

## Dangerous Goods & Hazardous Materials Group and Network

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

**"RELEASE 2010 – 573 NEWSY STUFF"**

**February 20 2010**



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**USA, TX, PORT ARANSAS, FEBRUARY 13 2010. BIRDS NEAR SPILL RECEIVING HELP >> FIVE CAUGHT AND REHABILITATED ARE FORECAST TO SURVIVE**

*david sikes*

**Watch the Video** <http://www.kiiitv.com/news/local/84272287.html>

Four oil-covered birds and an emaciated one were recovering Friday at the Animal Rehabilitation Keep at the University of Texas Marine Science Institute in Port Aransas. The birds suffered from the fallout of a large oil spill Tuesday at a wetlands near Ingleside, where more than 1 million gallons of crude leaked from storage tanks at the former Falcon Refinery near Farm-to-Market Road 2725 and Bishop Road. The four oil-covered birds are all water fowl and included: two coots, a northern shoveler and a double-crested cormorant. A black-crowned night heron was found in the oil spill area and appeared sick. While the heron was not covered in oil, biologists included it in the recovery effort. All are expected to recover, said Guy Davis, an ARK employee. Except for about 200 minnows near the spill site, no other wildlife seemed to have been affected by the mishap, based on observations earlier this week aided by spotting scopes and binoculars, said Alex Nuñez, an on site kills and spills biologist with the Texas Parks & Wildlife Department. "We lucked out," he said. "Some wetlands were impacted, but it was contained mainly to the (spill) site itself." By late Friday, crews had recovered about 42,000 gallons of crude from the wetlands and anticipated they had several hundred more barrels to go, said Jimmy Martinez, regional director for the Texas General Land Office. A barrel contains 42 gallons. To help keep other birds out of harm's way, workers brought in scare cannons, which emit a sound about as loud as a shotgun blast, Nunez said. Cannons at three locations near the wetlands are set to go off at 30- to 60-minute intervals. The blasts begin about an hour before daybreak and continue until about an hour after dark. "They did a fantastic job of keeping the wildlife out of the area," Martinez said. On Friday, cleanup efforts continued, involving workers from the parks and wildlife department, the land office, U.S. Fish and Wildlife Service, the Texas Commission on Environmental Quality, the Texas Railroad Commission, U.S. Coast Guard and the Environmental Protection Agency, along with crews supplied by Superior Crude Gathering Inc., which leases the tanks and owns the oil. Nuñez said midday Friday the oil had been contained. Any potential threat of the crude reaching the Intracoastal Waterway, which is about a quarter- to a half-mile away, had been averted, he said. The oozing crude would have had a difficult time reaching coastal waters, Nuñez said, because of the distance and three roads with culverts between the two sites. Workers had blocked the culverts as a precaution, Nuñez said. Crews plan to work around the clock sucking up the mess with four pumps, which skim the floating oil from the water's surface. Thursday's heavy rains aided the cleanup by washing crude into a natural depression. This helped concentrate the spill and provided workers easier access, Nuñez said. Nuñez and Martinez estimated Friday the cleanup would continue for days.

<http://www.caller.com/news/2010/feb/12/ark-cleans-up-birds-recovered-from-site-of-oil/>

**USA, TX, DALLAS, FEBRUARY 13 2010. 1 DEAD AFTER TUGBOAT SINKS IN HOUSTON SHIP CHANNEL>> 1,000 GALLONS DIESEL LEAKS INTO THE SHIP CHANNEL.**

**Watch the Video** <http://www.myfoxboston.com/dpp/news/local/100211-sunken-tugboat-houston-ship-channel>

The body of a crewman has been recovered after a 56-foot tugboat sank in the Houston Ship Channel and spilled hundreds of gallons of diesel fuel. Coast Guard spokesman Petty Officer Prentice Danner says a stretch of channel near the Sims Bayou turning basin remained closed Friday during operations to recover the tug. Danner says the J.R. Nichols sank Wednesday night with five men on board. Four were rescued from the water and treated for hypothermia. The body of the fifth crewmember was recovered Thursday. His name was not immediately released. Danner says the investigation continues into what caused the sinking of the tug operated by Kinder Morgan. Danner says as much as 1,000 gallons spilled, but the Coast Guard will not know the total until crews are "able to get the boat righted." Barriers contained the spill.

<http://www.dallasnews.com/sharedcontent/APStories/stories/D9DQMKL00.html>

**USA, ID, SANDPOINT, FEBRUARY 14 2010. IDEQ SUES TO HALT PETROLEUM CONTAMINATION**

The Idaho Department of Environmental Quality is moving to jump start a flagging cleanup effort at a Sandpoint gas station that has been jeopardizing ground and surface water quality for nearly 20 years. The department filed suit against a former owner of Gas & Go to force compliance with a consent order governing the cleanup. The suit alternatively seeks a \$400,000 judgment from Michael Young so IDEQ can restore a failed petroleum contamination recovery system. The suit was filed in 1st District Court on Monday. It's at least the second time IDEQ has filed suit over underground petroleum leaks at the Fifth Avenue filling station, court documents indicate. The state sued another previous owner, Ralph Williams, in 1991 after petroleum contamination was detected in surface and groundwater. The litigation resulted in a settlement agreement, a consent order and a trust account to help sustain the cleanup. Williams, court records said, sold the business to Young in 2001 and took on the cleanup obligation. Young sold the station to Sydney Oskoui in 2004, but IDEQ argues the sale did not relieve Young of the remediation obligation because of an indemnity agreement. The state exhausted the trust account funds maintaining and repairing the recovery system, which failed in 2008, court records show. It was also discovered the recovery system was falling short of cleaning up the contamination because of low transmissivity of soil in that area. The state monitored recovery wells at the site in the spring of last year and detected the presence of aged petroleum product on top of the groundwater and dissolved petroleum constituents in groundwater advancing toward Sand Creek, according to the lawsuit. The state advised Young further corrective action was needed at the site, but Young allegedly told regulators he was unable address the issue because of "financial constraints," the suit said. The state asked Young for financial records documenting the hardship, but they were never provided and IDEQ has since been unable to contact Young.

<http://www.bonnercountydailybee.com/articles/2010/02/13/news/doc4b74fcab2affb102076721.txt>

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### **AUSTRALIA, NSW, LITHGOW, FEBRUARY 14 2010. MAN DIES IN TANKER CRASH – LITHGOW**

The Great Western Highway remains closed following the crash of a B-double petrol tanker west of Lithgow overnight. The crash happened about 10pm when the eastbound vehicle left the highway, rolled down an embankment and into a creek, about 1km west of the township. The trailers jack-knifed and came to rest on top of the cabin; the driver died at the scene. Police from Lithgow, NSW Ambulance paramedics, NSW Fire Brigades officers, and members of the Volunteer Rescue Association attended the crash site. Heavy lifting equipment was brought to the scene to retrieve the vehicle, however, while the tanker was empty at the time of the crash, concerns about petrol vapour have complicated the retrieval efforts. It's expected the highway may be closed until 6.30am. Police are appealing for anyone who may have seen the crash to contact Lithgow police station or Crime Stoppers on 1800 333 000. At this time, only one person has spoken to police, and that motorist came upon the crash after the truck had left the road. Police are also investigating the impact severe storm conditions and heavy rain experienced in the area at the time of the crash may have had. Traffic diversions are in place. A report will be prepared for the coroner.

[http://www.police.nsw.gov.au/news/latest\\_releases?sq\\_content\\_src=%2BdXJsPWWh0dHBzJTnBJTJGJTJGd3d3LmViaXoucG9saWNlM5zdy5nb3YuYXUIMkZtZWRpYSUyRjEwMDAxLmhm0bWwYmYwxsPTE%3D](http://www.police.nsw.gov.au/news/latest_releases?sq_content_src=%2BdXJsPWWh0dHBzJTnBJTJGJTJGd3d3LmViaXoucG9saWNlM5zdy5nb3YuYXUIMkZtZWRpYSUyRjEwMDAxLmhm0bWwYmYwxsPTE%3D)

### **USA, PA, MIDDLETOWN, FEBRUARY 14 2010. CLEAN-UP CREWS BURNING OFF DAMAGED FUEL TANKS AT ENERGY PLANT EXPLOSION SITE**

*grace merritt*

**Watch the Video:**

<http://www.courant.com/community/middletown/power-plant-explosion/hc-middletown-explosion-gas-0213.0.6940741.story>

Environmental clean-up crews Saturday afternoon began burning off 40 damaged fuel tanks at site of the Kleen Energy plant explosion, a procedure expected to generate black smoke and last through 8 tonight and possibly continue tomorrow morning. A crew from Clean Harbors, a Houston-based environmental clean-up company, was burning off acetylene and other gases in about 40 damaged tanks, a process called "flaring off," police Spokesman Marc Fongemie, deputy chief of operations, said Saturday. Anyone who sees smoke should not worry because the process is well controlled and being closely monitored by fire officials, he said. "Don't panic. We do have a fire truck standing by," Fongemie said. While the clean-up work begins, investigators continue to look for the cause of the deadly explosion, which occurred while workers were purging a natural gas pipeline underneath the site. The blast killed five workers, injured 27 and blasted a gaping hole in the plant, which was scheduled to go online this summer.

<http://www.courant.com/community/middletown/power-plant-explosion/hc-middletown-explosion-gas-0213.0.6940741.story>

### **UK, ESSEX, FAWLEY, FEBRUARY 14 2010. FIRE DOUSED BY FIREFIGHTERS AT EXXON FAWLEY, U.K. OIL REFINERY**

*jon menon*

A fire was doused yesterday afternoon after erupting at part of Exxon Mobil Corp.'s Fawley refinery in southern England. The blaze, which began at 3.20 p.m. U.K. time, was extinguished by 3.55 p.m. and the oil refinery is now working normally, according to a spokesman for the plant. "The fire was brought under control and put out very quickly," the spokesman said. "There were no injuries." The refinery is the largest in the U.K., capable of processing 316,000 barrels a day, according to data compiled by Bloomberg. The Hampshire Chronicle reported that the fire began in a feed drum at the refinery.

<http://www.businessweek.com/news/2010-02-13/fire-doused-by-firefighters-at-exxon-fawley-u-k-oil-refinery.html>

### **UK, LONDON, FEBRUARY 14 2010. STEALTHY SHELL SALES COULD BAG \$10BN**

*danny fortson*

Peter Voser, chief executive of Royal Dutch Shell, is selling \$10 billion (£6.4 billion) of assets as part of his drive to revitalise the oil giant. North Sea oilfields are among the operations that are being offered discreetly to the multinational's rivals. Shell has hired Credit Suisse, the investment bank, to sell its \$1 billion European liquefied petroleum gas (LPG) arm, which provides butane and propane used in heating and cooking. A behind-the-scenes auction of the network of petrol stations across at least 17 African countries is also moving forward. First-round bids of about \$500m have been lodged. These auctions come on top of a range of more advanced moves, including a \$5 billion disposal programme for onshore fields in Nigeria, an exit from Sweden, and a \$1.2 billion auction of three European refineries. Exclusive talks are under way with Essar, the Indian conglomerate, on the refinery sites, which include Shell's only remaining UK refinery at Stanlow, Cheshire. Shell has been tight-lipped about potential sales. However, sources close to it said that, including smaller disposals, the firm could raise a total of more than \$10 billion. The company is having to contend with serious challenges. Production fell last year even though it spent \$30 billion on exploration. Earlier this month it reported a 75% drop in quarterly profits because of lower oil prices and the company's huge cost base. Shell employs more than 100,000 people in 100 countries. Voser has announced 6,000 job cuts and consolidated its operations since taking over last summer. He wants to speed up the move away from older, less profitable businesses. \* Barclays has been dragged into the diplomatic row over oil drilling off the Falkland Islands. The bank owns 3.5% of Desire Petroleum, a London-listed oil firm that will this month drill the first new prospect off the disputed islands in more than a decade. In a suit filed in Buenos Aires, an Argentine lawyer claims that, because Barclays failed to disclose its holding, it should be stripped of its role advising the government on a \$20 billion debt deal. Argentina claims ownership of the Falklands, and its foreign minister has said the drilling violates its national sovereignty. Last week the authorities blocked a Desire supply ship from leaving port. Two other British firms are planning to drill around the Falklands this year.

[http://business.timesonline.co.uk/tol/business/industry\\_sectors/natural\\_resources/article7026271.ece](http://business.timesonline.co.uk/tol/business/industry_sectors/natural_resources/article7026271.ece)

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### **USA, FLA, MIAMI, FEBRUARY 14 2010. 2 INJURED IN FUEL TANK EXPLOSION**

Two men were injured at a South Florida gas station when the fiberglass tanks they were cutting up exploded. Miami-Dade firefighters responded to the U.S.A. Truck Service Plaza Friday morning. Two men had removed three old, underground fuel storage tanks and were trying to cut them up. The explosion knocked the men back several feet, but they were conscious when rescuers transported by helicopter to a Miami trauma center. Firefighters eventually used white foam to contain the flames. Official believe fumes might have caused the fire, but they are still investigating.

<http://www.miamiherald.com/news/florida/AP/story/1479780.html>

### **USA, PREPAREDNESS PODCAST, FEBRUARY 14 2010. DO YOU KNOW HOW.....FUEL TRANSFER TANKS, AND SOME FUEL STORAGE TIPS >> FLUIDS ARE ALWAYS AN ISSUE.**

Heavy. Bulky. Moving when you don't want them to move. Add in something that's flammable or combustible, and you have even more potential worries. One of the solutions I've been using in my pickup is a transfer tank. You've probably seen them in the beds of commercial trucks, flatbeds and pickup trucks. Usually decorated with a red Fill-Rite 12 volt pump on a top corner. I'm specifically a diesel guy, so my fuel issues are a bit different from gasoline issues, but there's still lots of overlap concerning storage, transportation and utilities. What's the difference between the transfer tank and the auxiliary fuel tank? Well, not a whole heckuva lot. Both hold fuel. Both dispense fuel. Both look basically the same. Legally, the transfer tank can not be used as a connected auxiliary fuel tank, whereas the aux tank already has that legal issue dealt with. Not to mention the design is usually a bit nicer than just a DIY tank mod, like many folks do. Personally, even though I'd love to have an Aerotank or Transferflow, I can't afford them. So I have just a basic transfer tank, with a Graco fuel pump, auxiliary filter, and a digital flow meter. It does the trick, and it's more flexible than just an auxiliary tank – if I need to fuel up a generator, another vehicle, or just dump fuel into my storage tanks, I just fire up the pump and go do it. Most of the auxiliary tanks that are out there are not designed to work as transfer tanks too, but there are a few companies out there that do have a dual duty style...but again, you will pay quite a bit more for it. I don't mind paying a thousand less and pulling over every four hours to top off the tank. Heck, that's about my limit for sitting in one place anyway. The two different types of fuel transfer that auxiliary tanks use are gravity feed, and solenoid activated gravity feed. With the low tech gravity feed, you don't have to do anything – other than keep your main tank cap on. I guarantee someone will leave it off once though, and you'll wind up dumping fuel on the ground. You might only do that once but it can still be an expensive lesson to learn. Then, of course, there are the issues that happen when someone else uses your vehicle...If you do want to try this method out, it's pretty simple. All it amounts to is a "T" fitting in the main fuel fill hose and a auxiliary or transfer tank that has a fuel bung mounted low. Don't say I didn't warn you though. What I do like are the solenoid actuated systems, and for that matter it'd be relatively easy to hook up a manual fuel dump valve that would feed transfer tank contents into your main fuel tank. Not hard to do a system that you could either actuate from the drivers seat, or from the bed of the truck. Of course, you can always do like I have, and just use a regular transfer tank. There are plenty of decent ones being made out there – RDS, Better Built, Weather Guard, Transferflow, Aerotank are a few that have a good product. The other issue you have to deal with on the transfer tank is how do you get the fuel from point "A" to point "B"? You'll need some kind of fuel pump (even though you can siphon quite nicely from them), fuel hose, and fill nozzle. I haven't seen any fuel pump out there that are junk. All of them do the trick, but you'll have to decide which one to go with depending on your usage pattern, how fast you need a fill, etc. Manual pumps usually run around a gallon for ten pumps of the handle, while the electric pumps will go up to 30 gallons a minute, if your fuel tank can handle that rate. Most can't get anywhere near that, but the larger tanks on full size trucks can, as can most of the diesel tanks on military vehicles. If you're really, really frugal, you can always modify a used fuel tank off of a junked car or truck. But there are definite trade-offs here – mounting can be an issue, as can safety. You'll also commonly find that the fuel tanks (unless they're aluminum or stainless) have got a nice coat of rust on the inside that has to be dealt with. For some of us though, it's worth it. It's something I've done in the past. As to fuel storage, there are a few basic things with it. One major thing is watch the safety issues – ground everything. What you don't need is a spark while opening/closing/or filling. It'll spoil your day. Store the fuel drums off of the ground – direct contact will give you corrosion issues down the line. Don't store the tanks half full, you ideally want them as full as possible. It'll help with corrosion inside the tanks, and condensation issues also. Make sure you have easy access to the storage. Have a few fire extinguishers handy – I like the CO2 style, but the powder and foam ones are great also. Make sure that the area is signed as a no smoking/no open flame area. I also try not to use radios in the area – cell phones are one issue, but if you're also into Ham radio you know how much power can be put out by a rig, and corona/static effects. My basic storage system is 55 Gallon fuel drums that originally held transmission fluid (sourced them from a local fuel supplier for \$20 each), and a manual Fill-Rite pump. Ground straps are clamped on, and the drums are stored off the ground on strips of Apatong wood. One of the major benefits to the whole bulk fuel storage is the ability to be able to buy at a drop in the price. Another benefit that most folks don't realize is that there are big differences in seasonal fuel blends. Differences that will effect economy, power and storage life span. Do some research in your own area, and find what the best season for fuel is.

<http://www.thepreparednessblog.com/2010/02/fuel-transfer-tanks-and-some-fuel-storage-tips/>

### **USA, IL, GALESBURG , FEBRUARY 14 2010. CLEANUP OF XYLENE & ETHYLBENZENE AT PAINTCRAFT SITE TO COST \$350,000 >> POLLUTED SITE ONE OF SEVERAL THAT REQUIRES COSTLY CLEANUP**

*eric timmons*

The cost of a cleanup at the polluted former Paintcraft site on South Henderson Street is \$350,000, according to city officials. The property is one of several Galesburg "brownfield sites" — contaminated by pollutants — that needs to be cleaned up by the city.

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Aldermen will discuss cleanup plans when they meet for a work session Monday at City Hall. No action will be taken at the meeting. An environmental consultant hired by the city in 2006 found that soil at the Paintcraft site at 963 S. Henderson St. included "significant concentrations of xylene and ethylbenzene," according to the city's community development director Roy Parkin. To meet state environmental regulations the city would have to remove 3,000 cubic yards of soil from the site and one or more underground storage tanks. Parts of the one-acre site would also have to be paved over to "provide an engineered barrier" in accordance with IEPA regulations. Both state and federal funding could be available to the city to help cover the cost of the cleanup operation, city officials said. Parkin is recommending that the City Council authorize an application to pursue an IEPA brownfield cleanup revolving loan. If that application is successful, Parkin said the city should proceed with a foreclosure of the site to place it under city ownership. The city would have to provide a 20 percent funding match, or \$70,000, if the application for a \$350,000 IEPA loan is successful. Once the site has been cleaned, the city would have to sell it and use the money to repay part of the loan. The IEPA loan would require the city to enter an agreement to market the site and sell it for the highest possible price with an "end use that will create or save jobs." "Galesburg will not be obligated to repay the entire amount of the loan as long as the site is marketed for its highest price and best use," Parkin said in a memo to the City Council. The remaining portion of the loan would be forgiven. It's estimated that the Paintcraft site, after cleanup, would be worth about \$10,000. Parkin said the cleanup operation would be costly to the city but was the only way to return the site to good condition. "The amount of estimate expenditures is significant compared to possibly revenue," he said. "However, this is the only viable alternative if the city wants the parcel cleaned up from an environmental standpoint." Paintcraft Corp. manufactured paint and varnish for commercial use at the South Henderson Street location from the mid-1920s until 1978. After 1978, manufacturing ceased at the site but it continued to be used as a paint distribution center. Paintcraft operated under the name Pomar Supply from 1985 to 1990, when the Galesburg facility closed. Another contaminated brownfield location the city hopes to clean up is the former Knox Laundry site at 57 N. Kellogg St. An investigation in July 2008 found chlorinated solvents — used in the dry cleaning process — at the site. The IEPA Office of Site Evaluation performed air quality tests in the basement of the adjacent Trinity Lutheran Church last year. According to the city, the results of the tests should be made available within the next month. Other tests were also conducted at the site and it's likely the results will show the need for a site cleanup. The potential cost of the cleanup have yet to be determined. Parkin will recommend to the City Council on Monday that the city obtain ownership of the former Knox Laundry site and pursue state or federal grants to clean it up. Another that could require cleanup operations in Galesburg is the abandoned gasoline station at 3200 N. Henderson St, where underground storage tanks may have leaked. The abandoned site of the former Viewpoint Eatery at 117 N. Kellogg St. also is likely to be investigated by the city for possible contamination. A gas station used to be housed at the location and gas tanks could be located underground. Parkin said it was important to improve the sites. "Until the contamination on these sites is fully characterized and cleaned up, no one will be interested in redeveloping the site," he said. Cost of the brownfield locations mentioned by Parkin have either been abandoned by their owners or "are owned by an absentee owner who has no interest in maintaining or developing the site or cannot afford the cleanup." Alderman Ken Goad, Ward 1, agreed with Parkin that it was important the city take action to remove pollutants from the sites, both for safety reasons and to create potential for development. I think it's something that we need to take action on," he said. "If there's money there to do it we should pursue that. It would be better for the community." Goad added, "It's too bad that the property owners have not taken care of the properties, especially for the residents that live around them." The City Council will discuss what direction the city should take to have the sites cleaned up when they meet Monday. The meeting begins at 6:30 p.m. and is part of a proposed new format under which the City Council will have one work session per month, during which no formal decisions will be made, in place of a regular meeting. Action items will be voted on at the next City Council meeting, March 1. In addition to discussing the brownfield sites, aldermen will hear presentations from city officials on noise ordinance policies and the city's revolving loan and replacement programs.

<http://www.galesburg.com/news/x626056472/Cleanup-of-Paintcraft-site-to-cost-350-000>

### **NEW ZEALAND, AUCKLAND, FEBRUARY 14 2010. CREWS CLEAN UP AUCKLAND CHEMICAL SPILL**

Firefighters wore protective suits to tackle a chemical spill in south Auckland on Sunday morning. Three fire crews, three support vehicles and a hazardous substance unit, went to business premises in Heritage Way, Flat Bush, just after 11am. They plugged a leak from where 20 litres of sulphuric acid had spilled, according to Paul Radden, northern fire communications shift manager. Fire crews have now left the scene.

<http://tvnz.co.nz/national-news/crews-clean-up-auckland-chemical-spill-3363995>

### **INDIA, MUMBAI, FEBRUARY 15 2010, ESSAR OIL TO DOUBLE PETROL PUMPS TO 2,500**

*rajvir khanna*

Essar Oil, India's largest private fuel retailer, is on expansion mode. The company is planning to nearly double its number of petrol pumps to 2,500 by next fiscal year ending March 2011. The company currently has 1,293 petrol pumps. The company produced 280,000 barrels petrol and diesel per day through its refinery at Vadinar in Jamnagar district of Gujarat. Essar Oil's fuel from its outlets in Gujarat is priced at par with that of public sector that get Government subsidy for selling petrol and diesel at rates lower than the imported cost. In the other states, Essar Oil sells its petrol at Rs 2-4.5 a litre higher as compared to other state-run Indian Oil, Hindustan Petroleum and Bharat Petroleum. Diesel is also priced at least a rupee more. The states where the company has petrol pumps include - Gujarat, Rajasthan, Madhya Pradesh, Maharashtra, Kerala, Tamil Nadu, Karnataka, Andhra Pradesh, Orissa and Uttar Pradesh. With the expansion of petrol pumps network, the company can more efficiently utilize its increased

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production of petrol and diesel, produced at its Vadinar refinery. Essar is also expanding the non-fuel retail activities at its outlets. The company has plans to dispense CNG and Auto LPG from the outlets in the current year.

<http://www.topnews.in/essar-oil-double-petrol-pumps-2500-2253485>

### **USA, VA, RANOAKE, FEBRUARY 14 2010. HAZMAT CLEANUP DONE AT CONNY OIL**

*shawna morrison*

Officials have finished cleaning up the oil spilled caused when the roof over a storage building in Pulaski collapsed under heavy snow last weekend. Pulaski Fire Marshal Chip Hutchinson said about 200 gallons or less of motor oil and hydraulic fluid spilled at Conny Oil on Commerce Street after the roof caved the night of Feb. 5. The roof fell onto some of the 100 55-gallon drums and 300 five-gallon buckets inside, Hutchinson said. Hazardous materials crews were brought in this week to clean up the mess. "All of the product remained on site," Hutchinson said. "No other property or waterways were impacted." The building was a total loss and will be demolished, he said. A damage estimate is not yet available. The building was also used to store gasoline, but the roof didn't collapse over the section where it sits.

<http://www.roanoke.com/news/nrv/wb/236411>

### **CHINA, BEIJNG, FEBRUARY 15 2010. INJURIES MAR CHINESE NEW YEAR FESTIVITIES**

A Chinese official said Sunday that 52 people were hurt in festivities in honor of the start of the Chinese New Year. Zhou Zhengyu, director of the Municipal Government's Fireworks Management Office, said the number of injured as of early Sunday represented a 44 percent increase compared with last year, China's state-run Xinhua news agency reported. Sunday marked the start of the Year of the Tiger on the lunar calendar. Zhou confirmed the injuries during the Chinese New Year festivities, Spring Festival, were all minor. No reports of casualties were reported. Beijing Municipal Public Security Bureau sources said in preparation for New Year's Eve festivities Saturday, a large security force was dispatched to prevent injuries and violence. The security force included 25,000 police officers, along with 13,000 armed police and militia.

[http://www.upi.com/Top\\_News/International/2010/02/14/Injuries-mar-Chinese-New-Year-festivities/UPI-47141266171988/](http://www.upi.com/Top_News/International/2010/02/14/Injuries-mar-Chinese-New-Year-festivities/UPI-47141266171988/)

### **USA, ORE, SPRAY, FEBRUARY 15 2010. DEQ PLANS CLEAN UP OF PETROLEUM**

*phil wright*

The Oregon Department of Environmental Quality is planning to cleanup a petroleum-contaminated site in the Wheeler County community of Spray. Past petroleum releases at the Lone Elk Market property have created a long-term, area-wide soil and groundwater contamination problem, the DEQ said in a news release, and has affected drinking water wells for the city of Spray. The DEQ will use about \$440,000 in federal stimulus money this winter to remove the remaining petroleum contamination from the property.

<http://eastoregonian.com/main.asp?FromHome=1&TypeID=1&ArticleID=103972&SectionID=13&SubSectionID=48>

### **USA, NM, ALAMOGORDO, FEBRUARY 15 2010. GAS SPILL CLOSES CLOUDCROFT STREETS**

*j.r. oppenheim*

A crew with Viva Enviromental clean up a gasoline spill on Curlew Place across from the Allsup's Convenient Store in Cloudcroft on Saturday afternoon. An official with the Cloudcroft Fire Department said that approximately 175 gallons of gasoline spilled at 4:45 a.m. Saturday, and crews completed the cleanup efforts by 5 p.m. The New Mexico State Police is continuing its investigation into the spill.

[http://www.alamogordonews.com/ci\\_14398990](http://www.alamogordonews.com/ci_14398990)

### **USA, CA, PLEASANT HILL, FEBRUARY 15 2010. CHEMICAL CLOUD HANGING OVER PLEASANT HILL STORAGE FACILITY**

A shelter in place that had been issued early Sunday morning after a chemical cloud was reported near a storage facility in Pleasant Hill was lifted just after 7 a.m., according to police. The chemical was released at about 2:25 a.m. at the Public Storage Facility at 245 Hookston Road. The release apparently happened when people were attempting to steal gas from vehicles in the lot. During the attempted theft, unknown chemicals were poured from their containers and possibly mixed with gasoline, creating a hovering chemical-type cloud, police said. The cloud had a chemical odor and there were reports of respiratory irritation. Firefighters and hazardous materials teams responded to investigate the cloud and residents in the area were advised to shelter in place. An investigation is ongoing. Anyone with information about the incident is asked to contact the Pleasant Hill Police Department at (925) 288-4630.

<http://www.ktvu.com/bartshooting/22562483/detail.html>

### **INDIA, NEW DELHI, FEBRUARY 15 2010. SHELL RAMPS UP FUEL RETAIL NETWORK TO 74**

*rajeev jayaswal & subhash narayan*

Country's only international fuel retailer Shell India has silently ramped up its petrol pump network to 74, a 50% jump in just one year, even as other private retailers fret about the lack of level playing field in the retailing business between the private players and government-owned companies. After getting a licence to open 2,000 retail outlets in India in 2004, Shell opened only 50-odd pumps in over four years, citing predatory pricing by state-owned competitors — Indian Oil (IOC), Bharat Petroleum (BPCL) and Hindustan

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Petroleum (HPCL). A Shell official confirmed that the company has increased the number outlets and said Shell India has aggressive expansion plans. "We have 74 (retail outlets) up and running. A few more are in the process of commissioning," the official, who did not wish to be named, said. Petrol and diesel sold at Shell pumps are costlier by Rs 2-5 a litre (depending on the location), compared with those sold at a public sector fuel station. It could not be ascertained whether Shell India has achieved break-even in its fuel retail business. The privately-held company declined to reveal its accounts and other details. The company, which does not have a refinery in the country, buys petrol and diesel from Mangalore Refinery & Petrochemicals (MRPL) and sells through its pumps. "The company's retail operation is running on reputation. As fuel retailer, it is the best in the country," an oil sector expert and CEO of a private-sector refinery said requesting anonymity. Shell India's growth is in sharp contrast to Reliance Industries' (RIL) fuel retail business. "Only 600 pumps of RIL are functional today, mainly in Rajasthan, West and South India," a company official said on condition of anonymity. At present, the company has about 1,400 retail outlets, he added. Interestingly, another private sector company Essar Oil is planning to nearly double its retail network. "We are going to increase (number of petrol pumps) to 2,500 by next fiscal (end)," Essar group chairman Shashi Ruia said in Delhi recently. "It is likely that the private oil companies are expanding their retail business in hope that the government will soon deregulate pricing of auto fuel," an official in IOC said. All the three private firms declined to comment on this issue. The government is expected to take a decision on freeing prices of petrol and diesel by Sunday or next week, a senior official in the oil ministry said. "I have submitted a memorandum (regarding pricing of petrol, diesel, kerosene and cooking gas) to the Prime Minister and the finance minister," oil minister Murlu Deora said. "We have also requested them (PM and FM) to compensate PSU oil companies the shortfall on account of SKO (kerosene) and LPG (cooking gas) for the current fiscal," he said. The finance ministry has paid a cash compensation of Rs 12,000 crore to public sector oil retailers for the entire financial year, leaving a gap of around Rs 19,000 crore in their books.

<http://economictimes.indiatimes.com/news/news-by-industry/energy/oil-gas/Shell-ramps-up-fuel-retail-network-to-74/articleshow/5574208.cms>

### USA, CA, PASADENA, FEBRUARY 15 2010. FIRE SCORCHES PASADENA HOME .. EMBERS REIGNITE FIRE WITH GASOLINE

*brian day*

A fire damaged a Pasadena home Friday after the homeowner tried to reignite smoldering embers in a fireplace fire with gasoline, authorities said. The incident occurred about 7:15 p.m. in at 1315 Hastings Ranch Drive, Pasadena Fire Department officials said in a written statement. The homeowner had a smoldering fire burning in a living room fireplace and tried to use gasoline to get the fire going again, officials said. Gas burned up toward the container and started a fire in the living room, according to the statement, however the homeowner was not hurt. Two dozen firefighters quickly extinguished the blaze, officials said, which caused about \$60,000 worth of damage to the house.

[http://www.pasadenastarnews.com/news/ci\\_14397015](http://www.pasadenastarnews.com/news/ci_14397015)

### USA, FLA, MIAMI, FEBRUARY 15 2010. WATER-WELL WORRIES RUN DEEP >> FUND SHORTFALL MEANS FEWER SITE CLEANUPS

*jim waymer*



*New gas tanks like the one shown in Palm Bay are being installed throughout the state. The Brevard Natural Resources Management office typically monitors, inspects and cleans up about 170 old tanks a year.*

More than 450 private wells fall within a quarter mile of at least one of almost 400 sites in Brevard County where underground tanks or piping once leaked petroleum -- and left behind chemicals linked to increased risk of cancer and birth defects. Health and environmental officials say the wells are safe because the worst tanks were removed years ago and ongoing testing and cleanups should keep any chemicals from contaminating residents' water. But the petroleum plumes move over time. And an estimated \$3.2 billion state budget shortfall could delay cleanups further if legislators opt for a second year to tap for other uses a [trust fund](#) created to help pay for them. A Florida Today analysis of state data on locations for wells and

contaminated sites found the most overlap in Melbourne, where there are 96 potentially threatened wells, and Palm Bay, where there are 91. "When there's a spill, it can take five to 10 years to contaminate an area where there's wells," said Cynthia Leckey, an environmental supervisor with Brevard County Health Department. "It just depends on how big the spill is and where in the area it spills." The Florida Department of [Environmental Protection](#) sends local health departments lists of wells to test for volatile organic compounds, arsenic and other chemicals, based on known contaminated sites -- 34 wells this year. Almost every [gas station](#) is considered a survey point with potential for some amount of petroleum-related chemicals in the ground, health officials say, but tests rarely turn up unsafe levels of contamination. "To the best of our knowledge, none of the out-of-service systems are leaking," said Tom Stewart, lead environmental specialist for the petroleum cleanup program in the Brevard Natural Resources [Management](#) Office. "They may have discharged in the past, but they sure aren't leaking now." But officials remain concerned -- and committed -- that spill sites need cleanup to eliminate future danger from the migrating chemicals.

#### More than Expected

To date, 229 of the oldest and worst contaminated petroleum tank sites in Brevard have been drained or removed since the late 1980s, when Florida began its petroleum tank cleanup program. Historically, Florida's program has been among the best funded in

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the nation. It was started in response to the city of Belleview's discovery in 1982 that gasoline had contaminated its water supply. A gas station leaked 10,000 gallons of unleaded gasoline in 1979 and 1980, contaminating city wells. The Legislature created its tank cleanup program in 1986. A legislative analysis at the time predicted up to 2,000 contaminated sites across Florida. As of December, the state has cataloged far more -- closer to 25,000 sites. Of those, more than 17,000 are eligible for state-funded cleanups, including 393 sites in Brevard. These are sites where tanks, piping or spills released some amount of petroleum in the past.

### Reducing the Backlog

By 1996, Florida's petroleum cleanup program fell \$551.5 million in arrears because of unpaid claims, fraud, inefficiency and abuse, according to a 2004 legislative analysis. That year, the Legislature issued bonds to pay off the backlog. Lawmakers also created a cost-sharing amnesty program that allowed state environmental officials to prioritize cleanups based on health and environmental risks. Environmental rules forced many of the worst single-walled old steel tanks out of the ground years ago. So, few new leaks are found when tanks are dug out for the double-wall upgrades, said Robert Penoyer, who owns Gasoline Equipment Systems Inc. in Cocoa, a petroleum tank construction and maintenance contractor. "A lot of them are in fairly decent shape," Penoyer said. "Every now and then, you do have ones that have a hole in it. The oldest tanks have been pretty much been removed."

### Dwindling Trust

But state environmental officials expect the cost for cleanups to rise dramatically in coming years, as they begin to address lower-priority sites and unearth larger plumes at sites that have long awaited cleanup. While the trust fund provided \$181 million for cleanups four years ago, that amount dropped each of the next three years, to \$90 million last year. As a result, Brevard County's revenues for cleanups dropped by about 9 percent, to just under \$775,000 for fiscal year 2009-10. Legislators at the time said they only bonded for the \$90 million to protect the state's credit rating and prevent higher borrowing costs in the future.

### Cleanup Uncertain

Brevard's Natural Resources office, which also heads tank cleanups for Indian River County, typically monitors, inspects and cleans up about 170 old tanks per year. The county contracted for 27 fewer site cleanups in the 2008-09 fiscal year than the previous year. It's uncertain how many county staff can get to this year until the state's next budget cycle starts in July. Dolores Musgrave, who's lived 17 years at Fairview Estates off Wickham Road in Melbourne isn't worried, even though the health department tests her well periodically because of its proximity to a contaminated gas station site. "It's never a problem. They say there's nothing wrong with it," Musgrave said of the well tests. She opts for bottled water, anyway, because of the taste. The cleanups are paid for mostly from an 80-cent-per-barrel tax on oil produced in or imported into Florida, or about a quarter each time people fill up at the pump. The [money](#) goes into the Inland Protection Trust Fund.

<http://www.floridatoday.com/article/20100214/NEWS01/2140321/1006/Water-well+worries+run+deep>

### USA, IN, INDIANAPOLIS, FEBRUARY 15 2010. TWO FIRMS CITED FOR VIOLATIONS

The Indiana Department of Environmental Management has entered agreements requiring the following parties to pay civil penalties:

- McClure Oil Corp., 3700 N. Broadway, Muncie, \$5,500, failure to assemble initial site characterization information within 60 days of a leaking underground storage tank.
- Javelina Construction, Fishers, has been accused of failing to notify IDEM of a diesel fuel spill from a truck involved in a wreck on July 19 along Ind. 28 in Delaware County. The notice of violation remains unsettled.

<http://www.thestarpress.com/article/20100214/NEWS01/2140328>

### CANADA, ON, OTTAWA, FEBRUARY 15 2010. [CANADIAN TRANSPORT EMERGENCY CENTRE-CANUTEC]. FIRST CLASS TRAINING HELPS PREPARE EMERGENCY RESPONDERS

Re posted with permission of the International Spill Control Organization. <http://www.spillcontrol.org>  
CN has long been invested in building safer, stronger communities. Every year, in support of this goal, the CN Dangerous Goods Group provides thousands of local responders with quality emergency response training to help them protect their municipalities in the event of an incident. Recently, CN invited 30 emergency responders from various communities throughout CN's network to attend a Tank Car Specialist training course. The one-week course was delivered at the Security and Emergency Response Training Center (SERTC) in Pueblo, Colorado, and fully-funded by CN. The aim was to give emergency responders, such as firefighters and police, specialized training to safely handle incidents involving railroad tank cars. Participants learned to identify the design and construction of pressure and non-pressure tank cars, the most common (and some uncommon) types of leaks encountered and how to repair them in the field. "The course is an important component of CN's emergency response training program for communities where our trains travel," says Jean Ouellette, CN senior manager, Dangerous Goods-Canada. "Lee Nelson, CN dangerous goods officer, and I supported the SERTC training staff in helping participants understand the basic principles of dealing with a tank car incident and how best to work with CN in the response. We hope the benefits of the training will be far-reaching, as each of these responders returns to their communities to teach their colleagues." Mike De Smedt, CN senior manager, Dangerous Goods-US, says the hands-on portion of the training in a mock incident drove home the message for many responders. "Rail equipment can be intimidating to the uninitiated. The field exercises we conducted helped emergency responders become familiar with transportation equipment in a rail environment and taught them how to work around the equipment safely and effectively", reports Kike. One emergency responder who especially appreciated the hands-on training was Donald W. Presley, from the Carbondale, Illinois, Fire Department. "I feel confident I will be able to make more informed decisions at a major rail

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incident to help bring the situation quickly and safely under control. I'll certainly be sharing what I learned with my co-workers, and, because I am also a field instructor for the University of Illinois Fire Service Institute, I will be able to pass on my knowledge to other responders from all over the state," says Mr. Presley. James MacDonald, assistant fire chief for the city of Chiliwack, B.C., who also took the Tank Car Specialist course, was impressed by the high calibre of the training. "We plan to incorporate some of what we learned in our own hazardous materials training for all of our 144 career and paid-on-call firefighters," reports Mr. Macdonald. "I feel more comfortable knowing that our responders will be able to begin an incident action plan that will dovetail well with CN's emergency response activities." With acknowledgement to Transport Canada, Winter 2010 Newsletter  
<http://www.tc.gc.ca/eng/tdg/newsletter-menu-winter2010-1078.htm#article6>

### **USA, TX, BRAZORIA CO, FEBRUARY 15 2010. BRAZORIA, FREEPORT FINED FOR VIOLATIONS**

*nathaniel lukefahr*

A Texas regulator levied almost \$51,000 in penalties Wednesday to two southern Brazoria County cities for environmental violations at a sewage facility and an underground storage tank. The Texas Commission on Environmental Quality fined Brazoria about \$38,420 after an investigation in July found the city's sewage facility had more ammonia nitrogen, carbonaceous biochemical oxygen demand, total suspended solids and dissolved oxygen than permitted, according to commission documents. Brazoria directed the entire fine amount to a supplemental environmental project helping low-income homeowners to repair or replace failing or inadequately designed on-site sewage facilities within the county, commission documents state. Brazoria agreed to file documents stating it is complying with permitted levels of suspend solids in 90 days, according to commission documents. The commission fined Freeport about \$12,375 for failing to monitor underground storage tanks for releases and equip the tank with automatic shutoff devices, according to commission documents. The city agreed to install overfill protect devices on the tank and test lines for releases regularly, according to commission documents. "That problem has been rectified," Freeport City Manager Jeff Pynes said. Freeport paid \$9,900 to the commission, while \$2,475 was deferred due to an expedited settlement, commission documents state.

<http://thefacts.com/story.lasso?ewcd=336a00cf57e99716>

### **NIGERIA, ENUGU STATE, OCHIMA, FEBRUARY 16 2010. FOUR ROASTED, OTHERS INJURED IN PETROL TANKER CRASH**

*uwakwe abugu*

It was a horrific sight yesterday at, as four persons were roasted alive and scores of others seriously injured when a fuel tanker, conveying diesel to the Northern part of the country, somersaulted and went up in flames. Concerned members of the public, especially those who ply the road, expressed outrage that the Federal Roads Maintenance Agency (FERMA), which was working on the dangerous potholes on the road, abandoned it soon after the last Christmas. The accident took place about 1.30p.m. in a small community on the Ninth Mile Corner-Nsukka-Makurdi highway, regarded as a death trap. Long queues of vehicles built up for over two hours at the scene of the accident, as men of the State Fire Service and the Federal Road Safety Corps (FRSC) battled unsuccessfully to put off the inferno. As at 3p.m. when our correspondent visited the scene, the fire was still raging. An FRSC official in the rescue team from the Nsukka Unit told the Nigerian Compass: "We have taken three survivors to the hospital, but we were told by eyewitnesses, who saw it when it happened, that four persons have been burnt to death in the fire." An eyewitness, who identified herself as Agnes, told our correspondent that one of the victims, whose body was not initially completely burnt, had run out of the fire but somehow fell back, perhaps because he was dizzy, before he was consumed by the inferno. It was believed that the driver of the tanker was one of the victims. Sympathisers at the scene of the crash expressed bitterness over the state of the road and called on the Federal Government to fix all the bad roads in the country so as to save the citizenry the pains they go through daily, especially on federal roads in the South-East. One of them, who simply identified himself as Ezedi, said: "You can see what has become of these Nigerians, roasted like goats, and tell me if we really have leaders in this country. You have seen the women are crying and how men are fighting back tears." Frustrated travellers coming into Enugu from the North had to make a detour through the Ogbede end of the road to the old federal highway to avoid the scene of the crash. Shortly before the last Christmas season, 22 persons perished on another bad spot on the same road. Also last month, three vehicles collided on another bad portion within the Udi axis of the road and one of the vehicles, a Peugeot 505 station wagon car, went up in flame, but nobody died.

[http://www.compassnews.net/Ng/index.php?option=com\\_content&view=article&id=41252:four-roasted-others-injured-in-petrol-tanker-crash&catid=672:top-stories&Itemid=794](http://www.compassnews.net/Ng/index.php?option=com_content&view=article&id=41252:four-roasted-others-injured-in-petrol-tanker-crash&catid=672:top-stories&Itemid=794)

### **USA, AVWEB NEWS RESOURCE, FEBRUARY 17 2010. IS LEAD IN FUEL MORALLY BAD?**

*paul bertorelli*

In my workshop, I have three gallons of a deadly blend of methanol, toluene and methyl ethyl ketone. It's explosively flammable, it's a breathing hazard and a suspected carcinogen. Why, in a society that prides itself on protecting its citizens from undue hazards, am I allowed to have this stuff? Because it's otherwise known as lacquer thinner and I use it as a solvent to cut lacquer-based paints. The can is festooned with warning labels and, evidently, we've decided that the benefits of its use outweigh the hazards. Or maybe it's just that environmental groups haven't gotten around to convincing the government to declare lacquer thinner a controlled dangerous substance. After all, one could make the argument that one gallon of lacquer thinner is one gallon too many. I submit that lead in aviation gas ought to be—but is not—treated similarly. When lead was phased out of autogas during

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the 1980s, it was, without question, the right thing to do. Millions of cars were spewing tons of lead byproducts into the air, and the larger issue was that lead emissions fouled the catalytic converters that have substantially reduced air pollution and photochemical smog. Now we come to the same juncture—finally—with leaded avgas. Or maybe not. The numbers aren't nearly so convincing. Avgas accounts for less than one percent—way less—of all the light motor fuel burned in the U.S., so airplane emissions are a tiny fraction of the total vehicle-originated pollution load. True, avgas might account for a large portion of the total lead pollution, but these days, that's not much. So the question is, is it still too much? The Friends of the Earth say it is, thus they are petitioning the EPA to regulate lead out of existence as an octane additive. And that brings us up to date, as the EPA has ordered lead emission studies at a number of U.S. airports in advance of rulemaking to eliminate lead. This may turn out to be as much politics as science, but that's how things go these days. First, Friends of the Earth. This group is a network of environmental activists, and it is not without resources. As card-carrying members of our own special interest group targeted by FOE, we might dismiss them as environmental wackos but this is, in my view, an infantile characterization. These are serious people. They have their agenda, we have ours. It's not impossible that they're right. At issue is how airborne lead affects public health in general and children specifically. The FOE and EPA are arguing that epidemiological studies show that small differences in lead content can measurably impact IQ scores. By measurable, we are talking about 0.08 IQ point which, extrapolated to a larger population, means this: At a lead content of .06 micrograms per cubic meter, the number of children with IQs below 80 would rise to 10.66 percent from 10.56 percent if the same air were lead free. While I consider myself sensitive to environmental issues, I'm not buying the science on this one. My J-school education was short on epidemiology, but I've covered enough of these issues to sense that this just doesn't add up. There are too many variables involved in IQ determination to split the hairs into tenths, never mind hundredths, even among large population groups. And how strong is this supposed correlation? Has it proven to be repeatable? Have other factors been ruled out? I'm open-minded and willing to be convinced, but so far, no sale. To me, the science isn't a credible enough foundation upon which to build public policy. Further, the EPA hasn't been forthcoming on the methods used to measure airborne lead content around airports it has examined. Without that data, the science is ever more suspect. One idea floating around is the so-called "Oshkosh experiment." This would involve placing lead monitors around the airport during AirVenture which is, arguably, the most intense piston GA event on the planet. While it sounds appealing, I'd be a little careful with this idea unless we as an industry are prepared to confront what we might find. Suppose the measured lead content is twice the .06 value? Or 10 times or 100 times? Now what? If those undertaking such an experiment are confident the lead value would be below the background noise, I'm all for it. If not, better be prepared for an answer you might not like. My guess is that at times, there's enough activity at Oshkosh to spike a well-designed lead monitoring network. (Think about 30 or 40 airplanes idling on departure day.) But at typical airports in the U.S.—even busy ones—I seriously doubt lead pollution is significant. That's my gut feel for it. Yours might be different. So, if I were setting public policy here, I'd leave lead in avgas alone. There are much larger public health issues to address—tobacco and obesity come to mind—than this one. If, on its own, the industry determines that unleaded fuels have other benefits, not the least of which is lower cost, then we should let lead go. But that's a market solution, not a regulatory one. I see that as a good thing. You do hear this argument a lot: Well, there's only one source of TEL in the world and it's threatened. That's a reference to the Octel plant in the U.K. But let's wake up and smell the coffee. If that plant is phased out and there's still money to be made making and selling TEL, the Chinese will fall all over themselves to capture the market, if they aren't already. TEL manufacture is nasty business, which may alone argue for phasing it out. But in my view, the public health case hasn't been made. What I'm sensing is a feel-good, group think momentum that accepts the notion that the only good lead is no lead when there may be no science to support that. Over to you, FOE.

[http://www.avweb.com/blogs/insider/AvWebInsider\\_MoralityofLead\\_202020-1.html](http://www.avweb.com/blogs/insider/AvWebInsider_MoralityofLead_202020-1.html)

### **USA, VA, LYNCHBURG, FEBRUARY 17 2010. EMPLOYEE INJURED DURING FIRE AT SLOCUM ADHESIVES IN LYNCHBURG**

Haz-mat crews spent Tuesday morning trying to stop a blue chemical from leaking into Lynchburg's sewer system. The substance washed into 15th Street during a fire at Slocum Adhesives. Investigators say a flammable solvent caught fire around 8 a.m. Tuesday. A Slocum employee was injured trying to put out the flames. That person was taken to Lynchburg General Hospital with unknown injuries. The fire is out now and the chemical is contained. Portions of Kemper Street near mid-town had to be closed during the incident.

\*\*\*\*\*

Firefighters are working a haz-mat situation in mid-town Lynchburg. A blue substance has leaked onto 15th Street near its intersection with Kemper Street. The substance is runoff from a fire around 8 a.m. Tuesday at [Slocum Adhesives](#). Investigators say it was a flash fire involving a flammable solvent. An employee tried to put out the fire but wasn't successful. That person was taken to the hospital with unknown injuries. A sprinkler system inside the building was able to keep the fire from spreading until firefighters arrived. Kemper Street between 13th and 16th Street is blocked. A hazmat team is working to keep the blue substance from reaching nearby storm drains.

<http://www.wdbj7.com/Global/story.asp?S=11991497>

### **USA, IN, EVANSVILLE, FEBRUARY 17 2010. ECO-FRIENDLY REEL MOWERS - EPA ESTIMATES YEARLY SPILL IS 17 MILLION GALLONS OF GAS**

If you need a new lawn mower this year, consider buying an eco-friendly alternative to those with gasoline-powered engines. More than two-thirds of gardeners are concerned about the environmental impact of the gardening products they purchase, according to

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a survey reported last spring (TechnoMetrica Market Intelligence, April 2009). In our quest for the perfect lawn, we all too often leave a less-than-perfect environment. Small engines are big polluters. The millions of gas-powered rotary lawn mowers are responsible for spewing carbon monoxide, hydrocarbons, nitrous oxides and particulates into the atmosphere. One gas mower emits as much pollution in one hour as a late-model car being driven 350 miles, according to the U.S. Environmental Protection Agency (EPA). Filling gas-powered mowers can be a messy chore, too. The EPA estimates that Americans each year spill about 17 million gallons of gas while refueling mowers, weed whackers and other power tools for the yard. With a reel mower, you eliminate the hazards of storing and handling gas and oil that gas-powered mowers require. In light of these concerns, the renaissance of the reel mower (the kind you push and doesn't have a motor -- think grandparents) is the greenest, most eco-friendly lawn mower because it runs on the best form of energy: human power. Being the first on your block to go "retro" with a manual reel mower -- complete with some 21st-century improvements in design and functionality -- makes sense once you know a few facts. Besides helping to reduce pollution, reel mowers are much quieter than noisy gas-powered engines. Reel mowers are generally less expensive, too. In addition, they require little maintenance and are easy to carry and store. And unlike gas mowers, they always start!

<http://www.courierpress.com/news/2010/feb/16/gardener-eco-friendly-reel-mowers/>

### **USA, ORE, PORTLAND, FEBRUARY 17 2010. GASOLINE BURNS LEAVE MEDFORD MAN CRITICAL IN PORTLAND**

mark freeman

A Medford man remains in critical condition this morning at a Portland hospital with severe burns suffered when he poured gasoline on a fire Saturday in his Medford yard, causing a fire he doused only by jumping into his hot tub, authorities say. Randy Young, 55, is in treatment at the Oregon Burn Center at Legacy Emanuel Medical Center in Portland, a hospital spokeswoman says. No information was available from the hospital on the nature or severity of Young's burns. Young was attempting to start a fire about 7:30 p.m. in the yard of his house on the 1700 block of Meadows Lane, Medford police Lt. Bob Hansen says. When it wouldn't ignite, Young tossed gasoline on it but dropped the gas can during the ignition, splashing himself with gasoline that quickly ignited, Hansen says. Young tried to roll on the ground and his wife, Annette Young, attempted to quell the flames with a porch mat, Hansen says. Eventually, Young jumped into his hot tub to put out the fire, Hansen says. Young was taken by ambulance to the Rogue Valley Medical Center before being transported to Portland, authorities say. Young is a counselor at Living Water Counseling on Mt. Pitt Street in Medford.

<http://www.mailtribune.com/apps/pbcs.dll/article?AID=/20100216/NEWS07/2160323/-1/NEWSMAP>

### **USA, MT, GREAT FALLS, FEBRUARY 17 2010. TANKER TRUCK OVERTURNS ON 10TH AVENUE SOUTH**

 **Watch the Video** <http://www.kfbb.com/news/local/84476442.html>

A tandem tanker truck carrying jet fuel overturned on 10th Avenue South just before 9:00 a.m. in Great Falls. The truck was going westbound when authorities say it hit a patch of ice, slid, and overturned near 9th Street. The crash shut down westbound lanes for about an hour, but they have since reopened. There were no injuries in this crash and no other vehicles were involved.

<http://www.kfbb.com/news/local/84476442.html>

### **USA, VA, DANVILLE, FEBRUARY 17 2010. TANKER SPILLS MORE THAN 50 GALLONS OF GAS**



*Firefighters watch Monday as gas leaks from a tractor-trailer on U.S. 29. They used bags of clay absorbents to sop up the more than 50 gallons of gas that leaked from the tractor-trailer.*

A fuel tanker spilled more than 50 gallons of gas onto U.S. 29 on Monday after hitting a guardrail near the Chatham exit. Danny Lee Humphreys, of Nokesville, was charged with reckless driving, said Trooper T.S. Bullington of the Virginia State Police. Bullington said the tractor-trailer lost control on southbound U.S. 29 and hit a guardrail. The truck stopped about half a mile down, in a right-hand turning lane. The Chatham Fire Department corralled the leaking fuel with bags of clay absorbents. Both southbound lanes of U.S. 29 remained open, but traffic slowed as cars approached the 18-wheeler, fire truck and state police cars on the shoulder.

[http://www2.godanriver.com/gdr/news/local/danville\\_news/article/tanker\\_spills\\_more\\_than\\_50\\_gallons\\_of\\_gas/18003/](http://www2.godanriver.com/gdr/news/local/danville_news/article/tanker_spills_more_than_50_gallons_of_gas/18003/)

### **USA, NC, OCRACOE ISLAND, FEBRUARY 17 2010. COMPANY APPEALS OCRACOE EXPLOSION FINES >> A FIREWORKS COMPANY THAT LOST FOUR WORKERS LAST SUMMER ON OCRACOE ISLAND IS APPEALING A \$44,800 STATE FINE.**

A fireworks company that lost four workers last summer on Ocracoke Island is appealing a \$44,800 state fine. The State Labor Department says it and Melrose South Pyrotechnics could not reach an informal settlement agreement on the fines and citations issued in December. Now the North Carolina Occupational Safety and Health Review Commission will schedule a hearing on the appeal. Four people were killed in the July 4th explosion, many who attended the same Goldsboro church. Mark Hill, Terry Holland, Charles Kirkland Junior, and Lisa Simmons died in the blast. Holland was the maintenance director for the Lords Table Church, Kirkland was the son of the church's care pastor and Simmons was identified as a parishioner. The only survivor of the explosion, was Marquez Holland, nephew of Terry Holland. The state says there were 680 pounds of fireworks in a rental truck that blew up.

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The labor department says workers were in the back of the truck assembling electronic matches into fuses when the accident happened. One of the violations says employees were permitted to "introduce possible ignition sources" such as a lighter within 50 feet of where the fireworks were located. The state says a pack of cigarettes and a butane lighter were found two feet from the rear corner of the rental truck containing the fireworks. Another violation says a motorcycle type battery was found on the rear floor of the truck, another possible source of ignition. A third possible source of ignition was spark producing tools that employees were allowed to use. The state also claims the company did not provide personal protective equipment to minimize the generation of static electricity to its employees.

<http://www.witn.com/home/headlines/84381702.html>

### **USA, NE, GRAND ISLAND, FEBRUARY 17 2010. EPA ORDERS NEW TESTS AT CONTAMINATED AMMUNITION SITE**

The Environmental Protection Agency has ordered a new investigation of groundwater contamination at the former Cornhusker Army Ammunition Plant west of Grand Island. Bill Gresham in the EPA's Kansas City office says there are concerns about groundwater at DTE Rail Services, which is located at the former ammunition plant but outside the mapped contamination zone. There have been recent reports of severe illness by two former DTE workers and reports that waste from Hurricane Katrina was unloaded at DTE in 2006. Groundwater near the ammunition plant has been contaminated with RDX, an explosive used to make munitions during World War II and the Korean and Vietnam wars. Gresham says testing at DTE should be done before summer.

<http://www.nebraska.tv/Global/story.asp?S=11985026>

### **USA, CO, DENVER, FEBRUARY 17 2010. DELTA PASSENGERS FIND THEIR LUGGAGE DRENCHED IN JET FUEL**

**Watch the Video** [http://www.wishtv.com/dpps/news/national/west/co-luggage-soaked-with-jet-fuel\\_3241178](http://www.wishtv.com/dpps/news/national/west/co-luggage-soaked-with-jet-fuel_3241178)

A group of Delta passengers experienced an unusual form of luggage mishap today when they found their bags drenched in jet fuel. The passengers, who were returning to Colorado from a stay in Puerto Rico, were overwhelmed by the aroma when they received their bags. Delta's customer service representatives had to ask the passengers to fill their complaint forms outside. A Delta representative told some of the group the soaking may have happened on the ground in Puerto Rico. If so, the bags would have gone with them to Atlanta and then on to Denver which is a serious fire hazard. Passenger Kathy Shoemaker said, "I don't think anyone wants luggage that's been soaked in fuel in the luggage compartment of their flight. I don't ever want to think that would ever happen again, cause it seems to me there was enough luggage that was soaked, that any kind of little spark would have blown up our plane."

<http://www.whcc.com/news/stories/S1418716.shtml?cat=565>

### **AUSTRALIA, VICTORIA, SHEPPARTON, FEBRUARY 16 2010. GAFFES IN CHEMICAL HANDLING LEAD TO FINE**

The Shepparton Magistrates Court has fined a fireproof clothing business company over two separate accidents involving chemicals in a span of six weeks. In 2007, a worker of Flame Safe Fabric Specialists Pty Ltd became blind in one eye due to a chemical splash. Six weeks later, another employee suffered chemical burns to the face. The Court heard that the Seymour-based company was remiss in providing adequate protective equipment and safety training to its workers. The court found Flame Safe Fabric liable for ten charges under the Occupational Health and Safety Act 2004, and was fined \$135,000. Flame Safe Fabric has gone into liquidation since the accidents, and has failed to attend court proceedings. Both incidents involved the use and handling of corrosive chemicals, which are classified as Dangerous Goods. In the first incident, the worker was manually handling a bucket filled with chemical liquid when the handle broke. The chemical splashed into the man's eye, eventually leading to blindness in the affected eye. The worker was not wearing any eye-protection at the time of the accident, and the safety spectacles provided to him were not fully enclosed. WorkSafe did not receive any report regarding the incident. The second incident involved a dipper that is used to take chemical samples. The handle broke, which caused some of the corrosive chemical to splash into a worker's face. The man suffered burns to his face and numbed the inside of his mouth. It was later discovered that the handle was made of a metal rod attached with a gaffer tape. WorkSafe found the company did not have safety systems in place to isolate workers from hazardous substances. The company also failed to provide workers with adequate protective equipment. Training on safely handling and moving hazardous substances was predominantly verbal. It was also found that the workplace did not have adequate first aid facilities. WorkSafe's acting Executive Director, Stan Krpan, said the case shows the need for employers to take all possible steps to identify and remove hazards and to provide training for employees. "In this case, it's ironic that the company was in the business of protecting others, yet failed to offer adequate protection to its own workers," Mr Krpan said. "Businesses dealing with dangerous chemicals can't afford to take chances - verbal safety briefings and gaffer-taped equipment just doesn't cut it. "Workers need to be fully briefed on how to correctly handle chemicals and the risks."

[http://www.safetyculture.com.au/news/index.php/02/vic-gaffes-in-chemical-handling-lead-to-fine/?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+safetyculture+%28Safety+Culture+OHS+News%29](http://www.safetyculture.com.au/news/index.php/02/vic-gaffes-in-chemical-handling-lead-to-fine/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+safetyculture+%28Safety+Culture+OHS+News%29)

### **SOUTH AFRICA, DURBAN, FEBRUARY 17 2010. BRAKES FAIL, DRIVER HITS PETROL PUMP**

*nondumiso mbuyazi*

A Durban woman is lucky to be alive after her car crashed into a petrol pump, spilling petrol on to the station's forecourt. Emeric Pilz, the manager of Umvoti Shell Ultra City in KwaDukuza (Stanger), said the woman, driving a light green BMW, knocked down the petrol pump after she was unable to stop yesterday morning. He said the incident occurred at 2am yesterday. "The driver couldn't stop and the car crashed into the petrol pump. When I spoke to her after the accident she told me she realised that

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something was wrong with the car when her brakes did not work. "She said she pulled the handbrake and... the car began swerving uncontrollably and crashed into the petrol pump," he said. The pump fell on to a bakkie parked in the forecourt. The car eventually stopped 10m on, said Pilz. Both vehicles were damaged, but no one was injured. Pilz said contingency plans were immediately put in place, emergency personnel and police were called. Employees at the garage also had to cut off the power supply to all pumps and the area was cordoned off. "There were no employees standing or walking around when the incident happened, otherwise they would have been seriously injured," he said. The garage had to be closed for three hours while firefighters and inspectors checked the area. KwaDukuza firefighter, Rennie Khumalo, said they had to spray foam to suppress the petrol fumes. "The pump that was hit was destroyed, and petrol spilled all over. Luckily for the driver and the garage employees, the petrol didn't ignite." Police spokesman Senior Superintendent Vincent Mdunge said the woman would not be charged because she did not commit a criminal offence.

[http://www.iol.co.za/index.php?set\\_id=1&click\\_id=181&art\\_id=vn20100215130049516C277870](http://www.iol.co.za/index.php?set_id=1&click_id=181&art_id=vn20100215130049516C277870)

### **TANZANIA, DAR ES SALAAM, FEBRUARY 17 2010. NATION TO CLEAR OUT UNLAWFUL PETROL TRADE**

Joseph Mwamunyange

More than 600 petrol stations in Tanzania risk closure if they do not comply with stringent licensing rules and regulations stipulated in the Petroleum Act, 2008. Haruna Masebu, the director-general of the Energy and Water Utilities Regulatory Authority said that all petrol dealers who will not have met the March 31 deadline will have their premises closed. The licensing criteria include submission of a layout plan for the petrol station; a building permit or authorisation by the relevant authority; the presence of fire extinguishing equipment -- with one extinguisher per pump island, and an emergency shutoff switch. Mr Masebu said Dar es Salaam was the worst hit as it had the most petrol stations. "Of the 284 that applied for licences in Dar 156 failed to meet the laid down criteria," he said. A total of 1125 dealers applied for retail licences for petroleum products but only 495 met Ewura's regulations. Some of the shortfalls cited for wholesalers were a lack of guarantor and a binding agreement between them and the proprietors of the premises to be used for storage. Wholesalers are also required to have Tsh1 billion (\$ 746,268) bond.

#### **Wholesalers**

Only 45 of the 117 wholesalers met the requirements for operating licences. Titus Kaguho, the public relations and communications manager of Ewura said lack of proof of financial ability and hospitality arrangement was the main reason cited in the case of wholesalers. "Most lacked a Certificate of Occupancy allowing the development of a petrol station," said Mr Kaguho. Second after Dar es Salaam was Arusha, where the Authority denied operating licenses to 49 out of 95 applicants. In Kilimanjaro, 45 applicants out of the 77 who applied for the licence were denied. The new licence addresses health issues, safety and compliance, termination, transfer of licence, rights and obligations of licensees, maintenance of records and procurement procedures. On the technical side, the licences address matters touching on fines, penalties and remedial measures, adherence to specifications and standards, prohibition of adulteration of petroleum products, fire precautions, petroleum product spills, decommissioning facilities and inspection. Previously, licensing was overseen by the Ministry of Energy and Minerals.

<http://allafrica.com/stories/201002151485.html>

### **UK, LONDON, FEBRUARY 17 2010. OIL FIRM 'TO NET \$10BN FROM ASSET SALES'**

Drivers with Shell fuel cards have learned that the oil giant is reportedly set to net billions of dollars from the sale of assets, including oil fields in the North Sea. Citing unnamed sources close to the matter, the Sunday Times said that the Anglo-Dutch energy major could earn more than \$10 billion (£6.4 billion) from the sales, which will also include the company's only UK refinery at Stanlow. It has hired investment bank Credit Suisse to manage the sales and offer them discreetly to Shell's rivals, the news provider claimed. Furthermore, it claimed that an auction of Shell petrol stations across 17 African nations has already generated first-round bids of around \$500 million. If the reports are accurate, it could come as good news for the company following the recent release of its financial results for the final quarter of 2009. Its earnings over the three months were \$1.2 billion, a sharp decline from the \$4.8 billion it generated in the same period in 2008.

<http://www.thefuelcardpeople.co.uk/fuelnews/19616632/Shell%20fuel%20card/Shell%20fuel%20cards%20news:%20Oil%20firm>

### **NIGERIA, LAGOS, FEBRUARY 17 2010. COMMUTERS LAUD REMOVAL OF TANKERS FROM EXPRESSWAY >> SOME OF THE TRUCKS WERE TOWED TO THE ALAUSA POLICE STATION.**

Chinedu Ozordi

Motorists and commuters along the Oshodi-Apapa expressway have praised officials of the Lagos State Traffic Management Authority for removing over 50 tankers parked illegally near the Toyota bus stop, along the expressway on Friday. The traffic officials, who were accompanied by mobile police officers, said the raid was a reaction to complaints by commuters over the incessant traffic congestion on that stretch of road as a result of the tankers, which were parked on the service lane. The tankers were towed, and in some cases driven by the traffic officials, to the Alausa police station. About 10 of the tanker drivers were also arrested by the police officers and taken to the Ilupeju police station. "We have been receiving series of complaints about them, and we pleaded repeatedly with them to move those trucks but they refused, and so we had to act," said one of the police officers, who requested anonymity because he was not cleared to speak to the press.

#### **Commuters' Glee**

Commuters who witnessed the raid expressed their happiness with it, and urged the traffic officials to ensure that the tankers are not allowed to return to that spot. "It is a welcome development," said Chinweike Okolo, a regular commuter on that route. "I wonder

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why it took them so long to arrest these people. If you see the kind of traffic (congestion) that these tankers cause here, especially at night, you will pity us. I hope they won't be allowed to come back here." Another commuter, who gave his name as Lanre, said he was surprised at the raid because he had assumed that the tanker owners were above the law, and were in cohorts with the traffic officials. "We have been complaining and complaining but they didn't do anything, and I thought maybe they (the tanker drivers) were bribing the LASTMA people," he said. "Now, they have shown that they are really working, and I seriously hope that such an ugly situation doesn't arise again. These tanker people are not above the law."

### **We Are Not Criminals**

One of the tanker drivers arrested during the raid, who gave his name as Emeka, said he was not aware he broke any laws. "I normally park there because other people are parking there, and we have a union," he said, sweating profusely inside the Black Maria van that they were thrown into. "Since they have already seized our tanker, why are they arresting me like this? I am not a criminal."

### **Official Response**

The chief executive officer of the Lagos State Traffic Management Authority, Young Arabamen, confirmed that the agency had warned the tanker drivers to remove their vehicles from that spot, and had to act when it was apparent that the plea had fallen on deaf ears. "We had to move when it was apparent that they refused to listen to our appeals," he said in a telephone chat with NEXT. "They tore down the warning signs we put up there, so we had to act in the interest of the public." Mr. Arabamen said the drivers that were arrested will be prosecuted. "The arrested drivers will be booked, and the tankers can be collected when they pay the stipulated fine. We will continue placing warning notices on illegal parking, and will not hesitate to arrest any offenders," Mr. Arabamen said.

[http://234next.com/csp/cms/sites/Next/News/Metro/5526148-146/commuters\\_laud\\_removal\\_of\\_tankers\\_from.csp](http://234next.com/csp/cms/sites/Next/News/Metro/5526148-146/commuters_laud_removal_of_tankers_from.csp)

### **USA, LA, DONALDSON, FEBRUARY 17 2010. TANKER CARRYING SULFURIC ACID OVERTURNS**

**Watch the Video** <http://www.wafb.com/Global/story.asp?S=11985189>

Louisiana State Police reported an 18-wheeler loaded with nearly 4,000 gallons of sulfuric acid overturned in Donaldsonville Sunday morning. The crash closed a stretch of LA 70 and LA 3127. Troopers said Phillip Vallare, 37, of Laplace ran a stop sign at the intersection of the two state highways. He then apparently swerved left, which caused the tanker to spin and hit a utility pole. The truck ended up on its side in a ditch and the acid started to leak from the tank. Hazardous materials units from state police and the Ascension Parish Sheriff's Office responded to help with the cleanup. The first thing they did was start the process of off-loading the acid into another tank. A stretch of LA 70 and LA 3127 will remain closed until the crash scene is completely cleaned up. Officials hope to reopen the roads by Monday morning. Vallare suffered minor injuries in the crash. He was taken to a hospital and later released. He was charged with careless operation and failure to obey a stop sign. No other injuries were reported and no evacuations were ordered.

<http://www.wafb.com/Global/story.asp?S=11985189>

### **USA, OH, COLUMBUS, FEBRUARY 18 2010. CLEANUP UNDERWAY AFTER OIL SPILLS INTO ALUM CREEK**

*donna willis*

**Watch the Video:**

[http://www.10tv.com/live/content/local/stories/2010/02/15/story\\_columbus\\_fuel\\_spill\\_east\\_livingston.html?sid=102](http://www.10tv.com/live/content/local/stories/2010/02/15/story_columbus_fuel_spill_east_livingston.html?sid=102)

**Slideshow:**

[http://www.10tv.com/live/content/local/stories/2010/02/15/story\\_columbus\\_fuel\\_spill\\_east\\_livingston.html?sid=102](http://www.10tv.com/live/content/local/stories/2010/02/15/story_columbus_fuel_spill_east_livingston.html?sid=102)

Crews found gallons of fuel oil leaking into Alum Creek Sunday, and EPA officials are investigating the source. Columbus fire officials say some residents in the area smelled something out of the ordinary Sunday night in the area of Livingston and College avenues. When crews arrived on scene, they found what appeared to be fuel oil leaking into Alum Creek from a drainage pipe. Columbus fire originally thought the leak was originating from an Exxon station at East Livingston Avenue and Interstate 70. That wasn't the origination point, though. The Environmental Protection Agency confirmed it was fuel oil later Monday. Officials called it a substantial spill. A hazmat crew was able to dam up the area and stop further contamination but not before some of the oil made it a mile or so down river to state Route 104. "It's going to be a significant cleanup effort," says Columbus Division of Fire Battalion Chief David Whiting. "They'll have a vacuum truck come here. They're talking about putting a couple boats in the water to start cleaning up down there. So it's going to be a significant cleanup problem for them." The EPA was called to the scene to assist with the cleanup. According to Mike Dolan from the EPA, Capital University called in Monday morning after hearing reports of the spill in Alum Creek to report that they had a leak on Sunday. Capital thought the leak may have come from the university. However, after an inventory was conducted, Capital found that they lost 30 to 40 gallons of heating oil. The EPA said that crews cleaned up hundreds of gallons from the spill. Dolan said the size of the pipe that broke was very small and the leak was discovered quickly after the rupture. As a result, the EPA said the source could not be Capital University because of the quantity that was cleaned up in Alum Creek. "This doesn't look like Capital at all. In fact, I'm 99 percent sure it's not. They did the right thing by calling us," Dolan said. A Columbus firefighter suffered a leg injury while trying to locate the source of the spill. He was taken to Grant Medical Center for evaluation. Columbus Division of Fire Battalion Chief David Whiting said the fuel doesn't present a hazard to people. The EPA said cleanup was near completion at 1 p.m. Monday. The EPA is still investigating.

[http://www2.nbc4i.com/cmh/news/local/article/Cleanup\\_Underway\\_After\\_Oil\\_Spills\\_Into\\_Alum\\_Creek/31852/](http://www2.nbc4i.com/cmh/news/local/article/Cleanup_Underway_After_Oil_Spills_Into_Alum_Creek/31852/)

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### **USA, GA, LEGRANGE, FEBRUARY 18 2010. LAGRANGE TRAIN DERAILMENT SPILLS 300 GALLONS OF DIESEL FUEL, BUT CAUSES NO INJURIES OR DAMAGES**

*annie mccallum*

An early morning train derailment in LaGrange spilled 300 gallons of diesel fuel near the Old Dunston Cotton Mill, but caused no injuries or damages. Buddy Baker, the LaGrange Fire Department deputy chief, said a CSX train engine derailed near Fulton Street at about 2:03 a.m. Wednesday. It was the third engine of five going northbound. Baker said the engine was off the tracks and a 1,500-gallon fuel tank had ruptured spilling 300 gallons of diesel fuel onto the CSX right of way. "The firefighters were able to contain it," he said, adding the spill did not contaminate the area. "We were able to contain it to the immediate right of way to the train tracks." Baker also said 100 yards down the track at Greenville Street a tanker car with molasses had also derailed and had heavy damage. He said there were no leaks or rupture to that car. CSX has been called in for additional clean up and an investigation. While derailments are uncommon, they are not unheard of. Baker said in his 33 years in the area he's seen three or four. Wednesday's derailment is the second such incident in the area in recent months. On Dec. 29 six cars, including an automobile carrier, were derailed in Troup County in the area of Roanoke and Pyne roads. No one was injured when the cars derailed and struck two other cars in storage on the side of the track.

[http://www.ledger-enquirer.com/news/breaking\\_news/story/1018162.html](http://www.ledger-enquirer.com/news/breaking_news/story/1018162.html)

### **USA, TX, CORPUS CHRISTI, FEBRUARY 18 2010. OIL SPILL CLEANUP IN INGLESIDE CONTINUES >> RAIN FLUSHED OIL TOWARD A RECOVERY POINT**

*fanny s. chirinos*

 **Photo's** <http://www.caller.com/news/2010/feb/11/oil-spill-cleanup-in-ingleside-continues/>



Rain on Thursday proved helpful in recovering hundreds of barrels of crude spilled on Tuesday at an old refinery near Ingleside. Jimmy Martinez, a regional director with the Texas Commission on Environment Quality, said the rain helped flush the oil toward a recovery point instead of into a freshwater pond. A change of wind direction also helped cleanup efforts, he added. On Tuesday, a 55,000-barrel tank at the old Falcon Refinery on FM 2725 ruptured, causing the release of the 52,000 barrels of crude oil it contained. About 50,000 barrels were contained within the berm, or dike, surrounding the tank or were transferred to a second tank, Martinez said. The second tank also ruptured, causing oil to flow into its berm. The cause of the ruptures, which occurred near or at the bottom of the tanks, has not been determined, Martinez added. The spills caused about 2,000 barrels of oil to flow into a freshwater pond to the southeast of the tanks. About 900 barrels have been recovered from the pond in the past two days, said Chris Ruhl, an on-scene coordinator with the Environmental Protection Agency emergency response team. Cleanup efforts to recover the oil that spilled beyond the containment area of the berm are expected to continue through the middle of next week, Martinez said. So far, five birds not on

the endangered species list have been covered with oil. The property is a Superfund site. Superfund is the federal government's program to clean up the nation's uncontrolled hazardous waste sites. TCEQ and EPA officials have monitored the area's air quality with hand-held and mobile air monitors. Those readings do not indicate emissions or vapors are affecting public health, said Ruhl and Brad Genzer, TCEQ's waste section manager. The property is owned by the National Oil Recovery Corp. (NARCO), which entered an agreement with the EPA in 1994 to conduct an investigation and feasibility study for the cleanup of site's tanks, equipment and piping. The investigation and study were expected to be completed later this year, according to EPA documents dated Feb. 2. The old refinery site occupies about 104 acres on FM 2725 and Bishop Road, just outside the Ingleside city limits. The site is bordered by wetlands to the northeast and southeast, residential areas to the north and southwest, an abandoned refinery to the northwest and a construction company to the southwest. "As I understand it, NARCO was leasing three tanks to Superior (Crude Gathering Inc.) and it was (Superior's) spill," Ruhl said. "This scenario is not typical for a Superfund site, but I don't have more background on the matter." Calls on Thursday to Superior officials were not returned. Attempts on Thursday to reach NARCO officials were unsuccessful.

<http://www.caller.com/news/2010/feb/11/oil-spill-cleanup-in-ingleside-continues/>

### **USA, NC, WILMINGTON, FEBRUARY 18 2010. REPORT ON MARINES' WATER OMITTED CANCER CHEMICAL**

*kevin maurer*

An environmental contractor dramatically underreported the level of a cancer-causing chemical found in tap water at Camp Lejeune, then omitted it altogether as the Marine base prepared for a federal health review, an Associated Press review has found. The Marine Corps had been warned nearly a decade earlier about the dangerously high levels of benzene, which was traced to massive leaks from fuel tanks at the base on the North Carolina coast, according to recently disclosed studies. For years, Marines who served at Camp Lejeune have blamed their families' cancers and other ailments on tap water tainted by dry cleaning solvents, and many accuse the military of covering it up. The benzene was discovered as part of a broader, ongoing probe into that contamination. When water was sampled in July 1984, scientists found benzene in a well near the base's Hadnot Point Fuel Farm at levels of 380 parts per billion, according to a water tests done by a contractor. A year later, in a report summarizing the 1984 sampling, the same contractor pointed out the benzene concentration "far exceeds" the safety limit set by federal regulators at 5 parts per billion. The Marines were still studying the water contamination in 1991 when another contractor again warned the Navy

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of the health hazards posed by such levels of benzene. By 1992, the federal Agency for Toxic Substances and Disease, an arm of the Department of Health and Human Services, showed up at the base to begin a health risk assessment. That's when a third contractor, the Michael Baker Corp., released a draft report on the feasibility of fixing the overall problem. In it, the 1984 level on the well of 380 parts per billion had changed to 38 parts per billion. The company's final report on the well, issued in 1994, made no mention of the benzene. Not only hasn't the benzene disappeared from the now-closed wells, it's gotten much worse over time. One sample from a series of tests conducted from June 2007 to August 2009 registered 3,490 parts per billion, according to a report from a fourth contractor. Kyla Bennett, who spent 10 years as an enforcement officer for the Environmental Protection Agency before becoming an ecologist and environmental attorney, reviewed the different reports and said it was difficult to conclude innocent mistakes were made in the Baker Corp. documents. "It is weird that it went from 380 to 38 and then it disappeared entirely," she said. "It does support the contention that they did do it deliberately." News of Baker Corp.'s handling of the benzene levels has ex-Lejeune residents questioning anew the honesty of a military they accuse of endangering their lives. "It is a shame that an institution founded on honor and integrity would resort to open deceit in order to protect their reputation at the cost of the health, safety and welfare of its service men, women and their families," said Mike Partain, a 42-year-old who lives in Tallahassee, Fla., but was born at Lejeune and diagnosed with breast cancer in 2007. Capt. Brian Block, a Marine Corps spokesman, took exception to characterizing the conflicting information in the reports as anything but inadvertent. "It was probably just a mistake on the part of the contractor, but I can't tell you for certain why that happened," he said. David Higie, a spokesman for Baker Corp., declined to discuss the company's reports or why its employees might have revised the benzene levels. He referred questions to the military. Block said Camp Lejeune held a news conference to alert residents of problems with the water system in 1985 and has spent millions of dollars in outreach and studies. "The Marine Corps has never tried to hide any of this information," he said. The discrepancies in the reports were tucked inside thousands of documents the Marines released last year to the Agency for Toxic Substances as part of the Marines' long-running review of water supplied to Camp Lejeune's main family housing areas. That water was contaminated by fuel and cleaning solvents from the 1950s through the 1980s, and health officials believe as many as 1 million people may have been exposed to the toxins before the wells that supplied the tainted water were closed two decades ago. The newly discovered records, first reported Sunday by McClatchy News Service, show that a water well contaminated by leaking fuel was left functioning for at least five months after a sampling discovered it was tainted with benzene in 1984. Benzene, a carcinogen, is a natural part of crude oil and gasoline. Drinking water containing high levels of it can cause vomiting, dizziness, sleepiness, convulsions, and death and long-term exposure damages bone marrow, lowers red blood cells and can cause anemia and leukemia, according to the EPA. Camp Lejeune environmental engineer Robert Alexander was quoted in 1985 as saying no one "had been directly exposed" to contaminants, including benzene. In December, Alexander told the AP he didn't recall anything about the well contaminated with the benzene or the ensuing studies that failed to account for its toxicity, but said that the methods at the time were still being perfected, and that he and the other base officials did the best they could. The records indicate the military knew a lot of specifics. For years the Marine Corps knew the fuel farm, built in 1941, was leaking 1,500 gallons a month and did nothing to stop it, according to a 1988 memo from a Camp Lejeune lawyer to the base's assistant facilities manager. "It's an indefensible waste of money and a continuing potential threat to human health and the environment," wrote Staff Judge Advocate A.P. Tokarz. Minutes of a 1996 meeting with Moon Township, Pa.-based Baker Corp., the third contractor, indicate the fuel farm had lost 800,000 gallons of fuel, of which 500,000 gallons had been recovered. Benzene was "in the deeper portion of the aquifer" and the "fuel farm is definitely the source," the minutes quote a Michael Baker employee as saying. The Coast Guard categorizes any coastal oil spill larger than 100,000 gallons as major. Former Marines and Camp Lejeune residents continue to fight for a compensation program and to fund a mortality study that would determine if Marines and sailors who were exposed to these contaminants suffer from a higher death rate. The Senate passed legislation in September backed by Sens. Richard Burr, R-N.C., and Kay Hagan, D-N.C., preventing the military from dismissing claims related to water contamination pending completion of the several studies, including the mortality study. "These people knowingly exposed us to these high levels of contaminants and now they don't want to know if their negligence caused harm to the people they say they care so much about?" said Jerry Ensminger, a retired master sergeant who lived at the base and lost his 9-year-old daughter to leukemia. "There is definitely something wrong with this picture."

### On the Net:

- Camp Lejeune water history: <http://tinyurl.com/ybpfsc9>
- Agency for Toxic Substances and Disease Registry: <http://www.atsdr.cdc.gov/SITES/LEJEUNE>
- The Few, The Proud, The Forgotten: <http://www.tftpf.com>

<http://www.google.com/hostednews/ap/article/ALeqM5gpgJJslrJ-iTQOM1u6bSI4iMR2vQD9DU57TO0>

### USA, OK, OKMULGEE, FEBRUARY 18 2010. 1 KILLED IN OIL TANK EXPLOSION NEAR OKMULGEE

A man died when an oil tank exploded in rural Okmulgee County on Wednesday afternoon. Okmulgee County Sheriff Eddy Rice said the man died while cleaning out an oil tank that had been pumped dry but still had fumes in it. Authorities were working to determine the cause of the explosion, which might have been a spark from a tool or a number of other factors, Rice said. Okmulgee County Emergency Management Director George Jacobs said the tank is located on Dentonville Road just north of Oklahoma 56 about nine miles west of Okmulgee. Rice said the oil tank was about 10 feet in diameter and that other tanks are nearby. Two other men were cleaning nearby tanks when the explosion occurred, but both refused treatment from medics at the scene, he said. The name of the man who was killed was not released Wednesday evening.

[http://www.tulsaworld.com/news/article.aspx?subjectid=12&articleid=20100217\\_12\\_0\\_OKMULG862922&allcom=1](http://www.tulsaworld.com/news/article.aspx?subjectid=12&articleid=20100217_12_0_OKMULG862922&allcom=1)

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