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Release 2013 – 951 Newsy Stuff

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USA, MD, FALLSTON, APRIL 13 2013. HEATING OIL LEAKS INTO STREAM NEAR FALLSTON FRIDAY

bryna zumer



Map

[400 Wilgis Road, Fallston, MD 21047, USA](#)

A home heating-oil tank may have leaked up to 50 gallons of oil into a stream in the Fallston area early Friday afternoon, the Maryland Department of the Environment said. The leak was reported to MDE at about 1 p.m. and was said to originate in the 400 block of Wilgis Road, near the intersection of Routes 1 and 152, MDE spokesman Jay Apperson said. He said the 275-gallon tank had a small hole in the bottom, which leaked 45 to 50 gallons. He did not know exactly how many gallons made it to the stream, however. The stream, which is called the Wildcat Branch, runs into Little Gunpowder Falls. Harford County's hazmat team placed absorbents in the stream to absorb the materials, Apperson said. MDE's oil control program will follow up on the incident. MDE, however, does not conduct the actual clean-up, Apperson said. Harford emergency operations officials could not be reached for comment Friday afternoon.

<http://www.baltimoresun.com/news/maryland/harford/fallston-joppa/ph-ag-hazmat-spill-0417-20130412.0.685948.story>

USA, CA, RICHMOND, APRIL 13 2013. CHEVRON: SAFETY OVERSIGHTS, POOR RECORD KEEPING CONTRIBUTED TO MASSIVE RICHMOND REFINERY BLAZE

robert rogers

Watch the Video's

- [Chevron Releases Final Report On Richmond Refinery Fire](#)
- [Chevron Releases Internal Investigation on Refinery Fire](#)

Photo Gallery [10] [Chevron Refinery Fire Aftermath](#)



In an 80-page report released Friday on its own investigation into last summer's massive refinery fire, Chevron U.S.A. Inc. acknowledged its failure to identify and replace a corroded pipe and vowed to take steps to prevent a similar accident from happening again. The oil giant also acknowledged that it mishandled its response to the pipe leak that sparked the blaze. The report, submitted to the Contra Costa Health Services department and released to the media Friday morning, arrived at many of the same general findings as the U.S. Chemical Safety Board, one of the agencies investigating the Aug. 6 fire that sent more than 15,000 people to area hospitals and shut down the heart of the refinery for months. The safety board said in a public meeting April 5 that Chevron missed

multiple opportunities to replace the pipe blamed for the blaze. Chevron's own investigation revealed four "causal factors" that triggered the fire, which injured several workers and sent more than 15,000 people to area hospitals. The four factors were:

- Once a pipe leak was discovered, workers did not "recognize the risk of piping rupture and the possibility of auto-ignition." As a result, workers may have worsened the leak by removing the aluminum weather jacketing from the pipe and using firefighting equipment to remove the pipe insulation.
- A 2002 discovery of significant thinning to the pipe that later ruptured was buried in a software database, limiting the "ability for future decision makers to utilize the data."
- Inspectors failed to grasp the importance of inspecting carbon steel components vulnerable to corrosion.
- A 2011 component inspection was incomplete, passing over the pipe that ruptured a year later. The inspection could have alerted officials that the pipe had thinned to unsafe levels.

Political leaders said the report was further evidence that the fire should trigger big changes at the refinery and within the refining industry. "Chevron's report underscores the need to conduct a full independent safety culture audit of the refinery as ordered by the county's Health Department last week," county Supervisor John Gioia, of Richmond, wrote in an email Friday. "It is clear that the refinery's process safety culture and decision-making procedures about equipment replacement need to be thoroughly reviewed." Chevron officials hailed the report as a cause for refinery safety improvement. "Our report concludes that the causes of the incident were multifaceted," Chevron said on its company Facebook page. "The refinery's management and our entire work force are implementing a comprehensive set of actions, not simply to address the issues underlying the August incident, but also as part of our commitment to continuous improvement." In the report, Chevron emphasized what it



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described as numerous improvements in safety procedures and comprehensive component screenings to ensure that another incident does not occur. Chevron has inspected every piping component "potentially susceptible to sulfidation corrosion," according to the report, a total of 4,600 pipes and pipe components in the massive refinery. Inspectors found four pipes that required replacement, according to the report. Moving forward, the refinery will adhere to a new policy of inspecting 100 percent of piping components during inspections, rather than just selective screenings. The Chevron report also suggested the refinery, which has long guarded technology secrets and prohibits visitors from taking photographs while on the property, will open up to more peer review and outside technical experts to get additional opinions on safety procedures and component quality. The Chemical Safety Board is expected to go even further in its recommendations next week. CSB officials have said that regulators and outside experts need more access to refineries and must play a greater role in ensuring that safety procedures are followed and new science is incorporated into those standards. The Aug. 6 fire shut down the No. 4 crude unit until last week, when the state Division of Occupational Safety and Health (Cal/OSHA) gave Chevron the green light to restart operations. Chevron anticipates resuming production in the unit by the end of June. Friday's report comes ahead of a highly anticipated unveiling of the Chemical Safety Board's investigation findings and safety recommendations, scheduled for Monday. A community meeting on the findings is scheduled for 6:30 p.m. April 19 at the Richmond Civic Center. Cal/OSHA issued more than 25 violations stemming from the fire and slapped the energy giant with more than \$900,000 in fines, the biggest in the agency's history. "As early as 2002 ... the Richmond refinery could have taken timely action to replace the piping that failed on Aug. 6," said Dan Tillema, the Chemical Safety Board's lead chemical incident investigator, during a public hearing April 5. "However, Chevron failed to do so."

Related Links

- [Countdown to Chevron Refinery Fire](#)
- [Document: Chevron Investigation into Richmond Refinery Fire, April 12, 2013](#)
- [Document: Chevron Investigation Identifies Causes Of Richmond Refinery Fire](#)
- [Document: Open Letter from Chevron about Richmond Refinery Fire](#)
- [US Chevron Outlines California Refinery Blaze Causes, Solutions](#)

http://www.mercurynews.com/bay-area-news/ci_23013439/chevron-safety-oversights-poor-record-keeping-contributed-massive

CHINA, HENAN PROVINCE, SANMENXIA, APRIL 13 2013. 26 DIE IN FIREWORKS TRUCK EXPLOSION IN HENAN PROVINCE, BRIDGE COLLAPSES

didi tang

Watch the Video

- [Fireworks-Laden Truck Explodes in China](#)
- [China Fireworks Truck Blast Destroys Bridge on Busy Highway](#)
- [26 Die - Fireworks-Carrying Truck Explodes in Henan Province, Bridge Collapses](#)

 **Photo's [3]** [Fireworks-Carrying Truck Explodes in Henan Province, Bridge Collapses, 26 Die](#)

 **Photo's [12]** [Rescuers Look for Survivors near a Wreckage of Vehicles](#)



Rescuers look for survivors near a wreckage of vehicles after an expressway bridge partially collapsed on the Lianhuo highway in Mianchi county, Henan province February 1, 2013. According to Xinhua News Agency, five people have died and eight others were injured after an expressway bridge partially collapsed due to a truck explosion Friday morning in central China's Henan Province, local government said. The truck was loaded with fireworks and the explosion caused several vehicles to tumble from the 30-meter-high bridge in Mianchi County, a publicity official of Sanmenxia told Xinhua on Friday afternoon. An elevated portion of highway in central China collapsed on Friday after a truck loaded with fireworks for Lunar New Year celebrations exploded, killing at least nine people and sending vehicles plummeting 30 meters (about 100 feet) to the ground. The official Xinhua News Agency said nine people were confirmed dead and another 13 injured, including four in serious condition. It said the collapse smashed and



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buried at least 25 vehicles. Earlier reports by China National Radio and some other outlets of 26 people killed were later removed from websites, without explanation. An 80-meter (260-foot) stretch of the major east-west highway collapsed in Mianchi county in Henan province. It scattered blackened chunks of debris and shattered the windows of a nearby truck stop. A truck driver interviewed on CCTV said he was only 20 meters (yards) away from the explosion. "I heard a huge bang and immediately braked. I saw small fireballs falling down one by one," said the unidentified truck driver, whose truck windshield was smashed from the impact of the blast. "I then heard the sounds of clanking and exploding for five to six minutes," the driver said. "My face was covered in dust." Photos posted online by Xinhua showed a stretch of elevated highway gone, with one truck's back wheels perched at the edge of a shorn-off section of the highway. Other photos showed firefighters below spraying water on scorched hunks of concrete, wrecked trucks and flattened shipping containers. There was no immediate word on the cause of the explosion. It occurred about 90 kilometers (55 miles) west of Luoyang, an ancient capital of China known for grottoes of Buddhist statues carved from limestone cliffs. Fireworks are an enormously popular part of Chinese Lunar New Year festivities. To meet the demand, fireworks are made, shipped and stored in large quantities, sometimes in unsafe conditions. A result is periodic catastrophe: In 2006, on the first day of the Lunar New Year, a storeroom of fireworks exploded at a temple fair in Henan, killing 36 people and injuring dozens more. In 2000, an unlicensed fireworks factory in southern China exploded, killing 33 people, including 13 primary and secondary school students working there.

Related Links

- [China fireworks truck blast destroys bridge on busy highway...](#)
- [Fireworks-Carrying Truck Explodes In Henan Province, Bridge](#)
- [Fireworks Truck Explodes on Bridge in China](#)
- [Chinese fireworks truck explosion destroys bridge](#)
- [26 killed in bridge collapse after fireworks truck explodes](#)
- [Chinese highway collapses after fireworks truck explodes, 9 killed](#)
- [China Fireworks Truck Blast Causes Deadly Road Collapse](#)
- [Fatal Bridge Collapse in China Caused by Fireworks](#)
- [Highway collapses after fireworks explosion in China](#)

<http://news.yahoo.com/fireworks-cause-deadly-highway-collapse-china-065131273.html>

USA, ARK, MAYFLOWER, APRIL 13 2013. INSIGHT: MAYFLOWER, MEET EXXON: WHEN OIL SPILLED IN AN ARKANSAS TOWN

Additional reporting: david sheppard, joshua schneyer & matthew robinson in New York, patrick rucker in Washington, & kristen hays & anna driver in Houston.

Photo's [4] [Mayflower, Meet Exxon: When Oil Spilled in an Arkansas Town](#)



Warren Andrews had just finished putting up balloons for his stepdaughter's 18th birthday party at their suburban home in Mayflower, Arkansas, when his wife came inside and said something was wrong. After stepping out of his house, and taking one glance, he immediately dialed 911. "I don't know what's going on, but I've got a river of oil coming down the street at me," Andrews told the operator. Five minutes later, the slick of noxious black crude spewing from a ruptured Exxon Mobil pipeline was eight feet wide, six inches deep and growing fast. Within half an hour, a representative from Exxon Mobil Corp was on the scene. By the next day, Exxon's agents had contacted the evacuated residents and were writing checks for their living expenses. Three days after the spill on the afternoon of March 29, 120 workers had descended on the town, a number that would eventually swell to more than 600 from across the country, including [company](#) doctors, communication specialists and wildlife experts. Now, nearly two weeks after the 5,000-barrel spill occurred on Good Friday, a picture has

emerged of a giant oil company thrust into a small blue-collar community, intricately managing not just the cleanup of a major spill, but also using its large check book to try to win over the townsfolk and seek to limit the fallout. At stake is not just the reputation of the world's largest publicly traded oil company, but the spill's impact on a fractious national debate about the



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effect of shipping increasing amounts of tarry Canadian crude across the United States. "We are trying to make sure that people are not financially impacted by this," said Exxon spokesman Alan Jeffers. "We will honor all valid claims." The incident in Mayflower, 25 miles north of Little Rock, pales in comparison to the Exxon Valdez spill in 1989, when hundreds of thousands of barrels of crude spilled from an Exxon oil tanker into Alaskan waters. It's too early to estimate the financial cost from Mayflower to Exxon, but it is likely to be a drop in the bucket for the \$400 billion company. But the spill has stoked a national debate about the safety of carrying crude in pipelines across the United States just as politicians weigh whether to approve the mega Keystone XL pipeline that will help to link the oil sands of Alberta, Canada, with oil refineries on the U.S. Gulf Coast. And although significant pipeline spills happen every three days on average in the United States, according to federal data, rarely do they occur in a town and rarely in these volumes.

Round Numbers

As efforts to clean up the sprawling mess grew over the Easter weekend, a parallel response was developing behind the scenes, one in which Exxon oversaw every issue surrounding the spill - from sick children at the local school and oiled ducks in the creek, to the residents displaced from 22 homes. When eight students, who were vomiting and complained of headaches, were sent home from Mayflower Elementary School on the Monday morning after the spill, an Exxon Mobil doctor arrived quickly on the scene. The doctor quelled concerns about the air quality around the school, which is just a block south of the spill site, according to school principal Candie Watts. "The doctor explained that some students would have greater sensitivity than others, but because of the air tests done, there was no cause for alarm," Watts said. Exxon has given the school \$15,000 to pay for a party planned after state exams next week. The money will also help pay for a playground upgrade, new [computers](#) and an electronic announcement sign, Watts said. Exxon has also offered to put money towards a new school science and math program, she said. "We do have a room that was built to be a science lab, but we've never been able to supply it with resources or a teacher," Watts said. "We would like to speak with them about that." Exxon confirmed it was paying for the party. It could not immediately confirm if any discussions were being held about the math and science program. Meanwhile, Exxon was quickly in contact with the residents in the North Woods housing development who had been evacuated from their homes and were staying in nearby [hotels](#). Company agents sat down with residents, estimating their cost of living and cutting checks for each family in weekly amounts, including for [hotel](#) rooms, meals and gasoline. "They said if it didn't cost what I gave you, take the rest and keep it in your pocket," said Andrews, the Mayflower resident. "If I said something cost \$140, he said \$200. He said he liked round numbers." Exxon bought Andrews a lift chair for his disabled mother-in-law and offered to pay for any damage the oil caused to his two vehicles, which he expected would come to about \$500. Exxon confirmed it was paying for the living expenses of displaced residents and that they could pocket any leftover money if the checks were larger than needed. Gerald Baron, an expert on emergency management communications at PR consultancy Agincourt Strategies, said Exxon's Mayflower play book is not unique. "It is their instinct to pay first and ask questions later," said Baron. "That is par for the course for the oil industry majors. They don't want to alienate people whose backyard they're working in."

Act of Desperation

It remains to be seen if the oil giant succeeds in its efforts to placate Mayflower residents and stem liabilities. The cause of the pipe's rupture is still under investigation and some residents said they are seeking legal advice, or will consider doing so in the future if house prices plunge. The area had been one of the most desirable parts of town. As an oil spill through a town is very rare, it is difficult to find a precedent for the outcome of any legal proceedings. Exxon has not so far offered to pay for affected houses or any loss in their value, according to its spokesman Jeffers. When asked if Exxon plans to compensate for any loss in housing value, he said only that "valid claims" will be addressed. Mayflower, with a predominantly white, Republican population of 2,234, is normally a quiet, commuter town off Interstate 40, with a few one-story stores, a diner, a Baptist church and a couple of gas stations along its one main strip. But the peace was shattered after the oil spill, as [heavy machinery](#) and trucks and workers tried to halt the flow of crude along the storm drains and creeks that cross the town's center. The pipeline can carry more than 90,000 barrels a day of crude from Illinois to Texas. The loss in pipeline tariffs - which amount to more than \$5 per barrel, according to government data - could cost Exxon more than \$3 million a week while the pipeline is shut, based on Reuters calculations. It is unclear when it will reopen. The response to the spill was initially a local effort, as emergency responders rushed to keep the oil from running into Lake Conway, a prized local [fishing](#) spot that attracts tourists from across Arkansas. Less than an hour after the rupture was discovered on Exxon's Pegasus pipeline at 2.45 p.m. CT (1945 GMT) on March 29, Faulkner County Judge Allen Dodson was overseeing the [construction](#) of makeshift dams out of piles of gravel, sand and plywood sourced from nearby stores. "There is no oil in that open water. It's the locals that got it done," said



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Dodson, who described their efforts as "an act of desperation." Exxon soon sent in contractors from oil clean-up specialists United States [Environmental Services](#) (USES) with absorbent booms. USES hired air quality monitors from a private firm and they were taking measurements shortly after 5 p.m. CT. Secure behind an eight-foot chain link fence topped with barbed wire, the joint command center comprised a makeshift warehouse and a fleet of mobile units. Inside, Exxon representatives worked with town, state and federal officials. Security guards monitored the entrance, refusing entry to anyone without clearance, and reporters were directed to an Exxon Mobil phone line. By mid-week, in the marshy woods around the compound, hundreds of workers in yellow hazmat suits bagged up brush and leaves blackened by the spill. Pumps sucked up oil into large tankers. Lawns were being dug up in the North Woods area. One of the workers said they were told not to stand near the road while wearing their hazmat suits for fear that it would alarm residents. Exxon contractor Wildlife Response Services from Seabrook, Texas, took charge of affected wildlife on the Tuesday after the spill, replacing a nearby volunteer organization that initially dealt with oiled birds. In all, 23 ducks, a river rat and five turtles have died because of the spill, Exxon said on April 8. The company has defended itself against any criticism from environmentalists about its handling of the spill. On a blog on April 5, Exxon listed a number of "whoppers" that it claimed had been said, including that the company had ordered a no fly zone over the spill. All the while, Exxon imprinted itself on town life. Orders for more than 500 sandwiches were placed from a Subway store one day and a local deli the next - the equivalent of catering for about a quarter of the town's normal population. "They are spreading the love around town," said Julie Jeffery, owner of Julie Ann's deli in Mayflower just after serving up 500 sandwiches and burgers for the responders.

Disaster Area

While many in town have applauded Exxon's cleanup efforts and even welcomed their presence, the effects of the spill will linger - at least for a while. Many of the homeowners in North Woods told Reuters they had been unaware that Exxon's pipeline, which was built in the late 1940s, ran just yards from their houses, buried in the woods near where local children played. Exxon said it is required by regulators to notify people every two years who are within 650 feet of the pipeline. "We go beyond that to 1,300 feet," Jeffers said. The \$150,000 properties in the sought-after neighborhood rarely spend more than a few weeks on the market - some last just a few days. Now, displaced residents are worried that North Woods' reputation has been tarnished and could knock significant value off their properties. So far, four displaced residents have been given the option to return permanently. The rest are staying in nearby [hotels](#). Jonathan Jameson, a chiropractor who works in Mayflower, closed a deal to purchase a house at 19 North Starlite Road just two hours before the spill. "I went round to look at the house on Tuesday and it looked like a disaster area," Jameson said. "It is definitely going to affect the value of the house," he said, adding that his property had not been damaged by the oil. Jameson said he is seeking legal advice from a local law firm. He did not want to say how much he paid for the house. It is difficult to know what will be the lasting impact of the spill on Mayflower's real estate market as there are few examples of major residential spills. Sandra Bridges, a real estate broker in Mayflower, said it will be virtually impossible to sell a house in the neighborhood in the near term. "No one is going to buy their houses in the middle of this. Someone would have to be nuts to do that," she said. Bridges said that if the spill is cleaned up properly and there are no residual effects, it's possible for prices to begin to recover in six months.

<http://www.reuters.com/article/2013/04/11/us-exxon-spill-mayflower-insight-idUSBRE93A0Pi20130411>

USA, USA, OH, NEWARK, APRIL 13 2013. TOXIC CONTAMINATION UNDER NEWARK NEIGHBORHOOD IS SPREADING, ODOT SAYS

eric lytle

The Ohio Department of Transportation released its latest round of monitoring results this week of a contaminated site that once was an asphalt test lab. Those results revealed that the area of groundwater contamination, known as the plume, might be on the move. According to ODOT's interpretation of the latest data, the plume is moving east and south, away from a residential area and toward Rt. 79. Before the latest test results, a dozen or so residents of James and Pine streets were forced to move because of the contamination. No other properties are being considered for purchase at this time, said Joe Rutherford, the director of the ODOT district that oversees the site. The Ohio Environmental Protection Agency said the contaminants are degrading over time along the outer edges of the plume. The EPA also disagrees with ODOT on the plume's movement. "According to our technical staff, there's no reason to believe the groundwater plume is expanding into previously unaffected areas," said EPA spokeswoman Erin Strouse. "We're not saying they're wrong," Rutherford said of the EPA's analysis. "They're just different interpretations of the same results. I hope they're right." Since the mid-1990s, state officials have been monitoring contamination of a carcinogenic chemical called trichloroethylene, or TCE, around the site of ODOT's



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former test lab and have spent about \$12 million trying to fix the damage. But it wasn't until September that ODOT became concerned enough to warn the public. Two things prompted the added concern: The EPA's standards for TCE became more restrictive, and air testing around the site determined that the contamination levels were rising and the approximately 3-acre groundwater-contamination plume was moving. Rutherford said it's not clear why, but some think that last year's drought might have been responsible. TCE is a solvent with a number of purposes. It was used to clean grease from the engines of the ODOT vehicles that were serviced at the site. It also was used to turn asphalt into a liquid form in testing at the labs between 1940 and 1987 and then dumped in the ground. ODOT told homeowners in the area that they'd have to move. ODOT has completed buying six properties since September, with another four in closing. Property and relocation costs are between \$1 million and \$1.25 million, Rutherford said. State regulations mandate that ODOT monitor the contaminated properties for the next 30 years. It's currently testing every quarter. The second-quarter tests begin next week.

Related Links

- [Denison University students share test results to people living near carcinogenic](#)
- [Underground Toxic Plume Spreading Near Site Of Former ODOT Plant](#)

<http://www.dispatch.com/content/stories/local/2013/04/12/toxic-contamination-spreading-odot-says.html>

USA, ARK, APRIL 13 2013. EXXON'S 22-FOOT RUPTURE ILLUSTRATES TREMENDOUS OPERATING PRESSURE OF OIL PIPELINES >> EXXON OIL SPILL IN ARKANSAS DEMONSTRATES HOW QUICKLY PIPELINE ACCIDENTS CAN TURN INTO CATASTROPHE.

lisa song



Exxon's Pegasus pipeline rupture.

The rupture in the ExxonMobil pipeline that sent a river of oil through a suburban neighborhood in Mayflower, Ark. is now known to be [22 feet long and 2 inches wide](#). That's almost four times larger than the six-foot pipeline tear that sent more than one million gallons of Canadian dilbit into Michigan's Kalamazoo River in 2010, the worst accident of its kind in U.S. history. The size and speed of the release through a long opening, thin as a mail slot, shines a spotlight on just how quickly oil pipeline accidents can turn into catastrophes. Between 200,000 and 420,000 gallons of heavy oil spewed out of the 65-year-old pipeline without warning on March 29, Good Friday afternoon, forcing the evacuation of 22 suburban homes. Few Americans realize how much pressure is needed to operate a pipeline like the Pegasus, which moves more than 90,000 barrels a day of crude across four states, from Illinois to Texas. That's almost four million gallons of heavy oil being pushed over an 850-mile distance in a single day. When a rupture occurs, so much force is released that large amounts of oil can pour through the breach in minutes. "People just don't gather how high these things can go," said Richard Kuprewicz, president of the pipeline consulting firm Accufacts Inc. "For the average person, they're just exotic pressures." But if pipeline operators drop their guard, he said, pipelines "can be highly destructive." At the time of the rupture, the pipeline was operating at 708 psig (pound-force per square inch gauge), about 14 percent below its maximum operating pressure

of 820 psig. That's more than twice the pressure of a fire hose, which can spray water 30 floors into the air. But a fire hose is a few inches in diameter, and the Pegasus is 20 inches wide. Kuprewicz said 708 psig is considered "moderate" for oil transmission lines. Some pipelines can run at slightly above 1400 psig, he said, "which is perfectly legal and technically sound if the pipe is of high integrity." However, the fact that the Pegasus ruptured while running below maximum pressure "is not good," Kuprewicz said, because it means something was wrong with the pipeline's integrity management. Pipelines are supposed to be safe even if they operate at slightly above the maximum operating pressure, he said, so the Pegasus line "failed at a negative safety margin." Exxon says it shut down the Arkansas pipeline within 16 minutes after a pressure drop in the line was detected, although [questions remain about how the company detected the dip, and when](#). According to [preliminary findings](#) from the U.S. Department of Transportation, Exxon closed two valves that were 18 miles apart in order to isolate the section of pipe that had ruptured. If the line was full when the break occurred, that 18-mile section of would have



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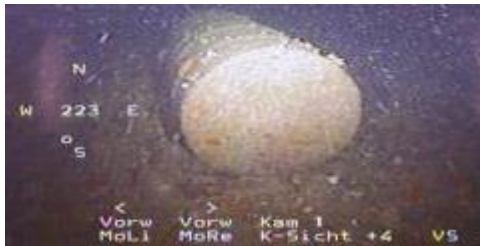
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contained more than 1.5 million gallons of oil. Exxon said it began work on Sunday to excavate the damaged, underground pipe. It will be hauled away to a laboratory where scientists will try to determine the precise cause of the rupture. A Corrective Action Order from the Department of Transportation said Exxon would use "stopple valves" to aid in the excavation. The process involves cutting into the pipeline and inserting a disk a few feet from either end of the rupture site to isolate the failed segment, Kuprewicz said. Because the pipeline is 20 inches in diameter, he added, the equipment needed is fairly large and heavy, so the process could take some time. Kuprewicz described the tear as a small "fish mouth" opening that's wider in the middle and narrow at the ends. A fish mouth opening is a "classic fingerprint" of a "typical liquid pipeline rupture," he said. It rules out the possibility that the rupture was caused by third-party damage such as construction activity. "A metal lab analysis is now required to detail where in the manufactured weld seam the failure originated, and why," he said in an email. Fish mouth ruptures are "usually associated with crack-like features" that develop in pipelines for a variety of reasons. Kuprewicz said the size of the tear wasn't unusual. "I've seen longer, wider failures along or near certain manufacturing seams," he said. "The opening is a function of fracture mechanics and depends on a lot of factors." Cracks and crack-like defects were responsible for the 2010 pipeline accident in Michigan, on a 30-inch pipeline owned by Enbridge Inc. That tear was about six and a half feet long and five inches wide at its largest point. In its investigation of that spill, the National Transportation Safety Board determined that Enbridge—the company that owned the pipeline—had failed to address defects found years before the accident. The Arkansas spill has drawn new attention to the Keystone XL project, the much-debated 36-inch pipeline that will carry diluted bitumen from Alberta, Canada to Steele City, Neb. if it is approved by the Obama administration, the Keystone's northern segment would cross the Ogallala aquifer, a crucial source of water for the Plains states. It would carry up to 830,000 barrels of oil a day, nearly 10 times the capacity of the Pegasus line, and operate at a maximum pressure of 1,308 psig. Pipelines that carry dilbit typically run at higher pressures than those transporting conventional crude. Environmental groups say that's one of several reasons why dilbit corrodes pipelines more easily than conventional crude oil, although the oil industry says dilbit poses no more risk than other oils. A National Academy of Sciences team is studying the issue, and its report will be released this summer.

<http://insideclimatenews.org/news/20130412/exxons-22-foot-rupture-illustrates-tremendous-operating-pressure-oil-pipelines>

GERMANY, APRIL 13 2013. RADIATING REMNANTS: NUCLEAR WASTE BARRELS LITTER ENGLISH CHANNEL

nicola kuhrt



An intact barrel of radioactive waste found just kilometers off the French coastline by SWR.

German journalists have discovered barrels of radioactive waste on the floor of the English Channel, just a handful of thousands dumped there decades ago. It was previously thought the material had dissipated. Now politicians are calling for the removal of the potentially harmful containers. Some 28,500 containers of radioactive waste were dropped into the English Channel between 1950 and 1963. Experts have assumed that the containers had long since rusted open, spreading the radioactivity throughout the ocean and thus rendering it

innocuous. But a new investigative report from the joint French-German public broadcaster ARTE has concluded that the waste is still intact at the bottom of the sea. As part of an investigative report set to air on April 23, affiliated German public broadcaster SWR sent an unmanned, remote-controlled submarine into the canal's depths, where they discovered two nuclear waste barrels at a depth of 124 meters (406 feet) just kilometers from the French coast. Jettisoned by both the British and the Belgians, the containers hold some of the estimated 17,224 metric tons of low-level radioactive waste dumped in the English Channel's underwater valley known as Hurd's Deep, just north of the isle of Alderney, according to the International Atomic Energy Agency (IAEA). The British barrels are estimated to have contained 58 trillion becquerels (units of radioactivity), while the Belgian barrels held some 2.4 trillion becquerels. By way of comparison, the European Union's limit for drinking water is 10 becquerels per liter. "We think that there are still many more undamaged barrels below," SWR journalist Thomas Reutter told SPIEGEL ONLINE, adding that it was very unlikely that the broadcaster's expedition uncovered the only intact containers in existence.

'High Potential for Danger'

In response to the discovery, members of Germany's environmentalist Green Party have called for the barrels to be removed from the channel, SWR reports. "I believe that at such shallow depths these barrels pose a high potential for danger," Green



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Party parliamentarian and nuclear policy spokesperson Sylvia Kotting-Uhl told the broadcaster. "And it's not for nothing that dumping in the ocean has been forbidden for 20 years." Hartmut Nies, a German oceanic expert for the IAEA, is also in favor of removing the waste. "If it's not too complex, then of course they should be removed," he told SWR. In response to a parliamentary inquiry from the Green Party in August 2012, entitled "Final Disposal Site Ocean Floor," the German federal government stated: "The Federal Maritime and Hydrographic Agency (BSH), as part of its radioactivity monitoring in the North Sea, regularly carries out monitoring runs, which went into the British Channel Most recently in August 2009. The monitoring data contained no indication of emissions from dumping areas."

<http://www.spiegel.de/international/europe/legacy-danger-old-nuclear-waste-found-in-english-channel-a-893991.html>

USA, ALA, MONTGOMERY CO, APRIL 13 2013. SECTION OF U.S. HIGHWAY 331 IN MONTGOMERY COUNTY LIKELY TO REMAIN CLOSED THROUGH WEEKEND TO CLEAN UP DIESEL FUEL SPILL

erin edgemon



Tanker truck overturns on Hwy 331, spilling 7,500 gallons of diesel fuel.

A section of U.S. Highway 331 in Montgomery County will likely remain closed through the weekend to allow for the clean up of diesel fuel. Traffic is still being diverted off East Boyd Street to Alabama 94, according to Alabama State Troopers. Troopers will be on the scene to assist with traffic control.

2:12 p.m. -- A section of U.S. Highway 331 in Montgomery County is still closed as crews clean up 7,500 gallons of diesel fuel that spilled onto the roadway and into a nearby creek, according to Alabama State Troopers. A tanker truck overturned on the roadway, just south of Alabama 94 at around 6:28 this morning. Responding personnel are standing by until a pump truck arrives on

the scene to remove the remainder of the fuel from the tanker, Sgt. Steve Jarrett, spokesman for the Alabama Department of Safety, said. The fuel spilled into a nearby creek. Montgomery Fire/Rescue Hazmat team has responded as well as the Alabama Department of Environmental Management. The trucking company has a crew en route to assist with clean-up, Jarrett said.

9:26 a.m.-- A tanker truck overturned on U.S. Highway 331 just south of Alabama 94 in Montgomery County this morning spilling some 7,500 gallons of diesel fuel on the roadway. The highway between AL 94 northbound and Boyd Road has been closed since approximately 6:28 a.m. due to the spill, Alabama State Troopers released. The Alabama Department of Environmental Management and Alabama Department of Transportation have been notified of the fuel spill and are working to clean the area. The driver of the tanker trailer sustained minor injuries during the crash. The tanker is hauling petrol, plaque number 1203.

http://blog.al.com/montgomery/2013/04/portion_of_us_highway_331_clos.html

USA, CO, PARACHUTE, APRIL 13 2013. BENZENE FOUND 1,400 FEET FROM LEAK SITE

High benzene levels in groundwater have been detected about 1,400 feet downstream of the presumed source of a hydrocarbons leak northwest of Parachute, the state Department of Natural Resources said today. That's the farthest such reported detection from the site, as the area of known contamination continues to grow. A new monitoring well about 10 feet from the creek found benzene at 340 parts per billion, the state said. The drinking water standard for benzene is 5 ppb or less. The state said six new monitoring points have been installed in that same area, and crews continue to pump from trenches along the north side of the creek to enhance groundwater flow away from the creek. Some hydrocarbons were recovered today, but the amount was still being determined. About 6,000 gallons of hydrocarbons have been recovered so far. Williams this week said the leak resulted from a faulty pressure gauge on a valve set for a natural gas liquids line leaving its nearby gas processing plant. The state says that while Williams' explanation may explain the contamination, it is continuing to investigate. The state today also said diesel-range organics have been detected at between 0.71 and 0.49 parts per million in the creek about two miles downstream from the leak site, where the town of Parachute diverts water for an irrigation reservoir. However, it noted that recent creek sampling in the investigation area has shown no such detections. DROs have been detected intermittently upstream of the leak site, and may come from sources such as stormwater runoff from roads. The state notes that several industrial sites lie between the reservoir diversion point and the leak site.

<http://www.gjsentinel.com/breaking/articles/benzene-found-1400-feet-from-leak-site>



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USA, OH, WEST JORDAN, APRIL 14 2013. PROPANE TANKER CRASH PROMPTS WEST JORDAN EVACUATIONS

jim dalrymple ii

 **Watch the Video**

- [Car, Propane Tanker Collide; 1 in Serious Condition](#)
- [Propane Truck Accident Seriously Injures 1, Fuel Leak Forces Evacuations](#)

 **Photo's [8]** [Car, Propane Tanker Collide; 1 in Serious Condition](#)

A traffic accident involving a propane tanker forced the evacuation of homes and businesses in West Jordan on Saturday. The accident happened about 8:15 a.m. when a Toyota Avalon cut in front of a propane truck near 1800 West and 7800 South, according to Officer J.C. Holt. The car was trying to make a left turn and either didn't see the truck or didn't complete the turn in time. Holt said the two vehicles hit in a glancing, almost head-on collision. The 2,500-gallon tanker flipped onto its side, Holt said, and when authorities arrived they could smell gas and hear a hissing noise. As a safety precaution, crews closed the road and evacuated several surrounding blocks. Holt said the area is mostly occupied by businesses but has some homes, as well. The evacuations lasted until about 2 p.m. When specialists arrived, they discovered there wasn't actually a gas leak. Instead, Holt said, a safety valve, similar to those on small home-use propane tanks, had activated and released the mounting pressure. The tanker was about 80 percent full when the accident happened, according to Holt. The driver of the Avalon, a man in his 20s, was transported via helicopter to a hospital, but was expected to recover. Holt said the man who was driving the propane tanker had reported to a hospital as a safety measure. The accident was cleared when another truck arrived to carry away the propane tank, which couldn't remain on the damaged tanker during towing, Holt said. According to Holt there was no evidence of impaired driving, though the accident remains under investigation.

<http://www.sltrib.com/sltrib/news/56153662-78/holt-propane-tanker-accident.html.csp>

USA, N.J, PAULSBORO, APRIL 14 2013. ANOTHER DERAILED TANKER LAWSUIT

jane m. von bergen



Work crews prepare to hoist the derailed tanker cars from the Mantua Creek in Paulsboro NJ. on the afternoon of Tuesday December 12th. A large crane was brought in to lift the emptied cars.

Having grown up on the banks of the Mantua Creek in Paulsboro, Walter Stevenson, 77, is accustomed to the ever-present, faintly acrid smell from a nearby refinery, and the occasional rumbling and squealing of trains as they move across the Conrail bridge just beyond his yard. Which is why at first he didn't pay much attention to the clatter Nov. 30, the morning a tanker train derailed, dumping cars into the creek where he often swam as a boy. "You get so used to it," he said. But that morning, when he looked out his window, he saw something different. "There was this haze," he said. Again, that wasn't unusual, living next to the water. "But that time, the sun was shining and it was clear, so that was a little odd," he said. Stevenson, who had just gotten out of bed, had

woken up to a disaster. The haze was a cloud of vinyl chloride gas spewed when a tanker containing 23,000 gallons of the liquefied chemical was breached when it derailed. When he looked out his kitchen window, with its bridge view, there were three rail cars in the creek and a fourth hanging perilously off the bridge. Other cars had fallen into his son's yard, directly adjacent to the bridge. On Friday, Stevenson; his wife, Irma, 73; and 110 other residents of Paulsboro and surrounding communities filed a lawsuit in Common Pleas Court in Philadelphia, where Conrail has its headquarters. The suit is yet another in a series filed against Conrail and its parent companies, Norfolk Southern Corp. and CSX Corp., among others. "We will respond to the allegations in this lawsuit at an appropriate time and through our legal filings," said Michael Hotra, a spokesman for Conrail. Investigators have determined that the freight train crossed the automated drawbridge against a red light after the crew got the go-ahead from a dispatcher. They said the swing bridge, built in 1873 and the scene of a similar 2009 derailment, was not locked in place. The National Transportation Safety Board is investigating. The suit filed Friday said Conrail knew the bridge was defective, yet did not act on it. It seeks unspecified damages and medical monitoring and care. Among the plaintiffs are Kyle Spears, an East Greenwich Township police officer, and other first responders, who say Conrail officials on the scene didn't advise them to wear protective equipment. The suit also lists 18 children as plaintiffs. Standing in



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her kitchen Friday, Irma Stevenson, a nurse who described herself as "Mrs. Paulsboro," said what she wanted out of the lawsuit was for Conrail to admit there is a problem "and to be truthful to the people of Paulsboro." Having grown up in Paulsboro, she said, she has no desire to move, and besides, "nobody is coming into Paulsboro to buy houses." Another plaintiff, who lives nearby, said her concern was for her children, who were also named as plaintiffs. "As a parent, I was really fearing the worst," said Cassandra Clark, 44. Her daughter, 12, was en route to school with her grandfather when the fog enveloped them. Her son, Samuel, 7, who was awaiting a ride to his school, was immediately sickened and insisted on returning home. "What's going to happen years later?" she said. "I'm really concerned that my children are going to be OK, that they are going to have that longevity." The suit asks Conrail to provide long-term monitoring for a host of conditions, including cancer. One of the lawyers in Friday's filing deflected questions about the plaintiffs' current state of health. Conrail has offered residents immediate cash settlements if they waive their right to sue and agree to ask Conrail to provide medical monitoring. Filing Friday's suit were attorneys Aaron J. Freiwald and Joseph Marano of Layser & Freiwald P.C., in Philadelphia, and Scott C. McKinley of Hoffman, Dimuzio in Franklinville.

http://www.philly.com/philly/business/20130413_Another_derailed_tanker_lawsuit.html

USA, ALA, JASPER, APRIL 14 2013. BRILLIANT MAN DIES IN TANKER CRASH ON I-22

james phillips



Several emergency response agencies were on the scene of a tanker truck crash Friday afternoon on I-22.

The driver of a fuel tanker was killed Friday afternoon when his truck left the roadway on Interstate-22. Walker County Coroner J.C. Poe said Danny Michael Corkren, 50, of Brilliant, was pronounced dead on the scene of an accident that occurred Friday around 2:15 on the westbound side on I-22 just after the Industrial Boulevard exit in Jasper. "The 18-wheeler Mr. Corkron was driving reportedly left the roadway, went down an steep embankment and rolled several times before coming to rest in a creek at the bottom of the ravine," Poe said. "Mr. Corkron apparently died from the injuries he sustained after being thrown from the vehicle." Witnesses on the scene said they watched the tanker leave the roadway and Corkron was ejected as it rolled several times. One witness

said he believed he saw a tire on the truck blow before the fatal crash. Several area agencies responded to the scene. Members of the Jasper Fire Department, Regional Paramedical Services, Jasper Police Department, the Walker County Sheriff's Office and the Alabama Troopers were on the scene only minutes after the accident. Fuel leaked into the creek where the tanker came to a rest. The Boldo and Saragossa volunteer fire departments were called for mutual aid to bring booms to help contain the spill. Several other agencies worked late into the evening to search for evidence of the fuel in other areas. Alabama State Troopers are investigating the accident.

http://www.mountaineagle.com/view/full_story/22243011/article-Brilliant-man-dies-in-tanker-crash-on-I-22?instance=main_article

USA, GA, ATLANTA, APRIL 14 2013. 20 YEARS LATER, FORT GILLEM CONTAMINATION STILL SPREADING

katie leslie & shannon mccaffrey

In the early 1990s the U.S. Army discovered hazardous chemicals dumped at Fort Gillem seeping into residential wells in neighboring Forest Park. The finding prompted the military to pass out bottled water and convert many residents to a county water system from their private wells. But two decades and a base closure later, state officials say the Army still hasn't done enough to clean up known and suspected carcinogens that are migrating from groundwater into surface water and, potentially, into the air residents breathe. State environmental officials worry that dangerous concentrations of toxic industrial solvents could be present in nearby Joy Lake, where many fish and eat their catch. They fear that the underground concentration of one volatile solvent is so high that toxic vapor may be accumulating inside homes. They're not convinced the source of the contamination is contained. And they say the Army hasn't done enough to warn residents of potential danger.

<http://www.ajc.com/news/news/20-years-later-fort-gillem-contamination-still-spr/nXJ2w/>



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USA, N.J, BEDMINSTER, APRIL 14 2013. 2,000-GALLON DIESEL FUEL TANK SPILLS INTO RARITAN RIVER, KILLING 2 TURTLES IN BEDMINSTER

meghan d. hodgin



Somerset County Hazmat responded to Klines Mills Road in Bedminster Township Thursday for a diesel fuel tank leak into the Raritan River.

A diesel fuel tank from the state Department of Transportation's yard in Bedminster leaked Thursday morning, resulting in oil traveling through a storm drain to the south branch of the Raritan River, according to a spokesman for the state Department of Environmental Protection. The DEP's Division of Fish and Wildlife was notified of the leak, and was on site, according to DEP Spokesman Bob Considine. Two snapping turtles were found dead, he said. Bedminster Township Police responded Thursday morning between 7 and 7:30 a.m. to Klines Mill Road near River Road on a fuel odor report, according to Lt. Craig Meyer. The fire department was dispatched to the area, along with the Somerset County Hazmat. "A small area of the river showed a sheen and was boomed off and cleaned by a contractor hired by DOT," said DEP spokesman

Bob Considine. The leak was quickly contained, he said. "Work continued until dark, and most of the product was recovered in the stream," he said. There was no sheen in the Raritan Friday, but crews worked to clean up a nearby wooded area, removing any additional pockets of diesel fuel. The nearest downstream water intake was notified by DEP as "a precaution," Considine said, although it was about 17 miles from the site of the spill. "At this point, we're not sure how much product was released. We do know it was a 2,000 gallon tank, but we're still trying to determine how much was in the tank at the time of the leak," Considine said. "We do know it was not near capacity."

http://www.nj.com/somerset/index.ssf/2013/04/2_turtles_dead_following_diese.html

PHILIPPINES, MANILA, APRIL 15 2013. 94 DRUMS OF SEIZED DIESEL AT CLARK WAREHOUSE SUBSTITUTED WITH WATER AND SLUDGE-BOC

jerry e. esplanada

"Miracles at Clark" is how some oldtimers in the Bureau of Customs refer to at least two recent instances when a total of 94 drums of smuggled diesel fuel that the bureau had seized and kept at a warehouse in the Customs Clearance Area at the Clark Freeport were substituted with plain water and sludge. In a text message to the Philippine Daily Inquirer, Customs Commissioner Ruffy Biazon said he has directed the bureau's Intelligence and Investigation Service to "investigate the matter to determine who are liable for the irregularity." Ronnie Silvestre, who assumed the post of Clark district customs collector in February, said this was not quite like the miracle in Cana where, according to Biblical account, Jesus Christ converted jars of water into wine at a wedding feast. "Some people replaced the contents of more than 90 drums of diesel oil with water and dirty industrial oil and obviously made money in the process," he said. A drum of ordinary diesel oil costs more than P6,000. Citing President Aquino III's "daang matuwid" crusade, he said the BOC "should not allow those responsible for the diesel oil switching to get away with what they did." Another high Customs official, who asked not to be named, said the Clark Freeport incident was "proof that some people in government do not give a damn about P-Noy's 'daang matuwid' campaign." In an April 3 memorandum to Biazon, Silvestre reported the "substitution of 65 drums of diesel fuel at the Customs Clearance Area with 65 drums of water." He then called for an "independent investigation" into the matter, stressing the need to "protect the interest of the government." The 65 drums, among 156 drums of diesel oil confiscated by the Customs-Clark collection district between 2009 and 2012, were stored for safekeeping at the warehouse facility operated by a Clark Freeport Zone private locator duly licensed by the Clark Development Corp., which is inside the Customs Clearance Area, he said. In a later memo to the BOC head, dated April 8, Silvestre reported that 29 out of 30 drums of smuggled diesel fuel that were seized from the G2G gasoline station in Barangay (village) San Francisco in Mabalacat, Pampanga, were found to have been replaced with industrial oil. The drums, containing about 6,692 liters of diesel fuel, were the subject of a warrant of seizure and detention issued on March 13 by the BOC. The fuel, the order said, was "imported in violation of Section 2530 and subsection 3 of the Tariff and Customs Code of the Philippines." In his latest blog on the Internet, Biazon disclosed that "petroleum products are imported into the economic zones duty free supposedly for use within those zones." However, he added, "these eventually end up in retail stations outside the zones." "Proof of this is the fact that the (BOC) fuel marking program has resulted in the confiscation of



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marked fuel and the inclusion for prosecution of those caught selling the smuggled fuel. Even big players in the industry are not spared, with cases filed against them now pending in the justice system," he said.

<http://newsinfo.inquirer.net/390357/94-drums-of-seized-diesel-at-clark-warehouse-substituted-with-water-and-sludge-boc>

USA, UT, WILLARD BAY, APRIL 15 2013. CHEVRON SLAPPED WITH VIOLATION NOTICE OVER SPILL

[Watch the Video](#) [Chevron Issued Citation for Willard Bay Fuel Spill](#)

State regulators have slapped Chevron with a violation notice over a March fuel spill near a northern Utah bird refuge. The Utah Division of Water Quality is asking Chevron to provide a report on cleanup operations and a response plan for the pipeline rupture that leaked about 21,000 gallons of diesel fuel. The split in the pipeline running between Salt Lake City and Spokane, Wash., spilled diesel at Willard Bay State Park and near the Bear River Migratory Bird Refuge. Division Director Walt Baker said his agency is working with the Attorney General's Office to ensure Chevron is held accountable for the spill and its impacts. "This release has had a significant effect on a fragile ecosystem," he said. "The popular bird-watching and recreational area has been closed because of this spill." State law gives the company 30 days to respond to the violation notice and 60 days to address the compliance requirements. Water quality officials then would determine any state fines. "We are committed to cooperating with the Utah Division of Water Quality and responding to the notice in the required time frame," Chevron spokesman Gareth Johnstone said in an email. Federal regulators, who fined Chevron nearly \$500,000 for two Utah spills in 2010, haven't determined penalties for the company's latest petroleum leak. The 8-inch-diameter pipeline failed March 18, spilling fuel in the marshes. State officials credit a beaver dam for holding back much of the fuel, although it left a family of beavers with petroleum burns. The beavers are being nursed back to health at a wildlife rehabilitation center. The spill also has been blamed for the deaths of a pair of wood ducks as well as some frogs and minnow-like fish. The Salt Lake Tribune reported. Migratory birds have been scared away from the area by the presence of more than 100 cleanup workers. State officials said some of the spilled fuel is seeping into groundwater and making its way beyond containment booms at Willard Bay State Park. They have said a cleanup could take months instead of weeks as originally thought, leaving the park indefinitely closed.

http://fremonttribune.com/news/national/chevron-slapped-with-violation-notice-over-spill/article_5c355ea6-9fc2-5eeb-9536-66dc2d4459f0.html

JAMAICA, KINGSTON, APRIL 15 2013. GUNMEN HIT SHELL PLANT IN LATE-NIGHT RAID USING FIVE FUEL TANKERS

\$15-M GAS ROBBERY

vernion davidson



The section of the Shell Company plant at Rockfort from where an estimated 25 gunmen stole petrol worth \$15 million last Tuesday night.

A group of gunmen staged a late-night raid on the Shell Company plant at Rockfort in East Kingston last Tuesday and made off with more than 133,000 litres of gasoline valued at just over \$15 million. "I can confirm that the robbery took place," Superintendent Arthur Brown of the Kingston Eastern police told the Jamaica Observer yesterday. Brown could not say how many gunmen staged the robbery. However, sources at the company said that the group numbered about 25. Our sources also said that the gunmen used five fuel tankers to carry out the robbery and were equipped with their own hose and pump. "They used the road leading to the Flour Mills and went to the back of the Shell plant," one of our sources said, adding that the gunmen tied up the four security guards stationed at that section of the plant. "What I was told was that they were there from about midnight until near 5:00 am," another of our sources said. Superintendent Brown could not say how long it took the gunmen to load the tankers. However, he suggested that the robbery lasted for some time. "You can't load 133,000 litres of gasoline in a few minutes," he said. The robbers, he said, parked the trucks on the outside of the plant and ran the hose inside to the tanks. It was not clear, however, how the gunmen gained entry to the plant. Our sources also disclosed that before all the guards were tied up, one of them engaged one of the gunmen in a tussle, but was eventually subdued with the help of one of the gunman's accomplices. The gunman who was challenged then threatened to shoot the guard, but was prevented from doing so by his accomplice who,



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according to our source, told his angry crony that they were not there to kill anyone. On Friday, an official of the Jamaica Gasoline Retailers Association told the Sunday Observer that a full load on an average fuel tanker is normally 30,000 litres. A tanker of gas, the official said, would go for between \$3.8 million and \$4.2 million. The Kingston Eastern police are investigating the theft which, our sources said, is also being probed by the company to determine the extent of any inside assistance, if any, given to the gunmen.

http://www.jamaicaobserver.com/news/-15-m-gas-robbery_14058754

USA, CT, WILLIMANTIC, APRIL 15 2013. MAN DIES AFTER SETTING HIMSELF ON FIRE AT WILLIMANTIC GAS STATION >> POLICE CREDIT QUICK ACTION OF BYSTANDERS, CLERK FOR SAVING LIVES

After a man died setting himself on fire at a Willimantic gas station on Saturday, police credited the quick action of bystanders and the station attendant for saving others' lives. Shortly before 8:30 p.m. Saturday, police said a few of the seven or eight bystanders at a Chucky's gas station on West Main Street alerted the gas station clerk that a man had doused himself with gasoline and lit himself on fire at one of the pumps. The clerk shut off the gas pump to prevent more fuel from being released while bystanders grabbed fire extinguishers from the gas station to put out the flames on the man and gas pump, police said. Willimantic police Sgt. Robert Rosado credited the bystanders' and clerk's quick thinking and action with preventing further injuries. The man on fire was the only one injured in the incident, he said. "The bystanders put themselves at risk attempting to save the individual's life, minimized property damage and prevented any further danger to the public," Rosado said. Raymond Berry, a 58-year-old retired Norwich police officer from Franklin, was driving by the gas station on his way home when he saw the pumps and the man on fire. Berry helped bystanders who didn't know how to use the fire extinguishers put out fires on the pump and the man. He said he didn't know how many extinguishers he used trying to douse the flames, but bystanders ran back and forth into the store several times to bring him another. After 10 years as a Norwich police officer, "you think you've seen it all, but then you see something like that," he said, describing the man as on all fours and fully engulfed in flames next to a blazing gas pump. "With something like that, you just kick it into high gear and forget everything. You just try to do something," he said. "I didn't think about anything, and I'm not looking for any recognition. I just saw him on the ground and said, 'I've got to do something for this person.'" Firefighters and paramedics took the man to Windham Hospital, where he died. His name has not been released pending identification and notification of his family. An initial investigation shows the man's injuries were self-inflicted. The state medical examiner's office will examine the man's body to confirm the cause of death, police said. That the man died was very disappointing, Berry said. While he, too, did not know the man's name, he said he's keeping the man's family in his prayers. "It's just sad. I guess that's what bothers me most, that he passed away and I wasn't able to save him," Berry said. "I don't know what was going through his head, but thank goodness the station didn't go up. There were other people around there." The incident remains under investigation by Willimantic police and the city fire marshal. The gas station reopened Sunday morning, Rosado said. While the burned pump is still standing, it has been taped off and is shut down. Rosado said he expects it to be removed shortly as part of the investigation.

<http://www.norwichbulletin.com/newsnow/x1031157713/Man-dies-after-setting-himself-on-fire-at-Willimantic-gas-station#axzz2QVBW1con>

USA, TX, AUSTIN, APRIL 15 2013. DENTON, GAS STATION AGREES TO FINE >> INSPECTORS FIND STATION NOT TESTING EQUIPMENT FOR LEAKS

A gasoline retailer based in Sherman agreed to take corrective actions and pay a \$5,957 fine after state inspectors found it wasn't testing the equipment at its Denton gas station for leaks. Douglass Distributing, which does business as Lone Star 97, located at 700 S. Interstate 35E in Denton, agreed to an expedited settlement, which was approved by the Texas Commission on Environmental Quality in Austin on Wednesday. In that settlement, the company deferred some of the original \$7,779 fine and agreed to pay the balance over the next two years. The company also agreed to implement the detection system within the next 30 days and provide documentation of that compliance within 45 days. A call for comment from company officials was not immediately returned Wednesday afternoon. The order came after state inspectors discovered the violation, which is considered a major source of potential pollution, in April 2012, state records showed. Officials enhanced the base fine of \$7,500 two ways, to reflect costs the company avoided by not complying with the rules and to reflect that the company had received another violation of state environmental rules. In all Wednesday, the Texas Commission on Environmental Quality approved orders assessing \$736,735 in penalties against 49 entities it regulates.

<http://www.dentonrc.com/local-news/local-news-headlines/20130414-denton-gas-station-agrees-to-fine.ece>



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

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AUSTRALIA, NEW SOUTH WALES, SYDNEY, APRIL 15 2013. EPA TOO CLOSE TO ORICA OVER MEDIA RELEASE ON MERCURY, SAYS GREENS MP



The state's environmental watchdog has been accused of being too cosy with the chemical giant Orica and coming "dangerously close to colluding" over public statements announcing an independent review of mercury contamination in the soil around its Botany plant. Documents obtained under government information access laws by the Greens MP and environment spokeswoman Cate Faehrmann show staff from the Environment Protection Authority were liaising with the "government relations manager" of Orica, and sent him a copy of a government media release before it was made public. The documents reveal there were text messages, telephone conversations and a meeting between officials of both organisations in the days before the release of the

statement. And they show there was a co-ordinated release, with an Orica statement following the EPA's media release within minutes. In one email exchange, Orica government relations manager Bede Fennell says: "Our statement to follow yours. Thanks for sorting out the EPA statement." The documents were obtained by Ms Faehrmann, who said the EPA needed to explain its relationship with Orica, which was "a little too cosy for comfort". A spokeswoman for the EPA said: "Orica never has and never will dictate the EPA's role as regulator or its professional opinions, and it is offensive to suggest otherwise." She said no draft of the media release was sent to Orica for any type of approval or comment and the final version was sent to the company at the same time it was sent to statewide media. She said the EPA had taken regulatory action against Orica a number of times and now has seven prosecutions before the Land and Environment Court. The documents about the preparation of a media release announcing an independent review into mercury contamination in the Botany area followed reports by Fairfax Media about residents' calls for testing to determine if there was a public health risk. The released documents show Orica sent letters lobbying NSW Environment Minister Robyn Parker and the EPA. The letters said a proposal from an expert company engaged by residents to carry out soil sampling around the site for mercury contamination had "not been developed with normal scientific rigour" and they did not "believe a broad-scale community investigation is warranted". Similar wording was picked up and used in EPA briefing and background notes for Ms Parker's department, saying: "The EPA considers the proposed investigation is lacking in scientific rigour and justification for such an extensive program." Andrew Helps of Hg Recoveries, the company behind the proposal, said the claim was "scurrilous" and accused the EPA of cutting and pasting parts of letters of complaint written by Orica. Ms Faehrmann said the government needed to reassure the community the EPA was doing more than just regurgitating Orica's spin. "These emails come dangerously close to collusion between the state's environmental regulator and a company with one of the worst toxic legacies in NSW," she said.

<http://www.smh.com.au/environment/epa-too-close-to-origa-over-media-release-on-mercury-says-greens-mp-20130413-2hs5d.html>

THAILAND, KOH PHANGAN ISLAND, APRIL 15 2013. POISONOUS GAS IN DEEP WELL 3 THAI MEN DIE



Three local Thai men dead!

Thursday, April 11, 2013, just before Songkran Festival, a local Thai man from Wok Tum, west coast of Koh Phangan Island, went to clean up a well, with depth of approximately 5-7 meter. The local Thai man climbs down the well without any safety, like a ladder, a rope around his body or an oxygen mask ...nothing! He wants to put the dirt in a bucket and his daughter in law pulled up bucket with dirt. He feel he can not breathe and he tells his daughter in law to pull him up, he climb on the wall, grab her hand and the pass out and fall down in the water. We call Koh Phangan Rescue Service and Koh Phangan Police. Another Thai man from Issan, is working in the garden to pick coconut with help of his 2 monkeys. He wants to help, at this time already some neighbor have showed up, and they tell him, "Don't go in the well with out a safety rope around your body!" The Thai man from Issan is so caught by his instinct to help, so he

doesn't listen and he jumps in the well, and passes out. There is poisonous gas in the well and the two men are already dead!



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Koh Phangan Rescue Service arrive, at this time have they found a thin ladder and it's possible to climb down in the well. The Koh Phangan Rescue team wants to send down one man, to get rope around the other two men, to make it possible to lift them up. They send down this man, with a rope around his body, climbing on a ladder, and in 60 seconds he also passes out. They manage to get him up quickly because of the rope around his body, they did CPR on him, he was sent to Koh Samui hospital, but he did not survive and died. A fourth man went down the well to catch up the other two men. This fourth man had an oxygen mask on. He manages to pull up the other two men who died already! During all this intensive and shocking rescue work somebody in the audience steal the wallet of the second man who wanted to rescue the first man. This man was the man with 2 monkeys who picked coconuts. The man took out his wallet with 18.000 THB and a mobile telephone before jumping in the well. These kinds of accidents happen a lot in Thailand, poisonous gas in wells, lakes and other water underground muddy places.

<http://kohphangannews.org/high-alert/three-local-thai-men-died-in-tragic-accident-due-to-poisonous-gas-in-deep-well-1818.html>

CHINA, SHANDONG PROVINCE, CHANGDAO COUNTY, APRIL 15 2013. BOHAI FISHERS ALLEGE CRUDE SPILL COVER-UP

Chinese authorities on Sunday denied that an American energy giant has again spilled oil into the waters off North China, rebutting local fishers' claim that a spill is being covered up. Fishers found large oil slicks near Shandong Province Tuesday, following strong winds the night before, Wang Zhongguo, a fisher from Changdao county, told the Global Times. He said abandoned oil-absorbing pads stained with oil were also found in nearby villages. Wang said fishers in his village saw a ship towing oil-absorbing pads sail toward the coast of Tuoji Island to avoid heavy winds on March 20. They identified it as a ship from ConocoPhillips, an energy firm headquartered in America that in 2011 caused two oil spills in the Bohai Sea, which contains several important oil reserves. The firm restarted its oil field operations in February. The North China Sea Branch of the State Oceanic Administration denied that a new oil spill occurred around Bohai Sea, claiming that samples it collected from the waterways near Changdao county were found to be fuel oil, except for one sample of crude oil that was not from the Bohai oil field. ConocoPhillips China released a statement saying that it didn't conduct cleanup exercises at sea on March 20 and its oil fields had no spills. Jia Fangyi, an attorney representing fishers in Shandong who are trying to obtain compensation from ConocoPhillips for the previous two oil spills, told the Global Times that the oil slicks spotted near Tuoji Island were crude oil, not fuel oil, contrary to the authorities' test results. "Fishers found their fishing nets and some oil-absorbing pads stained with oil," said Jia. "Large stains made of fine particles of oil were spotted on the shore. Dead, blackened fish were found in the water. It's not fuel oil, which just floats on the sea surface." Jia said local authorities were burning the oil spill Friday, apparently eliminating evidence. He said that local fishers had to maintain a very low profile while collecting oil slick evidence because of the local government's intention to downplay the issue. Local authorities offered no comment Sunday. Five hundred fishers in Shandong Province filed a lawsuit against the American company in a district court in Houston, Texas, in July 2012. After the spills, ConocoPhillips came to an agreement with the Ministry of Agriculture to pay about 1 billion yuan (\$160 million) to cover losses of fishermen affected by the spills. However, fishers from Shandong Province were not covered.

<http://english.peopledaily.com.cn/90882/8207604.html>

USA, CO, DENVER, APRIL 15 2013. AREA IMPACTED BY NATURAL GAS LIQUIDS LEAK GROWS

State officials say liquid hydrocarbons that have been seeping into the ground at a western Colorado gas field have affected a larger area than initially believed. Energy workers discovered contaminated soil and groundwater about a month ago near the Williams gas processing facility in Parachute. Liquid hydrocarbons, including cancer-causing benzene, were discovered within 10 feet of Parachute Creek, which runs into the Colorado River. A spokesman for the state Department of Natural Resources said Monday that tainted soil and groundwater has also been found on the south side of the creek, opposite the bank where the seep was initially discovered. Officials insist the creek remains unaffected, though protective booms placed across the water revealed the presence of hydrocarbons known as diesel range organics. No benzene has been found in the water, and officials say it is not clear whether the underground leak is the source of the hydrocarbons in the creek. The origin of the seep has not been pinpointed, though investigators are focusing on a 4-inch pipeline that carries natural gas liquids away from the processing plant. More than 5,900 gallons of loose liquid hydrocarbons and 180,000 gallons of contaminated groundwater have been vacuumed up since the leak was first discovered by Williams employees.

<http://www.businessweek.com/ap/2013-04-09/area-impacted-by-natural-gas-liquids-leak-grows>



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