



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 681 Newsy Stuff

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

**January 27 2011**



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#### AUSTRALIA, VICTORIA, BENDIGO, JANUARY 20 2011. VICTORIAN MINING COMPANIES GUILTY AFTER BLAST PUTS 10 IN HOSPITAL

Two gold mining companies have been fined \$260,000 after an underground explosion five days before Christmas in 2007 led to 10 workers admitted to hospital with carbon monoxide poisoning. Fosterville Goldmine, formerly known as Perseverance Exploration, was fined \$110,000 by Bendigo Magistrate Richard Wright in December after the company pleaded guilty to one charge laid under the Occupational Health and Safety Act. MG Mining, a company contracted by Fosterville, to carry out its underground mining operations, was also fined \$150,000 last December. Fosterville Gold Mine contracted MG Mining Services to carry out all underground mining activities at the mine. MG Mining had no role in the planning of the blast. The charges to which each company pleaded guilty were issued under Section 21(1)(2a) of the Occupational Health and Safety Act which requires employers to provide a working environment including plant or systems of work that are, so far as is reasonably practicable, safe and without risks to health. WorkSafe alleged miners were affected by toxic gases as they re-entered the mine an hour after blasting on December 20, 2007. The 10 miners were taken by ambulance to Bendigo hospital and were treated for respiratory problems. WorkSafe Victoria's Executive Director for Health and Safety, Ian Forsyth, said coupled with the recent mining incidents in New Zealand and Chile, the Bendigo incident demonstrated the need for high safety standards to be in place, and applied, in mines. "Mining can be a high-risk industry, but when high levels of safety are properly applied, those risks are greatly reduced," he said. "Anticipating the potential hazards, particularly when carrying out new techniques reduces risk, while serious incidents like this have legal, reputational and commercial effects." WorkSafe's investigation of the incident found:

- Carbon monoxide levels were not measured when workers began to return to the mine;
- Some workers became ill from the effects of carbon monoxide exposure.
- Several became dizzy and tight in the chest while one became unconscious; tests at the Bendigo Base hospital found extremely high levels of carbon monoxide compounds in the miners' blood.
- WorkSafe issued five prohibition notices and five improvement notices relating to blast procedures after the incident.

[http://www.safetowork.com.au/news/victorian-mining-companies-guilty-after-blast-puts?utm\\_source=20110120&utm\\_medium=email&utm\\_campaign=newsletters](http://www.safetowork.com.au/news/victorian-mining-companies-guilty-after-blast-puts?utm_source=20110120&utm_medium=email&utm_campaign=newsletters)

#### USA, MD, FREDERICK, JANUARY 20 2011. FORT DETRICK TOXIN USE TO BE REVIEWED BY INDEPENDENT PANEL >> CONTAMINATION OF OFF-POST DRINKING WATER BY THE SOLVENTS PCE AND TCE UNLIKELY TO CAUSE HEALTH PROBLEMS.

*robby chavez*

**Watch the Video** <http://www.myfoxdc.com/dpp/news/maryland/panel-to-review-health-findings-at-fort-detrick-011911>

U.S. Army officials at Fort Detrick have announced that they will bring in top-rated scientists to review its own findings about toxin use at the military facility. It's a big move that activists say has taken too long. After months of silence, Fort Detrick is moving ahead to put its own reports under the microscope by a highly regarded group of scientists at the National Academies of Sciences. Initial reviews by Fort Detrick and the Maryland Department of Health suggest the use of chemicals at the Army post is not linked to health problems. Now an independent group will see if it's true. It was announced in a press release, but it's a big breakthrough. Fort Detrick says it will use an outside independent group to review all testing, saying the peer review will help determine if the current research is "scientifically sound." At a citizens roundtable Wednesday night about a possible cancer cluster sponsored by the Frederick County Health Department, residents are glad to see Fort Detrick officials finally opening up. "It shows that they are really after the truth more than anything and that they have nothing to hide and they want to do what they can to fix any situation that needs to be fixed," said resident Julie Sawitzke. The highly regarded National Academies of Sciences will review three public health studies, including possible drinking water contamination and the cancer cluster investigation. The move follows several FOX 5 exclusive reports on possible chemical contamination and the use of Agent Orange at Fort Detrick. Now it appears fort officials have heard the public outcry, but advocates say it doesn't go far enough. "That's what we've been asking for. We want an independent study of the evidence and we want to see what they actually have done in cleaning up the Fort, cleaning up Area B. But we'd like to see that expanded. If they're just looking at the data that the fort is providing them, I don't think that gets us much farther than we already are," said Rachel Pisani of the Kristen Renee Foundation. Fort Detrick officials continue to refuse to answer questions on camera, but said in a written statement, "We expect the NAS to conduct a thorough review in order to determine the validity of those studies, investigate the gaps and seams, if any, and provide recommendations on any issues they discover," said Chuck Gordon, Fort Detrick Public Affairs Office. The news comes as Frederick County Health Department officials released a new chart of an expanded review of cancer cases in the area. It shows from 1997 to 2007, Frederick County's cancer rate actually has dropped significantly and

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has dipped below the statewide and U.S. average. All of it uncovered as residents continue to push for answers over why so many of them are coming down with cancer. "I think it's going to provide a more reliable source. Not that Fort Detrick wouldn't be reliable, but they shouldn't have to be in charge of the whole thing and accused of the whole thing and running through these hoops," said Jennifer Peppehahn, a cancer survivor. Two years ago, Fort Detrick concluded that any exposure to groundwater contamination occurred "at levels unlikely to create any harmful health effects." Recently, the Maryland Department of Health concluded the initial review doesn't indicate there is a cancer cluster in Frederick. These are the two studies that will be reviewed along with the final report due in September. A spokesman for the National Academies of Sciences had no comment and said that although there are discussions with Fort Detrick, no contract has been signed and no funding has been allocated for this project.

### Related Links

- [National Academy of Sciences](#)
- [Fort Detrick Coverage on myfoxdc](#)

<http://www.myfoxdc.com/dpp/news/maryland/panel-to-review-health-findings-at-fort-detrick-011911>

### **NIGERIA, PORT HARCOUT, ABONNEMA WHARF, JANUARY 20 2011. PETROL TANKERS CATCH FIRE, AFFECTS BUILDINGS IN PORT HARCOURT**



*People fighting a petrol tanker fire at Abonema Wharf in Port Harcourt, Rivers State, yesterday. The fire was said to have been sparked by a cigarette.*

Two petrol tankers with several litres of petrol, on Wednesday, went up in flames at a loading depot at Abonnema Wharf in Port Harcourt. Eye witnesses told the News Agency of Nigeria (NAN) that the tankers caught fire shortly after they were loaded with petroleum product. A NAN Correspondent at the scene reported that some residential shanties in the neighbourhood were engulfed by fire, while several residents scammed for safety with a few belongings and their children. A resident, Mr Soye Williams, said the fire started at about 1.00 p.m immediately one of the tankers came out of the loading depot. "What we saw was a huge explosion, which also caught up with another tanker loaded with fuel. I understand that each tanker

has the capacity to carry more than 33,000 litres of fuel. "We are trying our best to salvage the little belongings we can, and also save our children," he said. Williams said two men who were standing close to the first tanker had severe burns and were taken to Teme Clinic, Port Harcourt, which houses the France-based NGO, Doctors Without Borders. NAN reported that the incident resulted in disruption of traffic within the Abonnema wharf area. The Public Relations Officer of the state police command, Mrs Rita Abbey, told NAN that they had received information on the fire outbreak. "There has been no report of any casualty, and the cause of the fire is being investigated," she said. Fire fighters from the state fire service have been battling to put out the fire.

<http://tribune.com.ng/index.php/news/16408-petrol-tankers-catch-fire-affects-buildings-in-port-harcourt>

### **USA, LA, HARVEY, JANUARY 20 2011. COMPANY, OWNER SENTENCED IN 2008 MISSISSIPPI RIVER OIL SPILL; SHIPMATE PLEADS GUILTY**

*dennis persica*



*PicayuneBoats maneuver containment boom and skim oil on the Mississippi River near the Jax Brewery August 1, 2008 during clean-up after a collision spilled hundreds of thousands of gallons of oil.*

DRD Towing Co. of Harvey and its owner were sentenced Wednesday in federal court in connection with a 2008 collision that spilled nearly 300,000 gallons of fuel oil on the Mississippi River. Meanwhile, shipmate John Bavaret, 41, of Jefferson, pleaded guilty Wednesday in federal court in connection with the same accident. U. S. District Judge Ivan L.R. Lemelle sentenced DRD to two years probation for violation of Ports and Waterways Safety Act and a misdemeanor violation of the Clean Water Act and a \$200,000 fine. In addition, Lemelle sentenced DRD co-owner Randall Dantin, 46, of Marrero, to 21 months imprisonment in a separate charge of

obstruction of justice. Dantin also was also ordered to pay a \$50,000 fine and serve two years supervised release, during which time he risks additional imprisonment should he violate the terms of the release, according to the office of U.S. Attorney

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Jim Letten. DRD pleaded guilty Sept. 8 to creating hazardous conditions by assigning employees without proper Coast Guard licenses to operate certain vessels and paying licensed captains to operate a vessel for 24 hours a day without a relief captain. DRD also pleaded guilty to the illegal negligent discharge of oil on July 23, 2008 admitting that the vessel Mel Oliver, owned by DRD, was pushing a tanker barge full of fuel oil when it crossed in the path of the vessel Tintomara, a 600-foot Liberian-flagged tanker ship, and caused a collision that resulted in the discharge of approximately 282,686 gallons of fuel oil from the barge. Also on Sept. 8, Dantin pleaded guilty to obstruction of justice for causing the deletion of electronic payroll information from a company computer that was material to the Coast Guard's investigation of the collision. Bavaret pleaded guilty before U. S. District Judge Martin L.C. Feldman to a two-count bill of information for a felony violation of the Ports and Waterways Safety Act and a misdemeanor violation of the Clean Water Act. Bavaret held an apprentice-mate license, which allowed him to lawfully steer a tugboat only when a properly licensed captain was standing next to him on the wheelhouse. He admitted that from approximately July 20 through July 23, 2008, he steered the Mel Oliver without a properly licensed captain present. For violating the Ports and Waterways Safety Act, Bavaret faces a possible maximum sentence of six years imprisonment, a \$250,000 fine, and three years of supervised release. For the Clean Water Act violation, Bavaret faces a possible maximum sentence of one year in prison, followed by up to a year of supervised release, and a fine of not less than \$2,500 and not more than \$25,000 per day of violation. His sentencing is scheduled for April 27. The cases were investigated by the U. S. Environmental Protection Agency and the Coast Guard Criminal Investigative Service. The prosecution was by Assistant U. S. Attorneys Matthew Chester and Dorothy Manning Taylor.

[http://www.nola.com/business/index.ssf/2011/01/company\\_owner\\_shipmate\\_sentenc.html](http://www.nola.com/business/index.ssf/2011/01/company_owner_shipmate_sentenc.html)

#### CHINA, HENAN PROVINCE, LUOHE CITY, JANUARY 20 2011. FIREWORKS PLANT OWNER WANTED AFTER DEADLY BLAST



*An explosion occurred in a fireworks plant Wednesday in central China's Henan Province*

Police are seeking the owner of a fireworks factory, where an explosion on Wednesday killed nine workers and injured 21 others in Central China's Henan province. Police in Luohe city said on Thursday they were seeking Tian Baoshan, 54, a native of Laogongtian village, where the factory was located. From the outside, a corner of the factory wall at the Yutian Fireworks Plant could be seen to have collapsed after the blast at about 4:50 pm. Villagers said minor firework blasts occurred in the workshop throughout the night. The privately-owned plant had valid production licenses and was surrounded by cornfields, and away from village homes. Fireworks are a major product of the Liji township, which administers the village. The township has seen three fireworks factory explosions in the last 10 years, but the latest blast was the worst in terms of casualties. China's Spring Festival, the Chinese lunar New Year, which falls on Feb 3, usually brings a seasonal boom in firework sales.

[http://www.straitstimes.com/BreakingNews/Asia/Story/STiStory\\_626276.html](http://www.straitstimes.com/BreakingNews/Asia/Story/STiStory_626276.html)

#### USA, W.V, INSTITUTE, JANUARY 21 2011. CSB ISSUES REPORT ON 2008 BAYER CROPSCIENCE EXPLOSION: FINDS MULTIPLE DEFICIENCIES LED TO RUNAWAY CHEMICAL REACTION; RECOMMENDS STATE CREATE CHEMICAL PLANT OVERSIGHT REGULATION



The U.S. Chemical Safety Board (CSB) today released its final report on the August 28, 2008, Bayer CropScience pesticide manufacturing unit explosion that killed two workers and injured eight others. In a report scheduled for Board consideration at a public meeting this evening in Institute, the CSB found multiple deficiencies during a lengthy startup process that resulted in a runaway chemical reaction inside a residue treater pressure vessel. The vessel ultimately over pressurized and exploded. The vessel careened into the methomyl pesticide manufacturing unit leaving a huge fireball in its wake. The report found that had the trajectory of the exploding vessel taken it in a different direction, pieces of it could have impinged upon and possibly caused a release from piping at the top of a tank of highly toxic methyl isocyanate (MIC). The

accident occurred during the startup of the methomyl unit, following a lengthy period of maintenance. The CSB found the startup was begun prematurely, a result of pressures to resume production of the pesticides methomyl and Larvin, and took place before valve lineups, equipment checkouts, a pre-startup safety review, and computer calibration were complete. CSB investigators also found the company failed to perform a thorough Process Hazard Analysis, or PHA, as required by

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regulation. This resulted in numerous critical omissions, including an overly complex Standard Operating Procedure (SOP) that was not reviewed and approved, incomplete operator training on a new computer control system, and inadequate control of process safeguards. A principal cause of the accident, the report states, was the intentional overriding of an interlock system that was designed to prevent adding methomyl process residue into the residue treater vessel before filling the vessel with clean solvent and heating it to the minimum safe operating temperature. Furthermore, the investigation found that critical operating equipment and instruments were not installed before the restart, and were discovered to be missing after the startup began. Bayer's Methomyl-Larvin unit MIC gas monitoring system was not in service as the startup ensued, yet Bayer emergency personnel presumed it was functioning and claimed no MIC was released during the incident. CSB Chairperson Dr. Rafael Moure-Eraso said, "The deaths of the workers as a result of this accident were all the more tragic because it could have been prevented had Bayer CropScience provided adequate training, and required a comprehensive pre-startup equipment checkout and strict conformance with appropriate startup procedures. This would have revealed multiple dangerous conditions and procedures that were occurring at a time when the company wanted to restart production of a key pesticide product. Startups are always a potentially hazardous operation, but to begin with computer control systems that have not been checked, while bypassing safety interlocks, is unacceptable." The investigation report makes recommendations to the company and its Institute plant, to the Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA), and several West Virginia agencies. Citing a highly successful county program to ensure refinery and chemical plant safety in Contra Costa County, California, the CSB report recommends the West Virginia Department of Health and Human Resources establish a "Hazardous Chemical Release Prevention Program" that would have the authority to inspect and regulate such plants, and make public its ongoing findings. Dr. Moure-Eraso said, "I believe a state and county-run program like this would go a long way to making chemical operations safer in places like the Kanawha Valley. OSHA and EPA, have limited resources and cannot be everywhere at once. However, local jurisdictions can put together highly effective and targeted inspection and enforcement programs, funded by levies on the plants themselves. The accident rate in Contra Costa County has dropped dramatically, and last year in fact they had no significant accidents, thanks, in my view, to this program." CSB Investigations Manager John Vorderbrueggen noted that a major contributing factor to the accident was a series of equipment malfunctions that continually distracted operators. "Human factors played a big part in this accident, and the absence of enforced, workable standard operating procedures and adequate safety systems meant that mistakes could prove fatal. For example, operators were troubleshooting several equipment problems and during the startup, inadvertently failed to refill the residue treater vessel with solvent. A safety interlock was designed to stop workers from introducing highly-reactive methomyl, but it was bypassed as had been done in previous operations with managers' knowledge. Once the chemical reaction of the highly concentrated methomyl started, it could not be stopped, and the temperature and pressure inside rose rapidly, finally causing an explosion." Board Member John Bresland, who was CSB chairman at the time of the Bayer accident, noted the confusion that resulted in the community's emergency response following the explosion at 10:33 p.m. "The Bayer fire brigade was at the scene in minutes, but Bayer management withheld information from the county emergency response agencies that were desperate for information about what happened, what chemicals were possibly involved," Mr. Bresland said. "The Bayer incident commander, inside the plant, recommended a shelter in place; but this was never communicated to 911 operators. After an hour of being refused critical information, local authorities ordered a shelter-in-place, as a precaution." "Proper communication between companies and emergency responders during an accident is critical," said Mr. Bresland, adding, "The community deserved better, especially considering the amounts of hazardous chemicals, in use and being stored at various chemical facilities in the Kanawha River valley. The CSB report notes that two workers and four volunteer firefighters required examination for possible exposure to toxic chemicals. The investigation examined the potential consequences of a hypothetical trajectory of the careening residue treater vessel that would result in its hitting the heavy steel mesh ballistic shield surrounding the above-ground MIC tank. The analysis – using blast pressure and impact energy calculations – concluded that the shield would have protected the MIC tank from a residue treater vessel hit. However, the CSB found, had the residue treater struck the shield structure near the top of the frame, the displaced frame could have contacted an MIC pipe, which might have resulted in an MIC release into the atmosphere. Chairperson Moure-Eraso said, "Any significant MIC release into the atmosphere along the Kanawha valley could have proven deadly, and that concern has been legitimately expressed for decades in the community. This potential was reduced when Bayer announced last year it would no longer store MIC above ground; it will be reduced to zero in approximately 18 months when the company has announced it will end MIC production and use at the Institute facility – the only place in the country still storing large quantities of MIC." Dr. Moure-Eraso continued, "Bayer's decision to end pesticide production using MIC was, I understand, done for its own business reasons. But for whatever reasons, the eventual elimination of this chemical will enhance safety in the Kanawha Valley, for workers and residents alike, and is a positive development in my view." The CSB public meeting is scheduled for 6:30 p.m. this evening at the West Virginia State University, Sullivan Hall, Wilson University Union, Multipurpose Room 143, in

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Institute. The Board will hear a full report on the investigation, and then will invite seven panelists including industry experts, community activists, and county government representatives to testify. Following a public comment period, the Board will vote on the report conclusions and recommendations. The CSB is an independent federal agency charged with investigating industrial chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

[www.csb.gov](http://www.csb.gov).

#### **USA, FLA, ST. AUGUSTINE, JANUARY 21 2011. GAS PUMP ERROR BECOMES HAZMAT INCIDENT >> BOAT OWNER PUMPED GAS INTO WRONG PART OF BOAT**



What started as a planned day of wahoo fishing became a hazardous materials incident when a boater pumped 71 gallons of gas into the rod holder rather than the gas tank. St. Johns County Fire and Rescue was called to the RaceTrac gas station on State Road 16 at Interstate 95 before dawn Thursday. Rather than the gas filling the tank, it filled the hull of the boat. The gas station was closed for more than two hours while the hazmat team disabled all electronics on the boat to minimize the risk of an explosion and drained the gas 5 gallons at a time. No one was injured, but the boat will require some maintenance before it can be used again. The boater, a man with 40 years experience, has a new fishing story, just not one he will be proud

to tell.

<http://www.news4jax.com/news/26554891/detail.html>

#### **USA, WI, OSHKOSH, JANUARY 21 2011. NO INJURIES IN ACETYLENE TANK FIRE THIS MORNING AT OSHKOSH CORPORATION**



Oshkosh Fire Department responded to a fire inside Oshkosh Corps. Harrison Plant Thursday morning. An acetylene tank caught fire inside the plant causing the plant to be evacuated.

No injuries were reported after an acetylene tank caught on fire this morning at the Oshkosh Corporation Defense Plant, 2737 Harrison St. A spokesman for the Oshkosh Fire Department said the acetylene tank was inside the building located on the city's north side. Firefighters took the acetylene tank outside and let it burn itself off. Those in the building were evacuated. The fire department received the call at 9:51 a.m. Cause of the fire is under investigation.

<http://www.thenorthwestern.com/article/20110120/OSH0101/110120061/No-injuries-in-acetylene-tank-fire-this-morning-at-Oshkosh-Corporation>

#### **UK, WEYMOUTH, JANUARY 21 2011. WEYMOUTH: HARBOUR FUEL REGULATIONS**

Small road tankers which supply diesel fuel from Weymouth quayside for leisure and commercial boats are to be licensed. The move was suggested when Weymouth Harbour Board was given a report outlining the need for such controls of "a potentially hazardous activity" to bring Weymouth in line with current legislation and good practice. The meeting approved measures which will mean that only fuel road tankers licensed to trade will be permitted to provide diesel fuel to boats in the harbour. Chairman Councillor Peter Farrell said that regulating matters through licensing and a code of conduct seemed "the sensible way forward". Harbour Master Captain Peter Mole said that a meeting had been held with tanker representatives which had been "constructive" in agreeing a way forward. Mr Farrell said that several people supplied fuel so a lot of consultation would be needed to arrive at a fair conclusion, but that was not the driver because safety was the prime consideration.

[http://www.viewfrompublishing.co.uk/news\\_view/8519/11/1/weymouth-harbour-fuel-regulations](http://www.viewfrompublishing.co.uk/news_view/8519/11/1/weymouth-harbour-fuel-regulations)

#### **USA, PA, BUCKS CO, SPRINGFIELD TWP, JANUARY 21 2011. LARGE UNDERGROUND TANK LEAKS OIL**

Authorities are trying to determine exactly how much oil leaked from an underground storage tank. The leak was found Thursday at Kenworth Trucking in the 1900 block of Route 309 in Springfield Township, Bucks County. The company said

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there's a possibility the 8,000 to 10,000 gallon tank leaked up to 6,300 gallons of oil. The Pennsylvania Department of Environmental Protection was called to the scene. Officials said there is little to no risk of contamination for neighbors.

<http://www.wfmz.com/bucksnews/26560648/detail.html>

#### **USA, GUAM, HAGATNA, JANUARY 21 2011. EPA: COMMENT PERIOD EXTENDED FOR DRAFT UNDERGROUND STORAGE TANK REGULATIONS**

The Guam Environmental Protection Agency (Guam EPA) wishes to notify the general public and other interested parties of the availability of the draft Resource Conservation and Recovery Act (RCRA) Subtitle I Regulations. The draft RCRA Subtitle I Underground Storage Tank (UST) Regulations are proposed and open for public review and comment pursuant to 5 GCA, Chapter 9 Administrative Adjudication Law. The public comment period for the draft UST regulations has been extended to February 28, 2011. Written comments must be received or postmarked no later than February 28, 2011 to be considered by the Agency. Written comments must be submitted by either hand delivery to Guam EPA's Main Office at 17-3304 Mariner Avenue, Tiyan, Guam 96913 or by mailing to: Administrator, Guam Environmental Protection Agency, P.O. Box 22439, GMF, Barrigada, Guam 96921, Attention: Mr. Vincent J. Pereira. The draft RCRA Subtitle I Underground Storage Tank Regulations is available for public review and comment at Guam EPA's Main Office located at 17-3304 Mariner Avenue, Tiyan, Guam 96913 or at Guam EPA's website at [www.guamepa.net](http://www.guamepa.net). For further information, please call Michael S. O'Mallan or Don Quinata at (671) 475-1658/9.

[http://www.pacificnewscenter.com/index.php?option=com\\_content&view=article&id=10832:guam-epa-comment-period-extended-for-draft-underground-storage-tank-regulations&catid=45:guam-news&Itemid=156](http://www.pacificnewscenter.com/index.php?option=com_content&view=article&id=10832:guam-epa-comment-period-extended-for-draft-underground-storage-tank-regulations&catid=45:guam-news&Itemid=156)

#### **USA, S.D, SIOUX FALLS, JANUARY 21 2011. SOUTH DAKOTA FILES LAWSUIT AGAINST CHEVRON >> STATE ARGUES PETROLEUM GIANT 'DOUBLE-DIPPED' TO PAY FOR CLEANUPS**

*john hult*

The state of South Dakota is suing Chevron, saying the company should return the taxpayer money it took to clean up underground oil leaks because it also collected insurance money to do the same job. The lawsuit against Chevron is the latest in a series of legal actions to target the practice of "double-dipping" by oil companies. Chevron faces similar lawsuits in Illinois, Alabama and West Virginia. Richard Cordray, then-Ohio attorney general, sent warning letters in September to Chevron, BP, Sunoco, Marathon and Shell threatening legal action for double-dipping. South Dakota's lawsuit, filed in Hughes County, was brought on behalf of the South Dakota Petroleum Release Fund. The fund was created in 1988 in the wake of new regulations from the Environmental Protection Agency that required the reporting and cleanup of leaks, Executive Director Dennis Rounds said. The regulations effectively pushed the insurance industry away from offering pollution coverage, he said. "The commercial market pretty much ran away at that point," Rounds said. The EPA and states responded to the insurance companies' exodus by creating funds to cover cleanup costs. South Dakota's fund uses 10.65 percent of the state's 2-cents-per-gallon tank inspection fee to help underground storage tank owners manage cleanup costs. The Hughes County lawsuit alleges that Chevron and its subsidiaries used existing insurance policies to cover its losses in addition to money from states. It claims that, nationwide, the corporation has collected at least \$661 million in insurance money for environmental cleanup during the past two decades and that the company pursued insurance payments in the courts using the same information it submitted to states to apply for taxpayer money. Chevron covered up its pending insurance claims, the lawsuit says, by representing itself as self-insured and eligible for state payments. "Chevron knowingly double-dipped by collecting reimbursements for corrective action and environmental remediation costs from both its own insurance carriers and PRCF, in violation of South Dakota law," the lawsuit says. The lawsuit asks a jury to decide damages. It does not specify how much the company has collected from South Dakota's reimbursement fund. Rounds refused to say how much South Dakota taxpayer money has gone to Chevron as well, citing the pending litigation. In an e-mail, Chevron Media Advisor Sean Comey said the company is committed to demonstrating that it acted in good faith and is confident it complied with the law. South Dakota's fund has paid \$82 million for cleanup since 1988 at 4,301 petroleum release sites, according to its 2010 annual report. The fund has \$3.9 million in the bank and estimates it has \$4.5 million in future cleanup costs. There are 134 sites with ongoing or pending cleanups. Most of the major leaks in South Dakota were discovered in the 1990s, said Doug Miller, tank coordinator for the South Dakota Department of Natural Resources. In 1984, the federal government mandated the registration and inspection of all underground storage tanks. By 1998, all tanks had to be registered and outdated tanks removed. As tanks were dug up, inspected and replaced, leak reports to the DENR spiked, some from abandoned tanks installed as far back as the 1940s. The DENR still takes dozens of leak reports each year, Miller said, but the reports often turn out to be overfilled tanks or a false alarms.

<http://www.argusleader.com/article/20110120/BUSINESS/101200302/1003/business>

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#### USA, OH, BOWLING GREEN, JANUARY 21 2011. CANNON HAD ROLE IN OIL TANK FIREFIGHTING

jan larson



*Oil cannon donated to Wood County Historical Center.*

Some marveled at the oil industry's varied attempts to seal the surging oil leak in the Gulf of Mexico last year. But it appears unorthodox attempts to divert disaster are nothing new in the industry. An example of a creative solution to a crude problem - a cannon to stop oil tank fires - was recently donated to the Wood County Historical Center. "It's such an interesting thing," said Kelli Kling, who is in charge of marketing, public relations and special events at the historical center. "When I first heard about it, I was skeptical. What would an oil company do with a cannon?" As it turns out, the cannon was used when a storage tank for oil caught on fire, often when touched off by lightning or by sparks from passing steam engines. The fires were often impossible to extinguish and raged on until all the oil burned. So, the

cannon was used to shoot gaping holes in the side of the tanks for the oil to drain out. "It's so interesting that a cannon would be used as a firefighting tool. But there's nothing they could do but let it burn out. We've come a long way, but we're still making it up as we go along," Randy Brown, curator of the historical center, said referring to the unusual attempts to cap the Gulf oil leak last year. The cannon was donated to the museum by the Buckeye Pipeline Co., in Northwood. The cannon, which weighs about 500 pounds, was cast in North Baltimore and was used during the 1920s in the Cygnet oil fields. The large wooden tank structures, with metal roofs and highly combustible oil, were very vulnerable to lightning, Kling explained. "You've got these giant tanks, full of oil. It wouldn't take much," Brown said. "It's not like today, with all the safety equipment. This was a guy with a cannon." The historical center's oil boom exhibit tells of the dangers involved in the industry which hit its peak in Wood County in 1886. Old black and white photographs show tank fires with black smoke billowing all around. Stories tell of one tank fire that burned for three days, and of the inherent risks involved with the oil boom. The display talks of workers using nitroglycerin to explode wells. If the volatile chemical exploded prematurely, the remains of the oil workers would often fit in a cigar box, the stories explain. "It was dangerous work," Brown said. In addition to the display inside the museum, the historical center also has an oil derrick area outside. Though an interesting part of the county's oil boom history, Brown said the likelihood is very slim that the old oil rig cannon will ever become a part of a working display. Firing the aging cannon would just be too risky. "That would be exciting, but I can't imagine we would," he said. More information about Northwest Ohio's oil and gas boom can be found in the documentary "Ohio Crude" or in the exhibit "Wood County in Motion" at the museum at 13660 County Home Road, Bowling Green.

<http://www.sent-trib.com/front-page/cannon-had-role-in-oil-tank-firefighting>

#### USA, CA, SANTYA YNEZ, JANUARY 21 2011. HANDS-FREE PUMPING REMAINS ON HOLD

saralloyd truax



The mechanism that allows for hands-free filling of your gas tank has been removed from some area gas stations, by order of the State Fire Marshal citing a potential fire hazard posed by the devices. "We believe it is an overreaction that will cause significant economic harm to numerous stations owners and operators," said Jay McKeeman of the California Independent Oil Marketers Association (CIOMA). "The last time I pumped gas, I thought I got a broken one," said Suzanne Jakkola who admitted she trades at a station where they pump the gas for her because she doesn't like standing over the tank. The concern is that some nozzles produced by Vapor Systems Technologies, Inc. (VST) allow "gasoline to be unexpectedly sprayed before the nozzle is inserted into the vehicle. These events occur when the hold-open latch does not disengage following the prior refueling," an Aug. 23, 2010,

letter from Tonya Hoover, Office State Fire Marshal (OFSM), warned gas station owners. The mandate involves about one-third of all nozzles in California, and only those made by VST. According to McKeeman, the malfunction occurs after a customer uses the latch and fills their tank with a fixed dollar amount. When the dispensing is complete, the clip should release, but sometimes does not. The next customer who uses the hose may experience the automatic discharge before getting the nozzle into the tank. According to Daniel Berlant of OSFM, each nozzle has two shut-off valves. One is on the trigger, which is operated by a person pumping and which is by-passed by the hold-open latch. The second valve is on that portion of the nozzle that is put into the car's tank. It should open only if the nozzle is snug deep into the tank. It is the second valve that failed. Gas should not pump, even if the hold-open latch is engaged, unless the nozzle is in the car's tank. To avoid

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the potential hazard, motorists need only be sure the nozzle is in the filler tube before selecting the grade of gasoline they desire, says McKeeman. He warns consumers not to use any device or means to keep the nozzle open – except the hold-open latch provided by the manufacturer, though that is a solution some customers are opting for. Bridgette Lacerte-Beras found the change undesirable. “It was just so much more convenient before. I could check my phone and do a hundred of other things,” she said of the hands-free pumps. The nozzles in question were ordered to be installed by the California Air Resources Board (CARB) no later than April 1, 2009, as part of an Enhanced Vapor Recovery (EVR) program. According to CIOMA, more than half of stations had to secure an extension of that deadline. But by Oct. 15, 2010, the same stations were ordered to alter or remove the newly installed nozzles. Other manufacturers have not experienced the same problems according to Dimitri Stanich, Public Information Officer for CARB. The first report of a problem came in May, 2010. A total of 13 instances of the failures were reported, seven of which resulted in consumers being sprayed with gasoline. According to Terry Dressler, director of the Santa Barbara County Air Pollution Control District, there were no known instances of the problem here. Dressler said the state suspended enforcement of Health and Safety code section 41960.6, which requires hold-open latches on nozzles pending the repair of what he described as “a design flaw in the VST nozzles.” Local fire authorities are permitted to establish fire-safety provisions for their area of responsibility. The legislative note attached to the code states there “are noteworthy health benefits to be gained from the use of hold-open latches.” Benzene, a potent carcinogen, has been identified as a contaminant found at pumps, even those equipped with vapor recovery systems. “The state board estimates that personal exposure to benzene can be additionally reduced by an average of 75%, if hold-open latches are installed, maintained and used on gasoline nozzles.” But Stanich said that “the spillage problems were not an air quality concern, but a fire concern.” Their records show that 40% of stations required to remove the latches have reported that the process is complete. He denies “the removal of the latch increases the danger to the public or the person pumping the fuel.” The EVR is designed to capture evaporative emissions and keep them from escaping into the environment. McKeeman said he believes the industry is running up against a technology issue, where fueling stations are being required to use nozzles that won't hold up with normal use. “We are in an ever-tightening noose.” But Stanich said that “without a doubt, technology is up to the task,” pointing out there are other manufacturers that are not experiencing the problems that VST has. He is confident all nozzles approved for use in the state have undergone testing by Underwriters Laboratories, Inc. (UL). John Drengenberg, Consumer Safety Director for UL, confirmed that the VST nozzle was tested and that test results are posted within hours or days of completion. The proper function of the hold-open latch was included in that testing. The UL website shows a report date for that product of June 25, 2010. “Every so often, something crops up where there is supposedly a problem with a product.” Drengenberg said when that happens, UL does a thorough investigation, which more often than not, turns up a manufacturing problem that arose after testing was complete. Whether that was the case here, Drengenberg was unable to say. He did, however, confirm that UL was aware of the issue and was in the process of investigating. The results and status of that inquiry is confidential. Drengenberg could not say how the investigation was initiated. “Your grandmother could call up and say there was a problem and we'd look into it.” He said that the laboratory “will go to whatever lengths it needs to get our hands on the material we need to fully complete our testing.” Berlant of OSFM confirmed that all components need to be tested by independent labs before use in California, but he was not sure which lab did the testing or when. He said there are several “fixes” on the market available through VST and other companies, but does not know when or if the hold-open code will be back in force. McKeeman lamented that CIOMA was not contacted early in the process. It was not until June 24 that CIOMA became involved. “Increased coordination and communication between CARB, and OSFM and the regulated community would have resulted in a smoother, more effective response to the issue,” said McKeeman in a July 12 letter in which he outlined eight recommendations, none of which were implemented. As it stands now, stations that fail to remove the VST hold-open latches face enforcement action by the local fire authority, which includes the possibility of shutting down the pumps or stations involved. Numerous attempts were made by the Journal to contact VST at their headquarters in Ohio and their spokesperson in California. No response was received prior to press deadline. It is unclear what the time table is for replacing all of the nozzles at issue.

<http://www.santaynezvalleyjournal.com/archive/9/3/7772/>

#### **USA, OK, GARVIN CO, JANUARY 21 2011. OKLAHOMA CRUDE LINE AFTER WEDS. LEAK**

- Pipeline leaked 1,250 barrels of oil
- Sunoco does not think refineries impacted
- No supply impact to nearby Holly refiner

Sunoco shut a pipeline crude oil pipeline in Oklahoma on Wednesday after finding a leak, the company told government regulators. The company said there were no injuries and the 1,250-barrel spill in Garvin County, south of Oklahoma City, was

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contained and clean up was underway. The 10-inch (25-cm) line runs about 20 miles (32 km) from Eola to Maysville, Oklahoma. Spokesman Thomas Golembeski said Sunoco did not think any refineries were directly supplied by this line. Two refineries, Gary William's 70,000 barrel per day refinery in Wynnewood and Holly's two Tulsa 70,300 bpd and 85,000 bpd facilities, are located near line which runs between Maysville and Eola. Holly's refinery was still receiving crude on Thursday afternoon, a company spokesman said. "The cause of the release is being investigated," Golembeski said, adding that customer impact is minimal. Valero Energy Corp, which operates a 87,400 barrel-per-day refinery in Ardmore, Oklahoma, said there was no disruption to supply, according to spokesman Bill Day.

<http://af.reuters.com/article/energyOilNews/idAFN2014891220110120>

### SCOTLAND, EDINBURGH, JANUARY 21 2011. PETROL TANKER COLLIDES WITH HGV ON A8

Emergency services dealt with a collision between a petrol tanker and a heavy goods vehicle on the A8 today. The collision took place between Ratho Station and Edinburgh Airport at around 9.30am. One man was taken to hospital with back injuries. No fuel was spilt.

<http://news.scotsman.com/transport-news/Petrol-tanker-collides-with-HGV.6696700.jp>

### USA, WA, BELLEVUE, JANUARY 21 2011. POLICE: VICTIMS POURED GAS INTO ENGINE BEFORE VAN BLAST

 **Photo Gallery** <http://www.kval.com/news/national/114294944.html>

 **Slideshow** <http://www.kirotv.com/news/26560272/detail.html>



An open gas container and a Jerry-rigged system of putting gas into the car while driving is the root cause of the explosion that left two men and a woman burned in Bellevue Wednesday afternoon, Bellevue police said Thursday. The woman told investigators Thursday they were having trouble keeping their Ford Econoline van running, so they went to a Factoria gas station to get gas. They didn't have a gas can, instead filling an open bucket with two gallons of gas. Police say the three had removed the engine cowl between the two front seats of the van and used a water bottle to transfer gas from the bucket directly into the carburetor in order to keep the engine running as they drove east on Kamber Road, said police

spokeswoman Carla lafrate. By now, the van was full of gas fumes, lafrate said, and the van stalled again just before 145th Place SE. As they tried to restart it, the van exploded. The van became fully engulfed in flames and began to roll backwards. "The whole van... was engulfed in red flames," said witness Julie Sarchet. "The people were saying, 'Honey, I love you! Are you OK? Stay calm.'" Other witnesses told police the woman jumped out the back of the van and fell to the ground on fire, and the van rolled over her leg. The two men jumped out in flames and ran toward the Chevron station on the corner desperate to get their fires out. One man made it into the gas station and tried to douse himself with water. Firefighters were able to get the van fire out within minutes and medics took the three victims to Harborview Medical Center. They are still there Thursday but their conditions are not known. Wednesday, police said two were seriously burned and third suffered minor burns. lafrate said the three victims were all from Bellevue but did not release their identities.

 **Related Links** [Three caught in Bellevue van fire](http://www.kval.com/news/national/114294944.html)

<http://www.kval.com/news/national/114294944.html>

### SINGAPORE, JANUARY 21 2011. SEVEN CHARGED OVER FATAL EXXONMOBIL REFINERY FIRE

*elena chong*

Five employees of ExxonMobil Asia Pacific and two other workers employed by the oil company's contractor were charged in court on Thursday with breaching workplace safety laws in relation to a fire at the oil refinery about four years ago. The fire at the Jurong oil refinery on May 3, 2007 claimed the lives of three workers and injured one. A fifth managed to escape unharmed. The three who died worked for Mun Siong Engineering, which has since been accused of failing to take measures to ensure the safety and health of its employees at work. The company, which was engaged by ExxonMobil to provide services for mechanical works, faces a fine of up to \$500,000 upon conviction. Its case will be next mentioned on Tuesday. The five from the oil giant accused on Thursday of contravening the Workplace Safety and Health Act are: fuels manufacturing coordinator Yeo Soon Yong; operation supervisor Poonis Iswaran Ganesan; and senior operation technicians Soh Beng Thong, Ng Kim Seng and Lim Joe Ann.

[http://www.straitstimes.com/BreakingNews/Singapore/Story/STIStory\\_626615.html](http://www.straitstimes.com/BreakingNews/Singapore/Story/STIStory_626615.html)

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### USA, IND, INDIANAPOLIS, JANUARY 21 2011. STATION ACCUSED OF SELLING WATERED-DOWN FUEL >> REGULAR UNLEADED PUMPS SHUT DOWN



Some pumps at a busy Indianapolis gas station have been shut down after water was found mixed in with the fuel, state officials said. The Indiana State Department of Health filed an emergency stop-sale order Thursday against the Marathon station at 982 N. Tibbs Ave. An inspection Tuesday revealed that fuel from pumps dispensing unleaded grade regular gas was found to have a high concentration of water in violation of state rules governing weights and measures, officials said. The station has been ordered to stop selling regular unleaded until the fuel has been upgraded in accordance to state rules. A clerk at the station told 6News on Thursday that the fuel was watered down by accident after runoff from recent snow leaked into the tank. "I think the ice melted and ran into the tank," the clerk said. He said anyone with damage to their car should talk to the station's manager.

<http://www.theindychannel.com/news/26562275/detail.html>

### USA, TX, BEAUMONT, JANUARY 21 2011. BENZENE SUIT FILED AGAINST CHEVRON, 6 OTHER COMPANIES

*david yates*



For more than 10 years, Beaumont resident Claude Villemez claims he was exposed to benzene while working as an electrician, causing him to develop "a serious blood disorder." On Jan. 12 he filed suit against Chevron USA and six other companies in Jefferson County District Court, alleging they negligently exposed him to benzene despite being aware of the dangers. The other defendants include Texaco, Exxon Mobil, Marathon oil, Shell, Fisher Scientific Co. and Fisher Scientific International. According to the petition, throughout the 1960s and 1970s, Villemez worked as an electrician and "was regularly exposed to benzene and benzene containing products." "As a result of such exposure, Claude Villemez developed a serious blood disorder," the suit states. The suit does not describe Villemez's blood disorder or offer any more insight into his work history. However, the suit does allege the defendants negligently failed to warn customers and

workers of the dangers of benzene despite having actual knowledge. Villemez is seeking damages for his alleged past and future medical expenses, mental anguish, pain, impairment, disfigurement and lost wages. He is represented by Beaumont attorney Keith Hyde of the Provost Umphrey law firm. Judge Bob Wortham, 58th District Court, has been assigned to the case.

<http://www.setexasrecord.com/news/232749-benzene-suit-filed-against-chevron-6-other-companies>

### USA, N.C, DURHAM, JANUARY 21 2011. BP'S SPILLED OIL IS WASHING UP IN PEOPLE



Today marks nine months since the BP Deepwater Horizon offshore oil rig exploded, killing 11 workers and sending millions of gallons of crude oil pouring into the Gulf of Mexico. Though the gushing well was capped last July, oil [continues to wash ashore](#) along the Gulf Coast. BP's oil is also washing up in people's bodies, raising concerns about long-term health effects. This month the Louisiana Environmental Action Network released the [results of tests performed on blood samples](#) collected from Gulf residents. Whole blood samples were collected from 12 people between the ages of 10 and 66 in September, November and December and analyzed by a professional lab in Georgia, with the findings interpreted by environmental chemist and LEAN technical adviser Wilma Subra. The individuals tested were two boys ages 10 and 11, four men and six women. They included cleanup workers on Orange Beach, Ala., crabbers from the Biloxi, Miss. area and people living on Perdido Key, Ala. Four of the people tested -- including three adults and the 10-year-old -- showed unusually high levels of benzene, a particularly toxic component of crude oil. Subra compared the levels found in the test subjects to the levels found in subjects in the [National Health and Nutrition Examination Survey](#) (NHANES), a research program conducted by the National Center for Health Statistics. Specifically, Subra compared the benzene

levels in the Gulf residents to the NHANES 95th percentile value -- that is, the score below which 95 percent of the NHANES subjects tested. In other words, she compared the benzene levels found in Gulf residents to some of the highest levels found in the general population. That comparison shows cause for concern, as the benzene levels in the blood of four Gulf residents ranged between 11.9 and 35.8 times higher than the NHANES 95th percentile value of 0.26 parts per billion. Benzene is [known to cause](#) a host of health problems including anemia, irregular menstrual periods, ovarian shrinkage and leukemia. The

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Gulf residents with the highest levels of benzene in their blood included a family of crabbers -- a 46-year-old man and woman and a 10-year-old boy -- and a 51-year-old woman crabber, all from the Biloxi area. Ethylbenzene was detected in all 12 blood samples from Gulf residents over the NHANES 95th percentile value of 0.11 ppb, with some individuals testing over three times that concentration. Ethylbenzene is [known to cause](#) dizziness, damage to the inner ear and hearing, and kidney damage, and it's also thought to cause cancer. Eleven of the 12 individuals tested had relatively high concentrations of xylenes, with some of them testing up to 3.8 times higher than the NHANES 95th percentile value of 0.34 ppb. Xylene exposure [can lead to](#) headaches, dizziness, confusion, skin irritation, respiratory problems, memory difficulties and changes to the liver and kidneys. The blood test results also found high levels of other toxic petrochemicals including 2-methylpentane, 3-methylpentane and isooctane. The two boys showed some of the highest blood concentrations of the chemicals, and the 10-year-old boy from the Biloxi area suffered severe respiratory problems as a result. His mother, the crabber, also had some of the highest concentrations of the chemicals in her blood. Earlier this month, residents from across the Gulf called on members of the President's oil spill commission -- which recently [released its final report](#) on the disaster -- to address the region's growing health crisis. One of them was Cherri Foytlin, co-founder of the grassroots group Gulf Change, who recently learned her own blood has alarming levels of ethylbenzene. "Today I'm talking to you about my life," she [told](#) the commission. "My ethylbenzene levels are 2.5 times the [NHANES] 95th percentile, and there's a very good chance now that I won't get to see my grandbabies." Foytlin reported seeing children from the region with lesions all over their bodies. "We are very, very ill," she said. Meanwhile, doctors in the region [are treating](#) patients with high levels of toxic petrochemicals in their bodies -- even in people who do not live right on the coast and were not involved in the cleanup. Commission member Frances Beinecke, chair of the Natural Resources Defense Council, pledged to take the health concerns back to the White House. But nine months since the disaster began unfolding, Gulf residents are still waiting for the government to address the ongoing environmental health crisis.

<http://www.southernstudies.org/2011/01/bps-spilled-oil-is-washing-up-in-people.html>

### USA, UT, SALT LAKE CITY, JANUARY 21 2011. ENVIRONMENT: UTAH CITES CHEVRON IN SECOND OIL SPILL

*judy fahys*



*Chevron crews work to contain another oil spill that leaked crude oil late Wednesday night near Red Butte Creek for the second time in six months. The source next to the main entrance to the Red Butte Amphitheatre is an isolation valve box.*

The state has slapped Chevron with another violation notice, this one for the second oil spill in six months near Red Butte Garden. No fines were imposed, but that could change — to the tune of \$25,000 a day for each violation. The state's latest citation is for the Dec. 1 spill, which leaked 21,000 gallons of oil from a cracked valve. The earlier notice, which also assessed no fines, was for a June 11-12 accident in which 33,600 gallons of crude escaped the same pipeline in the foothills east of Salt Lake City. "The issue of fines and penalties is not off the table,"

Walt Baker, director of the Utah Division of Water Quality, said Thursday. "That is something that comes at the end of the [state's administrative] process, not the beginning." Chevron already has paid a \$423,600 federal fine for the first spill. Baker notified Chevron Pipe Line Co. on Wednesday about the state's latest violation notice, which accuses the company of breaking five environmental laws in the December leak. He also detailed steps Chevron must take to clean up after the second leak and to prevent future spills. Spokesman Mickey Driver said the company was just beginning to examine the documents. "Our folks," he said, "want an appropriate amount of time to review [them] before making any comments." Utah's Water Quality Board noted Chevron's rapid response to the second spill — the first one went undetected for hours — but pointed to tests that show crude still affected the air and water. "The oil discharged also impacted the ability of workers in the Red Butte Arboretum from being able to work on site without risk," the notice said. "The contaminated soil also has the potential to mobilize and continue to threaten the groundwater until it is removed." Driver said crews are preparing to remove bins of excavated soil from the site next week and continue to clean up after the first spill, which fouled Red Butte Creek, Liberty Park's pond and stretches of the Jordan River. The pipeline has been shut down since the December spill. Chevron has been working for weeks on a plan to bring it back on line, but there is no word about when it might get the go-ahead from federal regulators. Salt Lake City Mayor Ralph Becker, who scolded Chevron severely after the spill II, insisted on the pipeline's closure and wants a third party to sign off on its safety before allowing it to resume funneling oil. Lisa Harrison Smith, Becker's spokeswoman, said the city has been comfortable with the state's oversight so far and is watching Chevron's response to both spills. State regulators have been wrangling with the company for months about the first violation notice and only this week received the oil

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giant's revised response to the state's allegations and compliance orders. The new violation notice points out that Chevron faces potential civil penalties of up to \$10,000 a day for each violation and up to \$25,000 per violation per day for "willfulness or gross negligence."

### **Related Stories**

- [Feds say Chevron pipeline must remain shut off](#)
- [Salt Lake mayor calls for indefinite shutdown of Chevron pipeline](#)
- [Chevron cited for oil spill in Salt Lake City](#)
- [Aftermath of the S.L. oil spill: Did power line cause the break?](#)
- [Oil spill in Red Butte Creek threatens waters, wildlife](#)

<http://www.sltrib.com/sltrib/politics/51087851-90/chevron-spill-violation-state.html.csp>

### **USA, N.J, NUTLEY, JANUARY 22 2011. NUTLEY HAZMAT SOAKS UP THIRD RIVER SPILL**

*meghan grant*



*Nutley firefighters help Hazmat member William VonRoth address a spill Thursday on the Third River at the corner of Ravine Avenue and Harrison Street.*

The [Nutley](#) HazMat team responded Thursday to a contaminant spill on the Third River, authorities reported. The contamination was possibly caused by oil or diesel fuel, according to [Nutley](#) Police Det. Anthony Montanari. HazMat was using booms to soak up the material and keep it from traveling down stream. The unit continued to address the problem at 4 p.m. Thursday in the area of Harrison Street and Ravine Avenue. "We're currently trying to find the source of the spill," Deputy Fire Chief Paul Cafone said at 5 p.m.

[http://www.northjersey.com/news/environment/114304924\\_Nutley\\_HazMat\\_soaks\\_up\\_Third\\_River\\_spill.html](http://www.northjersey.com/news/environment/114304924_Nutley_HazMat_soaks_up_Third_River_spill.html)

### **USA, AK, FAIRBANKS, JANUARY 22 2011. UNEARTHED TOXIN AT FORT WAINWRIGHT LIKELY INJURED WORKERS**

*jill burke*

In summer 2006, as private construction workers bulldozed and excavated on a project at Fort Wainwright -- a U.S. Army base in Fairbanks, Alaska -- they unearthed something that more than four years later continues to haunt some of them. While preparing to build a new hangar and parking lot at a site where a previous hangar had burned down, a foul smell overtook the crew after a tractor operator dug through a layer of clay. Workers immediately became ill, four of whom remain disabled to this day, according to the watchdog group [Public Employees for Environmental Responsibility](#). PEER is concerned that the U.S. Army isn't doing enough to prevent the same volatile agent from hurting someone again, and wants answers about why a state-level inquiry into the incident and its public health implications have taken so long to complete. Only now has a draft version of the report surfaced, prepared by the Alaska Department of Health and Social Services in tandem with the Agency for Toxic Substances and Disease Registry. PEER obtained and posted the report, entitled "[Chemical Exposure Incident at the Hangar 6 Construction site, June 29th and 30th, 2006, Fort Wainwright, Alaska](#)" on its website after it was released to an attorney in response to a public records request. In 1990, the military base was included on the National Priorities List of the U.S. Environmental Protection Agency because of the presence of several hazardous substances within a landfill, including "waste oil, waste fuel, spent solvents, paint residues, and fuel tank sludge," and a nearby area intended for housing which had been used for "storage of petroleum products, solvents, and other chemicals and for disposal of power plant ash and slag, which contain heavy metals such as chromium and mercury," according to a description of the situation by the EPA. "Construction workers on American military bases play Russian roulette never knowing if they will uncover a toxic nightmare," said PEER Executive Director Jeff Ruch in a prepared statement. "Two years after a designated hazardous waste site burned, the Army sent workers to dig up the site with no warning or protective equipment. What will stop the Army from sending workers to dig up this same site in five or ten years with similar results?" The draft report concluded the unidentified chemical released from the soil harmed workers who inhaled it while they worked at the site. It also concluded that the air at Hangar 6 was no longer a health hazard because the area of exposure from which the chemical was released is now contained and undisturbed because it sits buried beneath a parking lot. "This means that if the unknown chemical is still present in a pocket of soil it would no longer be a public health hazard because it cannot reach people's breathing zone," according to the report.

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In 2006 when it was released, workers described the chemical as pungent, chalky and metallic tasting but couldn't specifically identify it. Many experienced nausea and vomiting, abdominal cramps, dizziness, headaches, muscle and joint pain and weakness, and some also experienced chest pain and numbness in their hands or feet. Some symptoms lasted months. For a few, the symptoms have lasted for years. Although the blood and urine samples were collected from the workers to try to pinpoint the chemical they may have encountered, because the samples weren't collected immediately after the exposure, researchers contributing to the report had no way to know if certain chemicals known to be problem agents were at the site or made their way into the workers' bodies. While medical scientists can detect the presence of such agents in blood and urine, it must generally be done within hours because of how quickly some of the chemicals can break down. Further hindering the ability to pinpoint the chemical was the lack of on-site air testing simultaneous to the onset of worker illness. The "chemical could have evaporated before any sampling was performed," according to the report. The reports go on to list as "unfortunate" that "the attending physicians did not obtain blood and urine specimens from the workers when they initially reported to the hospital" and that a "field screener" -- someone that monitors air safety levels with specialized equipment -- wasn't on site at the time of the incident. The DHSS-ATSDR health report concluded that while the site of the chemical emission is considered safe because it is capped beneath a parking lot, there is no way to know if it would remain safe in the event another construction project were to resume. It may be that all of the chemical evaporated. But because pockets of it may remain, the report's authors recommend that the site not be disturbed without consulting with environmental regulators and, that if excavation at the site is ever again planned, a safety plan be developed to keep workers safe.

<http://www.alaskadispatch.com/dispatches/news/8404-uneearthed-toxin-at-fort-wainwright-likely-injured-workers>

### **UK, CAMBRIDGESHIRE, JANUARY 22 2011. MOTORISTS ADVISED TO AVOID HUNTINGDON AFTER ETHANOL SPILL ON A14**



*Fire and ambulance crews work to free a casualty from the cab of a lorry which was involved in a collision with a tanker this morning at the Spittals roundabout. The road remains closed and an exclusion zone has been put up around the incident.*

Police are warning motorists to avoid the Huntingdon area after a tanker collided with a lorry and spilled its load of hazardous chemicals onto the A14 at the Spittals Interchange. A police spokesman said: "Motorists should expect delays after a collision involving a lorry and a tanker, which contains a flammable liquid. "The incident was called through to the police just after 11am. The tanker's flammable liquid is leaking." The A141 to A14 in both directions, A14 westbound at Godmanchester, A1 southbound junction with A1M Alconbury, and Brampton Hut A14 eastbound are closed to allow emergency services to deal with the incident.

The fire service is currently working to stem the leak. They are predicting it could be between three and seven hours before the A14 will reopen. Residents in the area are being advised a 200 metre exclusion zone has been put in place for public safety. The following residential areas are within the 200 metre zone: Brigland Close, Greendale, Province Road, Boretree Way and Blethan Drive. A fire services spokesman said: "The fire service is issuing a public safety message to residents in these streets to stay indoors and keep doors and windows shut. "Mobile police patrols are visiting the area to advise residents. Police have closed the A14 from Alconbury to Brampton." A male casualty was freed from the cab of the lorry at about 2pm this afternoon and taken to hospital by ambulance.

[http://www.cambridgefirst.co.uk/news/motorists\\_advised\\_to\\_avoid\\_huntingdon\\_after\\_chemical\\_spill\\_on\\_a14\\_1\\_780918](http://www.cambridgefirst.co.uk/news/motorists_advised_to_avoid_huntingdon_after_chemical_spill_on_a14_1_780918)

### **UK, READING, JANUARY 22 2011. FUEL TANK DRILLING SPARKS FIRE**

Two men attempting to drain a car of fuel by drilling a hole in the tank ended up setting it on fire - along with another car parked next to it. Firefighters from Whitley Wood fire station put out the flames at around 10.30am today (Friday) in Clements Close, Spencers Wood. A BMW 3 Series and Ford Escort were badly damaged by the blaze. Crew manager Matt Martin said: "Two lads were going to scrap a car and wanted to empty the fuel tank. They started drilling through the fuel tank from the bottom of the car but it created sparks which set light to the BMW and the one next to it."

<http://www.readingchronicle.co.uk/news/roundup/articles/2011/01/21/50340-fuel-tank-drilling-sparks-fire/>

**GERMANY, BORKEN, JANUARY 22 2011. EU DIOXIN SCANDAL LINKED TO ILLEGAL USE OF BIODIESEL BYPRODUCT >> INDUSTRIAL-GRADE FATTY ACID, A BYPRODUCT OF A GERMAN BIODIESEL PLANT, HAS BEEN ILLEGALLY ADDED TO ANIMAL FEED, RESULTING IN DIOXIN CONTAMINATION.**

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*erin voegele*

Contaminated animal feed found in Europe has been traced back to fatty acids produced at a Germany biodiesel plant. However, those fatty acids were clearly marked for industrial use, not animal feed. While the image of biodiesel production seems to be suffering in Europe, the German Federal Ministry of Food, Agriculture and Consumer Protection has clearly assigned blame to the feed supplier who illegally mixed the fatty acids with its product. According to the U.S. EPA, the term dioxin refers to family of toxic chemicals that are characterized as likely human carcinogens. The agency further notes that some members of the dioxin family are unintentionally produced as byproducts during most forms of combustion and several industrial chemical processes. The Federal Ministry of Food, Agriculture and Consumer Protection in Germany said that dioxin is monitored within the framework of several coordinated control programs within the country. "Furthermore, feed producers in Germany are legally obliged to monitor for dioxin on their own initiative," said the ministry in a statement. "This self-checking of a compound feed producer revealed analytical finding of dioxin on [Dec. 21]; the competent authority was informed on [Dec. 22]. The first message in the Rapid Alert System for Food and Feed issued on [Dec. 27] referred to one consignment (26 tons) of contaminated fatty acids getting mixed with 500 tons of vegetable feed fat." According to the ministry, its investigation found that the source of the contaminated fat was originally destined for technology purposes, "but illegally mixed with feed fat in one feed-fat-producing company in Germany." As a precaution, all feed fat produced at the company from Nov. 11 and later was considered to be possibility contaminated, pending further dioxin testing. The ministry's analysis of feed produced with the contaminated fat found a dioxin contamination level of 1.1 to 1.5 nanograms per kilogram (npg). The maximum allowable level of dioxin in the European Union is 0.75 npk of product. Detailed tracing of the supply chain have led the ministry to list approximately 4,800 agricultural holdings as being possible customers of the contaminated feed. According to the ministry, all these holdings were immediately blocked as a precautionary measure. "The authorities lift the ban only if it is proved that feed or products—especially eggs and meat—do not contain higher levels of dioxin than permitted by EU law," said the ministry. As of Jan. 18, 931 agricultural holdings are still under restriction. This means they are not allowed to sell their animals or animal products domestically. They are also barred from exporting them. "With respect to pork up to now, critical dioxin levels were detected on two of these holdings," said the ministry. "Products (eggs and meat) from contaminated animals are traced back and destroyed, to make sure that the food chain is not getting affected." German biodiesel producer Petrotec AG has been identified as the source of the contaminated fatty acids. A statement released by the company on Jan. 5 states that there has been an erroneous use of its technology-grade fatty acids by a feed producer, "with no legal or commercial consequences for Petrotec apart from increased scrutiny by authorities." "Petrotec has acted according to the law and has applied appropriate commercial practices," said the company in a statement. "We regret that another company seems to have misused our product. In this context we would like to point out that Petrotec is very conscious of its responsibility for its products and thus has always aligned its quality management accordingly. In all contracts, delivery notes and invoices, we have always clearly declared that our fatty acids and other byproducts from used cooking oil are for technical-use only and not for the food and animal feed industry." Petrotec has also supplied several facts of the events involved in the dioxin contamination. According to the company, Northern German feed producer Harles & Jentzsch claimed to have received dioxin-contaminated fatty acids from Petrotec's plant in Emden via Dutch trader Olivet on Jan. 3. The next day, the feed producer admitted they thoughtlessly mixed technical-grade fatty acids into animal feed. Olivet, which is a Petrotec customer, issued a press release on Jan. 4 noting that the fatty acids it sourced from Petrotec—and sold to Harles & Jentzsch—were specifically earmarked for technical purposes and were not meant to be used for animal feed. Also on Jan. 4, government officials confirmed the statements "not for food or feed purposes" and "for technical use" were clearly written on all contracts, invoices and delivery notes. "The manner in which Petrotec AG has been named by the managing director of the animal feed manufacturer Harles & Jentzsch in connection with the accusations made against Harles & Jentzsch, as well as the subsequent effects on us are not acceptable," said Petrotec. "Petrotec AG's lawyers are currently checking what legal actions can be taken and which claims will be made in this context." BDI-BioEnergy International AG, a global biodiesel technology provider, has also weighed in on this dioxin issue. "Everyone is talking about the dioxin scandal," said BDI in a statement. "The culprits have been found. Those who have done nothing wrong are facing tough criticism too, however. As a result of hasty judgments, the biodiesel industry is being [branded] as guilty." Referring to the prohibited addition of dangerous waste to animal feed, "which has nothing whatsoever do to with biodiesel production," BDI CEO Wilhelm Hammer said that "criminal and illegal practices must be punished severely and uncompromisingly." According to BDI, the dioxin scandal would never have happened if the appropriate technical know-how was employed. "Customers of BDI-BioEnergy International AG do not sell any fatty acids as byproducts of biodiesel production, because there are no such byproducts," said the company. "All fatty acids are processed, so no waste products are left over."

<http://www.biodieselmagazine.com/articles/7549/eu-dioxin-scandal-linked-to-illegal-use-of-biodiesel-byproduct>

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### USA, FLA, BREVARD CO, MERRITT ISLAND, JANUARY 22 2011. TWO DEAD IN TANKER EXPLOSION ON MERRITT ISLAND

• **Watch the Video** <http://www.rgi.com/article/20110121/NEWS03/110121038/1321/NEWS>

• **Watch the Video** <http://www.wftv.com/news/26574830/detail.html>

• **Watch the Video:**

<http://www.cfnews13.com/article/news/2011/january/198768/Fiery-Beachline-crash-kills-2>

• **Watch the Video:**

<http://www.orlandosentinel.com/news/local/breakingnews/os-tanker-explosion-beachline-20110121.0.4275948.story>

• **Watch the Video:**

<http://www.floridatoday.com/article/20110121/BREAKINGNEWS/110121023/1006/NEWS01/1+dead+in+Merritt+Island+tanker+truck+fire>

• **Photo Gallery** <http://www.wftv.com/news/26574830/detail.html>

• **Photo Gallery:**

<http://www.cfnews13.com/article/news/2011/january/198768/Fiery-Beachline-crash-kills-2>

• **Photo Gallery:**

<http://media.myfoxorlando.com/photogalleries/012111-truck-fire/indexGallery.htm>



A crash that sparked a huge tanker fire Friday afternoon in Brevard County killed two people and shut down the Beachline (SR-528) on Merritt Island. Brevard County Fire Rescue responded to the scene at SR-528 and N. Courtenay Parkway ([see map](#)) where the tanker truck caught fire after a pickup truck crashed into it. The pickup truck, FHP said, drove off the bridge after crashing into the tanker and also went up in flames. Two fatalities were confirmed by the Florida Highway patrol. Their names were not released. While some people ran from the crash, Mark Smith ran towards the flames. He said he managed to get just 500 feet from the driver of the truck. "I tried to run into it. Up to the point where my clothes were going to catch on fire," Smith said. The explosion happened on SR-528, which is closed in both directions, a half-mile each way at US-1 and the Banana River. Officials said Courtenay Parkway is closed, too, a half-mile in both directions because the explosion happened on an

overpass above that road. FHP also said that the eastbound lanes may be closed for up to 25 days, and the westbound lanes from 24 to 36 hours. It is not known what kind of cargo the tanker was carrying. Crews allowed the tanker to burn and then sprayed foam on the wreckage. Crews said the fire was knocked down and extinguished by crash trucks from Kennedy Space Center. They then began the process of mopping up the area. Officials said the SR-528 overpass at N. Courtenay Parkway was damaged and Department of Transportation officials were on scene assessing the damage. "We know they don't expect to come across the Beachline in this area tonight, so you're gonna have to get off and on and find an alternate route. It just depends on how bad the road is damaged and if the bridge is structurally unsound," said Sgt. Kim Montes of the Florida Highway Patrol. There were no evacuations, but citizens and drivers were urged to stay out of the area.

<http://www.wftv.com/news/26574830/detail.html>

### USA, MA, LITTLETON, JANUARY 22 2011. Littleton residents evacuate after oil spill

*nathan lamb*

Residents of a home off Great Road were evacuated in the small hours of Jan. 21, after firefighters discovered a large oil spill in the basement of the building. Firefighters were dispatched to 115 Great Road at 2:59 a.m., after a resident reported a suspicious odor. "It was initially reported as a smell of oil, but what [firefighters] found was an oil spill in the basement," said fire Captain Steele McCurdy. Officials estimate 200 gallons of heating oil spilled onto the basement floor and neighboring garage. A small amount also leaked outside onto the driveway, said McCurdy. Initial containment was performed by local firefighters, who were soon joined by representatives from the Environmental Protection Agency. McCurdy said the spill was two inches deep in some spots of basement, adding the problem was caused by an accidental disconnection of the fuel tank and oil pipes in the home. He expected cleanup would take several days. No injuries were reported, but McCurdy said the residents were temporarily displaced. "They had no oil, so they had to heat," he explained.

<http://www.wickedlocal.com/littleton/news/x1254723300/Littleton-residents-evacuate-after-oil-spill>

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