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"RELEASE 2010 – 571 NEWSY STUFF"

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USA, MI, INDEPENDENCE TWP, FEBRUARY 6 2010. SLEDDER, 62, HURT WHEN IMPROVISED ROCKET BLOWS UP

A 62-year-old sledder looking for a burst of power got it when the homemade rocket strapped to his back exploded, burning him over nearly 20 percent of his body. Oakland County Undersheriff Mike McCabe said the man, whose identity hasn't been released, was hospitalized in stable condition Monday. The man was hosting a Sunday night sledding party when he filled an automobile muffler with gasoline and gunpowder, strapped it to his back and had it lit, seeking what McCabe called "a rocket-launch effect." The device blew up as the man headed downhill, causing second-degree burns to his face and right side of his body and possible eye damage. No charges have been filed against the man, whom McCabe said is known for doing "outrageous things" at his sledding parties.

<http://www.washingtonpost.com/wp-dyn/content/article/2010/02/05/AR2010020502824.html>

CANADA, ONT, TORONTO, FEBRUARY 6 2010. FROM THE BARREL TO THE PUMP >> A REFINERY CAN PRODUCE SEVERAL DIFFERENT FUEL FORMULATIONS FOR ITS CUSTOMERS >> TURNING CRUDE INTO DIFFERENT FORMULATIONS OF GAS IS A COMPLICATED PROCESS

richard russell

I used to laugh at oil company ads that proclaimed one gasoline was better than another. After all, I regularly drove past a large refinery where big tankers from Esso, Shell, Texaco and Ultramar etc. were filling up. Obviously they were all being loaded with the same stuff. There are less than a dozen refineries stretched across Canada from Come-By-Chance, Nfld., to Burnaby, B.C. Some are owned by large oil companies and others independently. Transportation costs alone make it necessary for different retailers to share the product at each site. But that does not mean they are filling up with the same fuel. Requirements vary from province to province and individual customers have their own specifications. Almost half of the provinces require 5 to 10 per cent ethanol content, while individual retailers require specific additives. Shell, for example, recently started adding nitrogen to its fuel to tackle the problem of carbon deposits that build up on valves and fuel injectors. So when you see a Shell tanker at a Chevron refinery in [British Columbia](#) or at the giant Irving refinery in New Brunswick, it is filling up with fuel specifically tailored to Shell. There are federal standards regarding what are known in the industry as Deposit Control Additives (DCA). All gasoline sold in the country must meet these standards. It is estimated that about half the gasoline sold in Canada, mostly from discount chains, contain the minimum amount necessary to meet these standards. But a number of [motor vehicle](#) manufacturers - Audi, BMW, GM, Honda, Toyota and Volkswagen - suggest the use of what is known as "top tier" gasoline that meets higher standards with respect to deposits on intake valves, combustion chambers and fuel injectors. These fuels require additional or different additives. This complex interaction is possible because gasoline contains anywhere from 250 to 400 compounds by the time it enters those tanker trucks. In order to see how it is possible for a giant refinery to produce different fuels, let's take a quick look at the process that converts crude oil to higher-value products. There are three basic steps: separation, conversion and treatment. During the separation process, as the crude is heated while passing through a furnace, different vapours and liquids are discharged into the tall towers that dominate the skyline at a refinery. Within each of these narrow columns, these liquids and vapours are separated into what are known as "fractions," according to boiling point and weight. The lightest of these fractions - liquid petroleum gas (LPG) and gasoline - vaporize and rise to the top of the tower where they condense back into liquid form as they cool. Medium-weight liquids, which include diesel and kerosene, stay in the middle of the tower and the heavy stuff stays at the bottom. About half of the "crude" becomes gasoline, a significant improvement from the 25-per-cent level of 50 years ago. The different fractions are piped from this initial tower to the next stage. The bottom distillates require little additional processing before they can be used for everything from asphalt to jet fuel. But most of the molecules of the distillates above that are in for some treatment. This is where the process becomes sophisticated through a process known as cracking. Pressure and heat are used to "crack" or break up the heavy hydrocarbon molecules. This takes place in yet taller, narrow devices. Intense heat (almost 600 degrees), pressure and substances that accelerate chemical reactions convert the heavier molecules into gasoline molecules. The final part of the process is "treatment," where purifying, blending and customizing take place. This is where the individual fuels specific to retail outlets - Shell, Esso, etc. - are tailored through their specific cocktail of additives.

<http://www.theglobeandmail.com/globe-drive/new-cars/auto-news/from-the-barrel-to-the-pump/article1455704/&ct=qa&cd=NJRwAFic-WQ&usg=AFQjCNFBX7IC54rbDiW-9mNscqh15pwIJA/>

USA, MT, GREAT FALLS, FEBRUARY 6 2010. FIRE AT GREAT FALLS REFINERY INJURES EMPLOYEE

A fire at the Montana Refining Co. on Thursday night injured one of the Great Falls refinery's employees, according to Fire Marshall Doug Bennyhoff. The fire was contained to an area between two propane tanks, and the oil plant's manager, Dana Leach said it was quickly extinguished. The injured man, who Leach said is a refinery operator, is being treated for first- and second-degree burns at Benefis Health Systems. His name has not been released, and no updates are available on his condition. Leach said operations at the refinery are normal, and damage from the fire was minimal. Bennyhoff said the cause of the fire still is under investigation and that "it could be quite some time" before the cause is found.

<http://www.greatfalls Tribune.com/article/20100205/NEWS01/100205008/1002/news01/Fire+at+Great+Falls+refinery+injures+employee>

USA, TX, DALLAS, FEBRUARY 6 2010. TRUCK'S ACID CARGO SPILLS, CLOSING DALLAS FREEWAY

Officials in Dallas say the acid leak that has caused a massive rush-hour traffic jam isn't nearly as dangerous as first believed. Officials had said the leak from an 18-wheeler Friday was from the 200 gallons of the toxic and highly corrosive chemical

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hydrofluoric acid. However, once hazmat crews found the source of the leak, it was from a container carrying hydrochloric acid. Dallas Fire-Rescue Capt. Ted Padgett, the city's hazmat program manager, says there were 200 gallons of the more dangerous acid onboard, but none of those containers were leaking. Padgett says both acids look like water. Hydrochloric acid has a variety of uses, including cleaning products. Hydrofluoric acid can eat skin all the way to the bone.

<http://www.chron.com/disp/story.mpl/ap/tx/6853740.html>

USA, NY, CANANDAIGUA, FEBRUARY 7 2010. CANANDAIGUA MAN ACCUSED OF DIESEL SPILL, COVER-UP

An Ontario County resident is charged in connection with a diesel spill and alleged cover-up. Ali Dadali, 60, of Route 64 in Canandaigua, a project foreman for Wind Sun Construction Inc., is charged with five felonies related to a diesel spill at a bridge construction project in Canandaigua, the [state Department](#) of Environmental Conservation said Friday. Cleanup efforts required removal of nearly 720 tons of contaminated soil for proper disposal. Dadali was arraigned Thursday in Canandaigua Town Court on charges of endangering the [public health](#), safety or the environment in connection to a diesel fuel spill and an attempt to cover it up at a construction site on Deuel Road on July 29. "The protection of public drinking water supplies is one of DEC's highest priorities" said state DEC Captain Michael VanDurme. "The Environmental Conservation Police and DEC spill responders work diligently to protect these fragile public resources and ensure that those who endanger them are held accountable for their actions." According to the DEC, Dadali was the foreman for a bridge construction project when an accident occurred that caused about 250 gallons of diesel fuel to be released into an excavation pit at the worksite. Dadali is alleged to have attempted to hide the spill by filling the excavation pit with soil. Two days later, fuel from the spill began to leak from the bridge project into Menteth Creek, which flows into Canandaigua Lake, the primary water supply for the city of Canandaigua and the villages of Rushville, Shortsville, Manchester and Newark, the DEC said. The leak was discovered during a routine inspection of the project by the Ontario County Highway Department. DEC was notified of the spill and a cleanup effort was started. State law requires that spills of petroleum products be reported to the DEC within two hours of the occurrence. Dadali was released on his own recognizance, pending further court action on March 11. The felony counts carry penalties of four to seven years in prison and fines of \$150,000 to \$225,000.

<http://www.democratandchronicle.com/article/20100206/NEWS01/2060322/1002/NEWS>

CANADA, BELLEVILLE, FEBRUARY 7 2010. MOE SAYS DIESEL SPILL STILL BEING INVESTIGATED, NO CHARGES LAID SO FAR >>RAWDON CREEK

meghan abraham

There's no word yet if environmental charges will be laid after 1,000 litres of diesel fuel were spilled into Rawdon Creek Jan. 18. Scott Integrated Environmental Service, along with the Ministry of the Environment, has been on the scene since the spill, when the fuel was inadvertently pumped out of a tank at the Stirling Creamery. MOE communications officer Michael Finn said the case is still being investigated by the ministry's investigation enforcement branch. Stirling Creamery manager Bill West said one fuel tank is being removed by the Technical Standards and Safety Authority to be inspected, but he hasn't been given any further instruction from the ministry nor has he been instructed to take any other preventive measures. West said the cost of the cleanup has not been determined and the creamery is waiting to hear back from its insurance provider. Finn said not all of the spilled fuel was removed from the creek. Heavy rainfall caused flooding on Jan. 25, and flood waters overflowed the booms in place to catch the fuel. "Most of the product was removed before the flood, but the heavy rainfall definitely had an impact," Finn said. Scott Environmental is now in the process of calculating how much of the fuel was removed from the scene, but, Finn said, "there is no expectation that more (fuel) will be found."

<http://www.intelligencer.ca/ArticleDisplay.aspx?e=2437747>

USA, LA, SHREVEPORT, FEBRUARY 7 2010. EXPLOSION ROCKS REFINERY'S NEIGHBORS

kelsey mckinney

An explosion about 5:30 p.m. Friday at Calumet Specialty Product Partners' Shreveport refinery was felt but not seen, at least not in the usual sense. Instead of flames and heavy smoke, ceramic tiles fell from a bathroom wall at Gail's Snack Shop in the 3000 block of Midway Avenue. Simultaneously in nearby homes, china was forced from its cabinet, a crack crept up a dining room wall, foundations shook and windows shattered. "It was like an earthquake, and I've been in an earthquake," said Gail Swift, who owns the snack shop and has been an area resident since 1993. "This is the biggest blowup I've experienced." That's why she said she was so surprised when Shreveport Fire Department personnel left moments after arriving at the refinery at 3333 Midway Avenue. "We weren't even allowed on the property," Scott Wolverton, safety chief for the Fire Department, said of the refinery. There was no fire to extinguish and no injury to mend. The explosion happened in an enclosed unit, a refinery spokeswoman said. "Whatever it was combusted immediately. It was sort of a flash fire," Liz Swaine said. Calumet-Shreveport shut down and secured the Belco Unit, which cleans up residual gas to make it more environmentally friendly, while its crews worked to determine the cause of the explosion. Calumet-Shreveport shut down and secured the Belco Unit, which cleans up residual gas to make it more environmentally friendly, while its crews worked to determine the cause of the explosion. No emissions occurred, Swaine said. Hours after the explosion, it still was being discussed by men and boys at Gail's Snack Shop. The blast "knocked the blinds off the wall and the newspaper outta my Momma's hands," Tommy Beverly said. And the intense shaking gave him a headache for a short time, the 18-year-old said. "That hadn't happened like that before," T. Cowthorn, 32, of the 3000 block of Devaughn Street, said of the earthquake-like effect. Residents who live miles away in Shreveport's Highland, South Highlands and Southern Trace neighborhoods also reported feeling the boom in their homes Friday. The refinery sent repairmen out Friday to board up broken

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windows at six houses in the nearby Ingleside and Werner Park neighborhoods and will replace the windows today, Swaine said. "We want to get windows secured for the weekend. Cracked dishes can probably wait 'til Monday. If we determine it's something we're responsible for, we'll pay for that."

<http://www.shreveporttimes.com/article/20100206/NEWS01/2060332/1060>

USA, MI, MENOMINEE, FEBRUARY 7 2010. GAS TANKER ROLLOVER LEADS TO EVACUATIONS

Watch the Video <http://www.youtube.com/watch?v=ebGcOvzWBB4>

A gas tanker rollover early Saturday leads to evacuations in Menominee County Michigan. Officials say a Klemm Trucking tanker crashed and rolled over around 4:15 a.m. on M-35 at Evergreen Road, north of Menominee. The tanker dumped about 40 to 80 gallons of gas before the leak was contained. M-35 is currently closed to traffic. 5 homes on Evergreen Road and 2 houses on M-35 have been evacuated. Power has been shut off, while cleanup takes place. The driver of the tanker received minor injuries and has been released from the hospital.

<http://new.wtaq.com/news/articles/2010/feb/06/gas-tanker-rollover-leads-evacuations/>

NETHERLANDS ANTILLES, ST MAARTEN, SIMPSON BAY, FEBRUARY 7 2010. TANKER LEAKS FUEL IN SIMPSON BAY

The top latch of a tanker containing jet fuel, which was left partially open, was the cause of a jet fuel spill on Welfare Road, a short distance before the bridge, Friday morning. This spillage backed up traffic all the way up to Cole Bay Hill for a considerable period. Apparently, the jet fuel being transported in the contractor's truck with a French licence plate leaked out while the truck was at a standstill in traffic when the bridge was opened. According to the Fire Department, the amount of fuel that leaked out was enough to cause a car to skid and collide with oncoming cars if it had driven through the leaked fuel. The driver of the contractor's truck was signalled to stop when other drivers noticed the leaking fuel. The Fire Department and police authorities were called to the scene immediately. The road was closed while authorities assessed the extent of the leak. Fire fighters gathered sand from nearby Kim Sha Beach to cover the puddles of fuel on the road. Eventually, one lane was opened, allowing traffic through at intervals while the area was cleaned.

<http://www.thedailyherald.com/islands/1-news/265-tanker-leaks-fuel-in-simpson-bay.html>

INDIA, NEW DELHI, FEBRUARY 7 2010. PETROL CONTAINER EXPLODES, CHILD AMONG 2 KILLED

Two people, including a three-year-old child, were killed and four injured after a petrol container exploded in Inder Enclave area of Outer Delhi on Friday morning. The police said one of the victims, identified as Ashok, 30, used to sell petrol illegally before starting a tea kiosk. "The container that exploded was one of those he could not sell. It seems the fire started from a small cylinder Ashok was using," a police official said. A case has been registered at the local police station and further investigations are on.

<http://www.indianexpress.com/news/Briefly-Capital/576243/>

USA, WA, GRAND COULEE, FEBRUARY 7 2010. MAN DIES AFTER FUEL TANK EXPLOSION

A 71-year-old Grand Coulee, Wash., man died Thursday after being burned when a combine fuel tank exploded Wednesday. Robert E. Vaughn was cutting up an old combine for scrap using a cutting torch on his property about 10 miles from Coulee Dam. The torch flame accidentally ignited fuel left in a tank and caused an explosion, the Douglas County Sheriff's Office said. Vaughn, who was seriously burned in the accident, was later found by his wife as he attempted to drive himself to the hospital, officials said. His wife took him to a hospital in Grand Coulee. He was transported to Harborview Medical Center in Seattle, where he died Thursday.

<http://www.spokesman.com/stories/2010/feb/06/in-brief-rape-sentenced-to-life-in-prison/>

INDIA, BHOPAL, FEBRUARY 7 2010. INDIA SAYS BHOPAL DISASTER SITE STILL HIGHLY POISONOUS

Twenty-five years after the gas tragedy in the central city of Bhopal, the country's pollution agency has confirmed huge quantities of chemicals in underground water and soil around the site, a newspaper reported Sunday. Although previous investigations found presence of highly toxic substances in the radius of the Union Carbide plant, the government study is significant given the official government position that the site was safe. The Central Pollution Control Board made the findings in its latest study conducted in the 2.4-kilometre radius of the closed chemical factory, the Hindustan Times reported. The study discovered high levels of chloroform and benzene in underground water, mostly near residential areas. The contaminants can cause headache and nausea. Prolonged exposure can lead to respiratory distress and even coma. "In some cases, the toxins were found to be several hundred times more than the permissible limits for drinking water," the study said. The level of mercury found in the water was 7995 parts per million (ppm). World Health Organization standards prescribe that mercury in water should not be more than 0.1 ppm. "The contamination is abnormally high," the agency's chairman, SP Gautam, told the newspaper. "Toxins from chemicals in the factory would have seeped into the ground and reached the water table," he added. In December, a study released by Delhi-based Centre for Science and Environment, said groundwater in areas even 3 kilometres from the factory contained almost 40 times more pesticides than Indian standards. The government has rejected claims that several thousand people were still suffering from effects of contamination, and maintained that communities near the site had been supplied with clean water. Victim and environmental groups have been demanding the cleanup of toxic waste and criticized the "callous" attitude of authorities to the victims of the gas leak of December 3, 1984. According to official data, the accident - one of the biggest industrial disasters in history - killed 15,274 people. But other assessments by independent groups such as Greenpeace say as many as 25,000 people died. Water around the

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long-closed Union Carbide [pesticide](#) factory in Bhopal, India, contains high levels of toxic pollutants, researchers say. The plant was the site of an accidental release of toxic gas in 1984 that killed thousands of people and exposed an estimated half-million to airborne poisons. The Central Pollution Control Board reports that underground aquifers around the plant are contaminated with benzene and chloroform, the Hindustan Times reported. Both chemicals can cause headache, nausea and, with high exposure, respiratory problems and [coma](#). "In some cases, the toxins were found to be several hundred times more than the permissible limits in drinking water," the agency said. Chemicals remain stored in the plant. Environmental activists like Sunitra Narain, director of the Center for Science and the Environment, accuse the government of failing to deal with the problem. "The study shows that the site is highly contaminated," Narain said. "The focus of the government is to dispose of the stored waste and ignore the site's contamination."

<http://www.earthtimes.org/articles/show/307911,india-says-bhopal-disaster-site-still-highly-poisonous.html>

USA, CA, CONTRA COSTA, FEBRUARY 7 2010. INQUIRY ON TANK FARM TOUCHES MIDDLE SCHOOL

kristin s. agostoni

The regulatory agency overseeing an investigation of a former Carson oil tank farm has widened the probe to include Wilmington Middle School, where contractors have checked the soil and indoor air in search of possible contaminants. So far, Los Angeles Unified School District officials say they have no reason to worry about the health of students and teachers at the Gulf Avenue school, which sits southwest of the tank farm once operated by Shell Oil. The tanks were torn down long ago to make way for the Carousel housing tract just north of Lomita Boulevard, between Marbella and Panama avenues. Since elevated levels of benzene and methane were discovered in the soil beneath single-family houses there, many in the 285-home tract have joined a lawsuit against Shell. "We were very anxious," said Tom Watson, LAUSD's environmental program manager for new construction. But, he added: "based on the preliminary data that we've collected, the school is safe." The district on Friday sent an update on the investigation to students and parents, explaining the next steps required of Shell Oil. A final report on soil samples and vapors is expected within the next several days, and LAUSD will later host a community meeting to explain the findings and answer questions, the district's notice states. The Los Angeles Regional Water Quality Control Board, which is overseeing the testing, also plans to hold a community forum in mid-March for residents of Wilmington and Carson, board Chairwoman Mary Ann Lutz said Friday. LAUSD officials said they learned late last year that the regional water board was concerned about the proximity of the former oil tanks to the 2,200-student middle school campus. As a first step, the district said it tested the air inside the school and determined the classrooms were safe. Then, over the holiday break, a contractor for Shell collected soil and soil vapor samples along the campus's northeast boundary. Preliminary data detected elevated levels of various substances related to chemical manufacturing and refining, Watson said, but the district maintains they don't pose a threat because there are no pathways for exposure. Petroleum-related chemicals, including benzene and methane, were also found although Shell Oil spokeswoman Alison Chassin said both were "below school- based screening levels." Last month, following a preliminary analysis of the soil and vapor samples, Shell agreed to conduct indoor air testing at the urging of the district and the regional water board, according to a Jan. 20 letter from Tracy Egoscue, the board's executive officer. At the time, Egoscue wrote that the regional board and LAUSD had expressed concerns about the preliminary soil vapor data. But Watson said the screening results ultimately showed that the air quality inside the school "is similar or equivalent" to the air students are exposed to outside the school or "on their way to the supermarket." Nonetheless, Watson said the district will ask for another round of indoor air sampling following Shell's release of a more detailed report on Feb. 15. The technical document will discuss in more depth the soil and gas samples collected from the campus, Chassin said, and "may indicate that more testing is required, or a certain type of remediation is required." In the industrial community of Wilmington, news that the tank farm investigation had extended to the school property was a cause for alarm for some, said Teresa Vallejo, head of the campus parent center. "The parents, we know about this because we received a notice from the district and the school," Vallejo said. "We know that in Wilmington, there is a lot of pollution. Yes, as parents, we are worried." According to water board records, Shell operated the tank farm from 1924 to about 1966. It sat on 50 acres and consisted of three crude oil reservoirs, together capable of holding 3.5 million barrels.

http://www.contracostatimes.com/california/ci_14349476

USA, WYO, SINCLAIR, FEBRUARY 7 2010. BULGING TANK RELEASES ABOUT 30 BARRELS >> NONESSENTIAL PERSONNEL EVACUATED; NO INJURIES REPORTED

A bulging tank roof released about 30 barrels of gas oil and prompted an evacuation at Sinclair Wyoming Refining Company on Friday morning. No injuries were reported in the incident, and the refinery's investigation is ongoing, said John Pfeffer, refinery environmental health and safety manager. Refinery officials believe the gas oil — an intermediate stream that's heavier than gasoline but lighter than asphalt — became hot enough to cause water in the tank to turn to steam and create a pressure buildup in the tank, he said. That pressure could have caused the tank's fixed roof to bulge. "When that happens, that's not normal and we treated it as an emergency and responded accordingly with our internal emergency response team," Pfeffer added. A plant-wide alarm was sounded and all non-essential personnel were evacuated "because at the time of the incident we were not sure exactly what we had and whether it might escalate to something more significant," he said. Sinclair officials notified the Wyoming Department of Environmental Quality; John Zeiger, Carbon County Emergency Management coordinator; and Sinclair Police Chief Jeff Sanders, Pfeffer said. Dikes surrounding the tank contained the spilled gas oil and workers were brought back into the plant at 9 a.m., he added. Soil and product cleanup is scheduled to be finished this weekend.

<http://www.rawlinstimes.com/articles/2010/02/06/news/doc4b6d00b5454c8891058453.txt>

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ISRAEL, TEL AVIV, FEBRUARY 8 2010. ISRAEL TO CALCULATE COST OF CONTAMINATION

sam bond

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Israel is to assess the cost of cataloguing and cleaning up all of its contaminated land as part of a national remediation programme. The Israeli government has pinpointed around 1250 sites which it believes are contaminated by fuels, oils, toxic metals and chloro-organic compounds. Most of these pollutants are hazardous to human health and to the environment and others are known or suspected carcinogens. The Ministry of Environmental Protection estimates that thousands more sites are contaminated in Israel. The government has now hired one of the countries leading contaminated land specialists, LLD Advanced Technologies, to characterise the different pollutants in the soil at these sites and put a price on detailed surveying and remediation. The work will provide the backbone of the country's new Contaminated Lands Law, a draft of which has been out for public consultation in 2008. It will help assess the scope of the problem and inform decision making on national priorities for the remediation of contaminated sites in Israel and in estimating the necessary budget for remediation. The project will conduct spatial historic surveys at a national level and focused historic surveys for select sites. It will also determine the ownership of the land in areas in which land contamination is suspected and assessing the owners' responsibility for the pollution. It will assess the costs of soil surveys and land remediation, including the sites designated in the spatial historic survey. Finally, it will make an economic assessment - looking at changes in the land value between sites while contaminated and once remediated.

http://www.edie.net/news/news_story.asp?id=17603&channel=0&title=Israel+to+calculate+cost+of+contamination

POLAND, WARSAW, FEBRUARY 8 2010. THOUSANDS OF LITERS OF LPG BURNING NEAR WROCLAW, POLAND

Thousands of liters of LPG burning near Wroclaw, Poland, 200 Polish people evacuated. Seventeen fire brigade regiments are fighting a fire at a petrol station that started at 5am in Katy Wroclawskie; 200 people have been evacuated. "The operation is very difficult and will take at least 10 hours," fire brigade spokesperson Pawel Frztczak said. The fire started in the early morning and moments later the first firefighters were on the scene. They found the fire got to an underground tank of burning propylene-butane but couldn't reach the valve to stop the flow of fuel. It's impossible to put out the fire. "Propylene-butane will have to burn out, as the tank of 6600 liter capacity was about 70 per cent full of gas, which will certainly take a few hours," Mr Frztczak said. The fire brigade's operation is to cool the flames to prevent an explosion of the petrol pump. But the operation is risky. "Initially eight families were evacuated, about 35 people," Mr Frztczak said. "But considering the still existing threat the decision was made to evacuate people from a kilometer zone around the flaming station." "Two hundred people had to leave their homes." Nearby roads have been cut off and trains are not stopping at Katy Wroclawskie station. Police and chemical rescue units and standby ambulances are also at the fire. The cause of the fire is unknown. It's possible temperature differences damaged the valve.

<http://www.masterpage.com.pl/outlook/201002/lpg-fire.html>

RUSSIAN FEDERATION, KRASNOYARSK, FEBRUARY 8 2010. SIX TANK CARS COME OFF RAIL IN BURYATIA, NO ONE HURT

Six tank cars carrying crude came off the rail 70 kilometers away from Ulan Ude in Buryatia at 00:06 a.m. local time (7:06 p.m. Moscow time), acting spokesperson of the Siberian regional center of the Russian Emergency Situations Ministry Olesya Kukuyeva told Itar-Tass.

"According to the preliminary information, no one is hurt. The railroad raffic is limited. There is no threat to the environment," she said.

<http://www.itar-tass.com/eng/level2.html?NewsID=14797145&PageNum=0>

KENYA, SACHANG'WAN, FEBRUARY 8 2010. TWO KILLED IN OIL TANKER CRASH

on the Nakuru-Eldoret highway left two people dead and one injured.

The curse of fiery road accidents involving oil carriers returned to Sachang'wan on Sunday when a tanker and trailer collided head-on and burst into flames killing two people. Another person was seriously injured and was taken to a Nakuru hospital. The accident would have been more catastrophic as another trailer ferrying maize nearly ploughed through hundreds of people who had gathered at the scene. It crashed just metres from the two burning vehicles. Molo head of police Achesa Litabalia said the first trailer was transporting logs from Eldoret to Nakuru. The collision happened at around 7.30am.

Burning Vehicle

The vehicles burst into flames on impact killing the two drivers. A third person believed to be the trailer loader jumped out of the burning vehicle and was taken to hospital. "The trailer lost control as the driver was negotiating a hilly stretch on the road and collided head-on with the tanker which was ferrying diesel from the Nakuru Kenya Pipeline Company depot to western Kenya," said Mr Litabalia. Fire fighters from Nakuru Municipal Council and Timsales Timber Company put out the fire before recovering the charred bodies that were trapped in the cabins. Sunday's accident occurred less than five kilometres from the scene where 136 people died as they siphoned off petrol from a tanker that had overturned. In Thika, two people died when a bus hit a matatu. Four others were taken to hospital following the accident at the Witeithie stage. The matatu heading to Thika had stopped to pick up passengers when a Garissa-bound bus rammed it from the back. Police said one of the dead was a passenger in the matatu while the other was about to board the vehicle. In Rongo, a suspected bhang trafficker escaped death after the vehicle he was driving in overturned during a police chase. The man was transporting 2,400 stones of bhang valued at more than Sh1 million from Migori. "The loaded car hit a pothole and overturned near Awendo Town," said deputy district police boss Kiplangat Korir. But the trafficker

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escaped from the wreckage and vanished into a nearby sugarcane plantation. The vehicle and the drugs were taken to Migori police station.

<http://www.nation.co.ke/News/-/1056/857740/-/vq17ek/-/>

USA, WA, GRAND COULEE, FEBRUARY 8 2010. GRAND COULEE AREA MAN DIES AFTER TANK EXPLODES

Douglas Co Sheriff Harvey Gjesdal reports a Grand Coulee Man was killed after a fuel tank explosion last Wednesday. Gjesdal says 71 year old Robert E. Vaughn was using a cutting torch on an old combine near road 31, about 10 miles from Grand Coulee. There was some leftover fuel in the combine's gas tank that exploded. The Sheriff says Vaughn's wife found him trying to drive himself to the hospital in Grand Coulee. Vaughn was transported to Harborview Medical Center in Seattle Thursday where he succumbed to the burn injuries. The case was investigated by the Sheriff's office, Douglas Fire District #3 and the State Fire Marshall from Ephrata.

<http://www.kpq.com/modules.php?name=News&file=article&sid=1796>

CANADA, TORONTO, FEBRUARY 8 2010. INLAND SPILL MANAGEMENT IN URBANIZED AR

Author: J. Li

Abstract: *Urban oil spills are frequent in many industrialized cities and towns.*

Size: 399 kb

Paper DOI: 10.2495/OIL020131

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Although the volume of an inland oil spill is usually small compared to that of an ocean oil spill, the frequency of inland oil spills is far greater than that of ocean oil spills. Thus, the cumulative volume of inland oil spills can still cause significant environmental impacts on the receiving water bodies. This paper describes an inland spill management study in an industrial city in the Greater Toronto Area in Canada. The study began with a compilation of oil spill database. Characteristics of oil spill events were analyzed at different spill locations. It was found that human errors and equipment failures were the primary causes of oil spills. Geographic Information System was then used to identify spill prone sewersheds. By overlaying storm drainage systems with spill locations, stormwater ponds receiving these spills were identified for retrofit. For storm outfalls which discharge directly into watercourses, downstream publicly-owned land were identified for the potential installation of oil-water interceptors. This study demonstrates that good planning is important to manage oil spills in urbanized areas. 1 Introduction The Toronto and Region Remedial Action Plan area (herein Toronto AOC) contains six major watersheds draining into the waterfront and Toronto Bay, including Etobicoke and Mimico Creeks, the Humber, Don, and Rouge Rivers, and Highland Creek. With over three million people in an area of about 2000 square kilometres, the greatest challenge is the impact of urbanization and the associated activities. Extensive urbanization and continued growth pressures in the area have contributed to the use impairments of rivers and lakes. The Toronto AOC receives bacterial and nutrient inputs and heavy metal and organic ...

<http://library.witpress.com/pages/PaperInfo.asp?PaperID=797>

USA, TX, HOUSTON, FEBRUARY 8 2010. THEY AGE BUT LIVE ON AND ON >>TOTAL SHUTDOWNS COSTLY, BUT OLD REFINERIES FIND OTHER WORK

monica hatcher

Moves by many U.S. refiners to halt production at some plants won't necessarily create a bleak landscape of decaying steel skeletons. Although companies are shutting down fuel-making operations amid the worst economic situation for the sector in years, they often find other uses for at least parts of the massive webs of pipes, tanks and stacks. Aside from shaking out every possible penny, the strategy can bring significant savings. Environmental regulations that control the disposal of hazardous waste — the byproduct of an inherently grimy process — for the most part don't kick in unless a refiner closes a plant for good. That's incentive enough for refiners to stick around, either idling plants or keeping on-site fuel terminals in use even when they've pulled the plug on refining. "Since most refiners incur significant environmental site closure costs when they do a permanent shutdown, many refiners choose to either mothball the refinery or place it on standby or convert it into a terminal," said Larry Nettles, a Houston-based environmental lawyer with Vinson & Elkins. "It's an intermediate step, a way to reduce losses without triggering all those closure obligations." Following a year of dismal demand for diesel and gas, Sunoco last week became the latest refiner to announce it was closing a facility — its Westville, N.J., plant — saying the market showed no significant signs of improving. Valero, based in San Antonio, closed its Delaware City, Del., refinery in November. The plant was losing a million dollars a day. Analysts predict more shutdowns are likely as oil prices remain high by historic standards and low demand for diesel and gasoline eats away at refining margins. Houston-based ConocoPhillips said recently it is considering closing refineries that can't cover their costs. Permanently closing a refinery is a mammoth undertaking, requiring refiners to meet state and federal cleanup requirements that can cost tens of millions of dollars. Even those that have announced closures may keep some operations on-site to postpone, or avoid altogether, the most burdensome part of the process. If a company sells a plant or wants to start one back up later, continuing some operations can avoid the need to undergo the lengthy and costly permitting process. Most U.S. refineries, of which even the youngest are decades old, sit atop varying degrees of contaminated soil and ground water, sullied after years of seepage and accidental spills. Hazardous waste cleanup can involve soil incineration, water treatment and vapor barriers like concrete ground cover to block fumes. In some cases the law mandates decades of environmental monitoring. Pipes, vessels and tanks have to be flushed and dismantled and in some cases disposed of as well. Environmental lawyers who work with refiners on compliance

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issues say full shutdowns represent a last resort. Consequently, they have been rare and are unlikely, even as refiners stop operations because of slumping demand in the struggling economy. From 1990 to 2008, the U.S. Energy Information Administration counted 65 refinery shutdowns, though many were subsequently bought or are now being used for other purposes. Houston-based Gulf Atlantic Operations shut its Mobile, Ala., asphalt refinery three years ago, for instance, but still operates the facility as a terminal, CEO Rich Tyler said. El Paso-based Western Refining idled its refinery in Bloomfield, N.M., in November and now uses the facility as a terminal, where tanker trucks pick up gasoline and diesel for delivery to retail stations. So far, its future is undetermined. "Do we start up our refining operations again, or do we look at alternative fuels or biodiesel?" Gary Hanson, a spokesman for Western, asked. "We're looking at a number of options." How long plants may be indefinitely idled can vary with state laws and permit requirements. Simply calling a refinery by another name or using it for a different purpose — like a terminal — doesn't allow companies to sidestep all regulations, said Mark Norman, an environmental and energy lawyer with Vorys in Cincinnati. "That's not the way it works. If you had a partial mothballing, the area that is mothballed and no longer producing product would be subject to closure regulation," Norman said. David Small, deputy secretary of Delaware's department of natural resources and environmental control, who is helping coordinate Valero's refinery shutdown in that state, said the company is cleaning out units and treating waste water. Underground cleanup of contamination from a previous owner already is under way and will continue regardless of whether Valero shuts or sells the Delaware City refinery. Valero says it is in "advanced talks" with PBF Investments to sell the plant. Until the deal closes, the plant is being used for terminal and storage operations, Valero spokesman Bill Day said.

<http://www.chron.com/disp/story.mpl/business/6854112.html>

SWEDEN, GÖTALAND, FEBRUARY 8 2010. FINNISH CONTAINER SHIP SHEDS HAZARDOUS GOODS INTO BALTIC SEA >> MARINE SEARCH CONTINUES FOR POISONOUS CHEMICALS

Watch the Video <http://www.euronews.net/2010/02/07/air-sea-search-for-hazardous-containers/>

Watch the Video http://rt.com/Top_News/2010-02-08/baltic-fears-toxic-cargo.html

In a catastrophic accident on Saturday three steel shipping containers fell from the decks of the MV "Linda", an 11,000 tonne Finnish owned freighter. The accident happened after the bottom container in a stack of four folded and shed the others into waters south of the island of Gotland. One of the boxes contained inflammable cargo but the other two are believed to hold around fifteen tonnes of materials toxic to marine life. A full air and sea search was conducted by Swedish Coastguards to no avail. Authorities are asking any ships transiting the area to keep a look out for the three boxes which, in addition to the obvious risk, will pose a serious danger to other shipping if semi submerged. The "Linda" is one of five bulk and container vessels owned by [OY Langh Ship AB](#) based in Pikis in Finland. We were unable to contact the company at the time of going to press but they concentrate much of their business on moving steel coils in adapted cut away containers. In December the company website stated that as from the innovation of the newly converted 40 foot boxes they could load up to [160 tonnes in each specially adapted steel container](#).

http://www.handyshippingguide.com/shipping-news/finnish-container-ship-sheds-hazardous-goods-into-baltic-sea_1253

USA, CA, SAN FRANCISCO, FEBRUARY 8 2010. INDUSTRIAL SOLVENT [TRICHLOROETHYLENE, OR TCE] LINKED TO INCREASED RISK OF PARKINSON'S DISEASE

Exposure to the industrial solvent trichloroethylene increases a person's risk of developing Parkinson's disease nearly sixfold, California researchers said Sunday. Animal studies had suggested a potential problem with the solvent, but the new study by Dr. Samuel Goldman of the Parkinson's Institute in Sunnyvale is the first to quantify the risk. Parkinson's disease, caused by the death of cells in the brain that secrete the neurotransmitter dopamine, is characterized by severe tremors, rigidity in the limbs and other symptoms. It strikes an estimated 100,000 Americans each year and is ultimately fatal. Genetics play a role in susceptibility to Parkinson's, but it has also been linked to head trauma, pesticides and illicit drugs. Trichloroethylene, or TCE, is a solvent that was once widely used in dry cleaning and to clean grease off metal parts, and it was once used as an anesthetic, especially during childbirth. But concerns about its toxicity led to it being mostly abandoned and replaced by other anesthetics and solvents. There have been at least three reports of clusters of Parkinson's among workers exposed to TCE. Animal experiments following those reports showed that the chemical kills dopamine-producing cells in substantia nigra, the part of the brain affected in Parkinson's disease. It also impairs mitochondria -- the power sources of brain and other cells -- in the same locations that are affected by the illicit chemical MPTP, which is known to cause Parkinson's. "There's a lot of circumstantial evidence to show that it is relevant," Goldman said in an interview. Goldman and his colleagues identified 99 sets of twins from the World War II Veteran Twins Cohort in which one twin had Parkinson's and the other didn't. They collected job histories for each subject and then had them analyzed blindly by an industrial hygienist and a preventive medicine specialist to assess exposure to occupational chemicals. Goldman and his team found that exposure to the chemicals xylene, toluene and n-hexane was not associated with an increased risk of Parkinson's. Those exposed to TCE, however, were 5.5 times as likely to develop the disease as those who were not exposed. Those exposed to either TCE or tetrachloroethylene, known as PERC, had eight times the risk. Those exposed to carbon tetrachloride had 2.8 times the risk, and those exposed to PERC had nine times the risk; in both cases, however, the results fell short of statistical significance. "Part of the problem is that the usage of the substances overlaps quite a bit," he said. Nonetheless, the "very high odds ratio" for TCE "is impressive, and certainly mandates that large population-based studies follow this up." Goldman will report his findings at a Toronto meeting of the American Academy of Neurology in April. Those who were exposed to TCE had job histories primarily as dry cleaners, machinists, mechanics or electricians. Because the exposure estimates were not precise, Goldman said, the study needs to be replicated. To begin with, the team is looking at larger databases, and they will most

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likely try to find cohorts of people with high exposure to the chemicals to see how many have Parkinson's. "I think people will really move on this as quickly as possible now," he concluded.

http://latimesblogs.latimes.com/booster_shots/2010/02/industrial-solvents-sharply-increase-risk-of-parkinsons-disease.html

SWEDEN, GÖTALAND, FEBRUARY 8 2010. INVESTIGATION INTO CARGO FERRY ACCIDENT

Finnish authorities have the responsibility to investigate the cause of Saturday's accident in which containers of hazardous waste fell off a Finland cargo ferry into the Baltic sea somewhere between the holiday islands of Öland and Gotland. In one of the three containers, now presumed at the bottom of the sea, there's estimated to be around eight tonnes of environmentally dangerous waste. A plane from the Swedish coastguard with radar, cameras and other equipment was used in the search. It's not known how much of the waste has leaked into the Baltic sea. The ship will be examined when it arrives at its destination in St Petersburg.

<http://www.sr.se/cgi-bin/International/nyhetssidor/artikel.asp?ProgramID=2054&format=1&artikel=3425257>

USA, NY, NEW YORK, FEBRUARY 8 2010. STATE HAS 'GRAVE CONCERNS' FOR RECENT SAFETY PROBLEMS AT FIRE-RAVAGED DEUTSCHE BANK TOWER

douglas feiden

The state has "grave concerns" about recent safety problems at the toxic [Deutsche Bank](#) tower, where two firefighters died in 2007, the Daily News has learned. In the past three months, a series of potentially deadly blunders set off alarms with the [Lower Manhattan Development Corp.](#), the agency overseeing demolition of the troubled building next to Ground Zero. A spotlight melted; a wrench dropped by a worker fell 225 feet, hitting another laborer; a sidewalk shed was gashed; **diesel oil spilled on Greenwich St.**; a Bobcat loader nearly plunged through a hole in a deck, and **a blowtorch was used too close to a fuel tank**. This occurred despite all the attention given the site after Firefighters [Robert Beddia](#) and [Joseph Graffagnino](#) died in an August 2007 fire that turned fatal because of unsafe conditions created during demolition. "The building was a deathtrap back then, and unfortunately, you have to wonder if it's still a deathtrap today," said Joseph Graffagnino Sr., whose son perished on a 14th-floor landing. In a Jan. 29 letter, [LMDC President David Emil](#) warned Australian contractor, [Bovis Lend Lease](#) that its safety record at the site was a "failure" and its management of the job "unacceptable." Emil ordered Bovis to shake up top staff and overhaul safety operations immediately. "There has been a failure by senior management at Bovis to properly manage safety issues," Emil told The News. "We have grave concerns about the quality of their work, and we're expressing that very forcefully to them." Bovis has agreed to review "the entire project - including safety processes, protocol and personnel," said [Mary Costello](#), a Bovis senior vice president. As the general contractor at the site, the Australian firm has been closely watched since it narrowly escaped indictment for its role in the Aug. 18, 2007, fire. That scrutiny is intensifying. Last month alone, the city Buildings Department slapped Bovis or its subcontractors with at least a dozen safety violations, alleging offenses that could endanger the lives of workers and the safety of the public. That's more infractions in a single month than any time since the seven-alarm fire. Bovis would not address specific violations; it plans to appeal most of them. Costello noted there have been "zero lost-time injuries to workers or injuries to the public" in the past three months. Emil countered, "There could have been - and that's simply unacceptable." Shrouded in black netting, [New York's](#) most hated skyscraper - its 1,750 windows and 158,000 square feet of office space destroyed in the Sept. 11, 2001, terrorist attacks - was bought by the LMDC in 2004. Bovis began abatement and demolition of the 41-story tower in 2006, a simultaneous process that turned the building into a fire hazard. A Bovis site safety manager and a reputedly mob-connected subcontractor, the [John Galt Co.](#), were indicted on manslaughter and other charges. The case is pending. Bovis avoided prosecution by signing an agreement with the prosecutors and pledging millions of dollars for a fire safety academy, among other things. After stripping the building of potential toxins over a two-year period, the company resumed demolition last Nov. 9 of what had become a 26-story building.

http://www.nydailynews.com/news/2010/02/08/2010-02-08_death_risk_looms_at_deutsche.html#ixzz0ewOiPAtk

USA, CA, HUNTINGTON BEACH, FEBRUARY 8 2010. OIL SPILL'S 20-YEAR LEGACY: DEATH, NEW LIFE

Twenty years ago Sunday, Vic Leipzig picked up an oil-soaked grebe on the Huntington Beach coast — what he believes was the first bird rescued in the massive American Trader oil spill that blackened the beach, killed thousands of seabirds and hammered the beachside economy. The hull of the oil tanker was torn open after it ran over its own anchor on Feb. 7, 1990, disgorging 400,000 gallons of crude into the ocean. Soon the oil reached the shoreline, rolling in with the waves. "There was oil on the surface of the water, and the waves were crashing black onto the sand," said Leipzig, a biology teacher at [Golden West College](#), remembered as the anniversary approached. "It was a visually dramatic sight." What followed were days of chaos — would-be rescuers and spontaneous cleanup crews forming a chaotic throng on the beach, gradually organized by Leipzig and others — weeks of cleanup and years of legal wrangling. When it was all over, some \$27 million in lawsuit settlements had been paid out. Most of it went to cities and public agencies to compensate for loss of ocean recreation, but some was channeled into habitat restoration programs. Now, birds and other wildlife are reaping the rewards. More than \$1 million was used in 2001 and 2002 to remove black rats from Anacapa Island, nesting place for the rare Xantus's murrelet; afterward, populations of native birds, mice and lizards, suppressed for decades by the rats, began to flourish. In 2006, about half a million in Trader settlement money was used to help build a science center in Upper Newport Bay. And the [Wetlands and Wildlife Care Center](#), which rescues and rehabilitates hundreds of birds each year, got its start during the spill, when local rescue groups set up a makeshift center to care for the oiled birds. An estimated 3,000 to 4,000 birds were killed in the oil spill, and only 600 rescued, rehabilitated and later released, said Debbie McGuire, wildlife director at the center. Last week, McGuire and her center were dealing with a far smaller number of oiled birds from a far smaller oil

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spill in a flood channel. For McGuire, who was working for a music and art school and serving as a veterinary volunteer in 1990, rushing to help rescue birds from the spill was a life-changing experience. It inspired her to turn her career toward wildlife rehabilitation. "I'll never forget that," she said. "I remember going down there. I couldn't believe how black our beaches were. The birds looked like blobs of black. You didn't even know what it was."

<http://greenoc.freedomblogging.com/2010/02/07/oil-spills-20-year-legacy-death-new-life/19613/>

USA, ME, EASTPORT, FEBRUARY 8 2010. POSSIBLE OIL SPILL PROBED IN EASTPORT

sharon kiley

A Dutch ship which had completed loading bales of wood pulp on Wednesday was stopped from leaving port Thursday night by the U.S. Coast Guard, which said it is investigating a possible oil spill. Roland "Skip" Rogers, the general manager of Federal Marine Terminals, said the incident was unusual for Eastport, which expected to see 18 ships this year. "This has never happened here before," he said Friday. He said rumors that the ship was seized or under armed guard were not true. "The tugs are here, the pilot is here, the crew is free to go, but the ship cannot leave," he said. The ship, the Margit Gorthon, flying under the flag of the Netherlands, was undergoing an intensive inspection all day Friday, according to U.S. Coast Guard Unit Controller Ken Stuart out of Portland. "We are investigating a marine pollution incident," he said, which he categorized as a possible oil spill. He said the investigation continued all day Friday and was not completed. It will continue Saturday. Stuart did not know how much oil might have been spilled.

<http://www.bangordailynews.com/detail/136300.html>

AUSTRALIA, VICTORIA, NEWPORT, FEBRUARY 8 2010. EMERGENCY WORKERS MOP UP ALTONA PETROL SPILL

Watch the Video:

<http://www.theage.com.au/national/mobil-in-damage-control-as-leak-sparks-ire-20100209-npr1.html>

Slideshow <http://hobsons-bay-leader.wherelive.com.au/photos/gallery/altona-oil-refinery-leak/>

Map: Altona 3018



A leaking petrol tank at the Mobil oil refinery in Melbourne's west is threatening to collapse.

Mobil has apologised after a tank at its Altona refinery leaked 30,000 litres of petrol, sparking a major emergency. The leak was detected at the refinery, on the corner of Kororoit Creek and Millers roads, about 11.45pm yesterday. Almost 70 firefighters attended, fearing an explosion. Mobil refining manager Glenn Hanson said the company was sorry for the incident. "We very much regret this incident and apologise for any inconvenience to our neighbours," Mr Henson said. "We care about the community of Altona and want to reassure our neighbours that we are working hard to protect our site personnel, the community and the environment. "At this stage we estimate the product spilled is a small percentage of the tank capacity. "The tank area is protected by a bund (raised walls) to contain any spilled product and enable faster clean-up. "The transfer of remaining product to another tank continues and we expect that the

transfer will be complete early this afternoon." Two major roads were closed as workers cleaned up a petrol spill. The tank can hold 10 million litres, but was only about 40 per cent full when the leak was discovered. Hobsons Bay Mayor Bill Tehan said they had enacted the council's emergency response plan. "In this instance, the council assisted authorities by providing some minor traffic management assistance," Cr Tehan said. "The council was concerned, but has been assured by the authorities that the leak has been fully contained and there is no impact on the abutting coastal park or homes. "The council expects to be involved in a de-brief with authorities once the cause of the incident has been investigated." This is not the first time Mobil has been the centre of a major fuel leak. In December 2006, one of the company's underground fuel pipes started leaking petrol in Newport, causing several residents to feel sick. Mobil had been advised in 2003 to fix the problem. The company was fined in 2008 and ordered to contribute cash towards local environment schemes. Mr Hanson said the Altona refinery was today operating normally and there is no impact on fuel output. An investigation into last night's incident had started. "A thorough investigation into the cause of the leak will be carried out, and we will cooperate fully with relevant authorities," Mr Hanson said. "We look very carefully to identify root causes of incidents in order to apply learnings. "We will certainly review all investigation findings for this incident." The Environment Protection Authority was overseeing the clean up. Community members with concerns can contact the refinery hotline on 1800 659 527.

<http://hobsons-bay-leader.wherelive.com.au/news/story/pictures-emergency-workers-mop-up-altona-petrol-spill/>

USA, WA, SEATTLE, FEBRUARY 9 2010. COMPANY FINED FOR BELLEVUE CHEMICAL SPILL

john stang

The state has fined a Bellevue project \$9,000 for chemical spills in the summer of 2009 and has issued a citation for failure to report the first. Washington's Department of Ecology fined Michel's Pipe Services of Salem, Ore., for spills in July 2009, during work under Interstate 405 near Southeast Eighth Street in Bellevue, the agency announced Monday. It also issued a warning letter to the Washington State Department of Transportation for not properly supervising the situation. On two July 2009 nights, the subcontractor used air pressure and steam to install a plastic lining in a 24-inch culvert that carries Trail Creek beneath I-405, an Ecology Department news release said. The creek's water flow was diverted during the operation. On July 15, an unexpected flow of groundwater interfered with the process, and Michel's used an inflatable plug to block that flow, the state release said. The plug failed. Some resin entered the creek and was not reported. Odors from the creek led to a state investigation the next day. The

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Ecology Department found in the water mineral oil and styrene, which is poisonous to crayfish and other crustaceans. Dead crayfish were found. A similar plugging failure occurred the next night when the contractors tried to repeat the operation. This time, it was reported to the state. The Bellevue Parks Department closed trails around the spill to prevent people being exposed to toxic compounds. Styrene odor remained in the area until at least July 24. "The damage to the creek could have been minimized if workers had taken precautions to intercept any releases that might occur. Given the toxicity of substances involved, this should have been standard practice," said David Byers, who supervises the Ecology Department's spill-response team. "We have completed projects of this type for over 20 years in Washington and across North America, and have never had a similar release. Some unusual circumstances appear to have come together to cause this incident. Regardless, we have put in place new procedures to ensure that this type of incident will be prevented," said Michel's vice president David Stegman. Michel's has 30 days to appeal to the Ecology Department or to the Washington State Pollution Control Hearings Board. It plans to do so, the state news release said.

http://www.seattlepi.com/local/415172_fine8.html

USA, VA, RICHMOND, FEBRUARY 9 2010. FUEL SPILL KILLS FISH IN HENRICO WATERWAYS

chris i. young

Watch the Video http://www2.timesdispatch.com/rtd/news/local/article/SPIL09_20100208-215403/323008/

A diesel spill last week near Henrico County's public safety building killed hundreds of small fish, despite a cleanup that started the same day the spill was discovered. Inspectors with the Department of Environmental Quality on Friday found a fish kill in a pond into which diesel drained, as well as a stream leading out of the pond, said DEQ spokesman Bill Hayden. About 650 fish, mostly bluegill and pumpkinseed, were found dead or dying in Lake Hening and about three-tenths of a mile of Rocky Branch stream on Friday, he said. "We investigate all fish kills," he said. "This was a fairly good-size fish kill." On Friday, DEQ notified the county, which promptly set up absorbent barriers farther downstream to stop the fuel, he said. "It appears fuel got farther downstream than anyone realized at the time," Hayden said. The spill was detected last Tuesday morning in Lake Hening, a stormwater management pond near the Henrico County courts building. Officials traced the leak to the source a half-mile west, to the failure of mechanical devices at an above-ground tank that feeds emergency generators, said Fred Drake, buildings and grounds manager in the general services department. A shutoff mechanism failed that leads to the tank, causing the tank to overflow with gas, and a detector in a sump below the tank failed as well, he said. "We may re-engineer the system to make sure this doesn't happen again," he said. "We'll do what's necessary to make sure it doesn't happen again." The equipment was about 12 years old, he said. As a temporary fix, new fuel storage was installed last Tuesday that bypasses the old system. Officials did not know exactly when the leak started, nor how much diesel was spilled, though Drake said the amount was more than several hundred gallons. Cleanup will continue into next week, Drake said.

http://www2.timesdispatch.com/rtd/news/local/article/SPIL09_20100208-215403/323008/

USA, AZ, PHOENIX, FEBRUARY 9 2010. 2 WOMEN HOSPITALIZED AFTER CHEMICAL SPILL

jolie mccullough

A hazardous-material spill in a textile cleaning building sent two women to the hospital in Phoenix Monday afternoon. The two women in their 30s were in the room of the building near 43rd Avenue and Mohave Street when a 5-gallon bucket of formic acid, a neutralizer used with many cleaning agents such as lye, spilled at around 4 p.m., said Phoenix Fire Department spokesperson Jonathan Jacobs. The women experienced symptoms from exposure to acid, such as respiratory problems, skin irritation, nausea and vomiting, and were transported to the hospital, Jacobs said. Both women are stable, and the incident has been isolated.

<http://www.azcentral.com/news/articles/2010/02/08/20100208abr-k-hazmat-spill-phoenix.html>

USA, KY, LOUISVILLE, FEBRUARY 9 2010. BOY RUSHED TO HOSPITAL AFTER XYLENE AND ETHYL BENZENE. CHEMICAL SPILL >> NEIGHBORS LOOKING FOR ANSWERS AFTER ALERT SYSTEM TRIGGERED LATE

Watch the Video <http://www.wlky.com/news/22503035/detail.html>

Watch the Video <http://www.whas11.com/news/local/Residents-unsatisfied-by-chemical-plants-apology-for-spill--83846082.html>

One boy is sent to the hospital after a chemical spill in a Louisville neighborhood. Now, neighbors are demanding answers why it took four days for officials to notify them about the spill. Cherie Wentworth recalls what happened when her 13-year-old son, Calvin, suffered a severe asthma attack, a doctor said, was brought on by chemical exposure. "We had to help him from the bathroom to here and he was shaking so bad and he couldn't stop and he could barely talk to us," said Wentworth. She said her son became ill three days after she and her Beechmont neighbors noticed a terrible odor on Feb. 1. Tony Bridgers, who also lives in the area, said, "It was just horrible. My eyes started burnin', my head started hurtin', my fiancée had chest pains from it and went to the hospital." Bridgers filed a complaint with the fire department. Wentworth filed a complaint with the Metro Sewer District. They now want to know why city officials did not immediately activate the telephone alert system telling them there was a chemical spill from the Nuplex Resins plant on Crittenden Drive. Brian Bringham, MSD Regulator Services director, said, "It leaked into the sewer system and then those odors came back up threw people's sewer lines into their houses." Wentworth said the doctor recommended her son not return home until they get rid of the chemical smell. The Metro Air Pollution Control District told Wentworth the chemicals in the spill were xylene and ethyl benzene. A spokesperson for the fire department confirms the fire chief is actually the one who activated the city's alert system last Thursday and they did not see a need to initiate the call earlier. A community meeting

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is being held Monday night about the incident. Bingham said it's the first time a chemical leak from the Nuplex Plant has seeped into the public sewage system. Our calls to the Nuplex Plant were not returned.

<http://www.wlky.com/news/22503035/detail.html>

USA, ORE, SHADY COVE, FEBRUARY 9 2010. SHADY COVE MAN SEVERELY BURNED >> TRYING TO LIGHT YARD DEBRIS USING AN ACCELERANT

A young man who was severely burned Friday after attempting to light a pile of yard debris with a flammable liquid remained in critical condition in a Portland hospital Monday. Robert Jacoby was home alone Friday afternoon when his clothes caught fire after he attempted to light a pile of sticks, twigs and leaves. Fire officials estimated about 70 percent of Jacoby's body was burned in the accident. Jacoby managed to make the 9-1-1 call himself on a cell phone after the accident occurred, said Shady Cove Fire Chief Bob Miller. "He was the only one there," said Miller, adding reports show Jacoby also tried to cool himself off by getting into the shower. Shady Cove firefighters answered Jacoby's call at about 2 p.m. Friday. They arrived at the Sarma Drive home located in a subdivision about a mile and a half outside of the town to find Jacoby conscious and in severe pain with burns over 70 percent of his body, including his face and hands, Miller said. "They wrapped him in a burn sheet (a large sterile linen dressing)," said Miller. An ambulance transported Jacoby to the fire station where Mercy Flights then flew him from Shady Cove to Rogue Valley Medical Center in Medford. Jacoby's condition required he be transported to the Oregon Health & Science University Burn Center in Portland. Hospital officials said Jacoby remained in critical condition late Monday. Jacoby is in his mid-20s and reportedly new to the area, Miller said. Miller said he was uncertain what kind of fuel Jacoby was using, but added any flammable liquid is dangerous to use when burning. "Never use an accelerant," Miller said. Keep collected yard debris dry with tarps, then burn small piles and add more to the fire as it grows, he said.

<http://www.mailtribune.com/apps/pbcs.dll/article?AID=/20100209/NEWS/2090323>

NORWAY, OSLO, FEBRUARY 9 2010. GAS LEAK PROMPTS EVACUATION OF 200 WORKERS FROM NORWEGIAN OIL REFINERY

Officials in Norway say 200 workers have been evacuated because of a gas leak at the country's biggest oil refinery. Oil company Statoil says the leak was stopped shortly after an alarm went off Monday at the Mongstad facility on Norway's west coast. No injuries were reported. Statoil spokesman Oerjan Heradstveit says cleanup crews are removing the highly flammable gas, which is normally used in heating and motor fuel. The cause of the leak was unclear. The plant was reopened later Monday, except for the section where the leak happened. Jointly held by Statoil and Shell, Mongstad refines about a 200,000 barrels of oil a day, which it exports to North America, Europe and Asia.

http://www.canadianbusiness.com/markets/market_news/article.jsp?content=D9DNVJDGO

USA, IN, ELKHART, FEBRUARY 9 2010. FUEL SPILL AT N. IND. RAILYARD CAUSES ROAD CLOSURE

A fuel spill in a northern Indiana railroad yard caused authorities to close a main road while it was cleaned up. Elkhart police say it took firefighters and hazardous materials crews about two hours to clean the about 200 gallons of spilled fuel at the [Norfolk Southern](#) railyard on the city's west side. Authorities closed Old U.S. 33 until early Monday while the work was being done. No injuries were reported. Details of what caused the spill weren't immediately released.

<http://www.chicagotribune.com/news/chi-ap-in-elkhartspill.0,118586.story>

USA, WA, TECOMA, FEBRUARY 9 2010. Tacoma Gas Station Erupts In Flames

Watch the Video <http://www.kirotv.com/news/22493858/detail.html>

Incredible video showed a tense firefight after a Tacoma gas station erupted in flames. An eyewitness rolled his camera Sunday morning as flames engulfed a car, then several gas pumps, then the roof above the pumps at an AM-PM in the 8200 block of Pacific Avenue. Someone on the video can be heard saying, "Look at that big blaze! OK, we got to get out of here before the thing blows." No one was injured. Video showed flames exploding at several points. Daniel Bradford, who shot the video, said he could feel the heat a half block away. The cause of the fire is under investigation, firefighters said.

<http://www.kirotv.com/news/22493858/detail.html>

RUSSIA, MOSCOW, FEBRUARY 9 2010. TWO SPECIAL TRAINS LIQUIDATING RAILWAY INCIDENT IN BURYATIA-RZD

Two special trains are working at the site of derailment of seven freight wagons in the Zaigayevsky district of the Buryatia republic. They were urgently dispatched there for the liquidation of the incident aftermath. The Russian Railways Company (RZD) told Itar-Tass that the incident that damaged two tracks occurred at 18:32, Moscow time, Sunday at the Chelutai station. "There have been no fatalities or injured in the incident," the company said. Two special trains urgently dispatched to the site from the East Siberian and Trans-Baikal railways have been working at the incident scene. "In connection with the crash one passenger train has been delayed on the route, meals were organised for its passengers," RZD said. The railwaymen have not specified the rail cars of which derailed in Buryatia. The Siberian regional centre of the Russian Emergency Situations Ministry for its part noted that railway tank cars with oil derailed. "As a result of the train incident, six tank cars remained on the tracks, two are staying on the ground and another three tank cars overturned and crude oil is leaking from them," acting head of the emergencies centre Olesya Kukuyeva explained. According to her, the crash took place one kilometre from the Chelutai settlement with 180 houses and 457 dwellers.

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The population's evacuation was not planned; 100 metres of railway tracks have been destroyed. The overhead system was not damaged.

<http://www.itar-tass.com/eng/level2.html?NewsID=14798141&PageNum=0>

AUSTRALIA, VICTORIA, NEWPORT, FEBRUARY 9 2010. EXXON SAYS LEAK AT AUSTRALIA REFINERY FULLY CONTAINED

ben sharples

Exxon Mobil Corp., operator of the Altona oil refinery in Australia's Victoria state, said a leak from a gasoline tank has been fully contained and there is no risk to the environment. No structural issues are expected after an initial assessment of the tank, Exxon said in an e-mailed statement. The unleaded gasoline in the tank is being transferred to alternative storage, a task due to be completed by lunchtime today, the Irving, Texas-based company said. Altona, the smallest of Australia's seven refineries, is 13 kilometers (8 miles) from Melbourne and supplies half of Victoria's fuel needs, according to Exxon's Web site. The plant produces about 13 million liters (3.4 million gallons) of product a day. There has been no disruption in supplies to customers, spokeswoman Rebecca Arnold said by phone. The leak hasn't affected other operations at the plant, Arnold said. The tank, capable of holding 13 million liters of fuel, wasn't full at the time, she said. There is no risk to the community and the incident caused no injuries, Exxon said in its statement. The leak was found at 11:45 p.m. yesterday, the company said. ABC News reported late yesterday that the tank had been affected by fire. There was no blaze at the site, Exxon's Arnold said.

<http://www.businessweek.com/news/2010-02-08/exxon-says-leak-at-melbourne-oil-refinery-fully-contained.html>

USA, WA, ABERDEEN, FEBRUARY 9 2010. RECKLESS USE AND IMPROPER STORAGE OF GASOLINE – BURN AWARENESS WEEK 2010

david Haviland

Each year thousands of children are burned due to the reckless use and improper storage of gasoline. Gasoline, when ignited in a controlled manner to power engines, serves a very useful purpose. However, because it is so commonplace, we take its presence for granted without realizing the dangers. The same quality of explosive ignition that makes gasoline valuable as a fuel can cause terrible injuries when it is handled carelessly or used for an unintended purpose. Most injuries associated with these products occur in the home when the improper use and storage of gasoline and other flammable liquids results in both bodily injury and property damage. Knowing how to prevent these injuries can protect you and those you love from a devastating burn injury. The first step to ensure a safe home environment is to increase your awareness and identify potential hazards. The next step is to make the necessary changes in your behavior and environment.

Gasoline Use –

Use gasoline only to fuel an engine. That is its only use!

- Remember that gasoline vapors can be ignited by a spark, flame or other source of heat that is located many feet away.
- DON'T use gasoline as a starter fluid or accelerant for charcoal grills.
- DON'T use gasoline as a cleaning solution, solvent, accelerant or insecticide.
- DON'T use gasoline as a fuel in devices designed for other fuels, such as kerosene.

Handling Gasoline –

- DON'T allow children to touch gasoline or a gasoline container, even under supervision.
- DON'T store or use gasoline near a flame source, such as matches, lighters and pilot lights on stoves and water heaters.
- DON'T use gasoline indoors.
- DON'T siphon gasoline by mouth, as it is harmful or fatal if swallowed.
- DON'T induce vomiting if gasoline is swallowed. Instead, seek immediate medical attention.

Storing Gasoline –

- Store gasoline only in an approved gasoline container and keep a class B type extinguisher nearby.
- Store gasoline in a cool and well-ventilated area, such as a shed and preferably in a locked cabinet out of the reach of children.
- DON'T store gasoline anywhere inside the home or vehicle and never store more than one gallon of gas.

Gasoline Containers –

- The container must have a tight fitting cap for both the spout and vent, be predominantly red in color and properly labeled, "GASOLINE", and bear a warning label about the dangers of gasoline.
- DON'T put anything other than gasoline in a gasoline container.
- For more information on burn prevention, please visit the Burn Awareness Week website at www.burnawarenessweek.org

<http://www.google.com/url?sa=X&q=http://kbkw.com/modules/news/article.php%3Fstoryid%3D1374&ct=ga&cd=kuPLxp9vMxQ&usg=AFQjCNF59anx0O0hMBgL-NIRATXC67cbxQ>

USA, FLA, LAKELAND, FEBRUARY 9 2010. MANY GAS STORAGE TANKS IN POLK IN NEED OF UPGRADES

tom palmer

Owners of 165 underground gas storage tanks at 51 sites around Polk County have failed to upgrade the tanks as required by a 1983 state law, according to state officials. The law, one of the first in the nation, was designed to reduce the risk of groundwater

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contamination. Tank owners had until Dec. 31 to upgrade their tank systems to install double containment walls that will prevent contamination from spreading even if a tank leaks. The rules have been in effect since 1991, according to the Florida Department of Environmental Protection, which sent notices to tank owners in August 2009 reminding them of the deadline. Tank owners who missed the deadline have three options, according to DEP spokeswoman Marguerite Jordan: Apply for a three-month extension if they have a contract in place to have the work performed. Remain in business as long as the tanks are taken out of service or are permanently closed. Ask for a further time extension by entering into a consent order, which will set a specific deadline to comply. "(DEP) may pursue action in Circuit Court against facility owners who continue to operate non-compliant facilities (failure to meet upgrade deadline) absent any of the provisions listed above," Jordan said. She said the agency can also seek injunctive relief to require tank closure and to assess fines. "Each enforcement case is handled on a case-by-case basis," she said. Unlike the cleanup of sites contaminated by leaking tanks, which is funded in part by a state trust fund, the cost of upgrading facilities is the responsibility of the tank's owner, Jordan said. The list of tanks needing updates includes the Lakeland Area Mass Transit District on George Jenkins Boulevard as well as many present and former gas stations around Polk County. Danny Ours, LAMTD's director, said his agency is in the process of complying. He said the district's biggest challenge was finding the money. He said that changed after the transit district received \$134,000 in federal stimulus money, which LAMTD is using to take its underground tanks out of service and to replace them with above-ground tanks. There has been no contamination at their site, he said. The list of 165 tanks in Polk that have not been upgraded includes 62 tanks that are listed as no longer in service. State environmental regulations still require some kind of closure to make sure the tanks are empty so they no longer pose an environmental risk. Some of the tanks listed as still being in service are located at businesses that have closed. The state law administered by DEP was an attempt to solve a widespread problem of leaking fuel tanks that contaminated groundwater all over Florida. DEP officials list 137 sites in Polk contaminated by petroleum wastes. Most are gas stations or auto repair businesses. Those cleanups are paid for in part by the Inland Protection Trust Fund created in 1986. It is funded with an excise tax on petroleum products produced in Florida or imported to Florida. That fund, along with a number of other trust funds, fell victim to attempts by the Florida Legislature to balance the budget last year. Legislators pulled \$200 million from the fund. Gov. Charlie Crist recently announced a proposal to restore \$144 million of that money. George Fernandez, president of PhosLab Environmental Services in Lakeland, said his firms and other consultants are involved in the cleanup and plan to lobby legislators in Tallahassee this year to restore the funds. "Without the funds, the cleanups will be delayed," he said. Fernandez said he didn't have a specific figure in mind.

Related Links [Look up locations and details about all the gas tanks in Polk that need upgrades.](#)

<http://www.theledger.com/article/20100207/NEWS/2075032/1410?Title=Many-Gas-Storage-Tanks-in-Polk-in-Need-of-Upgrades>

USA, FLA, SEBRING, FEBRUARY 9 2010. THE RETURN OF THE DIRTY DIRT

Turns out, contaminated dirt isn't so easy to dismiss. In January, Florida's Turnpike Enterprise wanted to bring contaminated dirt from seven convenience stations it planned to excavate and rebuild. Up to 4,800 truckloads - 80,000 to 120,000 tons through 2012 - of dirt would be trucked here from all over the state, deposited at the landfill, and aerated to evaporate the diesel, [gasoline](#) and oil. Then it could be used daily to cover garbage. The turnpike would pay up to \$900,000, and [County Administrator](#) Michael Wright suggested the county would save money because it wouldn't have to mine sand from the landfill site. On Jan. 26, the [Highlands County](#) commissioners turned down the request. Commissioner Edgar Stokes was absent, and none of the other four would move to accept the soil. "You won't get a motion from me," Commissioner Guy [Maxcy](#) said. He wasn't willing to violate the spirit of the 1989 [settlement agreement](#) between Wade [Goolsby](#) and Highlands County, which said no [hazardous waste](#) would be disposed on the premises, and that the landfill will not be utilized by anyone other than Highlands County. And, [Maxcy](#) added, "I don't think the price per ton is high enough." The landfill usually charges \$100 per ton, but [Solid Waste](#) Director Ken Wheeler negotiated a special \$7.50 per ton deal from the turnpike. Wright was surprised. The household and business chemicals and paint which come to the Highlands [County landfill](#) each day are worse than the petroleum [contaminated soil](#) the turnpike Wright was proposing. Earlier this week, [Maxcy](#) found himself agreeing with Wright. "I had been to Chicago and back, and I hadn't had time to look into it at all," [Maxcy](#) said Friday. On Monday, though, [Maxcy](#) talked with citizens in the [Arbuckle Creek](#) community, and he saw the diesel-laden dirt which was taken from spills at the [asphalt plant](#) and the [Avon Park](#) public works facility. "Sure enough, them just turning over the dirt, you can't really smell (diesel) in the dirt," [Maxcy](#) said. "I don't know what percentage is gone, but it's almost all out of there." Therefore, [Maxcy](#) is bringing back the item to the agenda for a vote. The meeting is scheduled for 9 a.m. Tuesday.

<http://www2.highlandstoday.com/content/2010/feb/07/la-the-return-of-the-dirty-dirt/>

CHINA, BEIJING, FEBRUARY 10 2010. FIREWORKS STORES EXPLODE INTO LIFE

Beijingers were fired up about fireworks yesterday when 671 licensed pyrotechnics suppliers opened for business within the Fifth Ring Road. Many customers were eager to get their hands on some decorative explosives - even if some had their enthusiasm extinguished by the cost. "There were customers waiting for us before we opened our counter at 9 am this morning," said a female storeowner, surnamed Chen, from her business near the Ito Yokado store on the North Fourth Ring Road. "Customers have been coming in throughout the morning," she said. "Most of them were kids who came and bought some less powerful fireworks. We are open until 9pm, so most parents are likely to drop by after work," she added. Around 30 customers stopped by the store while METRO was there to check out the merchandise, although only two bought items, spending around 500 yuan. "I think I could not get as many fireworks this year as I did last year for the same money, the price is higher," said a female customer who spent 300 yuan on firecrackers. "My husband and son like setting off fireworks on Chinese New Year's Eve, so I just bought some for them." A male customer agreed that the price was a little steep. "I feel most fireworks are more expensive than last year," said the man,

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who was in his mid 40s, after browsing for about 20 minutes. According to the municipal government's fireworks regulations, the shops can stay open until Feb 28.

<http://business.asiaone.com/Business/News/SME%2BCentral/Story/A1Story20100209-197628.html>

USA, PA, SOUTH PHILADELPHIA, FEBRUARY 10 2010. SUNOCO REPORTS FIRE AT PHILADELPHIA REFINERY CDU

U.S. refiner Sunoco Inc said it extinguished a fire that broke out early Tuesday in a crude oil unit pump at the Girard Point section of its 335,000 barrel-per-day Philadelphia oil refinery. "Earlier today we had a pump fire isolated at the crude unit at the Girard Point facility ... The fire was put out," Carol Sloan, a company spokeswoman, told Reuters. She said she was not aware of the status of the unit. The fire-hit crude unit was still running Tuesday but at lower rates, a source familiar with refinery operations said. At least two people were injured by the fire and were being treated for smoke inhalation, with one of them taken to hospital, though details remain sketchy, the source added. Sunoco's sprawling Philadelphia, Pennsylvania, refining complex has two sections: Girard Point and Point Breeze, which have crude oil distillation capacities of about 200,000 bpd and 140,000 bpd, respectively.

<http://www.reuters.com/article/idUSN0910566820100209>

UK, LONDON, FEBRUARY 10 2010. FACTBOX-EUROPEAN OIL REFINERIES SOLD AND UP FOR SALE

ikuko kurahone

Many European oil and chemical firms have been looking to sell domestic refineries as demand for fuels and petrochemical products has fallen more sharply in Europe than most other parts of the world, hitting profit margins. However, some have failed to find buyers. Following are the refineries around Europe that have been sold or are up for sale:

Harburg, Heide, Germany, Stanlow, Uk, Gothenburg, Sweden.

Royal Dutch Shell said about 560,000 bpd, or 15 percent of its global total refinery capacity was under review. Shell has been in talks with India's Essar Oil on the sale of the three refineries. Essar last year said the exclusive talks would last until the end of November but Shell said earlier in February they were still in talks. Essar has been in talks with UBS, Citigroup and JPMorgan for a loan of up to \$750 million if it wins the bidding for the three refineries, sources said last year. Harburg has a capacity to process 5.2 million tonnes of crude oil a year (roughly 110,000 bpd). It is moderately complex and its key units are a catalytic cracker for gasoline making and lubricant systems. Heide can process 4.5 million tonnes a year (93,000 bpd). It is an integrated, petrochemical oriented plant. Stanlow has a capacity to process 267,000 bpd. Gothenburg has a capacity to process about 78,000 bpd.

Livorno, Italy

Italy's Eni is no longer looking to sell Livorno. Last September it said it was in preliminary talks with UK private equity fund Klesch & Co to the refinery. Livorno is an 85,000 bpd simple refinery.

Teesside, Uk

Swiss-based refiner Petroplus has agreed to sell the Antwerp bitumen plant to Vitol. Petroplus idled its 117,000 bpd Teesside plant in March last year. Initially it was seeking a buyer of the simple plant. Petroplus Chief Executive Thomas O'Malley sold his previous venture U.S. refiner Premcor Inc to Valero Energy Corp in 2005 and is now in talks with Valero via PBF Investments to buy its shuttered 210,000 bpd refinery in Delaware City, the United States.

Grangemouth, Uk

Located in Scotland, the plant processes about 200,000 barrels of crude oil per day. Current operator British chemicals maker Ineos bought the plant from BP in 2005. Chinese oil firm PetroChina (is in talks to invest in the Grangemouth refinery. Grangemouth is a moderately complex refinery equipped with both hydrocracking and catalytic cracking systems, giving it flexibility to produce gasoline and middle distillates, such as diesel, according to market demand. The plant is connected to the North Sea Forties pipeline, which delivers about 650,000-700,000 bpd of crude oil, roughly half of the UK's daily production. Morgan Stanley has a deal with Ineos for product marketing and some crude oil purchase.

Vlissingen, The Netherlands

Russia's Lukoil bought a stake in the 153,000 bpd Vlissingen refinery in the Netherlands from French major Total in June last year, blocking a bid by U.S. refiner Valero. Total will retain a 55 percent stake in the plant. Lukoil has acquired 45 percent, which was previously held by Dow Chemical). U.S. oil major ConocoPhillips owns 20 percent of Lukoil. Vlissingen is a moderately complex, diesel-oriented plant. It is equipped with a hydrocracker, which typically allows a refiner to process relatively heavier, cheaper crude oil such as Russian Urals.

<http://www.reuters.com/article/idUSLDE6181DK20100209>

USA, GA, AUGUSTA, FEBRUARY 10 2010. GASOLINE MISTAKENLY PUT IN KEROSENE PUMP

A thousand gallons of gasoline was mistakenly put into the kerosene pump at Pumpkin Center near Harlem early Sunday morning, Columbia County Emergency Services Director Pam Tucker said in an e-mail tonight. Fire crews are making sure the kerosene pump is locked down so it can't be used, but some customers have already pumped from the tank, believing the product to be kerosene. It is believed that three customers pumped a total of nine gallons, Tucker said. One of those customers discovered that it was gasoline and notified the store, which notified authorities. The customer had pumped four gallons, leaving five gallons unaccounted for. "Every effort is being made to locate those two customers, including call-outs in that area, looking at store video, etc.," Tucker said. Anyone who pumped from the kerosene tank should not use it, she said. If gasoline is used in kerosene heaters, an explosion will likely occur.

<http://chronicle.augusta.com/latest-news/2010-02-09/gasoline-mistakenly-put-kerosene-pump?v=1265750078>

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USA, NY, NEW YORK, FEBRUARY 10 2010. FUEL-OIL TRUCKS IN THE LINCOLN TUNNEL

Watch the Video <http://www.myfoxny.com/dpp/news/investigative/100208-fuel-oil-trucks-in-the-lincoln-tunnel>

Fox 5 cameras caught a tanker truck filled with more than 8,000 gallons of fuel oil going through the Lincoln Tunnel. But for safety and homeland security reasons, all fuel oil trucks are supposed to be turned away. The Lincoln Tunnel is considered one of the top terror targets in the world. There has been concern for years that terrorists could rig a fuel truck and turn it into a deadly bomb to set off inside the tunnel. We also obtained pictures of a Hess tanker truck carrying thousands of gallons of fuel oil. It wasn't supposed to be in the tunnel either. The trucks both have warning signs that mean they contain a "combustible liquid." On the way the trucks passed Port Authority Police and lots of signs that say things like "Hazardous materials are restricted... Inquire of police at check point." But when Fox 5 stopped at a check point, no one was in the booth and no one was in the police car. Way before the September 11th, 2001, attacks, just for safety reasons fuel oil trucks were supposedly banned from the tunnel. But for years--for reasons still not clear--the trucks were given a free pass. We caught up with the man who runs Summit Transport, which owns one of the fuel trucks we saw going through the tunnel. "I've been doing it for 30 years," said Ken Rosen, of Summit. He said the Port Authority has always let his trucks go through. The confusion seems to be over the safety of fuel oil, stuff that people use to heat their homes, versus gasoline. Gasoline explodes and catches fire easier than fuel oil. And that's one reason people think the Port Authority has looked the other way. "If you take a cigarette or a match and throw it into it, it doesn't go up in flames -- it takes a lot more," Rosen says. "Even when you heat a homeowner's house you need a 10,000-volt transformer sparking away and after you've atomized that oil into a fine spray, that's when it ignites into a flame. It's a very safe product." But fuel oil is not a safe product if a terrorist rigs a truck, even a fuel oil truck, to cause a major damage. Experts have told Fox 5 that fires inside a tunnel are hard to get to, hard to put out, and could cause structural damage to the tunnel. Those experts also said that once ignited, fuel oil can be more dangerous than gasoline, and that jet fuel, which ultimately brought down the Twin Towers, has the same basic properties as fuel oil. In March 2009, a new booklet went out making it clear, but it wasn't until last week -- not until Fox 5 started asking questions -- that the Port Authority started taking action. We were tipped off about the problem by a concerned trucker who took pictures of what he thought was a Hess gasoline truck in the tunnel. The mud flaps said "Buy Hess gasoline." The trucker sent the pictures to Fox 5. We sent them to the Port Authority and Hess. Turns out the truck was not carrying gasoline, but fuel oil. Both Hess and the Port Authority admit the trucks should not have been allowed in the tunnel. And as the result of our investigation, a Port Authority memo was sent out on February 1 to all Lincoln Tunnel personnel. It reads: "Please let this serve as reminder that all vehicles, notably tanker trucks, placarded for any combustible and/or flammable liquids are not allowed passage through the tunnel eastbound as well as westbound." The Port Authority insists that going back to last year, all personnel in the field -- including cops -- should have been already aware about the restrictions. Caught in the middle of all this confusion are fuel oil companies like the one of Ken Rosen, whose trucks are now been stopped by the Port Authority Police after being allowed though for decades. Rosen was stunned to hear that one of his trucks was turned around last week. "I mean, it just drives up the cost of doing business in Manhattan," Rosen said. For Rosen, it means instead of picking up fuel in Edgewater, N.J., and taking the Lincoln Tunnel to Manhattan, his trucks will now have to take the long way: the upper level of the George Washington Bridge, where gasoline and fuel trucks are allowed and where an accident or something more sinister can be dealt with easier and with less damage than if it came down in the tunnel. The union that represents Port Authority police officers told Fox 5 that their members in the field have just been following orders and that they've warned the higher-ups about the dangers of allowing trucks with combustible liquids to pass through the tunnels. They have accused the same bosses in the past of ignoring security recommendations prior to 9/11 and the 1993 bombing of the World Trade Center.

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CANADA, PEI, CHARLOTTETOWN, FEBRUARY 10 2010. OIL DELIVERY TRUCK OVERTURNS INTO DITCH

nigel armstrong



Workers transfer oil from an Island Petroleum truck that overturned into a ditch Tuesday on the Hyde Point Road in Meadowbank. The driver was not seriously hurt in the incident.

An Island Petroleum delivery truck overturned into the ditch on the Hyde Point Road in Meadowbank Tuesday. The driver told RCMP that he had a full load of fuel oil on board and was not able to make it around a 90-degree turn at the bottom of a slope on the road. The accident occurred about 11 a.m. and the driver was not seriously hurt. The vehicle held approximately 2,000 gallons (7,500 litres) of furnace oil, said Ron Ryder, spokesperson for the P.E.I. Department of the Environment. "A very small amount of oil leaked out around the dome covers of the truck," said Ryder. "Most of it remained in the vehicle." A company called GNL

Environmental came to the scene, along with an empty tanker from Island Petroleum, and the oil was pumped to the new truck. "(The company) was talking about cleaning up the snow but we are going back (today) just to see what will be there," said Ryder. The snow cushioned the vehicle and limited the damage to the vehicle and the driver, said Constable Matthew Chartrand of Queens District RCMP. "It had a full load on so as it turned the fuel itself ended up adding extra weight to the back end which caused it to slide into the ditch and from there gravity took its place and kind of turned it over," said Chartrand. Chartrand said that when the overturned truck was turned upright back on the road, its engine started, suggesting that it suffered little damage.

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