

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 615 Newsy Stuff

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

June 25 2010

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COLOMBIA, AMAGA, JUNE 18 2010. COLOMBIA MINE BLAST: DOZENS FEARED DEAD

alison chung



Relatives are anxiously waiting for news.

A frantic rescue operation is under way after a coal mine explosion in Colombia killed at least 16 miners and left dozens trapped. At least 16 bodies have been pulled from the San Fernando mine in northwestern Antioquia province. The death toll is expected to rise. Relatives were seen crying and hugging each other as hearses ferried bodies from the wreckage of the blast which happened around midnight. President Alvaro Uribe said in a statement: "It's very sad news", adding that the trapped miners were facing "a very difficult fate". The explosion, believed to have been caused by a build-up of methane gas, collapsed part of an access tunnel

that is more than a mile long and drops to a depth of 500 feet. A 22-man army special forces rescue team and over 100 rescue workers have been sent to the mine to help. Army commander General Alberto Mejia said an estimated 70 to 80 workers were in the mine at the moment of the explosion "because by chance it happened during a shift change". A new accumulation of gas temporarily halted attempts to reach miners, rescue workers said. The director of Colombia's state mining institute, Mario Ballesteros, said that the mine passed a routine annual safety check just last month. The owner of the mine, Carbones San Fernando, did not immediately comment. Five miners were killed in the same mine during a flood two years ago, local media reported. Last year, a methane gas explosion in another Antioquia province coal mine killed eight workers and in 2007, 31 miners were killed in an explosion Norte de Santander in one of the country's worst mining disasters.

http://news.sky.com/skynews/Home/World-News/Colombia-Coal-Mine-Blast-Dozens-Feared-Dead/Article/201006315651050?lpos=World_News_First_Home_Article_Teaser_Region_5&lid=ARTICLE_15651050_Colombi_a_Coal_Mine_Blast%3A_Dozens_Feared_Deaf

USA, W.VA, HUNTINGTON, JUNE 18 2010. WAREHOUSE OF ILLEGAL FIREWORKS FOUND IN HUNTINGTON

 **Watch the Video** <http://www.wsaz.com/home/headlines/96585724.html>

 **Watch the Video** <http://wowktv.com/story.cfm?func=viewstory&storyid=81593>



Officials discovered a large quantity of illegal high-end fireworks after an anonymous tip to the Huntington Fire Department's Fire Marshals office on Thursday, June 17, 2010, in Huntington.

Huntington law enforcement and fire officials are on the scene of a warehouse at 550 27th St. Rear in Huntington. Officials arrived on the scene after an anonymous tip to the Huntington Fire Department's Fire Marshal's office. Once officials got on the scene, they discovered significantly more fireworks than expected. "These are large quantities of high-end, top dollar fireworks, not the type that we are going to be able to take out of here in the trunk of a car," Cabell County Sheriff Tom McComas said. Fire Department officials are performing compliance checks on the site while officials determine how to remove the fireworks from the building. The

building is located in a neighborhood that includes the St. Mary's Center for Education, Speedway, the Cabell County Board of Education and residential properties. Officials say the building was owned by a business, Global Liquidation Center, and the owner was in another state. Huntington Police, Cabell County Sheriff's Office and Huntington Fire Department officials are handling the investigation.

<http://www.herald-dispatch.com/breaking/x1681005490/Warehouse-of-illegal-fireworks-found-in-Huntington>

SCOTLAND, LIVINGSTON, JUNE 18 2010. CLEAN-UP OPERATION BEGINS AFTER DIESEL SPILLS INTO RIVER

chris marshall

A major clean-up operation is under way at the River Almond after vandals caused 2,000 litres of diesel to spill into the water. Officials are currently assessing the level of impact to local wildlife at the scene of the spill in Kirkton, Livingston, while members of the public have been told to stay clear. The Scottish Environment Protection Agency (Sepa) said that "extensive pollution" to the river had occurred after a break-in to a derelict print centre, which saw vandals damage a diesel tank. Around 2,000 litres of the fuel gushed into a burn and spread to the river before the spill was stopped. Local residents reported seeing dead and dying fish at the river while the RSPB also had to rescue a group of ducklings covered in oil. The spill is thought to have spread around two to three miles along the path of the river. Simon Cole, a senior environmental protection officer for

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SEPA, said: "Initial investigations carried out by our officers have identified that the source of the pollution was a vandalised diesel tank in the derelict Buchanan House on Kirkton Road North, the former EDS print centre in Livingston. "A clean-up operation is now under way to try to minimise the impact on the surrounding environment." He added: "Our officers are remaining on site to continue their investigations and are liaising with West Lothian Council's environmental health officers and the SSPCA, who are concerned about the river's wildlife." Diesel is now being sucked out of the drains on site, and booms have been laid over the tributary of the Almond. Fenwick Howieson, of the Forth District Salmon Fishery Board, said it was the third pollution incident at the river in the past five years. e said: "There are stacks of dead fish and fish gulping for air. "This is going to have a huge environmental impact and could not have come at a worse time due to the warm weather and low flows." Scottish SPCA Chief Inspector Paul Anderson added: "We were alerted to the diesel spill in the River Almond at Livingston on Wednesday and we have already rescued five ducklings from the water that were covered in diesel oil. "They were transported to our Wildlife Rescue Centre in Fife where we have specialist cleaning facilities for oiled birds. "We will continue to monitor the situation and attend to any other wild birds or animals affected by the spill." Buchanan House was the former EDS print centre in Livingston, a private facility for printing government giro cheques. Due to the nature of the work that used to be done there, security was tight.

<http://news.scotsman.com/scotland/Cleanup-operation-begins-after-diesel.6370615.jp>

USA, CA, SIMI VALLEY, JUNE 18 2010. MAN KILLED IN SIMI VALLEY EXPLOSION

c.j. lin,



Ventura County Fire PIO Ron Oatman discusses the explosion that claimed the life of a worker at 480 E. Easy St. in Simi Valley on Thursday, June 17, 2010.

A man in his 20s was killed Thursday in an explosion that rocked Realm Industries, an alternative fuel research company located in an industrial area of Simi Valley. Witnesses said they heard a loud boom about 1:15 p.m. and saw debris flying from the building, located in the 400 block of East Easy Street. "It took the roof out, The back doors were blown out," said Rod Lavender, a truck driver from Holland, Mich., who making a delivery nearby. "It shook the whole truck." Authorities evacuated a half-mile radius around the business, and were working to determine the cause of the blast. "We're still just erring on the side of caution," said Ventura County Fire Capt. Ron Oatman. "We're making sure there's no flammable atmosphere." Authorities said

three employees were inside the building at the time of the blast, and two escaped unharmed. The body of the victim was found in the rubble. Relatives and friends of the victim gathered as emergency crews worked the scene. A woman could be seen collapsing in the grass and wailing as her companions tried to console her. A friend of the victim said he was in his mid-to late 20s and had gotten married in August. Thursday's explosion was the second at the company in the past 18 months. A worker was burned when a pressurized tank blew up in December 2008. "It's very scary," said Ruth Marrero-Mosa, a worker at ServPro, which is located next to Realm Industries. "Thank God we have two 10-inch cinder blocks that protect us from our neighbors ... It's a very sad day for all of us."

http://www.dailynews.com/news/ci_15320791

USA, N.C, OLD FORT, JUNE 18 2010. TRAIN SPILLS 3,000 GALLONS OF FUEL NEAR PISGAH NATIONAL FOREST

sabian warren

 **Watch the Video** <http://www.citizen-times.com/article/20100618/NEWS/306180036>

A derailed train spilled 3,000 gallons of diesel fuel near Pisgah National Forest west of here on Thursday. Norfolk Southern officials said they were working to mitigate the environmental damage from the morning spill, and they are still trying to determine the cause of the accident. The derailment happened at about 5:40 a.m. in the Mill Creek area eight miles west of Old Fort in McDowell County. No one was injured and no hazardous materials besides the fuel were involved, said Bill Bengé, a member of the Old Fort Volunteer Fire Department. Two engines and 10 cars of the Norfolk Southern train went off the track as the train headed west up Old Fort Mountain, he said. Diesel fuel leaked from one of the engines, but the fuel did not enter waterways, he said. Norfolk Southern officials at a staging area on Graphite Road declined to comment. Robin Chapman, a Norfolk Southern spokesman in Norfolk, Va., said the 110-car train was on the way to Knoxville, Tenn., from Linwood, N.C. The derailed cars were empty boxcars, he said. One of the derailed engines landed on its side and leaked an estimated 3,000 gallons of fuel, Chapman said. "We've got that diesel fuel we'll need to clean up," he said. The cause of the accident hadn't been determined, Chapman said. "That will have to be investigated. Usually, that might take a few weeks," he said. Chapman

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said the spill happened about a mile from Pisgah National Forest and that the tracks wind in and out of the public lands. National forest officials could not be reached for comment Thursday evening. Graphite Road resident James Scoles, whose yards adjoins the train track, heard a loud noise shortly after 5:30 a.m. "I heard a loud boom," Scoles said. "I knew something had happened. I just didn't know what." A back section of the train came to a stop by his home. But the front of the train, where the engines and cars derailed, was obscured by dense woods. A Norfolk Southern police unit on the scene declined to allow anyone except railroad and emergency personnel access to the site where the cars derailed. "Living by the railroad, you're all the time hearing a lot of racket," Scoles said. "But this was a little louder than usual." The last nearby derailment occurred in 2005 when a Norfolk Southern train rocked off its tracks near the town of Coleman in McDowell County.

<http://www.citizen-times.com/article/20100618/NEWS/306180036>

UK, BUNCEFIELD, JUNE 18 2010. JOINT STATEMENT FROM THE HEALTH AND SAFETY EXECUTIVE AND THE ENVIRONMENT AGENCY REGARDING TODAY'S JURY VERDICTS IN THE BUNCEFIELD TRIAL

▶ **Watch the Video** [audio and visual evidence heard during the trial](#)

Further Notes

- The reporting restrictions on Hertfordshire Oil Storage Limited have been lifted.
- Sentencing is planned to take place on 16 July 2010 at St Albans Crown Court. Interviews will be available at this point.
- On Sunday 11 December 2005, a number of explosions occurred at Buncefield Oil Storage Depot, Hemel Hempstead, Hertfordshire.
- At least one of the initial explosions was of massive proportions and there was a large fire. More than 40 people were injured.
- Two companies have already pleaded guilty to charges over the incident:
- Total UK Ltd, of 40 Clarendon Road, Watford, Hertfordshire, has pleaded guilty to three charges. British Pipeline Agency Ltd, of 5-7 Alexandra Road, Hemel Hempstead, Hertfordshire, has pleaded guilty to two charges.



Oil storage depot at Buncefield where the fire started after 250,000 litres of petrol leaked from a tank.

A jury at St Albans' Crown Court today found TAV Engineering Ltd guilty of failing to protect workers and members of the public following an investigation into the explosion and fire at Buncefield Oil Storage Depot on 11 December 2005. Motherwell Control Systems 2003 Ltd was found guilty earlier this week of the same charge. Earlier this week Hertfordshire Oil Storage Limited was found guilty of failing to prevent major accidents and limit their effects. Today they also pleaded guilty to causing pollution to enter controlled waters underlying the vicinity around Buncefield.

The Health and Safety Executive (HSE) and Environment Agency are the 'Competent Authority' responsible for regulating non-nuclear major hazardous industrial sites in the UK under the Control of Major Accident Hazard Regulations 1999 (COMAH). As the competent authority, the Health and Safety Executive and Environment Agency have a responsibility to investigate major incidents and ensure that lessons are learned. The Health & Safety Executive and the Environment Agency said:

"This was the biggest and most complex criminal inquiry we have worked on together - the product of many hundreds of hours of painstaking forensic investigation. "When companies put workers and members of the public at risk and cause environmental damage we will prosecute. "When the largest fire in peacetime Europe tore through the Buncefield site on that Sunday morning in December 2005, these companies had failed to protect workers, members of the public and the environment. "The scale of the explosion and fire at Buncefield was immense and it was miraculous that nobody died. Unless the high hazard industries truly learn the lessons, then we may not be that fortunate in future."

Full List of Charges:

Total UK Ltd, of 40 Clarendon Road, Watford, Hertfordshire, pleaded guilty to three charges on 13 November 2009: Between the 1st day of January 2003 and the 12th day of December 2005 Total UK Ltd failed to ensure, so far as is reasonably practicable, the health, safety and welfare at work of its employees, contrary to Section 2(1) and 33(1)(a) of the Health and Safety at Work etc Act 1974.

- Between the 1st day of January 2003 and 12th day of December 2005, Total UK Ltd failed to ensure, so far as is reasonably practicable, that persons not in their employment were not exposed to risks to their health or safety, contrary to Sections 3(1) and 33(1)(a) of the Health and Safety at Work etc Act 1974.

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- Between the 10th day of December 2005 and the 31st day of December 2005, Total UK Ltd caused polluting matter, namely fuel and firewater chemicals to enter controlled waters, namely ground waters in the chalk aquifer underlying the vicinity of Buncefield, contrary to s.85(1) and (6) of the Water Resources Act 1991. Hertfordshire Oil Storage Ltd, of 40 Clarendon Road, Watford, Hertfordshire, faced two charges:
 - Found guilty - Between the 1st day of January 2003 and the 12th day of December 2005, Hertfordshire Oil Storage Ltd failed to take all measures necessary to prevent major accidents and limit their consequences to persons and the environment, contrary to Regulation 4 of the Control of Major Accident Hazards Regulations 1999 and section 33(1)(c) of the Health and Safety at Work etc Act 1974.
 - Pleaded guilty - Between the 10th day of December 2005 and the 31st day of December 2005, Hertfordshire Oil Storage Ltd caused polluting matter, namely fuel and firewater chemicals to enter controlled waters, namely ground waters in the chalk aquifer underlying the vicinity of Buncefield, contrary to s.85(1) and (6) of the Water Resources Act 1991.
- British Pipeline Agency Ltd, of 5-7 Alexandra Road, Hemel Hempstead, Hertfordshire, pleaded guilty to two charges on 13 January 2009:
 - Between the 18th day of November 2001 and the 12th day of December 2005, British Pipeline Agency Ltd failed to take all measures necessary to prevent major accidents and limit their consequences to persons and the environment, contrary to Regulation 4 of the Control of Major Accident Hazards Regulations 1999 and section 33(1)(c) of the Health and Safety at Work etc Act 1974.
 - Between the 10th day of December 2005 and the 31st day of December 2005, British Pipeline Agency Ltd caused polluting matter, namely fuel and firewater chemicals to enter controlled waters, namely ground waters in the chalk aquifer underlying the vicinity of Buncefield, contrary to s.85(1) and (6) of the Water Resources Act 1991.
- TAV Engineering Ltd, of The Oriel, Sydenham Road, Guildford, Surrey, faced one charge:
 - Found guilty - Between the 1st day of October 2003 and the 12th day of December 2005, TAV Engineering Limited failed to ensure, so far as is reasonably practicable, that persons not in their employment were not exposed to risks to their health or safety, contrary to Sections 3(1) and 33(1)(a) of the Health and Safety at Work etc Act 1974.
- Motherwell Control Systems 2003 Ltd, c/o Rooney Associates 2nd Floor, 19 Castle Street, Liverpool, faced one charge, (please note - a not guilty plea was entered by the judge on the company's behalf as it is in liquidation):
 - Found guilty - Between the 28th day of September 2003 and the 12th day of December 2005 Motherwell Control Systems 2003 Limited failed to ensure, so far as is reasonably practicable, that persons not in their employment were not exposed to risks to their health or safety, contrary to Sections 3(1) and 33(1)(a) of the Health and Safety at Work etc Act 1974.

<http://www.hse.gov.uk/press/2010/hse-buncefield.htm>

PAPUA NEW GUINEA, EAST NEW BRITAIN PROVINCE, KOKOPO, JUNE 19 2010. TANKER WITH SUSPECTED STOLEN OIL SEIZED

ilya gridneff

Papua New Guinea police, defence force and customs officials have seized a Singapore-bound oil tanker carrying an estimated 40 million kina (\$A16.3 million) in suspected stolen crude oil. The ship's 21 crew were arrested on Thursday and taken to Kokopo police station at East New Britain province in PNG's north. Two members were arrested for pornography possession. PNG customs commissioner Gary Juffa told PNG's National newspaper the tanker was intercepted after it entered PNG waters without reporting its arrival. "The vessel, chartered by a Singapore company, is believed to have been illegally loaded with siphoned heavy fuel oil from Bougainville and attempted to depart without clearing its cargo," he said. "We also believe the Singapore company is working with a company operating in Bougainville. "We are in the midst of our investigations." The oil has come from tanks left at the closed Panguna mine, previously run by Bougainville Copper Limited (BCL). Rebels took up arms in the late 1980s over pollution from the huge mine and unfair royalty payments. The fighting turned into a secessionist movement for independence from PNG. The closed mine, now majority owned by Rio Tinto, has been slowly torn apart by unscrupulous scrap metal merchants and is a rusty skeleton of its former glory. Earlier this week AAP reported how an oil slick is growing at Loloho port, on Bougainville's central east coast, where BCL once loaded ships with tonnes of gold and copper. Fuel oil has leaked from massive tanks as a result of neglect and damage from dubious characters and locals pilfering what remains in the containers that once powered the mine's production. Attempts to extract the

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thousands of litres of oil have caused ponds of thick dark crude to form around the tanks. PNG authorities said the seized ship was suspected of carrying oil from these tanks.

<http://news.smh.com.au/breaking-news-world/tanker-with-suspected-stolen-oil-seized-20100618-ylbh.html>

NIGERIA, PORT HARCOURT, JUNE 19 2010. PETROL TANKER EXPLODES, KILLS TWO IN PORT HARCOURT

anayo onukwugha

struck on Thursday along the Port Harcourt-Aba Expressway when a tanker loaded with petroleum product felled down and burst into flames, burning two persons to death and injuring several others. Also burnt completely were four vehicles that were trapped at a bad spot on the road, popularly called 'Kilometre 18'. An eyewitness told LEADERSHIP that the incident occurred when the tanker driver attempted to maneuver through the bad spot in order not to hit the trapped vehicles. According to the eyewitness, the tanker got to a very deep area in the spot where it felled down and spread its contents to other vehicles before bursting in flames. It would be recalled that a media group, Journalists for the Niger Delta has on Wednesday lamented the sorry state of that particular spot and called on the Federal Government to urgently address the situation. The group has in a statement, signed by its spokesman, Mr. Daniel Abia said it was disturbing that government for two years abandoned citizens who used the collapsed portion of the Road to their fate. The statement claimed that on daily basis, heavy duty vehicles fall at the bad spot, which is massively flooded, thereby exposing motorists and the traveling public to risk.

<http://allafrica.com/stories/201006180481.html>

USA, CA, BENICIA, JUNE 19 2010. VALERO REFINERY INCIDENTS REVEAL HOLES IN BENICIA'S EMERGENCY-WARNING SYSTEM

tony burchyns



DEC. 29, 1988 -- Workers clean oil sludge from the Gasconade River near its confluence with the Missouri River. The men, employees of Riedel Environmental services of St. Louis, vacuumed the oil into tank trucks.

A large, orange plume at Valero refinery Thursday night caused the fire chief to put the community on alert. But he lifted the warning an hour later after deeming there was no actual health hazard. "Not knowing what was involved, I erred on the side of caution," acting Fire Chief Tim Winfield said Friday. While not an emergency, Winfield's decision was somewhat serendipitous. It revealed shortcomings in the community's emergency-alert system when the public-information radio station failed to broadcast the warnings. City officials are looking into the problem. Valero officials issued a press release Thursday night that the citywide warning had been issued "in

error." But Winfield denied any mistake occurred. "What caused it was what I saw on the way out to the refinery, and what I saw when I got there," Winfield said. "There was a large column of brown smoke ... And when I got there, it was more of the same." The incident was Valero's second in a day that drew emergency response teams. The evening release of hydrocarbon was a deliberate "safety mechanism" due to high temperature readings in a furnace, Valero spokeswoman Sue Fisher Jones said. The incident occurred near another processing unit that had released a high-pressure plume that morning. Two employees and four contract workers near the morning release suffered minor injuries and three other contract workers in another area reported throat irritation, Fisher Jones said. Winfield said he was concerned about potential eye, skin, nose and respiratory irritation in connection with the second release. Fortunately, he said, the wind was blowing away from homes. "That helped," he said. Winfield activated the Community Alert Notification system about 9:30 p.m. and lifted it around 10:30 p.m. Sirens sounded throughout the city as alerts flashed on the local cable access channel. Warnings were not broadcast on 1610 AM as planned for emergencies, leading to some confusion and concern that spread as residents did not know what to do while the sirens were blaring. Other residents called news outlets for information. "When people hear the sirens, they are supposed to turn to Channel 27 or 1610 AM for further instructions," Winfield said, adding that people should not call 911 unless they have a life-threatening emergency. "It sounds like the radio station didn't get activated," Winfield added. "We want to make sure that doesn't happen again if there's an emergency." Fire Marshal Ray Iverson said Friday that one reason the radio station was not activated is that emergency dispatchers in charge of activating it were busy handling phone inquiries from residents. The fire department and city officials are re-evaluating the best ways to notify the public of hydrocarbon releases at the refinery, Iverson said. Another option is a reverse dialing system to inform residents by phone, Iverson said.

http://www.mercurynews.com/breaking-news/ci_15329475?nclink_check=1

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USA, MO, VIENNA, JUNE 19 2010. MO. RESIDENTS RECALL GASCONADE RIVER OIL SPILL

From his backyard deck, Guy Wittler only has to look at the Gasconade River running below to see something familiar in the Gulf of Mexico oil spill. A massive pipeline ruptured on Wittler's property nearly 22 years ago and spewed more than 860,000 gallons of crude oil into the Gasconade. It was the worst inland oil spill in U.S. history. Until recently, the spill had been largely forgotten. But memories of the incident have flooded back with the gulf's deepwater catastrophe. And parallels between the two spills, despite vast differences in size, are striking offering possible hints of what is to come in the gulf's still-unfolding drama. "It's a lot of stupidity once again," said Sherry Bingaman, who lived along the Gasconade during the 1988 spill. The oil turned the Gasconade's clear-green waters a sickly black. And just like the current situation, the oil company's estimates of the spill's size kept rising like the tide. There was finger-pointing over who was at fault. The cleanup, estimated to take just a few weeks, dragged on for months and was criticized for mistakes. Government officials and the oil company battled every step of the way. The oil company ended up pleading guilty to environmental crimes. Two decades later, the Gasconade seems to have recovered, due in part to lucky circumstances. But Wittler worries the gulf will not turn out so well. "How are they going to do any of this," he said, waving at the scrubbed, narrow river, "on that scale?" It was Christmas Eve 1988 when the underground pipeline erupted on Wittler's lush land in the Ozark foothills, 25 miles north of Rolla. The 22-inch steel line, operated by a division of Shell Oil, carried crude 435 miles from Oklahoma to a refinery in Wood River, Ill. A long, thin crack dumped oil into the Shoal Creek tributary and then the Gasconade, a swift waterway that meanders north through 10 counties before emptying into the Missouri River. Wittler had just finished a Christmas Eve turkey dinner at his father's home in Kirkwood when the phone rang. The call was from a hog farmer living next to the Ozark property. He said the river was black. Oil smelled like it was hanging in the air. He suspected a pipeline had burst. When Wittler drove up to the property two hours later, the fumes were so heavy, he could barely breathe. "I was lucky I wasn't smoking," he said. But Shell initially did not know the pipeline was spewing oil, according to a subsequent federal investigation. A Shell worker in Oklahoma failed to notice the pipeline's plummeting pressure gauges for at least two hours. The delay made the spill four times worse, the report concluded. Even more oil escaped because the pipeline valve nearest the leak could not be closed automatically. It had to be turned by hand. Shell eventually dispatched cleanup crews to Vienna that night. But the company was later criticized for failing to immediately notify state regulators. Meanwhile, the Gasconade was struggling to choke down a 15-mile-long plume of oil, more than a foot thick in places. Just as in the gulf, floating boom lines were laid across the banks and ahead of the spill. And just as in the gulf, there were reports of oil overtopping the booms. Vacuum-equipped trucks and a skimmer barge tried to suck oil from the water. Within days, the plume thinned out into patches of tar balls, heavy chunks and a greasy sheen. The oil slid into the Mississippi River, reaching St. Louis within a week and then Cape Girardeau. Water treatment plants in the St. Louis area braced to deal with potential oil contamination. The Anheuser-Busch brewery in St. Louis was shut down, and 2,000 workers were laid off for several days after a brewery taster noted an oily smell in the water. Shell downplayed the severity of the spill. At first, it said only 120,000 gallons of oil had escaped. Then it would comment only on how much oil it had recovered about 300,000 gallons, estimating that accounted for 90 percent of the spill. The state Department of Natural Resources threatened a subpoena before Shell admitted the oil spill was at least 840,000 gallons, a number that would rise again. Shell said it delayed reporting a figure only because it wanted to be accurate. Shell also tightly controlled the flow of information about the spill. "It was a typical oil company response, much like you're seeing now," said attorney Patrick Flachs, who was a U.S. Department of Justice environmental crimes prosecutor during the Gasconade spill. Shell blamed a pipe manufacturing defect for the spill. But a federal report, while noting the pipe's flaw, placed the blame on a pressure surge caused by a Shell worker who abruptly shifted the pipeline's flow. The report noted that the lone Shell employee working Christmas Eve had not been trained to handle a crisis. Bob DiStefano was one of the first state officials on the scene. A scientist with the state conservation department, DiStefano flew over the spill at daybreak. He recalled seeing "these black, huge slugs" of oil moving down the river. He later walked down to the river and collected water samples. Lab tests confirmed the oil was highly toxic. "We thought it was going to be horrendous" for wildlife, DiStefano said. Another conservation scientist, Tom Kulowiec, spent weeks looking at the immediate effect on mammals such as muskrats and beavers. "Every animal that came in contact with that oil died," Kulowiec recalled. But he didn't find that many dead animals about 16 muskrats and a couple of beavers, although many more animals were assumed to have died. DiStefano and other scientists never saw massive fish kills. No one doubted the lethality of the oil. But it was the dead of winter. The birds were gone. Most of the fish stayed below the oil slick because of the season. Nature seemed safely subdued. "In the end, we felt like we were saved largely by the colder weather," DiStefano said. Long-term studies showed animal populations returned to close-to-normal levels within a year, although minor effects were still evident. But DiStefano said the oil spill in the gulf would devastate wildlife, especially given the delicate estuaries and breeding grounds in the oil's expected path. "I cringed when I first heard about it," he said. "I don't think they're going to be as fortunate as we were." In early 1989, after learning of problems with the cleanup, then-Gov. John Ashcroft railed

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that Shell was guilty of "at best, incompetence" and "at worst, an attempted coverup." Shell had been widely applauded for its efforts until then. It kept adding workers until about 500 people and 40 boats were deployed to scrub oil from 100 miles of the Gasconade and parts of the Missouri River. Then state investigators found a hidden pool of oil on a sandbar that was supposedly clean. Someone else turned up several pairs of coveralls buried in the river by cleanup workers. The mood changed. Support for Shell withered. Two state officials had been monitoring the cleanup process. That number was beefed up to 10. Ashcroft was one of many public officials who voiced a renewed anger a note familiar in the words of today's politicians as the BP cleanup drags on. "We will not tolerate sloppiness, incompetence or subterfuge," Ashcroft said in 1989. "We will not tolerate claims that a cleanup is too expensive. We'll see that no stone is left unturned as we work to ensure that Shell's oil is removed from our rivers." The cleanup dragged on. Shell said it would be done by April. Then more oil was discovered sitting in backwater channels. Finally, after 10 months and \$14 million, regulators and Shell agreed the Gasconade was clean. "They did a great job, they really did," said Vienna Mayor Leslie Darr, who was a deputy sheriff during the spill. It took three years, but in 1992 a top executive with Shell subsidiary Shell Pipe Line Corp. appeared in the federal courthouse in St. Louis. He was there to plead guilty on behalf of the company to a misdemeanor violation of dumping refuse into a waterway. Shell and Texaco Pipeline Inc., which jointly owned the pipeline, also paid a \$7 million fine. The prosecutor, Flachs, said the oil spill had been caused by "out-and-out negligence." Shell did not respond to calls for comment. But its former top executive, Robert McMahan, once offered advice to others in the oil business based on his experience with the Gasconade spill. "There are no secrets. When you have bad news of this magnitude, don't try to hide it," he said at an 1990 industry conference in Evanston, Ill. "Break the news to the press and work with them to inform the public. Environmental problems can take many years and much effort to resolve. It is better in the long run to prevent them from occurring in the first place." Even years after the spill, Wittler still found hints of oil in the Gasconade. He would step onto a sandbar, and the water would develop an oily sheen. Only in the last few years has that sheen disappeared, he said. The hillside where the pipe burst and oil once rained down into the river, its vegetation killed off by the oil's black blanket, has fully regrown. "You wouldn't think anything would recover from that," Wittler said. "But it did." The successful cleanup is not the only reason the Gasconade spill has been forgotten. The incident also was quickly overshadowed. Just three months after the Ozarks oil spill, the Exxon Valdez supertanker crashed in Alaska.

http://www.wkrg.com/gulf_oil_spill/article/mo.-residents-recall-gasconade-river-oil-spill/897286/Jun-18-2010_3-06-am/

USA, AKA, ANCHORAGE, JUNE 20 2010. SPLIT RULING IN BP CASE >> JUDGE TOSSES ONE STATE CLAIM, OKS OTHERS IN BILLION-DOLLAR SUIT OVER PRUDHOE SPILLS

wesley loy

An Alaska judge has thrown out a piece of the state's lawsuit against BP stemming from the Prudhoe Bay oil pipeline leaks of 2006. The June 11 ruling, however, seemed to fall short of the huge hole BP had hoped to blast in the case now pending in state Superior Court in Anchorage. The company's lawyers had sought dismissal of three claims the state asserted in its nine-count civil suit. BP also wanted the court to ship part of the case to the Alaska Oil and Gas Conservation Commission. In a potentially significant victory for BP, Judge Peter Michalski did partially dismiss one of the claims. But he let the other two stand, including one for punitive damages. And Michalski declined to defer to the AOGCC. With the ruling, the table now appears set for the two sides to prepare for a high-stakes trial scheduled for late 2011.

State, Feds Sue

The state and federal governments each sued BP Exploration (Alaska) Inc. on the same day, March 31, 2009. The suits came after authorities wrapped up criminal prosecution of the company, which in November 2007 pleaded guilty to a misdemeanor violation of the Clean Water Act. It was sentenced to three years on probation and ordered to pay \$20 million in penalties. BP came under intense scrutiny from pollution and pipeline regulators, as well as Congress, after Prudhoe Bay oil transit lines carrying sales-grade crude sprang leaks due to corrosion eating through the steel pipes. One of the leaks slowly released 212,252 gallons of oil onto the snow-covered tundra before a BP field worker discovered the spill on March 2, 2006. It stands as the largest oil spill on the North Slope in more than 30 years of production there. The federal suit, now pending in U.S. District Court in Anchorage, seeks millions of dollars in fines and accuses BP of an array of water and air pollution violations, as well as failure to meet deadlines in a corrective action order from U.S. Department of Transportation pipeline regulators. Justice Department and BP lawyers involved in the federal suit recently disclosed they've had "extensive settlement discussions." The state lawsuit appears to pose a potentially greater liability for BP, though one that's likely dwarfed in comparison with the company's mounting troubles in the Gulf of Mexico. Arguing BP Alaska was negligent and engaged in "destructive cost cutting," the state is seeking not only fines but back taxes and royalties it argues were "lost" as a result of field shut-ins forced by the leaks and subsequent pipeline replacements. The lawsuit says the total production shortfall from

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Prudhoe Bay and the neighboring Milne Point unit totaled at least 35 million barrels of crude oil and natural gas liquids from 2006 through 2008. A state lawyer has said the state is seeking perhaps in excess of \$1 billion in damages.

A BP Victory

In a motion filed on May 26, 2009, BP asked the judge to toss out three of the nine claims, or counts, in the state's lawsuit. Lawyers for the two sides presented oral arguments on the BP motion four days before Christmas, and Michalski's seven-page ruling is the result. One key claim the state lodged against BP concerned "negligence with respect to corrosion monitoring and control practices." This negligence caused oil to discharge illegally onto state land, and caused the state to suffer "substantial economic and property damages" including lost revenues from production interruptions, the suit said. In his ruling, Michalski held that the state could not assert both a tort claim and, in a separate count, a claim for breach of contract — the contract being the oil and gas leases and unit agreements between the company and the state. And so, in a win for BP, Michalski dismissed the negligence count but only with respect to "special damages," the lost revenue the state alleges. The contract covers the lost revenues, the judge wrote. "Without the contract there is no duty to produce the revenue," he said. "Thus, in the context of this case, the failure to do so may not be litigated as a tort." Michalski declined to dismiss the negligence claim with respect to any damages to the land. Whether the judge's ruling hurts the state's effort to collect back taxes and royalties remains to be seen. Presumably, BP saw an advantage in narrowing the case to a breach of contract claim.

Two Claims Stand; No AOGCC Review

BP also sought dismissal of two other claims, one for treble damages under a state statute pertaining to "waste," and the other for punitive damages for BP's "outrageous" and "reckless" conduct. BP's lawyers, in court filings and in oral arguments on Dec. 21, argued forcefully against the state's claim of punitive damages. One of their arguments was that the state, unlike a private plaintiff, has lots of ways — such as civil fines and criminal penalties — to punish a company for an oil spill and to deter future misconduct. Judge Michalski denied BP's motion to toss out the state's "waste" claim, and he also allowed the claim for punitive damages to stand. He noted the Alaska Legislature had not declared the state "impotent to obtain civil punitive damages of its own." BP's lawyers also had urged the judge to steer part of the case to the AOGCC for a determination of whether waste of oil and gas had occurred. "Waste of oil is a highly technical subject, better suited for initial resolution by the AOGCC than by a lay jury," BP argued in a court filing. The state's lawyers opposed any deferral to the AOGCC, arguing it would serve only to delay the case. Besides, they said, the agency is much more of an expert on physical waste than on "economic" waste. Without elaborating, Michalski declined to "cede jurisdiction on the issue of waste" to the AOGCC. Trial of the complex case is scheduled to start in September 2011 and last about 12 weeks.

<http://www.petroleumnews.com/pntruncate/292785714.shtml>

NIGERIA, LAGOS, JUNE 20 2010. NIGERIA CAUTIONS EXXON MOBIL ON OFFSHORE OIL SPILLS

camillus eboh

Nigeria cautioned Exxon Mobil on Tuesday about oil spills off the Niger Delta, saying while the output lost was minor it was worried by their frequency and the damage they could do to fragile coastal communities. Africa's biggest energy producer has had just over 2,400 oil spills involving its foreign oil partners since 2006, according to the National Oil Spill Detection and Response Agency (NOSDRA), most of them onshore in the Niger Delta's creeks. Many are caused by militant attacks or saboteurs seeking to tap into pipelines and siphon off oil. But Environment Minister John Odey summoned Exxon Mobil to a meeting with NOSDRA officials to discuss what the government said were a series of spills far offshore, where militant attacks and sabotage are infrequent. "We are concerned about the operations of Exxon Mobil because once it is offshore, any spillage could of course affect the shoreline and it could go far beyond their areas of operation," Odey told reporters after the meeting. "Exxon Mobil needs to show more caution in terms of the management of oil spills," he said. The disaster seen in the U.S. Gulf of Mexico, where millions of gallons of oil have spilled after an offshore rig blast blew out a BP Plc well, have heightened concerns about the environmental safety of offshore drilling around the world. Nigeria's NOSDRA said the last spill, on May 1, had occurred at an Exxon platform some 20-25 miles offshore which feeds the Qua Iboe oil export terminal. Previous spills had occurred last December and in February, according to the agency. Exxon Mobil declared force majeure last month on Qua Iboe oil shipments due to what it said was damage to a pipeline. The U.S. energy firm acknowledged there had been a spill on May 1 but disputed some of the claims made against it in a presentation during the Abuja meeting. "Yes we had a spill ... but some of the things said and shown are not correct. Perhaps there is a communication gap and we will work toward bridging this gap," Aniefiok Etuk, Exxon Mobil's general manager for safety, health and environment in Nigeria, told reporters. Nigeria has struggled to produce much above two thirds of its installed production capacity of 3 million barrels per day (bpd), most of it onshore, because of unrest in the Niger Delta. Oil spills in the delta's creeks have been left to fester for decades, polluting the

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air, soil, and water of impoverished communities. Nigeria sees its future output growth largely in offshore fields and does not want spills there to compound its environmental woes. NOSDRA's director of oil spill detection, Idris Musa, said the offshore spills so far had involved relatively small amounts of production but that it was starting to become a concern. "Some of the spills are not large but the frequency is becoming a source of concern and worry to the agency," he said.

http://www.postchronicle.com/news/breakingnews/article_212308109.shtml

USA, TX, ALVIN, JUNE 20 2010. CONVENIENCE STORE FINED FOR FUEL TANK VIOLATIONS

judy zavalla

Following an Aug. 19, 2009 routine inspection by The Texas Commission on Environmental Quality (TCEQ) an Alvin convenience store was assessed a \$16,214 fine. Speedy Express 5 Food Store, located at 305 West House, was sited because the store's owner, R N Business, Inc. (Naushadali Maredia) did not conduct inventory-control procedures and failed to test leak detectors at an underground storage tank. The store was previously owned by Waltas Trading, Inc. who purchased the store on Feb. 13, 2009. Prior to that time, Diwan Bhagwandas owned the store having purchased it on June 1, 2007. According to the inspection report, the store owner: did not conduct effective manual or automatic inventory control procedures for the UST system, did not monitor the USTs for releases, did not test the line leak detectors, did not provide a release detection method for the USTs, did not record inventory volume measured for the regulated substance inputs and withdrawals and did not record the amount still remaining in the tank each operating day. Additionally, the owner did not conduct daily inspections of the Stage II vapor recovery system, did not conduct monthly inspections of the Stage II vapor recovery system, did not ensure that at least one station representative received training in the operation and maintenance of the Stage II vapor recovery system, did not maintain the Stage I vapor recovery system in proper operating condition, did not post operation instructions conspicuously on the front of each gasoline dispensing pump, did not maintain Stage II records at the station and did not provide proper corrosion protection for the UST system. The TCEQ made recommendations to address the deficiencies and the store's owner has worked to correct the problems.

<http://www.alvinsun.net/articles/2010/06/18/news/doc4c1bd7dd4838e635860335.txt>

AUSTRALIA, WESTERN AUSTRALIA, JUNE 20 2010. AUSTRALIA RECEIVES OIL SPILL REPORT



Click-2-Listen:

[Montara reported handed down-Babs McHugh speaks with Martin Ferguson about the report into the Montara oil spill](#)



Under Wraps: The Federal Government has today received the report into the Montara oil spill but will not release details just yet.

The Australian government has received the final report from an investigation into last year's offshore oil leak in the Timor Sea, but has not said when it will make the findings public. The spill from the West Atlas rig and Montara wellhead platform off northwest Australia began in August last year, and lasted for 11 weeks leaking an estimated 30,000 barrels of oil into the sea between Western Australia and Indonesia. The environmental impact of that spill and the current leak in the Gulf of Mexico has cast a spotlight on offshore drilling off Australia's coast with opposition politicians calling for a suspension on new projects and tighter regulations on the

industry. But Australian officials have said they will not release the findings of the report into the Timor Sea leak, one of Australia's worst spills, until "legal constraints" have been cleared. Speaking before receiving the report, Martin Ferguson, Australia's resources minister, said that the findings of the investigation would be important to improving safety and regulation of the drilling industry. However, less than a year after the Timor Sea spill, the government has opened new areas to offshore exploration. Last month, Ferguson invited companies to bid for permits to explore new "frontiers" of exploration, with companies such as Royal Dutch Shell and ConocoPhillips are among those planning more than \$185bn in local oil and gas projects. Ferguson ruled out on Thursday suspending offshore drilling, and offered 31 leases in waters as deep as 3750 metres, more than twice the depth of BP's leaking well in the Gulf of Mexico. Opposition to the plans has been growing with campaigners urging the government to ensure tighter and more effective regulation of the industry.

'Tick-Box Mentality'

Greg Bourne, a former BP senior executive and the current CEO of the World Wildlife Fund (WWF) in Australia, told Al Jazeera that the findings from the Timor Sea will showed Australia was not immune to a spill like the one in the Gulf of Mexico. "We'll see failures in regulatory oversight, a sloppiness, a sort of tick-box mentality," he said. "And, that must change, particularly if there is a decision to push into deeper water where the risks are much greater and the possibilities of an event

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like the Gulf of Mexico become increasingly possible." Bourne also said the incident in the Motara oil field showed federal and state regulators "were asleep at the wheel," and that it was a case of "out of sight, out of mind". His comments mirror those made by US politicians on Thursday where they told Tony Hayward, BP's CEO, that his company ignored the risks of drilling in Gulf of Mexico. There are several striking parallels between the Montara disaster and the massive Gulf of Mexico spill. Faulty cementing by US-based company Halliburton on the West Atlas rig is believed to have caused the leak, and the same company did the cementing on BP's sub-contracted Deepwater Horizon rig in the Gulf. The Montara leak began on August 21 last year after the rig burst into flames, and the flow was not stemmed until early November. Conservation groups said the slick spread over 90,000sq km, covering large areas of ocean stretching from Australia to Indonesia and East Timor. Thai company PTTEP, which operated the rig, reported of high rates mortality among sea birds which swam through the slick.

Acquisition Approved

Despite PTTEP's role in the disaster, the Australian government approved the company's acquisition of an offshore oil permit just three months after the 11-week oil leak. Officials also cleared PTTEP's acquisition of the Oliver field in the Timor Sea before an investigation into the West Atlas accident had even begun. Gilly Llewellyn, conservation manager for WWF Australia, has said in a newspaper interview that the disasters in the Gulf and the Timor Sea should hasten the expansion of conservation areas. "Given what we've seen in the Gulf of Mexico and the Montara, it's time to step back and ask have we got the balance right in areas for marine conservation," she told The Australian. Less than 10 per cent of Australia's maritime zone is classified as marine park, and only a small part of this area is protected.

<http://english.aljazeera.net/news/asia-pacific/2010/06/201061831828487840.html>

USA, ILL, PALOS HEIGHTS, JUNE 20 2010. TANKER'S CAUSTIC FUMES FORCE HEIGHTS RESIDENTS FROM HOMES

A tanker venting Sodium Hydroxide forced the evacuation of residents within an approximate one-half mile of 75th Avenue and College Drive this evening in Palos Heights. An officer spotted fumes venting from the top of the eastbound tanker around 5 p.m. this evening and pulled the truck over. The officer then advised the driver to clear the immediate area. Palos Heights police utilized the reverse 911 system and residents in the vicinity were evacuated from their homes for about an hour to an hour and a half, Chief Jack Nagle said. College Drive was shut down between Harlem Avenue and Southwest Highway while a clean-up crew worked to sweep the chemical from the pavement. "There were about six violent plumes as the truck vented," Nagle said. The last venting occurred when the truck released what he called, "a large amount of vapor product from the bottom of the truck." Crews from the Environmental Protection Agency, the Metropolitan Water Reclamation District and Palos Heights Fire Protection District and Police worked to secure the area and clean up the spilled chemical. "It was a real team effort," Nagle said. Sodium Hydroxide is also known as lye and caustic soda and is used in the manufacture of pulp and paper, textiles, drinking water, soaps and detergents and as a drain cleaner. Police expected to re-open College Drive around midnight, after the chemical was completely cleaned up.

<http://www.thereporteronline.net/atf.php?sid=20934>

UK, LANCASHIRE, JUNE 20 2010. TWO MEN HURT IN PRESTON SEWER EXPLOSION >> LEAKING PETROL



Martin Hyde describes hearing the explosion and his efforts to help.

Two men suffered burns when petrol from a car they were fixing seeped into a nearby sewer and exploded. Emergency services were called to the explosion on Edward Street in Preston, Lancashire, on Thursday night. A manhole cover was blown off with the force of the blast and fumes travelled through pipes into nearby homes, damaging some bathrooms. One of the men, Luke Jackson, is being treated for 23% burns at Wythenshawe Hospital in Manchester. Initial inquiries suggest part of the car's fuel tank was placed near a manhole and petrol found its way into the sewer, before the vapours ignited. Watch Manager Steve Green, from Lancashire Fire and Rescue, said: "One of the guys has lit a cigarette with a lighter

and as soon as he lit, basically the thing exploded and he's been engulfed in a fireball." United Utilities, which owns and operates the public sewers, is carrying out the inquiry.

Manhole Check

Paul Jones, from United Utilities, said: "If petrol enters the sewer it can be very dangerous and therefore it should be disposed of in the right and appropriate way. "I would urge any member of the public working on cars at home to think about your surroundings when dismantling the vehicle and check that there are no manhole covers nearby." The company recently

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launched a campaign called "What not to flush" to encourage the public to think about what they pour into sewers. It said items such as baby wipes were really bad for causing blockages. But engineers have also dealt with substances including paint, cat litter, syringes and other chemicals.

<http://news.bbc.co.uk/2/hi/england/lancashire/10353479.stm>

USA, N.M, KIRTLAND AIR FORCE BASE, JUNE 20 2010. AF SUBMITS PLANS TO DEAL WITH KIRTLAND SPILL



Wayne Bitner, chief of environmental restoration for the 377th Mission Support Group, is shown with a soil vapor extraction unit at Kirtland Air Force Base, N.M., on May 24. The machine pumps jet fuel from an underground spill and burns it off. The Air Force submitted plans June 18 on ways to deal with some of the effects of the spill, which was detected in 1999.

Air Force officials have delivered proposed plans to the New Mexico Environment Department on how to clean up a spill that has left a foot of jet fuel atop an underground reservoir in Albuquerque. The two plans delivered Friday had been due this coming Tuesday. A third plan is due July 7. The Air Force plans to install two dozen pumps to suck jet fuel out of the ground beneath Kirtland Air Force Base and surrounding neighborhoods. The pumps are an interim step while long-term cleanup plans for the massive underground contamination are developed. The Air

Force also asked the New Mexico Environment Department to reduce the number of monitoring wells state regulators demanded so the extent of the contamination can be measured. The spill, detected in 1999, started at a 1950s-era fuel loading depot. Estimates of the amount of fuel spilled range from 1 million to 8 million gallons. Kirtland's top civilian employee, Tom Berardinelli, told The Albuquerque Journal that the plan's goal is "complete characterization as rapidly as possible" of the nature and extent of contamination, so cleanup measures can be quickly put into place. The Environment Department sent Kirtland a letter sharply critical of its handling of the problem in April, saying the spill threatened the metropolitan Albuquerque area's water supply wells. The letter complained that more than 10 years after the leak was found, the Air Force had not determined how widespread the contamination was. The Air Force quickly stopped the leak once it was discovered, and early tests at the site showed no groundwater contamination. It was not until 2007 that the Air Force realized that jet fuel had reached the aquifer and was moving toward two municipal water well fields. No drinking water wells have yet been affected, and officials say the threat is not imminent. But two important wells serving Albuquerque's south side eventually could be shut down if the migration isn't stopped. "Those are two of the most productive wells the city has, the best water the city has," said Maggie Hart Stebbins, a Bernalillo County commissioner and member of the Albuquerque Bernalillo County Water Utility Authority board of directors. Berardinelli, in a telephone interview Friday, said that the top priority is the cleanup effort. "What we're concerned about," he said, "is how do we get it out quickly."

http://www.airforcetimes.com/news/2010/06/ap_airforce_kirtland_fuel_spill_061910/

USA, ORE, COLUMBIA CITY, JUNE 20 2010. WOMAN INJURED IN TANKER CRASH ON U.S. 30 NEAR COLUMBIA CITY DIES

michael russell



A commercial truck stretched across the road after a crash on U.S. 30 west of Columbia City Thursday. The truck's driver, Robert Baldwin, was not injured, but a woman involved in the crash has succumbed to her injuries, state police say.

A Lynnwood, Wash., woman who was critically injured when her car crashed into a commercial truck on U.S. 30 west of [Columbia City](#) Thursday has died, Oregon State Reported. After the crash, Julie Lynn DeAngelo, 44, was taken by LifeFlight helicopter to Legacy Emanuel Health Center in Portland, where she died, said state police spokesman Lt. Gregg Hastings. Investigators think DeAngelo was driving a 1999 Pontiac Grand Am north on the highway near milepost 35 about 12:05 p.m. when she crossed the center line and smashed into a commercial truck with two empty trailers driven by Robert R. Baldwin. Baldwin, 46, of Milwaukie, who was driving for Harris Transportation Company, was not injured. Both drivers

were wearing seat belts, Hastings said.

http://www.oregonlive.com/news/index.ssf/2010/06/woman_injured_in_crash_on_us_3.html

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USA, OH, NEWBURY, JUNE 20 2010. FUEL LEAKS INTO PUNDERSON LAKE WHEN TANKER ROLLS OVER



Rescue crews worked to save an entrapped driver of fuel tanker on State Route 44 in Newbury, Ohio. According to the Ohio Highway Patrol, the tanker truck rolled onto its side trapping the driver. Multiple emergency crews were on scene and assisting the Highway Patrol in their rescue efforts. The tanker was carrying gasoline, which began leaking into Punderson Lake. The Highway Patrol said they believe a couple hundred gallons of fuel leaked from the tanker. Geauga County HazMat, along with the Ohio Department of Natural Resources (ODNR) and the Environmental Protection Agency (EPA), were on scene to assist in the clean up of fuel spill. Officials have stopped the leak and contained the fuel Punderson Lake. Residents who live near the Punderson Lake have been evacuated from the area, and it is unclear when they will be able to return to their homes. A portion of State Route 44 remains closed to traffic while crews work to clean the spill and upright the tanker. According to the Highway Patrol, State Route 44 may remain closed for

a couple days. The driver was Life-Flighted with serious injuries, his condition is not yet known. The cause of this accident is currently under investigation.

http://www.newsnet5.com/dpp/news/local_news/fuel-leaks-into-punderson-lake-when-tanker-rolls-over

USA, UT, SALT LAKE CITY, JUNE 20 2010. CHEVRON PLANS 'FLUSH' OF RED BUTTE CREEK

dan metcalf jr

Chevron officials plan to flush the Red Butte Creek with water on Saturday morning. According to a press release from Salt Lake City officials, the plan was approved by the Environmental Protection Agency and the U.S. Department of Transportation. The water flush plan will begin the morning of Saturday, June 19 and last approximately three hours. According to the press release, the flush is intended to push remaining oil from the creeks and culverts into strategically placed absorbent booms, to be collected by vacuum trucks. Salt Lake City Public Utilities Officials will actively monitor Chevron's plans to flush Red Butte Creek as the company continues its cleanup efforts to capture and collect the crude oil that spilled into the creek last Friday night and Saturday morning. A chevron official said a preliminary investigation suggests a hole the size of a quarter was caused by an electrical arc from a metal post on a security fence near the buried fence pipe. The electrical current is most likely to have been produced by a downed tree limb that hit nearby power lines. Sullivan said the fence post was located only inches from the oil pipe. The official confirmed that some oil residue has been detected in the Jordan River, and that more than 33,000 gallons of oil spilled before the leak was stopped. Residents in direct proximity to the creek were alerted to the 'flush' plan. Chevron's statement on the water flush is below:

- Crews have been working around-the-clock to recover freestanding oil from the Red Butte Canyon spill.
- It is estimated that approximately 800 barrels of oil were spilled. As of June 18, crews have recovered approximately 600 barrels and continue to make significant progress.
- While most of the oil located in the water ways was recovered by vacuum trucks, some residue remains on the bank of the creek and in the culverts. To collect this oil, plans have been developed to release water as early as Saturday, June 19, from Red Butte Reservoir to increase the creek's flow rate and water level.
- By increasing the creek's flow rate and water level in this designated area, oil that is currently on the banks of the creek and in the culverts will be washed downstream, captured by the booms, and collected by vacuum trucks and absorbent materials along the way.
- Residents along the creek will notice a slightly increased water level and flow rate that will last between 3 and 4 hours. The water level will be comparable to levels reached during a rain storm. The creek's flow rate will increase from 7 cubic feet per second up to 14 cubic feet per second. To ensure safety, residents – especially children – should stay away from the creek during this operation.
- There may be an increased odor around the boom sites as additional oil is collected. Air monitoring will be conducted to ensure that there are no toxicity concerns. Chevron will accommodate any residents who may be inconvenienced by an increased odor. Residents should call (866) 752 for additional information about alternative accommodations. Residents along the Jordan River should not be affected by this operation. The booms and absorbent material along the creek will be monitored to prevent oil from flowing downstream.
- Plans have also been developed and reviewed by the U.S. Department of Transportation Pipeline & Hazardous Materials Safety Administration to test the integrity of the pipeline. This process includes a

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thorough review of pipeline data and testing to ensure it is safe. Once these tests have been successfully completed, the pipeline will be put back into service. Timing of the start-up is currently being evaluated.

- Red Butte Canyon Spill Unified Command is made up of the following organizations: Chevron, the United States Environmental Protection Agency, the Utah Department of Environmental Quality, Salt Lake County, Salt Lake Valley Health Department and Salt Lake City.

<http://www.abc4.com/content/news/slc/story/Chevron-plans-flush-of-Red-Butte-Creek/TFODXQ9HC02zG5u5MCxSjA.csp>

USA, OH, NEWBURY TWP, JUNE 21 2010. CLEAN-UP CREWS AT PUNDERSON LAKE BELIEVE 8,200 GALLON GAS SPILL NOW CONTAINED



Sunpro employees drop pads into the marsh tailwaters of Punderson Lake Monday to absorb gasoline that spilled after a gas tanker filled with 8,500 gallons of gasoline crashed on Route 44 Saturday in Newbury Township.

The 8,200 gallons of gasoline that spilled into the tailwaters of Punderson Lake Saturday has been confined and authorities are working to remove it without further contaminating the state park and surrounding area. The gas spilled into a marsh that is separated from the main body of Punderson Lake, said Ken Folsom, the deputy director of the Geauga County Emergency Management Agency. Authorities from the EMA and Environmental Protection Agency placed containment booms at

the edge of the 2-acre marsh to make sure it does not spread to the lake. People were allowed to swim and fish in Punderson Lake Sunday. A ban on boating was also lifted Monday morning. Three or four homes near the state park and all the cabins inside had been evacuated after the spill, but residents were permitted to return Sunday. Now, work has begun on cleaning the contaminated marsh. Kurt Koller is an on-scene coordinator for the emergency response team of the Ohio EPA. He said the response team needs to be careful how they clean the marsh, or they could make it worse. He explained that, now, all the gas is on top of the water because it floats. However, if the cleanup is reckless, the gas could be pushed into the soil and cause longer term damage. As it stands, a lot of the vegetation that comes into contact with the gas will die, Koller explained. But the nodules of that vegetation will be able to grow as soon as next year if the soil is not contaminated. Similarly, authorities have found the carcasses of muskrats, water fowls and snakes, but the impact on fauna has been limited, Koller said. Authorities are taking advantage of the fact that gas floats on water and skimming it from the top. The EPA is also testing water from the lake and nearby wells to make sure the contamination has not spread. "It should have no impact on the water on the water in people's drinking wells," Koller said. Folsom said the gas is well below the explosive line. However, the area will still smell like gasoline while authorities are cleaning for the next few days. The spill occurred when a truck pulling a gas tanker loaded with gasoline crashed while traveling on Route 44 south of Route 87 in Newbury Township. Anthony Ward, 52, of Garfield Heights, lost control of the tanker while trying to negotiate a curve. The tanker held 8,500 gallons of gasoline, most of which fell into the marsh. Route 44 is closed at Route 97 and Music Street, and will be for several days, while the clean up takes place. Ward was trapped in the vehicle for three hours after the crash. He was flown to MetroHealth Medical Center in Cleveland, where he was in good condition as of Sunday night. The crash remains under investigation by the Ohio Highway Patrol's Chardon post.

<http://www.news-herald.com/articles/2010/06/21/news/doc4c1f6a365a4d1152714513.txt>

USA, N.C. GREENSBORO, JUNE 21 2010. TOWERING TANK FIRE A SEARING MEMORY FOR FIREFIGHTERS

ryan seals

[Watch the Video Fire at Greensboro tank farm](#)

[Photo Gallery Fire at Greensboro tank farm](#)

The headlines were bold, the stories dramatic after lightning caused a massive gasoline tank fire last Sunday morning. It was the talk of the city — heroic firefighters who rushed into harm's way and spent nearly six hours in intense heat to extinguish a massive 52,000-barrel gasoline tank at Colonial Pipeline off Gallimore Dairy Road. Crisis averted. For much of Greensboro, it's a story likely to be forgotten in the coming months. But for 65 Greensboro firefighters, June 13, 2010, will remain with them for the rest of their careers. They will remember mushroom balls of flames that consumed the sky, the plume of smoke that stretched for miles. They will remember the intense heat and exhaustion after hours of rotations battling the fire. They will remember their many hours of training to prepare for that day and ultimately, how it prevented a potential catastrophe. This will be the one they will tell their grandkids about.

Capt. Frank Crow, like many of his colleagues, was asleep when the fire started about 12:45 a.m. The thunder was deafening as lightning illuminated the sky. His first thought: A house fire caused by a lightning strike. "Because that's usually what we

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get," Crow said. Then he heard the address: the tank farm, the 268-acre field off Interstate 40 that houses 72 fuel tanks for Colonial. Crow is assigned to the fire department's foam task force. These specialized firefighters train to battle gasoline fires by spreading foam that smothers liquid gasoline to prevent the release of vapors, which burn in such fires. This one was big. And bad. "It's the one call you train for and you lay in bed at night and kind of run scenarios in your mind. It was one of those fires ... that you dread it," said Crow, assigned to Station 19, about a mile from the fire site. Crow began meeting with other high-ranking fire officials — pulling charts and diagrams, preparing to battle fires on the Colonial site. Then he went to work overseeing spraying of the foam on the massive blaze. He prayed that his preparations for this day were sufficient. He had done the formulas in his head, figuring how much foam would be needed for a tank of that size. But this was the real deal and the first time the fire department had to put its tank fire plan in place. It wasn't the time for things to go wrong. "You just sit back and watch your plan go to work. You sweat a little bit, and when you start seeing the fire go out, you sit back and smile." He looks to the events of a week ago and is consumed with pride. His crew performed just as they were trained to. The fire went out just as it was supposed to. Now the fire department is preparing in case it ever happens again: "We will continue to work forward and pray that God don't strike one of those big tanks," Crow said.

Justin Hite waited and wondered: Would this be the real deal? The 22-year-old firefighter heard that a 911 caller reported lightning had struck near the tank farm. "In the back of our minds, we thought about what it could be," said Hite, who is also assigned to the foam task force. "When Engine 19's equipment got there and said they had a working (tank) fire, that's when our worst nightmare came to fruition." Hite was recently transferred to the foam task force and is assigned to Station 20. When he was first assigned to the station, he remembered the training he received on tank fires and watching videos of similar fires elsewhere. "But when you get there, feel the heat and see it in person, it's kind of different," he said. "We hate that it happened; we never wish bad on anyone or their property. But I was glad I was there to experience that and learn from it in case it ever happens again."

Capt. Carol Key was lying in her bed at Station 17 on Old Oak Ridge Road early Sunday as thunder clouds moved overhead. She knew it would be a busy night. "The thunder was the loudest that I could ever remember hearing," Key said. "I was thinking, 'If we don't get a call in the next few minutes, I'll be shocked.'" A knock came at her door. It was her driver and he delivered news that the tank farm was on fire. "We got our turnout gear on and sat in our truck waiting to be called," Key said. A call came, but it sent them to a house fire in another part of town. Eventually, dispatchers sent them to the tank fire after others were already on the scene. Her crew was tasked with monitoring the other nearby tanks and keeping them cool. "I was in a small support (role) for the entire process," Key said. "But the captain who was first on the scene did a tremendous job of handing the pressure." On the way home from work that morning, Key estimates she got about five calls to her cell phone from friends wondering if she was involved in the blaze. "It's kind of exciting for them to know someone who was on it," she said. Key remembers the stories from the veteran firefighters she's worked with throughout her career — and their stories of the Davie Street fire on April 13, 1985. That's when 68 firefighters spent more than three hours overnight battling 13-story flames that consumed eight buildings downtown. That was their fire. The tank farm belongs to her generation. "I'll probably remember it for the rest of my career," she said.

Related Links

- [Training expert impressed by firefighters' response](#) (Jun. 20)
- [Article: Cleanup begins at site of tank fire](#) (Jun. 15)
- [Article: Planning helps avert disaster at tank farm](#) (Jun. 14)

http://www.news-record.com/content/2010/06/20/article/towering_tank_fire_a_searing_memory_for_firefighters

AUSTRALIA, NEW SOUTH WALES, LISMORE, JUNE 21 2010. FAMILY SEARCH FOR ANSWERS TO CRASH

terry deefholts



Sad farewell: More than 400 mourners attended the funeral of Grafton man Neil Pearce on Saturday. He died when his fuel tanker overturned on the Bruxner Highway south of Lismore last week.

Neil Pearce's family remains shocked and confused over the Grafton man's death on the Bruxner Highway, 7km south of Lismore, last week. The father of three, who was reportedly a stickler for safety in his job as a fuel tanker driver, was given a dignified send-off at St Andrew's Presbyterian Church in Grafton on Saturday. Many in the Grafton truck driving fraternity gathered to pay their respects at the funeral, which was attended by about 400 people. Mr Pearce's south-bound tanker flipped on to its side after it failed to negotiate a right-hand bend on the highway about 9.30pm last

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Monday. The crash caused about 15,000 litres of diesel and unleaded fuel to spill, sparking a major clean-up operation. As Mr Pearce's siblings deal with the shock of his death, they say questions remain unanswered about how their brother, an experienced driver known for his attention to detail on truck safety matters, could have crashed the way he did. Three of Mr Pearce's six siblings – Cathy Smethurst, Phil Pearce and Robert Pearce – said a witness had told police that Mr Pearce's tanker had 'jumped to the left and right' before flipping on to its side. They said it was a blessing their brother was killed instantly and was spared any long-term pain. "Why did the back of the trailer play up? It just doesn't add up," said Phil, who lives in Grafton. The family said the RTA was doing a thorough inspection of the wrecked tanker, which included a 2007 model truck and a 2008 model trailer. "BP are taking this very seriously – they are doing their own investigations and they have been great to the family," Robert said. "Neil was so particular with the safety of his vehicle ... he was pedantic – he'd get up other people about safety." Mr Pearce started work at Cromack and Tranter in 1981 at the age of 16 as a general hand and forklift driver. Graeme Cromack, who delivered the eulogy on Saturday, said Mr Pearce taught himself how to drive prime movers and trailers in the Cromack and Tranter yard for the purpose of washing the vehicles. He said there was no stopping the young Neil 'until he passed his driving test for a semi-trailer'. Mr Pearce is survived by his three children, Ben, 19, Simon, 17, and Rachel, 10. He separated from his wife, Sue, several years ago, but she remains in contact with the Pearce family.

<http://www.northernstar.com.au/story/2010/06/21/fatality-accident-grafton-lismore-neil-pearce/>

SLOVENIA, LJUBLJANA, JUNE 21 2010. SLOVENIAN PETROL TO INVEST 75 MILLION EUROS BY 2014

Slovenian company Petrol intends to invest as much as 75 million Euros in Croatia by 2014, further expanding its retail network and creating 300 jobs. From the current 75 gas stations, Petrol plans to expand to 100. In the first two months of this year, two Petrol firms in Croatia - Petrol Croatia and Euro Petrol - achieved net sales of 71.4 million Euros, which is 20 per cent more than the same period last year and 12 per cent more than planned. Aleksandar Svetelsek, the CEO of Petrol said that the company is undertaking the expansion with full force. "We also increased our marketing budget for Croatia by five or six times," he added. He announced that Petrol would also put in an offer for buying Crobenz, an INA subsidiary which has 15 petrol stations. With the acquisition of Drnis Jadranplin, Petrol will also become a distributor of liquefied petroleum gas in Croatia, the Croatian daily Vecernji List writes.

http://www.croatiantimes.com/news/Business/2010-06-20/11753/Slovenian_Petrol_to_invest_75_million_Euros_by_2014

USA, ID, WORLEY, JUNE 21 2010. SPARK IGNITES FIREWORKS IN WORLEY STAND



Worley residents got a free impromptu fireworks display tonight after a child ignited a firework that caused a fireworks stand to go up in flames. The fire, which started about 8 p.m., burned two vehicles and caused Highway 95 to shut down for a short time, authorities said. According to a Coeur d'Alene Tribal spokesman, a minor was playing with fireworks near Adeline's Smoke Shop, near the old Worley Fire Station, when one firework accidentally shot into the stand causing the building to ignite along with the fireworks inside. The stand burned to the ground, and two vehicles parked nearby were destroyed, authorities said. The highway was shut down for safety reasons. No one was hurt.

<http://www.spokesman.com/blogs/hbo/2010/jun/19/spark-ignites-fireworks-worley-stand/>

UK, EAST LINCOLNSHIRE, JUNE 21 2010. HARTLEPOOL MAN DIES AFTER LINDSEY OIL REFINERY INCIDENT

A man has died after an incident at an oil refinery in North East Lincolnshire, police have said. Officers were called to the Lindsey Oil Refinery in North Killingholme, near Immingham, on Saturday morning. The 50-year-old man, from Hartlepool, was taken to Grimsby's Diana, Princess of Wales Hospital where he was pronounced dead. Humberside Police said his death was not being treated as suspicious. A file is being prepared for the coroner. The man's immediate family had been informed, police added. 'Non-work related' A Health and Safety Executive spokesperson said: "We are aware of the incident and are making initial inquiries." A statement issued by oil company Total, which owns the refinery, said: "At 11.20am on Saturday 19 June there was a fatality at Lindsey Oil Refinery. "The deceased worked for AMEC who are the contractors working on a scheduled maintenance shutdown. "Humberside police were called to site and concluded that the incident was non-work related. The HSE were also informed but did not attend the site. "Our thoughts are with the family of the deceased at this time."

<http://news.bbc.co.uk/2/hi/england/humberside/10359941.stm>

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