

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 631 Newsy Stuff

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

August 15 2010

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SCOTLAND, NORTH LANARKSHIRE, AUGUST 9 2010. COUNCIL ACCUSED OF BREAKING THE LAW OVER 'TOXIC WASTE'

rob edwards



Barry Redington and neighbours Gary and Liz Butler on ground they say is toxic near Tiber Avenue in Motherwell.

North Lanarkshire Council is facing claims that it is breaking the law by failing to clean up dangerous contamination and putting the health of hundreds of people at risk. The local authority has been threatened with legal action by solicitors representing residents from a Motherwell estate who believe toxic waste from a wartime factory is making them sick. The council acted negligently and its remediation strategy was "severely flawed and badly implemented", allege the lawyers. Its repeated insistence that there was nothing to worry about was "simply misleading", they say. But the council has hit back, accusing the lawyers of touting for business by inflaming the fears of local people. In the last few days investigators

commissioned by the council have begun a 16-week programme of test-drilling in the area to check for contamination. The Sunday Herald revealed in March that people living near Watling Street in north Motherwell were worried about pollution from a huge former military plant in the area that handled toxic metals, hazardous chemicals and radioactive materials in the 1940s. Reports released under freedom of information laws showed patches of arsenic and other heavy metals in breach of safety limits were left behind after a clean-up of the site. An expert report for the council concluded there was "a medium-high risk" of contamination. Residents from the area complain of persistent diarrhoea, severe headaches, nausea, nosebleeds, muscular pain and even foetal deformities. They angrily accuse the council of a "cover-up". Now Collins Solicitors, acting on behalf of residents, have written to North Lanarkshire Council alleging it has breached its statutory duties under environmental law. The firm last year won a major court case against Corby Council in Northamptonshire over contamination at a former steelworks. After studying council documents, the lawyers concluded an expert recommendation in 1995 to clean up part of the site was ignored. 120 houses, now home to 360 people, were built in Forum Place, Tiber Avenue and Romulus Court. "It is clear that you negligently failed to exercise the duties imposed upon you by the Environmental Protection Act," warned the letter from Collins. It added: "The public position adopted by you in relation to contamination of the area ... is simply misleading. The reality is that in this respect the council's remediation strategy was severely flawed and badly implemented." The firm's senior partner, Des Collins, accused the council of "putting its head in the sand". He said: "Present indications are that not only did the council fail to adopt best practice, in reality, there was no adherence to practice at all." After Sandra Porter, 53, moved to Forum Place seven years ago she started suffering from health problems. She said her daughter had to have her pregnancy terminated after five months because the baby was without kidneys. Several of her neighbours have also been ill, while workers who mowed grass nearby contracted skin rashes. "This is where the rubbish was all put," she said. "The council is just trying to sweep it all under the carpet." Pauline O'Rourke, 46, also lives in Forum Place. Pauline, her husband, Andrew, and their two children, Abie and Andrew, all have persistent diarrhoea and headaches. Her husband has muscular pain, and her son has nose bleeds. "It's horrendous and it's getting worse," she said. "We never put it down to where we were living until we talked to our neighbours and discovered they were all suffering the same." She added: "The council is just papering over the cracks ... They are drilling in areas where they won't find anything. That's made us very angry." North Lanarkshire Council said a series of surveys in response to public concern over recent months failed to find any hazardous contamination. The latest test-drilling was designed to "resolve this situation for everyone concerned," said a council spokesman. "We are aware of a firm of solicitors conducting a trawl for clients in the Motherwell area, however we have not been contacted in relation to these allegations. We cannot comment on the contents of a letter we have not received."

<http://www.heraldscotland.com/news/transport-environment/council-accused-of-breaking-the-law-over-toxic-waste-1.1046649?localLinksEnabled=false>

USA, VA, YORK, AUGUST 9 2010. REFINERY RUNS OUT OF GAS

amanda kerr

Western Refining will still move gasoline and diesel out of Yorktown, but it will only require a skeleton crew. The refinery is dead. Gary Hanson, a spokesman for Western Refining, said about 230 of the refinery's 260 employees will lose their jobs. Hanson said employees will receive a severance package and that human resources is working to find jobs. A few employees may be offered transfers to Western's two other refineries. "Where it makes sense, we may be able to relocate some people, but it will probably be a minimal number," he said. "We are already fully staffed at our other locations." One reader at

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vagazette.com felt for the employees. "It sounds at the very least the owners are given them six weeks to close shop. Maybe that will be enough time for most folks to at least find another place of employment. Good luck to them." While executives hinted at closing the Yorktown refinery a few months ago, Thursday's announcement "was a surprise," said Jim Noel, director of York's Office of Economic Development. "It always is when it finally happens. It was not unexpected, because they have been struggling financially." Noel said that over the last six months state officials as well as Dominion Virginia Power and Virginia Natural Gas held several meetings with the refinery to try assist in helping keep it afloat. Both utilities evidently agreed to lower rates to reduce overhead costs. In 2006 the refinery got a reprieve from the state with a permanent tax exemption on raw materials used in refining. The General Assembly passed the measure to replace other tax breaks. York County was not so flexible. "We don't have the ability to lower their taxes," Noell said. "There just wasn't a whole lot we could do. It's unclear what the fiscal impact to the county might be as the plant ceases refining oil. Noel said that Western will still pay "significant taxes" on the sprawling real estate, he added. The impact to the York tax base will be felt gradually. Ann Thomas, commissioner of revenue for York, explained Friday that machinery and tools taxes can eventually be reclassified as intangible personal property, no longer subject to local taxation. Strict guidelines apply. The refinery will continue to process its remaining inventory of crude oil over the next six weeks, then begin to phase down operations. Hanson said it will take another 60 days for the equipment to be shut down while the plant undergoes an inspection. No equipment will be moved out. That puts the last of the exiting employees out of work just before the Christmas season. During a conference call with company investors Thursday, Western's president Jeff Stevens said the plan is to liquidate most of the inventory for an estimated \$112 million. "Our first goal is to maximize inventories there and turn much of the product into high-value product," Stevens said. The terminal will continue to operate, transporting finished petroleum products by other companies to Western's customers in the region. About 20-30 refinery employees will likely be transferred to work at the terminal. Other employees will stay on to maintain the property. The terminal includes a storage facility, pipeline access, barge and dock, and a terminal for loading petroleum onto trucks. He said that the terminal will not transport products from Western's two other refineries, but rather from other suppliers. "Based on our projections, we can offer that profitability," Hanson said of the terminal operation. "There are no construction costs. It's already there." Hanson said that the vast majority of Western's East Coast customers will not be affected in terms of access to gasoline. He declined to comment on whether prices might be affected. Readers reacting to Thursday's article on vagazette.com were bracing for higher prices at the pump. Western gets points for trying. In 2008 and 2009 the company invested about \$175 million in expanding refining processes there. The plant suffered four fires during 2001-06, disrupting production. Hanson said the goal was to process discount or heavier crude oil at the refinery because they are cheaper than lighter crude oils which are of a higher quality and cost more. "We invested a lot of money when we bought it with the thinking of running 100 percent discount crudes," he said. "In the last couple of years those discounts have not been available." At the end, it was costing more to purchase the oil and refine it than the finished products were selling for, leading to losses. Stevens, during the conference call, indicated that Western may consider reopening the refinery at some point in the future but was vague on details. Hanson said there was no specific timeline for determining whether to reopen the refinery. He hedged: "It's an ongoing process contingent on refining economics changing and improving and improving to a degree we feel like will be sustainable over a long period of time." One option could be to sell the refinery. In 2008 Western announced it was putting Yorktown up for sale but later decided to take it off the market (see box). Noel said there is precedent for companies buying closed refineries and reopening them. He pointed to a refinery in Delaware owned by Valero that closed last year but was then purchased this spring by a company called PBF Energy and will reopen next year.

<http://www.vagazette.com/articles/2010/08/07/news/doc4c5c85fe47ba0616324066.txt>

AUSTRALIA, VICTORIA, OCEAN GROVE, AUGUST 10 2010. RESCUE DRAMA AS SILLY SERVO SMOKER SETS HIMSELF ON FIRE

jenn a meade



Damian Castello cleans up after the fire at the Ocean Grove BP yesterday.

A man set himself on fire after lighting a cigarette at an Ocean Grove petrol station yesterday. Servo Owner Eddie Castello's quick thinking saved the man's life and averted potential disaster at the BP Pitstop when the man caught alight while sitting in the car holding a full can of petrol. Mr Castello quickly grabbed a fire extinguisher and sprayed the flames through the passenger window when the man caught fire shortly before 1pm yesterday. "His whole jumper was on fire," Mr Castello said. "The interior of the car looked like it was pretty damaged too." The two men in the car, aged in their twenties, fled the scene once the flames were extinguished. "I

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think they would have been more embarrassed than anything," Mr Castello said. "We're not too fussed about teaching them a lesson; they learnt one pretty quickly." He said the situation could have been much worse at the petrol station, which is on the busy Wallington Rd close to houses and shops. "I was worried about the safety of everyone here we had people lined up waiting for petrol and they were just really shocked." News had spread just minutes after the accident and locals were soon labelling Mr Castello a hero. "I wouldn't say that I'm just happy everyone's OK," he said. His brother, Damien Castello, had to hose down the petrol station after the incident but said it was not permanently damaged by the fire. "I thought by now everyone knew not to light cigarettes in petrol stations; they're lucky they weren't killed," he said. "It's lucky my brother is a quick thinker and was able to use his training to help out. "He saved the day."

http://www.geelongadvertiser.com.au/article/2010/08/09/198891_news.html

INDIA, MUMBAI, AUGUST 9 2010. MUMBAI OIL SLICK SPREADS, COASTAL DISTRICTS ON HIGH ALERT

• **Watch the Video** http://www.ndtv.com/news/videos/video_player.php?id=157070

• **Watch the Video:**

<http://ibnlive.in.com/news/oil-spill-off-mumbai-coast-fishing-halted/128467-3.html?from=tn>

• **Watch the Video:**

<http://www.ndtv.com/article/india/mumbai-oil-slick-spreads-coastal-districts-on-high-alert-43039>

• **Photo Gallery:**

[http://www.ndtv.com/news/photos/album-](http://www.ndtv.com/news/photos/album-details.php?id=7893&Album=PHOTO)

[details.php?id=7893&Album=PHOTO](http://www.ndtv.com/news/photos/album-details.php?id=7893&Album=PHOTO) [GALLERY&AlbumTitle=Mumbai%3A+Oil+spill+after+cargo+vessels+collide](http://www.ndtv.com/news/photos/album-details.php?id=7893&Album=PHOTO)



An environmental disaster is threatening the Maharashtra coast after Saturday's ship collision off the Mumbai harbour. Authorities are closely monitoring the situation as the oils slick is spreading fast. Two merchant ships, MSC Chitra and Khalijia, collided on Saturday at the mouth of the Mumbai harbour. The MSC Chitra tilted sharply under the impact, resulting in the oil spill. The other ship, Khalijia was at the harbour for over a fortnight for repair work when the collision took place. All coastal districts of Maharashtra are on high alert as the oil slick has spread to the Alibag and Uran area, and also close to Elephanta caves. Concerns are that it may also affect the mangrove belt along the coastline. Coast guards have said it will be tough to contain the oil spill because of tidal conditions. Meanwhile, speaking to NDTV Maharashtra CM Ashok Chavan said the oil spill was a matter of concern but added that the forces were doing their best to control it. He has also warned against eating fish. "This is a serious issue

and a matter of concern. Things are not fully contained yet. Coast guard and defence are looking into it. The state is doing its level best." When the MSC Chitra collided it had a cargo of 1219 containers. The cargo contained 2662 tonnes of fuel, 283 tonnes of diesel and 88040 litres of lubricant oil. The Mumbai Port is currently shut for business and fishermen have been asked not to go out. The Maharashtra government is meeting with all forces involved in rescue efforts by 12 noon today to assess the situation. Besides the oil, the floating containers that came off one of the ships also pose a navigational hazard. A case has been registered against the captain and crew of both ships. The Director General of Shipping has also ordered an inquiry. Sources say the two ships were using two different frequencies for communication, when they should have been using one channel.

<http://www.ndtv.com/article/india/mumbai-oil-slick-spreads-coastal-districts-on-high-alert-43039>

USA, N,H, BRADFORD, AUGUST 10 2010. MAN, GRANDDAUGHTER HURT WHEN POOL CHEMICALS EXPLODE >> GRANDFATHER SAYS HE MIXED 2 BRANDS OF CHLORINE

• **Watch the Video** <http://www.wmur.com/r/24558456/detail.html>

Two people were hurt in Bradford when a dangerous mixture of chemicals exploded near a backyard pool on Fairgrounds Road. One grandfather said it was so powerful, it knocked him the ground. The family members said they were wrapping up a pool party Friday night, when they decided to chemically clean the pool. Soon after, the explosion happened. Perry Teele said he thought he was hit with a gunshot. "It was as loud as a high-powered rifle shot," Teele said. It happened just as a group of children were heading home, the family said. Like many times before, Teele said, he got out the chlorine to clean the pool on Friday. But he said this time, he mixed together two different brands with two different active ingredients. Teele said he had no idea it was a dangerous and explosive blend. His granddaughter was next to him as he poured the mixture into the filter, he

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said. "When that thing went off, it blew me over," Teele said. "I think the bucket hit me. I thought I was shot." He said he stumbled to the ground after his face and body took a direct hit from chlorine, and his family ran to help. "His face was covered in a white film," said his daughter, Debbie Labelle. "I immediately said, 'We need to flush his face.'" The chemicals were washed off fast enough to avoid burns, doctors said. They said Teele's clothes protected his body and his glasses likely saved his sight. The experts at Empire Pools in Concord said ask an expert when in doubt about chemical usage and read instructions. Often chlorine products may look the same on the shelf, but when mixed together, they can be dangerous. "We have signs that say, 'Don't mix the chemicals,'" said Anthony Papa, of Empire Pools. "Most literature says, 'Don't mix chemicals.' All containers say it, but a lot of people don't pay attention to the fine print." Teele said his granddaughter had a mark on her cheek from the chemicals and ringing in her ears, but otherwise she is expected to be OK.

<http://www.wmur.com/r/24558456/detail.html>

USA, ORE, MEDFORD, AUGUST 10 2010. MOVING VAN BLAST CAUSED BY GASOLINE

Sunday morning started off with a boom in southeast Medford when a moving van exploded near the intersection of Black Oak Drive and Barnett Road. The unidentified father and son team exited the Bear Creek Plaza at 9:20 a.m. when a container of gasoline located in the storage section of the van exploded several miles away, Medford Fire Department officials said. "It was pretty intense. It blew the top right off the van," said Erin Sawall, battalion chief. No one was injured in the explosion. Two Medford engine crews responded within four minutes of receiving the call. The fire was contained within 10 minutes, Sawall said. The wife and mother of the two males was following in a separate vehicle. The family is moving from Vacaville, Calif., to McMinnville, he said. "We're just glad nobody was hurt," Sawall said.

<http://www.mailtribune.com/apps/pbcs.dll/article?AID=/20100809/NEWS/8090309>

USA, N.Y, WESTCHESTER CO, HARRISON, AUGUST 10 2010. CAR STRIKES GAS PUMP ON HUTCH, SETS OFF CHAIN REACTION OF FIRE, INJURIES; MOBIL STATION REMAINS CLOSED

Traffic continue to move slowly this morning as it neared a gas station on the Hutchinson River Parkway where a fire sent six people to the hospital last night. The fire began about 7 p.m. when a car backed into a gas pump at the Mobil station, according to Westchester County police. Claudette Dasilva, 47, of Queens, told police she stepped on the gas instead of the brake and hit the pump with her 2005 Chevrolet sedan, causing a small explosion in the pump on the southbound side of the parkway. The fire spread to the other two pumps, the overhang and three cars, in addition to Dasilva's. Dasilva and two other people were taken to White Plains Hospital Center with broken bones, respiratory distress and cuts to the face. Three gas station employees were treated for smoke inhalation at the hospital after the fire was extinguished. Mandel Doppelt, 82, of Purchase, was pumping gas into his car when the explosion knocked him down. He suffered scrapes and facial cuts but was able to get back in his car and drive away from the conflagration, according to Kieran O'Leary, a police spokesman. He, Dasilva and the third injured motorist were treated and released, police said. Four vehicles were damaged in the incident, according to police, and several other vehicles - in the gas station and on the parkway - ran into each other as drivers tried to escape the fire. The parkway, which was closed in both directions between the North Street and Mamaroneck Avenue exits, was reopened at 8:30 p.m., but Sunday night traffic on the parkway was still reported to be a mess an hour later. The station remained closed today. No tickets were immediately issued.

<http://www.lohud.com/article/20100809/NEWS02/8090324/Car-strikes-gas-pump-on-Hutch--sets-off-chain-reaction-of-fire--injuries--station-remains-closed>

USA, NV, LAS VEGAS, AUGUST 10 2010. TRUCK SLAMS INTO GAS STATION AND PINS CLERK



A pickup truck slammed into a gas station near Rainbow and Charleston Sunday afternoon pinning the cashier behind the register. Police say the driver of the black dodge pickup hit the gas instead of the break just after 1pm, sending the car hurling into the building. The cashier was pinned between the truck and the counter. She was transported to UMC but is expected to survive. Other customers were in the convenience store at the time but were not injured.

<http://www.ktnv.com/Global/story.asp?S=12945448>

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SOUTH KOEA, SEOUL, AUGUST 10 2010. NATURAL GAS BUS EXPLODES, INJURING 17, IN EAST SEOUL

park jai-hyun



The intra-city bus #241B exploded near Haengdang station in Seongdong district, Seoul yesterday around 4:55 p.m. The police speculate that the compressed natural gas in one of its seven tanks at the bottom of the bus exploded due to the heat wave. 17 passengers and pedestrians were injured.

A Seoul city bus running on compressed natural gas exploded into flames around 4.55 p.m. yesterday near Haengdang station in Seongdong district, eastern Seoul, causing injuries to 17 passengers and pedestrians. Police and fire officials speculate that one of the seven gas tanks in the bus exploded due to the heat wave. A female passenger, 27, who was sitting right above the gas tank that exploded, lost both her feet. Twelve bus passengers and five pedestrians were among those injured. Cars that were driving near the bus at the time of the explosion were also damaged. "I

heard an explosive blast and saw smoke shooting from the bus," said a witness, surnamed Son. "I saw a woman with a serious injury to her ankle and the driver, who was covered in debris and walked out of the bus." Other witnesses added that windows of nearby buildings also shattered due to the shock from the explosion. Fifteen fire trucks and more than 70 policemen hurried to the scene and rushed the injured to Hanyang University Medical Center, Soonchunhyang University Hospital and Seoul Micro Hospital. According to the police, the number 241B route bus was on its way to Muhak Middle School, waiting for the light to change in front of exit 4 of Haengdang station, when it exploded. The bus was towed away around 6:35 p.m. and the police are investigating the exact cause of the explosion. Compressed natural gas buses began entering service in Seoul in 2000 as part of an environmental push, with 7,300 out of 7,558 Seoul buses now running on CNG. It was fifth time that a CNG bus had suffered an explosion.

<http://joongangdaily.joins.com/article/view.asp?aid=2924414>

USA, N.Y, STATEN ISLAND, AUGUST 10 2010. TANK FIRE AT ATLANTIC SALT YARD IN NEW BRIGHTON

A heavy Fire Department response is presently at the Atlantic Salt storage facility in New Brighton where two tanks are reportedly on fire. The FDNY's hazardous materials unit has been called to help identify the liquid in the tanks. The tanks' circumference is 25 feet and they are 25 feet high. There are no reports of injuries at this time, though the Fire Department called an all-hands fire.

http://www.silive.com/northshore/index.ssf/2010/08/tanker_fire_at_atlantic_salt_y.html

USA, ILL, SUMMIT, AUGUST 10 2010. EMERGENCY CREWS RESPOND TO FUEL SPILL IN SUMMIT



Thousands of gallons of gas spilled onto the road in southwest suburban Summit. A fuel tanker truck overturned just after midnight Monday near the intersection of First Avenue and Archer Avenue. There was no word on the condition of the driver or what caused the crash. Emergency crews have been working through the night to keep the fuel from going down sewer drains. The cleanup was affecting traffic on the I-55 ramp at First Avenue. Neighboring village of McCook emergency crews have been asked to assist with the fuel spill. McCook police were notified about 12:40 a.m. Monday, a dispatcher said. Unconfirmed dispatch reports indicated

3,500 gallons of unleaded gasoline was spilled. Another unconfirmed dispatch report said a Level I HazMat, which automatically sends five ambulances, was called. Police had blocked off roads Monday morning westbound on S. Archer Rd. from 1st Avenue to South Harlem Road, southbound on 1st Avenue (Route 171) to West 59th Street, and northbound on 1st Avenue to West 55th Place.

<http://abclocal.go.com/wls/story?section=news/local&id=7599941>

UNITED ARAB EMIRATES, ABU DHABI, AUGUST 10 2010. REPORT: JAPANESE TANKER HIT BY SUICIDE SPEEDBOAT

The United Arab Emirates has determined that a suicide speedboat rammed into a Japanese oil tanker. Japan's Mitsui OSK Lines said the [M. Star oil tanker exploded on July 29 near the Strait of Hormuz](#), dominated by [Iran](#). The UAE Coast Guard has concluded that an explosion that damaged the Japanese tanker was the result of a speedboat filled with explosives. Officials said the speedboat rammed into the M. Star tanker on July 29 in the Strait of Hormuz in the territorial waters of Oman. "After

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the tanker had anchored 12 nautical miles off the Port of Fujairah, UAE explosives experts who collected and examined samples found a dent on the starboard side above the water line and remains of home-made explosives on the [hull](#)," a UAE Coast Guard official said. "Probably the tanker had encountered a terrorist attack from a boat loaded with explosives."

http://www.worldtribune.com/worldtribune/WTARC/2010/me_gulf0760_08_09.asp

USA, WASHINGTON, DC 20594, AUGUST 10 2010. [NATIONAL TRANSPORTATION SAFETY BOARD ADVISORY] UPDATING EVENTS ASSOCIATED WITH PIPELINE RUPTURE - NTSB RELEASES PHOTOS OF PIPELINE OIL SPILL IN MICHIGAN

The National Transportation Safety Board today released the following photographs of the pipeline that ruptured and spilled oil into a river last week in Marshall, Michigan. On the evening of Sunday, July 25th, a 30-inch crude oil pipeline, operated by Enbridge Energy Partners/Pipeline, experienced multiple low pressure alarms near the Marshall City Pump station during a planned shutdown. By 11:45am (EDT) the following morning Enbridge employees confirmed an oil leak extending into nearby Talmadge creek, a tributary to the Kalamazoo River. Two sections of the pipe, 23 feet, 4-inches and another 26 feet, 10-inches, have arrived at the NTSB for further examination. The photographs show the length of the fracture which extends approximately 6 1/2 feet longitudinally with the widest portion of the opening measuring 4 1/2-inches. The fracture was located approximately 25 feet from the upstream joint in a 40 foot section of 30-inch pipe. The NTSB's investigation continues.



Close-up view of the section of pipe containing rupture. Rupture length is approx 6 ft 5 inches and is 4 1/2 inches wide at the widest location.



Section of pipe containing rupture. Rupture length is approx 6 ft 5 inches and is 4 1/2 inches wide at the widest location.

<http://ntsb.gov/Pressrel/2010/100807.html>

USA, CA, SAN FRANCISCO, AUGUST 10 2010. FUNDS FROM 2004 PIPELINE SPILL TO RESTORE MARSHLAND

mike taugher

Nearly \$1 million paid by one of the nation's largest pipeline companies to offset the damage done when a rusted pipeline broke and spilled 124,000 gallons of diesel into Suisun Marsh will be spent on wetlands restoration and to spray an aggressive weed. After the Kinder Morgan pipeline ruptured in April 2004, biologists collected 30 birds and eight mammals, including three endangered salt marsh harvest mice, that were either oiled or found dead. Habitat was also lost. To offset the environmental damage, state and federal wildlife agencies decided to spend \$800,000 to restore wetlands near Suisun City. The Hill Slough project would restore tidal flooding to 950 acres of former wetlands. Another \$150,000 would be used to spray perennial pepperweed, an aggressive weed, in the Grizzly Island Wildlife Area. Agencies would use chlorsulfuron, which kills broad-leaved plants, to control the weed without killing native plants. The projects would "help to restore the ecological health of this important region," said Steve Edinger, administrator of the state Office of Spill Prevention and Response. The rest of the \$1.15 million paid by Kinder Morgan in 2007 to compensate for environmental damage from the spill will go toward administrative costs. The Suisun Marsh spill was the first in a flurry of damaging mishaps on Kinder Morgan's western pipelines that

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culminated in an order from federal regulators the following year for the company to overhaul its safety practices. By far the worst of the failures was a November 2004 explosion in Walnut Creek that killed five workers after a backhoe struck the pipeline near workers who were welding a new water main in the same right of way. Regulators found Kinder Morgan had failed to accurately mark the location of its pipeline. The Suisun Marsh spill was troubling because in 1996, eight years before the pipeline ruptured, regulators discovered that two-thirds of the pipeline's walls has rusted away in a section near Fairfield. Rather than order the company to fix the pipeline, state and federal regulators allowed company to continue using it at reduced pressure. Eventually, however, the pipeline's walls gave way and diesel fuel poured into the marsh from a pipeline that connects Bay Area refineries to Sacramento and Reno. Suisun Marsh is the largest brackish wetland on the West Coast, but 90 percent of it has been diked and drained since the Gold Rush -- first for farming but now most of those fields are managed as duck hunting clubs. Because of the number of dikes in the area, the spill was confined to a 224-acre duck club. The company in 2005 paid a separate \$5 million fine to settle court charges.

http://www.insidebayarea.com/news/ci_15734549

USA, DE, DELAWARE CITY, AUGUST 10 2010. STATE RELEASES REPORT OF \$1.95M SETTLEMENT WITH VALERO >> AGREEMENT REACHED BEFORE SALE OF DEL. CITY SITE

jeff montgomery

Delaware has fined Valero Energy \$1.95 million for nearly 200 pollution violations over the past decade at the Delaware City Refinery. State regulators quietly agreed to the settlement -- among the largest cash-only environmental penalties levied by Delaware in recent memory -- on May 28, days before Valero sold the refinery to a Connecticut firm. Officials of the [Department of Natural Resources](#) and Environmental Control only released the penalty on Monday in response to a reporter's inquiry. Covered were a wide range of air and water violations at the 210,000-barrel-per-day refinery, which ceased production in November and was acquired by PBF Energy Partners on June 1. Although the Department of Natural Resources and Environmental Control routinely publicizes penalties and regularly posts even littering charges on its website, agency officials said the refinery pact was quickly overshadowed by other events. "It wasn't by design," DNREC Deputy Secretary David Small said. "It was a matter of 'Let's get this done,' and then we were into negotiations with the new owners right away, and we were at the end of the legislative session." John H. Nickle Jr., a Delaware City native who has followed refinery issues for decades, said he was surprised DNREC closed the books on Valero so quietly. "In they past they've let everybody know about these conciliation agreements pretty quickly," Nickle said. According to the penalty document, the agreements resolved "all civil and administrative liability" to the state for pollution releases and missed deadlines on control systems. Some involved years of failures to comply with previous consent agreements. Some of those agreements required automatic penalties of up to \$250,000 per quarter. "I haven't seen the agreement with PBF and what it might have required, but I just think, for everyone's best interests, it was good to get this settled," Small said. He acknowledged that the penalty could have been higher had the company been fined for each individual violation. "That probably was the case, and it is in just about every case," involving settlements, Small said. Among the violations: years of failure to install and operate nitrogen oxide control systems on the refinery's catalytic cracker, one of its largest refining units. DNREC had been pursuing a succession of refinery owners over the issue since 2004, after Motiva Enterprises made unapproved changes to the system that drastically increased releases of the smog-forming gas. The state also cited in its penalty order repeated failure to control dust releases from a part of the refinery that handles a leftover called [petroleum](#) coke, as well as dozens of occasions when the plant improperly burned off or "flared" hydrocarbon vapors. Wastewater plant problems and refinerywide releases of sulfur dioxide, hydrogen cyanide, nitrogen oxides and other pollutants also were cited. Plantwide upsets in 2008 and 2009 and other chronic problems led Valero to shut the refinery down last year, in preparation for tearing it down. Company officials have said top managers agreed to consider a sale to PBF only after appeals by Gov. Jack Markell and his administration. Valero reported \$1.4 billion in losses at Delaware City in the year before the shutdown. PBF paid \$220 million for the site. [State law](#) requires 25 percent of environmental penalties to be spent in communities near where violations occur. The agreement said that funds will be used for "high priority" projects, but did not provide specifics. DNREC Secretary Collin P. O'Mara said 500 workers already are employed at PBF as part of the new owner's plantwide inspection and repair efforts. The company has said that it intends to begin restarting refinery units as early as next April. Still unsettled, however, are plans for handling thousands of tons of petroleum coke left over from plant operations each day, as well as prospects for salvaging a two-turbine power plant built to be powered with gas synthesized from coke. Troubled coke storage systems built around huge new concrete silos are unlikely to be used by PBF. The gasifiers were built at a cost of hundreds of millions of dollars over a one-year period, but never operated reliably for long periods. I'm really glad not to have the coke dust blowing all around and going up and down Route 9," Nickle said. New owner PBF Energy Partners is a three-way [joint venture](#) that includes European refiner Petroplus and

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equity companies Blackstone Group and First Reserve Corp. The group is led by Thomas D. O'Malley, a refining industry veteran who was chairman of Premcor Inc. when that company purchased the Delaware City plant in 2004 and sold it at a profit to Valero in 2005. O'Malley said in June that PBF would invest \$130 million to get the refinery back into operation, providing full-time work for more than 500 and contracting jobs for hundreds more. Early ambitions at Delaware City include building a new unit to produce low-sulfur home heating oil, with possible later investments in biodiesel production and a second-generation ethanol unit fed by cellulose instead of food grains such as corn. The company confirmed some interest in Valero's Paulsboro, N.J., refinery as well, an operation that Valero as recently as last week said was the focus of discussions with a potential buyer. Motiva Enterprises, a company that owned the refinery before Premcor, retains responsibility for cleanup of widespread groundwater contamination at the refinery. Several chemical plumes snake under the site, some extending nearly 200 feet below ground and thousands of feet removed from main processing areas. Company consultants have acknowledged in public documents that they cannot determine the extent or direction of some chemicals in the groundwater around the refinery. Pollutants have in some areas reached the Potomac Aquifer, a resource once believed to be shielded from pollution. DNREC's O'Mara said last week that his agency is exploring opportunities to speed up investigation and cleanup work at the refinery, where some contamination problems have been around for decades. "One of my biggest priorities for the next year is going to be looking at water issues and whether or not there are additional tools we need to help clean up waterways," O'Mara said.

<http://www.delawareonline.com/article/20100810/NEWS/8100343/State%20releases%20report%20of%20%201.95M%20settlement%20with%20Valero>

UK, LONDON, AUGUST 10 2010. INNOSPEC EXECUTIVE DAVID TURNER FINED £25,000 OVER BRIBES TO BOOST SALES OF TETRAETHYL LEAD TO IRAQ AND INDONESIA AFTER ITS BAN IN WESTERN COUNTRIES

rob evans



The Innospec factory at Ellesmere Port was the sole manufacturer of tetraethyl lead for cars in the world after its ban in the US and Europe.

A British businessman has been prosecuted for helping to pay multi-million dollar bribes to numerous officials to increase the sales of a poisonous chemical to poor countries. David Turner, 55, has been penalised for his role in a widespread bribery scheme to sell the toxic fuel additive to [Iraq](#) and [Indonesia](#) after it was banned from cars in western countries. Leaded petrol was outlawed after it was linked to brain damage in children. The Cheshire-based firm Turner worked for has already admitted that it paid bribes to officials in Iraq and Indonesia to prevent the two countries using safer alternatives. Innospec was convicted in March in a joint

prosecution by the Serious Fraud Office (SFO) and US investigators. Turner and a Lebanese middleman, Ousama Naaman, are the first Innospec employees to be prosecuted for their part in the bribery. The SFO and US prosecutors are considering whether to charge other executives. The US justice department may seek the extradition of former chief executive Paul Jennings, according to legal sources. The prosecutions underline the determination of the US government to stamp out the corruption of foreign officials and politicians by using the long reach of its law to pursue companies and executives around the world. Anti-corruption campaigners say this contrasts with the British government's struggle to prosecute firms which engage in foreign bribery to win contracts. Turner, a British citizen, was the business director of the Innospec division producing the fuel additive known as tetraethyl lead (TEL). The Innospec factory at Ellesmere Port was the sole manufacturer of TEL for cars in the world after it was outlawed in the US and Europe, and it implemented a deliberate policy to make as much money as possible out of selling it to developing countries after the ban. Turner, who worked for Innospec from at least 1995 until last year, agreed to pay \$40,000 (£25,000) to settle the prosecution by the US regulator, the Securities and Exchange Commission (SEC). According to the SEC, Turner "directed and approved" bribes totalling more than \$5m to Iraqi officials between 2001 and 2008. The US regulator also alleged that Turner and other executives bribed Iraqi officials in 2006 to ensure they failed the field test of an alternative, safer product which was manufactured by a competitor; and that he and others approved the payment of lavish trips for Iraqi officials including a week's honeymoon in Thailand for one of them. Turner was alleged to have made false statements when the firm's auditors questioned the payments. The SEC also alleged that Turner and others directed bribes of more than \$2.8m to Indonesian officials between 2000 and 2005, through euphemisms such as "the Indonesian way" and "TEL optimisation". The firm had established a slush fund to pay Indonesian officials to stop leaded petrol being outlawed. Turner, who could not be contacted for comment, neither admitted nor denied the SEC allegations. The SEC did not seek higher penalties against Turner as he had co-operated extensively with its investigation. Naaman, who was

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extradited to the US from Germany was Innospec's middleman who funnelled the bribes to the Iraqi officials. He has agreed to pay penalties totalling \$1.2m to end the SEC prosecution. "The illegal conduct by Turner and Naaman enabled Innospec to improperly obtain contracts from which the company reaped millions of dollars in illicit profits", said Cheryl Scarboro, a senior SEC official.

<http://www.guardian.co.uk/business/2010/aug/09/innospec-executive-fined-lead-fuel-additive-bribes>

USA, VT, NORTH SPRINGFIELD, AUGUST 11 2010. 1,200 GALLONS OF DIESEL FUEL DELIBERATELY SPILLED INTO BLACK RIVER

susan.smallheer



Booms soak up fuel in the Black River across the road from Black River Produce in North Springfield on Monday.

Police say someone deliberately spilled more than 1,200 gallons of diesel fuel from the pumps at Black River Produce Sunday morning, letting the fuel reach the nearby Black River through a storm drain. Springfield Police Officer Anthony Leonard said Monday that the incident was under investigation, but he declined to say whether police already has a suspect. Leonard said the two hoses from the diesel pump were left in such a way as to immediately raise questions about the incident, and Leonard said it all but eliminated any thought the incident was an accident. "I think this was an intentional and malicious act by someone," said Stephen Birge, co-

owner of the firm. "It wasn't an accident. Someone turned on the pumps and let them run." Birge said he had no idea of anyone who had a grudge against the company, saying it had been "months and months" since someone had lost their job there. "Your first thought is 'disgruntled employee.' I honestly can't think of anyone who would do this," said Birge, who founded the company in Ludlow with his friend and co-owner Mark Curran more than 32 years ago. He said that the pumps are not locked, and that on Sunday morning, there is a small time window when the plant is not staffed and that is when the vandalism took place. He said the company had since made security changes to avoid such a situation again. Two trucks had fueled and left just before the incident was discovered, he said, and were due back shortly. The fuel spill, which was discovered shortly before 8 a.m. Sunday by a man out for a morning walk, reached a storm drain, which releases into the Black River, a short distance from the produce firm. Black River Produce moved into the former Ildenot Farm Dairy plant five years ago, from its location in Proctorsville. Leonard said that the Springfield Fire Department immediately responded to contain the fuel, and Vermont's hazardous materials response team and the Agency of Natural Resources also helped contain and clean up the diesel. He said Sunday morning the smell in North Springfield was very strong, and he believed that is what alerted the man who reported it. The amount of fuel lost was estimated from fuel inventories at the produce company, which runs a large fleet, delivering produce, cheese, meat, seafood and flowers all over Vermont in the company's distinctive strawberry-decorated trucks. Birge said more formal calculations were being done. Leonard refused to say exactly how the pump and two hoses were left that raised police suspicions. "It was something done intentionally," Leonard said. When asked if the police already had a suspect, he said "We're working toward that; we're working in that direction." Kenneth Cox, a fisheries biologist with the Department of Fish and Wildlife, based in Springfield, said that there was no reported fish kill from the spill, and so far he hadn't been called in to assess the impact to the river habitat. Leonard said that state officials on Sunday quickly deployed more than a mile of absorbent booms on the river, stretching along Route 106 down to the Springfield Shopping Plaza. He said the smell of diesel had largely dissipated by Monday due to the cleanup efforts on Sunday. He said he didn't know when the vandalism occurred, but by the time he responded to the call, there was diesel fuel halfway down the river toward Riverside Bridge. "You could see the sheen and there was a definite odor," Leonard said. He said Black River Produce's paved parking lot was cleaned up with Speedy Dry, an absorbent material, along with other absorbent pads. He said the investigation would look into the loss of the fuel to the company, as well as the damage to the environment.

<http://www.rutlandherald.com/article/20100810/NEWS02/708109891/1003/NEWS02>

INDONESIA, JAKARTA, AUGUST 11 2010. STUDY REVEALS MORE THAN 200 LPG EXPLOSIONS IN THREE YEARS

Over the past three years, Indonesia has recorded around 216 explosions involving liquid petroleum gas (LPG) canisters. The most incidents had been recorded between January and August this year. Sofyano of the Center for Public Policy Studies (Puskepi) said around 61 explosions had been recorded in 2008, 50 in 2009 and 106 this year. The incidents have claimed the lives of 26 and injured 225 people, Sofyano said Tuesday as quoted by kompas.com. He said most incidents had occurred in

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Jakarta, West Java, Banten, West Kalimantan, East Java, Madura and Bali. "Those areas were targeted by the government's kerosene-LPG conversion program," Sofyano said. Daryanto of the Indonesian Consumers Foundation (YLKI) urged the government to take responsibility for the incidents and requested preventative measures for the future.

<http://www.thejakartapost.com/news/2010/08/10/study-reveals-more-200-lpg-explosions-three-years.html>

USA, FLA, ORANGE BEACH, AUGUST 10 2010. AS 39,000 SPILL CLAIMS DANGLE, BP DEFERS TO FEDS



brian skoloff & holbrook mohr

In this photo taken Friday Aug. 6, 2010, wedding planner Sheryl Lindsay of Orange Beach Weddings, walks along the beach where wedding ceremonies would normally take place in Orange Beach, Ala. Lindsay's wedding business is on the brink, crumbling with each cancellation over concerns about oil.

Sheryl Lindsay's wedding planner business is on the brink, crumbling with each cancellation over concerns about oil. Brides-to-be are walking away from plans for beachside vows, leaving Lindsay waiting to see whether she'll be part of BP's promise to make whole everyone who's suffered from its spill. BP said Monday it had received

145,000 claims from residents and business owners like Lindsay citing lost income because of the massive spill in the Gulf of Mexico, and had paid out \$324 million without denying a single claim. That sounds pretty good, until frustrated residents and officials point out that 39,000 claims are in limbo — some of them, including Lindsay's, have been there for months. Some that have been paid are only partial payments, and many of those people are still fighting for more money. "Therein lies the problem," Mississippi Attorney General Jim Hood said recently. "They don't deny them. They just hold them open forever." Hood speculated that BP PLC would rather wait for Kenneth Feinberg, the federally appointed administrator of the \$20 billion compensation fund BP established at the behest of the White House, to take over the claims process this month. That way, if a claim is denied, "he's the bad guy" instead of BP, Hood said. BP claims director Darryl Willis said the company isn't deliberately delaying. Rather, 26,000 pending claims are still being evaluated and thousands of others need more documentation, the company said. "Our intent is to continue paying claims until this process is handed over to Ken Feinberg," Willis said. "There's no intent to slow this thing down." However, BP does defer "questionable" claims to Feinberg, including "restaurants and tourist claims from areas that haven't been impacted by an oiled beach," company spokeswoman Pat Wright said. "We believe there are some tough decisions out there that need to be made on a variety of these claims because many of these are claims are not squarely within the guidelines of the Oil Pollution Act," she added. The act was enacted in 1990 after the Exxon Valdez spill in Alaska. Under the law, BP is responsible for cleanup costs, but the act caps the company's liability for other economic damage, such as lost wages, at \$75 million. BP officials said early on that the company would not limit itself to that cap. But the company is using the guidelines for who should be compensated. Wright said BP decided to defer some claims because Feinberg "has said that he's going to look at this, maybe, a bit differently than we are looking at it." Feinberg, who oversaw payouts for victims of the Sept. 11 attacks, did not respond to e-mailed questions from The Associated Press. He has said that claims without a direct tie to the oiled water will have a harder time making it through the process. In Washington, the Justice Department and BP announced Monday that the company had deposited the initial \$3 billion into the \$20 billion fund. Louisianians have been hardest hit by the oil and have reaped the most through BP's claims process, getting 34,000 checks totaling \$139 million as of Monday, according to BP. Alabama was next with \$75 million, Florida residents took in \$61 million, Mississippians \$26 million and Texans had received \$9 million since the April 20 explosion of the Deepwater Horizon rig killed 11 and started a spill that lasted more than three months. BP said it has paid out \$58 million in just the first eight days of August, in part by eliminating some paperwork requirements for business claims. "I'll be the first to admit that this process has not been perfect," Willis said. "We're going to continue to look for ways to get this money out and do it more efficiently." Who is eligible and how much compensation they deserve are open questions. Lindsay said she was pointedly told by a claims adjuster that she wouldn't get money from BP to keep afloat the beach wedding business she owns with her sister, which she said was on pace to make \$500,000 this year until the spill. "Last week we were told they were not paying wedding planners," she said with a huff of frustration. "We're having to close our offices. We're not closing the business — yet — but we've just got to get out from under the rent. We can't afford it anymore." Orange Beach Weddings has had 30 cancellations, owes on loans to the bank and must refund deposits while hoping for new clients. "The phones just don't ring anymore," Lindsay said. A few days after being told her claim was denied by one BP claims adjuster, another said it was merely on hold. On Thursday, yet another adjuster, who identified himself as Buddy, said Lindsay's claim was denied, that wedding planners were ineligible. "Nobody can make a decision," Lindsay said. "We're just stuck." Wright said the adjusters in Lindsay's case made a mistake, and that the 1,650 people on the claims team aren't always on the same page. She said BP adjusters

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shouldn't be denying any claims. "I'll be working to address this with the adjusters to make sure they fully understand," she said. Another lingering question is whether folks hurt by the federal moratorium on oil drilling will get help, specifically those who didn't work directly on the 33 rigs that were shut down. BP gave \$100 million to a charity to give grants to rig workers affected by the moratorium, but that money isn't for businesses such as supply boats that support the rigs. Brett Broussard, who pilots offshore oil service boats, called it laughable for BP to say the company hasn't denied claims. Broussard said BP told him he was ineligible because the moratorium put him out of work, not the oil spill. "They're parsing words. I am not eligible because of the moratorium, but their spill caused the moratorium," Broussard said. "I find it repulsive and repugnant." Mitch Jurisich, a Plaquemines Parish, La., oyster farmer, compared the claims process to dealing with the Federal Emergency Management Agency after Hurricane Katrina in 2005 — "so similar it's pitiful," he said. "I'm still sitting here sending paperwork after paperwork trying to get my first paycheck," Jurisich said of his spill claim. "I feel I've had to give more paperwork for this than I would have to give the IRS in an audit. I'm losing confidence on a daily basis."

<http://www.google.com/hostednews/ap/article/ALeqM5gL54wt6jsLZzo7eVJ8E7UBVRnqLAD9HG8Q000>

USA, TX, PORT OF BROWNSVILLE, AUGUST 10 2010. TANK VALVE RUPTURE CAUSES FIRE AT PORT OF BROWNSVILLE

steve clark & ildefonso ortiz,

• **Watch the Video** <http://www.valleycentral.com/news/story.aspx?id=494500>

• **Watch the Video** <http://www.brownsvilleherald.com/news/fire-115268-port-contained.html>



Fire crews have extinguished a blaze on Chemical Drive at the Port of Brownsville. Port of Brownsville spokesman Manuel Ortiz says the fire began at 11 a.m. at the RTW Terminals when a valve ruptured and ignited. The northside of the port was been evacuated and extra exits were opened to allow 100 employees to leave the facility, Ortiz said. RTW Terminals is a liquid bulk storage facility. Ortiz says the fire burned an oil made of animal fat. Smoke from the fire could be seen from at least a mile away. There were no reports of any injuries. Ortiz says RTW will remain closed while the fire is under investigation, he says all other companies in the area are back in operation.

<http://www.brownsvilleherald.com/news/port-115260-fire-brownsville.html>

AUSTRALIA, QUEENSLAND, BRISBANE, AUGUST 11 2010. CATTLE COMPANY SUES MINE FOR \$2M >> CHEMICAL SPILL

A beef cattle company is suing the owners of a mine for nearly \$2 million over claims a chemical spill contaminated one of its feedlots. Stanbroke Pastoral Company claims an overflow last year from storage structures on the Ernest Henry copper-gold mine near Cloncurry, in northwest Queensland, dumped pollutants in two creeks running through its adjacent paddocks. A statement of claim lodged in the Brisbane Supreme Court Registry on Monday alleges the spill contained high levels of chemicals and heavy metals such as arsenic, lead, copper, cobalt and chloride. Stanbroke is suing Ernest Henry Mining (EHM) Pty Ltd for \$1,989,520 in damages for negligence, as well as undisclosed interest and costs. Stanbroke's owners claim they were not immediately notified about the overflow and have now lost substantial income by not being able to use the paddocks. Court documents state the pastoral company, which has been operating in the area since the 1960s, was forced to store the cattle on other properties during the exclusion period. This, the company claims, meant the cattle had to compete with other livestock for pasture and water, causing them to lose condition and weight. EHM released a statement on Monday night saying unprecedented rainfall and widespread flooding in early 2009 did cause a stormwater discharge. The company says it has worked closely with neighbouring property holders and the Queensland Department of Environment and Resource Management (DERM) to assess the potential impacts and to start remediation. "Since the event EHM has invested \$1.5 million on remediating the affected areas and on upgrading stormwater capacity on-site to limit the potential for any future discharge event," the statement said. "This includes the construction of large sediment dams and pumping infrastructure." No date has been set for the hearing. EHM says it has not received legal papers and was not aware of the action by Stanbroke until reports in the media. The state government is also prosecuting EHM over the same spill but separate from Stanbroke. DERM is alleging EHM caused serious environmental harm by releasing contaminated water from the mine following heavy rainfall.

<http://news.smh.com.au/breaking-news-national/cattle-company-sues-mine-for-2m-20100809-11swk.html>

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UGANDA, KAMPALA, AUGUST 11 2010. SINGLE PUMP FUEL DEALERS IN UGANDA FACE TOUGH CONDITIONS

The operation on single fuel pump stations countrywide has been put under strict conditions. It is a Government's initiative to curb fuel prices, fuel smuggling and adulteration. Single pump operators deal in small quantities of diesel, petrol and paraffin using single pumps. The fuel pumps are sometimes placed adjacent to retail shops. Dealers purchase their fuel from big fuel outlets across the country. In a letter from the Energy Ministry, effective September 1st all single pump attendants must be licensed. Dealers are to abide by the new measures that include registration of the name, address and location of the petroleum facility. The other conditions are corporate status of ownership and particulars for the managers with adequate skills in petroleum products, details of petroleum suppliers and the procedure for handling contaminated products.



Environmental impact assessment: However, the operators under their umbrella organization, Single Pump Operators Association, say they are to petition Parliament. They say there were not given enough time to make adjustments in their operations. Other conditions are the possession of an oil interceptor for controlling water pollution from accidental oil spills, availability of fire extinguishers and that they should not be near households and high voltage power lines.

<http://www.petroplaza.com/news/industry/MiZlbiYxMDMzNyYmMQ==>

MALAYSIA, NEGRI SEMBILAN, SEREMBAN, AUGUST 11 2010. HE LIGHTS UP TO SMOKE WITH PETROL IN CAR, THEN...



A Malaysian driver cheated death after his car exploded into flames in Seremban, Negri Sembilan, on Friday night. The driver, whose name was not revealed, had brought some petrol that night and left it in the car. He was smoking while driving along Jalan Ujong Pasir, causing the petrol to ignite, reported China Press. The man quickly stopped his Naza Citra at the roadside and got out. Seconds later, the car exploded into flames. Although the driver managed to jump out of his car before the explosion, he suffered burns to his arms and face. Much of his hair was also burnt. Residents rushed to the scene on hearing the explosion, only to find that the car was engulfed in fire. They called an ambulance after seeing the injuries on the victim, who was then sitting at the roadside. A spokesman for the Rahang Fire and Rescue Department said it received a call at 10pm on Friday and eight firefighters were sent

to the scene. The driver was being treated for burns in a hospital.

<http://motoring.asiaone.com/Motoring/News/Story/A1Story20100810-231409.html>

SOUTH KOREA, SEOUL, AUGUST 11 2010. BUS EXPLOSION UNNERVES CITIZENS

bae ji-sook



Investigators examine the exploded parts of a bus Tuesday, a day after the compressed natural gas-powered vehicle exploded at a crossroad of Haengdang-dong subway station, northeastern Seoul.

The explosion of the compressed natural gas (CNG)-powered public transit bus on a street in Seoul Monday is seeing mounting anxiety among commuters as they express concerns over safety. The city government vowed to conduct safety checkups on all 7,234 CNG buses in operation by the end of the month and the Ministry of Knowledge Economy advised CNG bus drivers to lower the gas pressure by 10 percent when recharging. Police said Monday's explosion, which injured 17 passengers including one female who had her feet severed, may have been caused by a problem with the gas tank. They are still looking into the case to determine the exact cause of the incident. "According to witnesses, the explosion took place when the bus driver applied the brakes at a zebra crossing and the vehicle had come to an abrupt stop. It is highly likely that the gas tank, manufactured in 2000 and tagged with an expiration date for 2015, had several flaws," an officer at the Seongbuk Police Station said after looking into the problematic bus with gas experts. The explosion was powerful enough to break the windows of nearby buildings but no sparks or flames were detected at the scene, the officer said. "It could have been a problem with the container or the pipe. The gas could have leaked and under the right conditions exploded," said a researcher at the Korea Gas Safety Corporation. The authorities are striving to prevent any further accidents on the remaining 7,233 buses, which make up

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95.8 percent of the buses operating in Seoul. The administration is planning to buy 300 more of the buses by the end of the year. There have been eight CNG vehicle-related accidents between 2005 and 2008 nationwide. But none of them involved a vehicle that was currently in operation. City officials are also paying extra attention to 42 recharging stations in the city because most of the accidents have taken place while they were parked for recharging. "During this hot weather, many things could happen," one official said. Citizens have expressed anxiety over the issue since buses are one of the main means of transportation. They have also urged the government to set up better safety measures. A netizen with the ID jeyonishvalue said, "This is really scary because I love riding buses. I never thought the environmentally-friendly vehicles could harm humans." A twitter user, ID go —100 commented, "Don't sit on the central part because I heard the gas tanks are there." Another citizen with ID jokkon quipped, "Now this is another way of enjoying the summer thrill — to sit on top of a gas tank and drive around Seoul."

http://www.koreatimes.co.kr/www/news/nation/2010/08/113_71205.html

THE NETHERLANDS, AMSTERDAM, AUGUST 11 2010. ISO SEES NEED FOR NATURAL GAS FUEL STATION STANDARDS



The International Organization for Standardization (ISO) says its committee developing standards for natural gas fuel stations for vehicles has already decided two standards are needed: one for stations dispensing compressed natural gas (CNG) and another for liquefied natural gas (LNG). The ISO/PC 252 committee's first meeting in June 2010 in the Netherlands was attended by about 30 experts from 15 countries, ISO informed. Also agreed at the meeting is that the standards will cover station design, construction, operation, equipment, safety devices, and maintenance. There are more than 8 million CNG vehicles in use worldwide, and LNG is being used in the Republic of Korea, the United Kingdom, Japan, and the

United States, mainly for heavy-duty vehicles. Committee Chair Martin Seifert said the panel will be hard pressed to finish the consensus standards within two years as planned. "With growing concerns about the security and availability of the oil supply, local air pollution, and greenhouse gases, more and more vehicles are being developed and manufactured to run on CNG and LNG," he said. "However, despite their many advantages, CNG and LNG vehicles are restricted by the limited infrastructure available for delivery and distribution at fuelling stations. [ISO] will harmonize requirements for such infrastructure and facilitate its development around the world. The standards will open up global markets for this cleaner new technology." The committee's second meeting will take place Nov. 22-24 in Mumbai, India, prior to the 2nd International Natural Gas for Vehicles event there that week.

<http://www.petroplaza.com/news/industry/MiZlbiYxMDQxNCYmMQ==>

UK, LONDON, AUGUST 11 2010. BP: LOOKING TO DIVEST ITS SERVICE STATION NETWORK?



In the wake of the Gulf of Mexico oil disaster, industry speculation is rife that BP is considering selling more of its downstream assets in order to generate some much-needed cash. While a wholesale divestment of its service stations is unlikely due to the level of integration in a number of BP's markets, the financial situation could force BP's hand in less key regions. Following the Gulf of Mexico oil leak and the heavy financial losses incurred by BP that could total \$70 billion over the next two years, industry speculation is mounting that it is seeking buyers for its downstream assets, including its network of service stations. In Europe, the German retail network has been cited as a likely candidate for sale, but the company has so far made no concrete announcements regarding divestments or their location. Given

that BP sells more refined fuel in Europe than in any other part of the world, any divestment would have a significant impact upon the region's competitive fuel retail landscape. BP has a retail presence in 10 markets in Europe, and in total there are just under 8,000 BP- and Aral-branded service stations across the continent, 40% of which are owned by the company. This makes the BP network the third largest in Europe. Furthermore, BP-branded sites account for 10% of all European service station fuel sales (some 33 billion liters), making it the second largest fuel retailer in the region, behind Shell. Germany is BP's largest European retail market, in which it has 2,365 branded sites and a 23% market share. It has two refineries in the country, and as long as it retains these then it is likely to keep its retail stations both in Germany and in surrounding countries. The same is true of the Netherlands and Spain (the two other European countries in which the firm has refineries), although

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BP has always struggled to compete in Spain against the dominant formerly state-owned Repsol. It currently ranks third in the market. Other markets in which the BP brand is unlikely to disappear are those where it is the market leader, or has a strong convenience store proposition. For example, despite the fact that BP no longer has a refinery in the UK, it has a strong and profitable service station presence, aided by franchising and the extensive rollout of its convenience store offer, BP Connect, and its Wild Bean Cafe concept. Furthermore, despite the company's international status, the UK is BP's time-honored home. Networks without BP-owned fuel supplies nearby are now rare. Indeed, earlier this year in France, where the oil giant does not have a refinery, BP sold its comparatively small network of 416 service stations to Israeli investment firm The Delek Group. Similarly, in 2009, BP sold its network of 1,230 sites in Greece, another country in which it had no refining capacity. On this basis, further service station divestments will invariably only come alongside refinery divestments. Due to the relatively strong position that BP commands in most of the retail markets in which it operates, competition laws would make it difficult for oil majors within the same country to purchase BP's network. Instead, Datamonitor predicts that large dealer groups such as Delek could purchase the sites. Other potential suitors include new entrants such as Russian oil giants Gazprom and Lukoil, both of which have made in-roads into the European fuel retail market in recent years. The possible divestment of BP's network of service stations is nothing new, and is likely to have been under consideration by the firm long before the Gulf of Mexico disaster. Nor is the strategy of divesting downstream assets specific to BP. Indeed, BP's bitter rival Shell recently announced that it was seeking to withdraw from 30 retail markets worldwide. However, the oil leak and BP's impending need for cash could speed up the sale of selected networks, and even tempt the firm to sell off some of its refining and retail assets, even in its integrated and most profitable markets.

<http://www.petrolplaza.com/news/industry/MiZlbiYxMDM0NiYmMQ==>

NEW ZEALAND, TARANAKI, AUGUST 11 2010. FIRMS POISED TO END PETROL SHIPMENTS

jared smith

Taranaki could be approaching the end of an era with the likelihood petrol will no longer be delivered to the region by sea. While this will not mean the disappearance of two of New Plymouth's fuel tank farms, what their future uses will be remains in question. One is currently for sale while the other is waiting on a petrol delivery review by BP New Zealand. The petrol giant is considering having all its petrol delivered to the region via the road from Wellington and Mt Maunganui to save on costs. The Omata Tank Farm beside Paritutu Centennial Park is owned by Chevron (Caltex). It is on the market and the company is in the process of emptying the tanks of premium and regular petrol. Chevron spokeswoman Sharon Buckland said there is a few days worth of diesel left. "At the moment the loss of premium tanks means there's no premium fuel storage in New Plymouth, however premium only makes up 10-15 per cent of our product." Petrol continued to be shipped from Auckland through Port Taranaki, and was being stored at the tank farm closer to the port which is owned by NZ Oil Services Ltd (NZOSL), she said. The Omata tanks must be decommissioned and cleaned out of petrol even if Chevron sells to another petrol company. Mrs Buckland said Bayleys Real Estate was handling the marketing and a number of parties had expressed interest. However she could not say if fuel delivery would continue through Port Taranaki after the sale, as it would depend on the buyer's future plans. Due to a downturn in business, Chevron is also selling its storage facilities in Timaru. Port Taranaki chief executive Roy Weaver said Chevron told them they were downsizing their number of terminals worldwide, preferring to focus on main centre terminals and increased truck delivery. "The refined fuel comes through the Newton King terminal and it's about 3-4 percent out of the volume that goes through there. "Revenue from the terminal is a total one third of the port, so overall it's [financial loss is] maybe one percent, but it's something for every one you lose you have to pick up something else." While losing refined fuel, he was confident Newton King terminal will still be profitable handling the import and export of crude oil, condensate, LPG, methanol and bitumen. The tank farm owned by NZOSL acts as the operator of assets for BP, Shell and Mobil. BP spokesman Neil Green said the company was currently reviewing its plans for 91 octane tankage and supply arrangements. The 95 and 98 octane petrol is only distributed to Taranaki via regular road tanker deliveries and 91 octane could soon be the same. "A key consideration for the company is the cost of increasing its existing fire protection processes [at the tank farm] to meet new regulatory standards," said Mr Green. A final decision is expected within the next few months. Mr Green said the company was still committed to storing and supplying diesel from their New Plymouth bulk tank farm terminal. It is understood NZOSL may not take any more petrol delivery by the end of this year. Based in Wellington, NZOSL boss Terry Stack confirmed late last week that their tank farm is certainly not closing, but "changes are afoot in what we operate". "Our operation will continue in New Plymouth, product will still be coming in, but we don't know what type it is." Possibly it will just be diesel and perhaps 91 octane petrol, he said. "Whatever is not in port will be supplemented by road, mainly out of Wellington."

<http://www.stuff.co.nz/taranaki-daily-news/news/4010787/Firms-poised-to-end-petrol-shipments>

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BRAZIL, RIO DE JANEIRO, AUGUST 11 2010. OIL TANKER SUSPECTED IN PENGUIN-KILLING SLICK NEAR RIO

An unidentified oil tanker is suspected to be responsible for a petroleum slick sullyng beaches north of Rio de Janeiro, where several dead penguins were also found, Brazilian maritime officials said Tuesday. "The oil is very diluted and has spread to almost all the beaches in the region," the head of Rio's ports authority, Walter Bombada, told the newspaper O Globo. "But it doesn't seem to be an accident of huge proportions.... It seems to come from an oil tanker cleaning out its reservoir," he said. The slick was found along the coast 160 kilometers (100 miles) north of Rio de Janeiro city, in a pristine beach area known as the Lakes District. Around 20 penguins were found dead on the beaches. Brazil's state-run Petrobras oil company said in a statement it would help to clean the beaches. It also said it was analyzing the oil, but said an aerial pass out at sea failed to locate a tell-tale slick which could have pointed the way to the offending vessel. Brazil's navy was asking 320 ships which passed by off the area over the past four days to supply samples of the oil they had on board. If a ship is identified as being the culprit, its owners face a pollution fine of up to 25 million dollars.

<http://www.google.com/hostednews/afp/article/ALeqM5iONB6sVcv6XP8joNU4Vc1OVU2IYQ>

USA, OK, CHICKASHA, AUGUST 11 2010. F-16 TANKS JETTISONED IN GRADY COUNTY FIELD >> FIGHTER JET MADE EMERGENCY LANDING AT WILL ROGERS WORLD AIRPORT

• **Watch the Video** <http://www.koco.com/r/24583727/detail.html>

• **Watch the Video** http://www.wane.com/dpps/military/f-16-makes-emergency-landing_3540182

• **Watch the Video:**

<http://www.kfor.com/news/local/kfor-news-emergency-landing-f-16-airport-fuel-tanks-story.0.4177327.story>



An Air National Guard F-16C Fighting Falcon, like the one shown above, made an emergency landing Aug. 10 at an Oklahoma City airport after experiencing engine trouble.

An F-16 Air National Guard aircraft was diverted to Oklahoma City's airport with engine problems on Tuesday, airport officials confirmed. Will Rogers World Airport spokeswoman Karen Carney said the plane landed safely and that the pilot was safe. The Oklahoma Air National Guard fighter jet based out of Tulsa experienced engine trouble during a routine training mission, a Guard spokesman said in a news release. "The jet, which was not carrying live ordnance, was operating near Fort Sill when it began experiencing engine trouble. As a result, empty fuel tanks on the aircraft were jettisoned in an open field near Chickasha," according to the news release. Air National Guard officials are coordinating with the Amber Fire Department to recover the 325-gallon fuel tanks.

<http://www.koco.com/r/24583727/detail.html>

USA, CA, TAFT, AUGUST 11 2010. HIGHWAY 33 SOUTH OF MARICOPA BLOCKED DUE TO OVERTURNED TANKER TRUCK

Traffic is now being allowed through slowing on Highway 33 south of Maricopa. The truck driver is conscious and talking but still pinned in the truck. Highway 33 south of Maricopa is blocked by an overturned tanker truck. The driver was pinned in the crash with major injuries; rescuers are currently working on extricating the driver from the cab of the truck. Expect long delays if you are heading south of Maricopa.

<http://www.taftmidwaydriller.com/news/x839825014/BREAKING-NEWS-Highway-33-south-of-Maricopa-blocked-due-to-overturned-tanker-truck>

USA, TX, HOUSTON, AUGUST 11 2010. PLAINS TO PAY IN PIPELINE SPILL CASE

Plains All American Pipeline and subsidiaries will pay a nearly \$3.3 million civil penalty for oil pipeline spills and spend \$41 million to improve corrosion and leak detection on 10,000 miles of pipelines under a settlement with federal regulators. From June 2004 to September 2007, 6,510 barrels leaked into various bodies of water from pipelines and a storage tank owned and operated by the Houston-based limited partnership, according to a consent decree among Plains, the Environmental Protection Agency and the Justice Department. Under the decree, Plains must take steps to enhance corrosion control and pipeline leak detection, provide proper training for personnel, and ensure that tanks intended to relieve pipeline surges have adequate capacity. The deal is subject to a 30-day public comment period and approval by a federal judge.

<http://www.chron.com/disp/story.mpl/business/7148213.html>

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