community Park being shut for the night so a hazardous-materials crew could clean up the spill. Marathon Fire Chief William Wagner said a Blaylock Oil Co. truck with a 7,500-gallon capacity was leaking gasoline as it traveled northbound on U.S. 1. "I do know the leak started in Big Pine [Key]. We had reports and they were traveling all the way to Marathon. They pulled them over at the park, but they spilled a lot of gas all over the highway. He was [moving] so it evaporated pretty fast," Wagner said, noting the gas had no chance to pool up anywhere. According to the Monroe County Sheriff's Office, dispatchers began receiving calls at 12:11 p.m. from drivers who spotted the leaking truck. Deputies searched for it and finally spotted it in Marathon. Deputy

Jacek Szymanski pulled the driver over at the park, around mile marker 49 oceanside, where it continued to leak gas for a time. "Some gas got into the sod area and into one of the storm drains. We don't think it was much," Wagner said. The leak "was from a hose that had come apart under the truck. They clamped it off when the fire department got there." City Parks and Recreation Manager Jimmy Schmidt said there were only "two kids playing basketball" at the park at the time of the spill.

<http://www.keysnet.com/2011/02/05/305941/fuel-leak-causes-park-evacuation.html>

SCOTLAND, GLASGOW, FEBRUARY 6 2011. AN OIL SPILL OFF SHETLAND COULD 'EQUAL GULF OF MEXICO DISASTER'

jane bradley

An oil spill off the coast of Shetland could equal that of the Gulf of Mexico disaster and spread as far as the Norfolk coast, an environmental report has claimed. An investigation carried out by American oil drilling company Hess, which has lodged an application to drill a deep water well to the west of the island, revealed that a spill could last as long as ten weeks. The oil industry played down the likelihood that an accident would ever occur, but environmental campaigners claimed such a spill

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could devastate wildlife in the area and impact tourism for years. Without intervention, Cambo 4 would flow for a period of two-and-a-half months, releasing an estimated 4.3 million barrels of crude oil, Hess admitted in the assessment, published as part of the company's drilling application. "This report once again highlights the dangers to the marine environment of drilling for oil in yet even deeper water," said Word Wildlife Fund Scotland director Dr Richard Dixon. "Oil companies simply have no idea how they would deal with a major deep water oil spill." A report published last month by the UK government's energy and climate change committee echoed the Hess report, adding that it had "serious doubts" about the ability of oil spill response equipment to function in waters off the west coast of Shetland. Hess, whose 120-day drilling operation is planned for May, said the risk of a large-scale spill was "very low". It added that its computer modelling system was unable to assess the consequences of a spill lasting more than ten days. The BP disaster lasted for 86 days. Dr Dixon added: "Perhaps the most remarkable part of this study is that the company admit that the ten-day spill they have considered is far from the worst case. Given that the Gulf spill lasted 86 days, the authorities should rule this assessment as incompetent. "A major accident could release many hundreds of times the oil spilt in the 1983 Braer disaster. Wildlife, fishing and tourism in Shetland and beyond could be devastated for many years." The region is home to more than 20 species of dolphin and whale and up to 50 species of seabird, including fulmars, razorbills and kittiwakes. In the report, New York-based Hess claimed that fish and sea mammals would remain "relatively unaffected" by any pollution because evidence suggests they are able to detect and avoid oil-contaminated waters. Greenpeace executive director John Sauven added: "This little-known company admits in its own spill response plan that a serious blow-out would see half of British beaches, and many in Europe, covered in oil.

Related Stories

- [An oil spill off Shetland could equal Gulf of Mexico disaster](#)
- [Shetland Oil Report Disaster Warning: WWF Scotland Comment](#)
- [Blowout At Mooted Shetland Oil Well Could Spread To Norfolk-Paper](#)

<http://news.scotsman.com/news/An-oil-spill-off-Shetland.6711693.jp>

USA, CA, LOS ANGELES, FEBRUARY 6 2011. TARGET CORP. TO PAY \$22.5 MILLION IN SETTLEMENT OVER ALLEGED HAZARDOUS WASTE DUMPING



Target Corp. has agreed to pay \$22.5 million to settle a multiyear government investigation into the alleged dumping of hazardous waste by the retail chain, according to court documents filed this week.

The settlement, pending final approval by a judge, is part of a bigger push by prosecutors from throughout the state to crack down on environmental violations by big box retailers and follows multimillion-dollar settlements in recent years with Wal-Mart Stores Inc. and Home Depot. Under the tentative agreement, the Minneapolis-based retail giant admits to no wrongdoing but will pay about \$3.4 million to the California attorney general's office. Smaller sums will go to city attorneys in Los Angeles and San Diego, as well as district attorney's offices in 20 counties, including Los Angeles, San Bernardino and Orange. Additionally, Target

has agreed to implement a statewide program to enforce proper compliance of waste disposal laws, train employees in legal ways to handle hazardous sludge and pay an independent auditor to check compliance for three years. The investigation began in 2005 after Target, which operates more than 60 stores in Los Angeles County and 236 locations in the state, was accused of repeated violations of California's hazardous waste disposal laws. Alleged violations included improper storage, transportation and disposal of bleach, paint, pesticides, batteries, light bulbs and other hazardous materials. Prosecutors accused the retail giant of cutting corners for the bottom line -- chemicals returned by customers or found to be defective were poured down the drain, tossed into dumpsters and trucked to landfills not equipped for hazardous waste. Stores also kept incompatible and combustible liquids, like ammonia and bleach, side-by-side on shelves and poured them into dumpsters mixed together, creating fire and other safety hazards, prosecutors said. Target also allegedly fobbed off even more waste in bulk donations to local charities, including the Los Angeles Regional Food Bank, which received over 5,000 pounds of unusable, flammable and toxic products in 2008, prosecutors said. Then-California Atty. Gen. Jerry Brown, along with the district and city attorneys, sued the retailer in 2009 in Alameda County Superior Court, and an injunction was issued in September to halt the illegal disposal of hazardous waste at all Target locations in California. Target declined to comment. In a statement issued after the lawsuit was first filed, Target stressed its commitment to protecting workers and customers and stated it was "very disappointed" by the lawsuit. "We have been participating in a cooperative and constructive dialogue on this

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topic with the attorney general and a number of district attorneys for almost three years," the company said. Prosecutors said investigations are still underway into environmental violations by other big box retailers and such practices, designed to cut corporate costs at the expense of public welfare, are systemic among retail giants.

<http://latimesblogs.latimes.com/lanow/2011/02/target-hazardous-waste.html>

USA, VA, CLARKE CO, FEBRUARY 6 2011. GASOLINE LEAK AT J & J REQUIRES TANK REPLACEMENT AND ENVIRONMENTAL CLEAN UP

mike dowling



J J Corner Store on Route 7

ack hoes and safety fencing obstructed the parking area at the J & J Corner Store at 4192 Harry Byrd Hwy this week as crews worked to replace a leaking fuel storage tank on the property. The leak in the premium gasoline tank was discovered by automatic monitoring equipment on November 4, 2010. As a result, the store owner had the tank tested using a technique called "tightness testing" which involves taking the tank out of service and measuring the amount of product in the tank over a period of time. The testing company reported that the tank had failed the test on November 12, 2010. The Virginia Department of Environmental Quality (DEQ) required the owner to install two monitoring wells to determine whether a significant release had occurred. The wells were installed and immediately showed significant amounts of fuel. One well had 8 feet of gasoline in

it and the second well had 3 feet. The owner was required to begin removing gasoline from the monitoring wells immediately using a a vactruck. DEQ also required the owner to perform a site characterization investigation, and to remove the tanks. The investigation included the sampling of the nearest drinking water wells. Low levels of petroleum compounds were detected in the well that serves the store and a rental house next to the store on Shepherd's Mill Rd. The well serving the adjacent house was also impacted with low level petroleum compounds. DEQ representative David R. Forrer said , "Although the contaminant concentrations did not exceed EPA's safe drinking water standards, DEQ immediately installed carbon filtration units to treat these drinking water supplies. Contamination has not been detected in the other drinking water wells, but the consultant will continue sampling them periodically." Ten monitoring wells have also been installed to characterize the extent and direction of contaminant migration. Gasoline has been extracted from 5 of the ten wells. Shortly after their installation the environmental contractor was able to remove 330 gallons of gasoline from the water table, but Mr Forrer indicated that the recovery has dropped off significantly. "So it appears that very little free phase gasoline remains." All 3 of the underground storage tanks were removed on February 3, 2011. A single corrosion hole was discovered in the bottom of the tank that had failed the tightness test. Once pulled from the ground there was not a significant amount of fuel around the tank. Mr Forrer said, "Other than a sheen on water in the excavation, no significant amount free phase gasoline was present in the tank basin, which implies that the consultant's product removal system was extremely effective. We were encouraged by this, but groundwater cleanup and monitoring will continue for many months."

<http://www.clarkedailynews.com/gasoline-leak-at-j-j-requires-tank-replacements-and-environmental-clean-up/16882/>

USA, WASHINGTON, FEBRUARY 6 2011. EPA TO LIMIT ROCKET FUEL CHEMICAL IN TAP WATER

The Environmental Protection Agency is setting the first drinking water standard for a toxic rocket fuel ingredient linked to thyroid problems in pregnant women and young children, the Obama administration is to announce on Wednesday. Environmental Protection Agency administrator Lisa Jackson will say that setting the standard will spark new technologies to clean up drinking water, according to a press release obtained by TheAssociated Press ([News -Alert](#)). Based on monitoring conducted from 2001 to 2005, 153 drinking water sources in 26 states contain perchlorate. The standard could take up to two years to develop. Perchlorate is also used in fireworks and explosives. In most cases, water contamination has been caused by improper disposal at rocket testing sites, military bases and chemical plants. "As improved standards are developed and put in place . clean water technology innovators have an opportunity to create cutting edge solutions that will strengthen health protections and spark economic growth," Jackson says in the statement. Jackson will probably make that case before a Senate panel Wednesday, where she is expected to face opposition from freshman Republicans who plan to take on the EPA over air pollution regulations, controls on the gases blamed for global warming and other regulations. Democrats, who have pushed for the EPA to regulate perchlorate, approve of the administration standing up for rules that protect public health, even if they burden business. President Barack Obama recently announced a review of all regulations to reduce barriers to

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economic growth and investment. The perchlorate standard is eight years in the making. In 2002, an EPA draft risk assessment found that 1 part per billion should be considered safe. Six years later, the Bush administration decided not to regulate the chemical, instead recommending that concentrations not exceed 15 parts per billion. At the time, federal scientists estimated that 16.6 million Americans could be exposed to unsafe levels through their drinking water. Sen. Barbara Boxer, D-Calif., who has sponsored legislation to require the EPA to set a standard, said in a statement obtained by the AP that she was pleased the government was "finally going to protect our families from perchlorate." California has the most water supplies affected — 58, according to the 2001–05 data. Many of the others are in Texas. "I will do everything I can to make sure this new protection moves forward," Boxer said. Pentagon officials have spent years questioning the EPA's assessment of perchlorate's risk but have denied influencing the agency's decisions. The military could face liability for tainting water during rocket and missile testing, since the standard will force water agencies around the country to clean up the pollution.

On The Web EPA's perchlorate website: <http://tinyurl.com/EPAPERchlorate>
<http://topnews360.tmcnet.com/topics/associated-press/articles/2011/02/05/141920-epa-limit-rocket-fuel-chemical-tap-water.htm>

CHINA, SHENYANG, FEBRUARY 6 2011. FIREWORKS SPARK HIGH-RISE BLAZE IN CHINA

jason dean

Watch the Video

<http://online.wsj.com/article/SB10001424052748703437304576121110358201974.html#articleTabs%3Dvideo>

Watch the Video <http://bit.ly/hwfvLK>

Photo's <http://shanghaiist.com/2011/02/03/chinese-new-year-fireworks-shenyang-hotel.php?gallery0Pic=2>

Photo's http://news.xinhuanet.com/english/2010/china/2011-02/03/c_13717480_5.htm



Fireworks ignited a blaze that gutted much of a hotel tower in the northeastern Chinese city of Shenyang, the second time in two years that the country's Lunar New Year tradition of pyrotechnics has claimed a major building. City officials said there were no casualties in the fire, which broke out shortly after midnight Thursday in Tower B, an apartment building in the three-building Dynasty Wanxin complex in Shenyang. The fire quickly spread to Tower A, a 219-meter (719 feet) tall building that houses a five-star hotel, the state-run Xinhua news agency reported. The Shenyang government said in a statement that the fire was triggered by fireworks that ignited material on the exteriors of the buildings. The statement said the fire was extinguished around 9 a.m. Xinhua said further investigation of the incident was underway. Shenyang police and city news office officials couldn't be reached for comment. Staff at the Royal Wanxin hotel confirmed that there were no injuries from the fire, but declined to elaborate. The incident comes almost exactly two years after an illegal fireworks display engulfed a tower in the newly built complex of state broadcaster China Central Television in Beijing. The Feb. 9, 2009 blaze destroyed much of the Television Cultural Center building, which was to house a luxury Mandarin Oriental hotel and which sits just next to CCTV's new headquarters, one of the capital's most recognizable buildings. One firefighter died and eight others were injured in the CCTV blaze, which became a huge scandal for the government's main propaganda outlet. A government investigation into the incident, disclosed by Xinhua in February of last year, found 71 people responsible, including senior officials at the broadcaster. It said that substandard insulation

materials in the nearly completed building had also contributed to the fire. Fireworks have long played a central role in celebrations of the Lunar New Year, which started Thursday. Average citizens in most Chinese cities are allowed to purchase a wide array of sometimes powerful pyrotechnics, which fill the skies of major cities with color and noise on New Year's Eve. Officials in Beijing have somewhat tightened restrictions on fireworks use since the CCTV blaze, but Wednesday night's display in the capital was intense. State media reported there were no major fires in Beijing. Thursday's fire in Shenyang also comes less than three months after one in Shanghai that killed at least 58 people and injured scores more in a 28-floor residential tower. That blaze, which officials blamed on unlicensed welders' attaching insulation material to meet government energy-efficiency targets, prompted angry public protests. Major fires had been relatively rare in China compared with some other developing countries, even as it engaged in one of the world's biggest urban construction binges. But the recent

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incidents have exposed what appear to be serious inadequacies in fire-safety practices. In the Shanghai fire, firefighters on the ground were initially unable to direct water to the flames in the upper half of the building—though it wasn't especially tall by the standards of China's wealthiest city. Similarly, in Thursday's blaze, water guns mounted on fire engines could jet water only 50 meters high—less than a fourth the height of Tower A—Xinhua said. According to the Xinhua report, top local officials including Shenyang Mayor Chen Haibo arrived at the site soon after the fire started. It said personnel from the nearby Sheraton Shenyang Lido Hotel were evacuated, but nearby residents were able to stay home. The fire didn't hit a third building in the Dynasty Wanxin complex, Tower C.

<http://online.wsj.com/article/SB10001424052748703437304576121110358201974.html>

SPAIN, MURCIA, FEBRUARY 6 2011. PETROL STATIONS CONTAMINATE THEIR IMMEDIATE SURROUNDINGS

Scientists have examined the effects of contamination at petrol stations that is potentially harmful to health, which can be noted in buildings less than 100 metres from the service stations. "Some airborne organic compounds - such as benzene, which increases the risk of cancer - have been recorded at petrol stations at levels above the average levels for urban areas where traffic is the primary source of emission", Marta Doval, co-author of the study and a researcher at the University of Murcia, said. The study shows that the air at petrol stations and in their immediate surroundings is above all affected by emissions stemming from evaporated vehicle fuels (unburnt fuels from fuel loading and unloading operations, refuelling and liquid spillages). The research team measured the levels of "typical traffic" pollutants in different parts of the urban area of Murcia, and calculated the quotients for the levels of an aromatic compound (benzene) and a hydrocarbon (n-hexane) at three Murcia petrol stations (near the petrol pumps and surrounding areas) to find the distance at which the service stations stop having an impact. "In the three cases studied we obtained maximum distances of influence of close to 100 metres, although the average distance over which this contamination has an effect is around 50 metres", Enrique Gonzalez, the UM researcher who led the research team, said. However, the distances depend on the number of petrol pumps, the amount of fuel drawn from them, traffic intensity, the structure of the surroundings, and weather conditions. The study has been published in the Journal of Environmental Management. (ANI)

<http://www.sify.com/news/petrol-stations-contaminate-their-immediate-surroundings-news-international-lcfqkhdicbe.html>

USA, MS. VICKSBURG, FEBRUARY 6 2011. ETHANOL FUELING BIG PROBLEMS

danny barrett jr

William Gray was on a routine fishing trip to Arkansas' scenic Lake Chicot about three years ago when his bass boat needed a fill-up. After a day's haul with co-workers in the Grand Gulf Bass Club, the avid duck hunter and bass fisherman noticed the ethanol stickers on gas pumps there and headed across the river to Greenville. But time was short, and he filled tanks feeding the boat's 200 horsepower Mercury engine with gas that had been blended with 10 percent ethanol. "I heard a station in Greenville had straight gas, but I just took it to the next one I could find. Within 10 minutes, my engine started failing," Gray said. "(The ethanol) had crystallized and crumbled and had clogged my fuel line, and I had to tear out all of the fuel system." Gray saved hundreds of dollars by repairing it himself, but his troubles with the motor are nothing new to marine shop owners, lawn mower mechanics and car enthusiasts familiar with the additive's apparent incompatibility with small engines and older car engines. Familiarity about fuel systems might extend to the driving public soon because of a recent ruling on the grain alcohol that is now the dominant additive in most gasoline.

Controversial EPA Ruling

The Environmental Protection Agency ruled Jan. 21 that 15 percent ethanol blended with gasoline is safe for cars and light trucks made between 2001 and 2006, adding to a decision in October that the higher blend is safe for cars built since 2007. Maximum blends have been at 10 percent for about five years, including at most gas pumps in Mississippi. Although popular in farm states because most ethanol is made from corn and other grains, its opponents locally and elsewhere stress it leaves drivers of older, otherwise smooth-running vehicles in the cold and harms such small equipment as weed trimmers and boat motors. "I have concerns about the unknown effects," said Roy Pigg, whose owns a collection of classic Ford Mustangs from the 1960s to the early 1990s. "Things I'd heard about is it affects rubber components." "The bottom line is, all the small engines are not made to run on ethanol," said Fred Katzenmeyer of Katz Brothers, a shop in Vicksburg that repairs vehicles as well as tractors and lawn equipment.

Problem Is Intermittent Use

Alongside parts for lawn mowers and other lawn-maintenance equipment, he's been selling products that test and treat fuel in small engines when ethanol and gasoline separate in moist enough conditions -- leaving fuel tanks and carburetor bodies on mowers and weed trimmers susceptible to corrosion due to typical, sparing usage. "Most people don't leave a car sitting a

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month or two months before they run it," Katzenmeyer said. "That's why they're getting away with it on automobiles. Anyone who's affected is anyone who leaves here ticked because they spent \$60 to clean out their engine." "I couldn't crank the thing when I put (ethanol-blended gas) in there," said Joe Wooley, who was advised to use premium gas in his weed trimmer when E10 left him high and dry. "I put some 93 in there and haven't had a problem since." In 2008, the Mississippi Legislature redefined allowable gasoline mixtures to include the grain alcohol. The new definitions were renewed by state lawmakers in 2010, though mixing percentages of ethanol remains completely optional for gas station operators.

Predecessor was a Hazard

Ethanol's fuel additive forerunner, methyl tertiary butyl ether, or MTBE, was found to contaminate groundwater and soil and has been phasing out since the federal government in 2006 stopped requiring refiners to use it. A year earlier, Congress mandated ethanol consumption by drivers increase up to 50 percent by 2012. About 300 licenses to blend ethanol have been issued by the state since E10 began appearing at gas stations statewide, Mississippi Department of Agriculture and Commerce spokesman Andy Prosser said, adding the department takes frequent calls about what to do about equipment powered by 2- and 4-cycle engines. They advise the same as most owners' manuals that come with small, motorized equipment. "For small engines, we recommend in the wintertime that you run the fuel out of it," Prosser said. 15% ethanol on the horizon The ethanol industry estimates about six out of 10 cars on the road could use ethanol under the new standards. Decisions by the EPA on the safety of E15 were delayed multiple times as the agency and the Department of Energy tested it. Results indicate the higher blend was approved only for newer cars with more durable emissions systems. Success of E15 will depend on how consumers accept it, and more studies are necessary to find out how more ethanol in gasoline could affect vehicles "designed and warranted" for the current 10 percent blend, according to a statement from the Alliance of Automobile Manufacturers after the EPA's most recent decision.

<http://www.sunherald.com/2011/02/05/2837635/ethanol-fueling-big-problems.html>

USA, WA, LA PUSH, FEBRUARY 6 2011. RESCUED FISHERMEN: 'THANK GOD THE COAST GUARD IS HERE'

keith eldridge

 **Watch the Video** <http://www.komoneews.com/news/local/115334819.html>

A Coast Guard lifeboat responds to the 80-foot Vicious Fisher.



The crew members of a fishing boat that sank say they are so thankful to be alive today, and so thankful to the Coast Guard who got to them just in time. The rescue took place about 13 miles out in the Pacific Ocean off the coast at La Push, but most of the crew is back in Raymond recuperating. In the last moments of the 80-foot Vicious Fisher Thursday evening before it sank, the crew on board still tried valiantly to pump water out of her hull. They lost the battle, but lived to talk about it. "I didn't want to watch it go down," said Steve Sanderson. "I didn't want to be a part of this; I didn't ever want to be in a survival suit." Sanderson, John Markham and Garrett Dokter are all on dry land. But just a day before, they were starring at the open ocean with their fishing vessel sinking around them. They're still not sure why the water was rushing in, just that the pumps couldn't keep up. They sent a distress call to the Coast Guard. "We had four pumps and we had two or three of them

going," said John Markham. "We were doing everything we could do and by that time, it was 'thank God the Coast Guard is here.'" A helicopter from Port Angeles and the Motor Life Boat from La Push were on the scene in a hurry, even though the crew was 13 miles out at sea. "They just came out of the fog right on us," said Garrett Dokter, "and (it was), 'Yes! Finally.'" The crew of five got off safely and watched helplessly as the Vicious Fisher sank from sight. "It was just eerie," Markham said. "Something you'd lived on." Ironically, it was the Vicious Fisher that helped rescue another boat a year ago off of Neah Bay. These three crew members weren't on board that time, and say this time no fishing vessels were near enough to come to their rescue -- only the Coast Guard. "They were perfect," Dokter said. "Their boats were within distance; the chopper never left until the boat got there and it stayed as long as it could -- I have nothing but good things to say about the Coast Guard." Despite the close call, the three crew members we spoke to are all ready to head back out to sea after a bit of rest on dry land. There's still no word on what caused the boat to sink, and the Coast Guard will be keeping an eye out for the 3,800 gallons of diesel still on board.

<http://www.komoneews.com/news/local/115334819.html>

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USA, WA, LA PUSH, FEBRUARY 6 2011. 3-MILE SHEEN SPOTTED IN VICINITY WHERE BOAT SANK OFF PACIFIC COAST >> 'ALL SPILLS MATTER'

leah leach

A boat that sank in the Olympic Coast National Marine Sanctuary on Thursday is apparently leaking diesel fuel and it is too deep to be pulled from the water, the Coast Guard said Saturday. "Nothing can be done" to stop the pollution, which likely is from the 80-foot fishing vessel Vicious Fisher, which sank 13 miles west of LaPush at 7:30 p.m. Thursday, said Beth Roscoe, Coast Guard spokeswoman, on Saturday after two flyovers Friday. A three-mile sheen -- beginning one to two miles from the place the boat went down and extending out into the ocean -- was seen during the Coast Guard's latest flyover Saturday afternoon. "The sheen is in the vicinity of where the Vicious Fisher went down," Roscoe said. "Because it wasn't present before the vessel sank, we can't be 100 percent sure that the sheen is in fact from the vessel," she added. The diesel floating on the surface of the water "puts a lot of sea birds at risk," said Liam Antrim, resource protection specialist with the sanctuary, on Saturday. "There is a potential for dozens to hundreds of sea birds to be exposed to a slick that size." The Vicious Fisher, based in Bellingham, carried 3,800 gallons of diesel fuel and sank deep -- somewhere between 350 feet and 400 feet under the surface, Roscoe said. "It's too deep for any diver to go down to it or to bring it up to the surface," she said. The sanctuary's acting superintendent, George Galasso, said his office would investigate on its own the possibilities of salvage. "I have not had the opportunity to talk with anyone to know if it is possible to salvage the boat," he said Saturday. More pollution is expected to surface. "As the boat sinks, there's increased pressure," Roscoe said. "We're expecting the tank that's holding the fuel to break." The assessment of the National Oceanic and Atmospheric Administration is that the sheen is likely to dissipate in a couple of days, Roscoe said. If more fuel surfaces, it will take from 12 to 24 days to dissipate, she added. The sheen is moving in a northwesterly direction and is not expected to make landfall, Roscoe said. "We don't expect any significant impact on the environment," she said, qualifying that by saying that all spills have an effect and it isn't known what will happen. The Coast Guard plans a daily flyover to check on the sheen, Roscoe said. Fishing is permitted in the sanctuary, Galasso said, but it is illegal to discharge or deposit any material in the sanctuary. "Both the discharge of the [diesel fuel] and abandoning the vessel on the floor are sanctuary violations," he said. The distance of the slick from the coast, and the fact the boat seems to be drifting away from shore, is good news, Antrim said. "That far out, we're talking about a lesser number" of sea birds and mammals potentially being hurt by the spill, he said. The captain of the boat had managed to cap the vents, trapping the fuel onboard, before he and four other crew members were safely rescued from the sinking vessel, the Coast Guard said Friday, and no sign of a leak was seen during the first overflight Friday. But during a second flight late Friday, Coast Guard members spotted a sheen. Two other flyovers found it had expanded, with an original estimate of a five-mile sheen later reduced to three miles. The Coast Guard released Saturday the names of the five crew members of Vicious Fisher: Christopher Powel, Steve Sanderson, John Markham, Garrett Dokter and Mathew Steffens. The owner of the boat is Larss Stanberg, Roscoe said. He was not onboard when the boat went down. KOMO-TV said three of the crew members were back in Raymond on Saturday after they were safely rescued Thursday. "I didn't want to watch it go down," Sanderson said. "I didn't want to be a part of this; I didn't ever want to be in a survival suit." Sanderson, Markham and Dokter told KOMO they don't know why the boat began taking on water. They tried to pump the water out, but it was pouring in too quickly. "We had four pumps, and we had two or three of them going," Markham said. "We were doing everything we could do, and by that time, it was 'Thank God the Coast Guard is here.'" The Coast Guard arrived quickly after the crew issued a distress call at 2 p.m. A MH-65C Dolphin helicopter crew from Air Station/Sector Field Office Port Angeles and a 47-foot motor lifeboat crew from Coast Guard Station Quillayute River were on the scene by 2:40 p.m. "They just came out of the fog right on us," Dokter said, "and [it was], 'Yes! Finally.'" Those aboard the fishing boat were told at about 4 p.m. to get into the water so they could be picked up by the lifeboat. Four of the crew members complied at that time. "The master refused to leave until the boat sank," said Lt. Courtney Higgins, Coast Guard command duty officer. "He finally agreed to be removed when the owner said it's not worth it" at about 6 p.m., Higgins said. All those aboard were wearing survival suits, Higgins said, and suffered no hypothermia or injuries. All watched from the safety of the lifeboat as Vicious Fisher went down. "It was just eerie," Markham said. "Something you'd lived on." Vicious Fisher has been in the news before. In 2009, a young crew member went overboard and was lost at sea. Last March, the boat's crew saved crew members from another fishing boat, Sundown, that was in trouble off Neah Bay. These three crew members weren't onboard that time and told KOMO-TV that this time, no fishing vessels were near enough to come to their rescue -- only the Coast Guard.

<http://www.peninsuladailynews.com/article/20110206/news/302069977/three-mile-sheen-spotted-in-vicinity-where-boat-sank-off-pacific-coast>

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USA, OH, HANCOCK CO, ARCADIA, FEBRUARY 7 2011. 20 HOMES EVACUATED AFTER TRAIN CARS CARRYING ETHANOL EXPLODE

mike sigov

 **Watch the Video** <http://abclocal.go.com/wtvg/story?section=news/state&id=7942044>

 **Watch the Video** <http://www.fox19.com/Global/story.asp?S=13978425>

 **Watch the Video** <http://abclocal.go.com/wtvg/story?section=news/state&id=7942044>

 **Watch the Video** [20 homes evacuated after train cars carrying ethanol explode](http://20homesevacuatedaftertraincarscarryingethanolexplode)

 **Watch the Video** <http://edition.cnn.com/2011/US/02/06/ohio.train.deraiment.evacuations/>

 **Watch the Video** <http://abclocal.go.com/wtvg/story?section=news/state&id=7942044>

 **Photo Gallery** <http://abclocal.go.com/wtvg/story?section=news/state&id=7942044>

 **Photo Gallery** <http://www.fox19.com/Global/story.asp?S=13978425>



This reader-submitted photo shows a fireball rising from the scene of the incident.

At least 20 residences near a Norfolk Southern rail line were evacuated early Sunday after a train derailed and some of its cars carrying ethanol exploded. No injuries were reported when about 30 cars derailed from the 62-car eastbound train at 2:20 a.m., authorities said. Between 10 and 15 of the derailed tank cars caught fire. They were carrying about 30,000 gallons each of ethanol, otherwise known as grain alcohol. Rudy Husband, Norfolk Southern spokesman, said the derailed cars were near the front of the train. "Obviously, the cause is under investigation," he said. During a morning news conference, Washington Township Fire Capt. Jim Breyman said firefighters initially feared the fire could spread to the nearby Blanchard Valley Co-Op, 3725 Cass Township Road 247, where the hazardous anhydrous ammonia is used for making fertilizer. But the fire captain said the blaze did not spread from

the tracks, sparing two nearby homes and a farm. One semi caught fire and crews used water to douse it, he said. He said there's a 50-70 percent chance additional tank cars could explode. It is expected to take a day or two for the tank car fires to burn out on their own. The train's locomotive and first two tank cars were safely pulled from the other burning cars. Captain Breyman said it could be a week before train traffic can resume in the area. One hundred firefighters from surrounding departments responded to the scene in Cass Township, just west of Arcadia. Loud explosions could be heard for hours after the initial call, authorities said. Nancy Hollingsworth, 80, who lives about a quarter-mile north of the explosion site, recalled awaking to the sound of fire truck sirens. She went to the window to see what was going on. "You could just see everything. It was so bright," she said of seeing flames in the night sky. Initially, she feared the area was under attack. Within minutes, firefighters evacuated her home. She has lung cancer and other health conditions and could not exit the home on her own. "It was pretty scary because you didn't know what was going on," she said Sunday morning from the Arcadia United Methodist Church, where some of evacuees were taken. Firefighters initially evacuated homes in a two-mile radius of the site. By mid-morning Sunday, those who live further than a one-mile radius of the track were allowed back to their homes. The train was traveling from Chicago and en route to North Carolina when the derailment occurred.

Related Stories

- Toledo Blade [20 homes evacuated after train cars carrying ethanol explode](http://20homesevacuatedaftertraincarscarryingethanolexplode)
- WTOI11 Toledo [UPDATE: Arcadia train derailment](http://UPDATE:Arcadia%20train%20derailment)
- ABC 13 Toledo [Hancock Co. train derailment causes massive fire](http://Hancock%20Co.%20train%20derailment%20causes%20massive%20fire)
- AP [Train derailment, fire forces Ohio evacuations](http://Train%20derailment,%20fire%20forces%20Ohio%20evacuations)

<http://toledoblade.com/article/20110206/NEWS16/110209506/0/images>

INDIA, GUJARAT, BHARUCH, FEBRUARY 7 2011. TWO DIE AS GAS TANKER EXPLODES IN DAHEJ

Two persons died and two others were injured today when an empty gas tanker exploded near Vadia village in Dahej while it was being repaired, police said. The incident took place when a few people were doing some repair work on the tanker and welding it, they said. The injured have been sent to Bharuch civil hospital for treatment, they added. Those killed in the incident have been identified as Naresh Gohil and Dilawar Gohil. A case has been registered and further investigation was on, police added.

<http://ibnlive.in.com/generalnewsfeed/news/two-die-as-gas-tanker-explodes-in-dahej/567608.html>

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