



Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 598 Newsy Stuff

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May 4 2010



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USA, MD, MONROVIA, APRIL 28 2010. DAMAGES RISE TO \$3.75B IN SUIT OVER WATER CONTAMINATION

kate leckie

A \$2.4 billion lawsuit filed in March as a result of water contamination from gasoline leaks at a Monrovia area filling station has swollen by as much as \$1.35 billion, according to documents filed at the Frederick County Courthouse. This month, lawyers for 20 Frederick County families who allege fuel leaks from the Green Valley Citgo station contaminated groundwater at their residences amended their complaint to add 15 more plaintiffs, bringing the number from 60 to 75, and increasing the amount sought by the residents to \$3.75 billion. According to court documents, the Maryland Department of the Environment's water supply program notified the agency's oil control program in December 2004 of gasoline and petroleum contamination of the drinking water supply serving the Green Valley Plaza, where the gas station is located. The next month, MDE began compliance inspections at the Green Valley Citgo. In April 2007, MDE issued a notice of violation against three defendants in Maryland: the Carroll Independent Fuel Co., Baltimore; Timbercrest Limited Partnership, Gaithersburg; and SAABA Corp., Ellicott City. The suit, which initially sought \$40 million in compensatory and punitive damages for each of 60 plaintiffs on four causes of action, now seeks \$50 million for each complainant following the introduction this month of a fifth cause of action -- public nuisance. The original causes of action listed in the 33-page complaint were negligence, strict liability of an abnormally dangerous activity, private nuisance and trespass to land. Aside from those individual damages, the suit also seeks \$300 million on each cause of action toward the restoration of the water supply, court documents state. The suit contends the people listed as plaintiffs were harmed by exposure to gasoline and other gasoline-related products leaked from the business at 11791 Fingerboard Road. The Green Valley Citgo station is now a BP gas station, documents show. The plaintiffs' lawyers allege exposure to gasoline and related products have been tied to DNA damage in humans and increase the risk of cancer and other ailments. The plaintiffs, who are being represented by the Law Offices of Ethridge, Quinn, McAuliffe, Rowan and Hartinger in Frederick and Peter G. Angelos in Baltimore, have requested a 14-day jury trial in Frederick County Circuit Court. The five other defendants named in the suit are Citgo Petroleum Corp., Tulsa, Okla.; Citgo East Coast Refining Corp., Tulsa, Okla.; BP Oil Corp., Warrenville, Ill.; BP Products North America, Baltimore; and BP Corp. North America, Chicago. So far, court documents do not list any defense attorneys. Attempts to seek comment after the suit was filed were unsuccessful.

<http://www.istockanalyst.com/article/viewiStockNews/articleid/4065436>

USA, MS, HANCOCK CO, APRIL 28 2010. PLANES FLYING OIL SPILL CLEAN-UP MISSION FROM STENNIS INTERNATIONAL AIRPORT

steve phillips

 **Watch the Video** <http://www.wlox.com/Global/story.asp?S=12386067>



Stennis Airport is headquarters for oil clean up.

Stennis International Airport in Hancock County is playing an important role in the ongoing clean-up of the oil spill in the gulf. Marine Spill Response Corporation is using large planes to drop thousands of gallons of oil dispersant chemicals onto the oil slick. MSRC is a non-profit group, funded by the big oil companies, which responds to oil spills and accidents. Its staging area for the eastern Gulf of Mexico is Stennis Airport. This large oil spill has prompted the largest clean-up response in the company's 20 year history. "Get ready to start the pump," shouts an operations worker to the crew manning the pump equipment. Crews begin loading a C-130A with five thousand gallons of oil dispersant. Marine Spill Response Corporation is attacking the giant oil slick from the air. Donald Toenshoff, Jr. is the executive vice president for the company. "We are mobilizing a massive response, given the

circumstances at hand. And we're bringing in dispersants from as far away as Seattle, Washington and up in the Baltimore, Maryland area," he explained. The large planes fly 35 minutes south into the gulf, then start dispersing the clean-up chemical through large nozzles, much like a crop duster. "And will fly down and basically lay down a layer at 75 feet above the water and 150 miles an hour, a cleaning gel. And this cleaning agent will basically break up the oil slick, not unlike the soap you use when you wash dishes at home," says Toenshoff. That chemical dispersant is delivered to the site in large plastic barrels. BP has contacted the manufacturer about increasing supplies. "And they'll be ramping up production, recognizing that we may be needing dispersants for some time into the future. This is the largest response that we as a company have worked on. We have been active for the past 20 years and responded to over 500 spills," said Toenshoff. Stennis International is considered an ideal location for these marine spill responders. It's close to the Gulf of Mexico, has the transportation support of nearby I-10, and has the available jet fuel to keep these planes in the air. "MSRC is a base customer here at Stennis International

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Airport. They support the field with a single aircraft on a day to day basis. That aircraft can go out, make immediate response, then they bring in the larger aircraft out of Arizona, as in this situation," said airport director, Bill Cotter. How long will this airlift clean-up last? "On behalf of the customer, we'll be here until the job is done," said Toenshoff. The marine spill responders are flying nine flights a day from Stennis to the oil slick. They're using two C-130 airplanes, along with a King Air that's also used as the "spotter" plane.

<http://www.wlox.com/Global/story.asp?S=12386067>

USA, GA, ATKINSON CO, APRIL 28 2010. TANKER OVERTURNS IN ATKINSON COUNTY >> ANHYDROUS AMMONIA

jade bulecza

 **Watch the Video** <http://www.walb.com/Global/story.asp?S=12378541>



A tractor trailer hauling a potentially dangerous chemical overturned after the driver ran off a south Georgia highway early Monday morning. That highway remains closed. Luckily no one was hurt, but if the chemical had leaked it could have caused an explosion. Troopers say the driver of this tanker filled with chemicals ran off Highway 221, between Lakeland and Pearson to dodge a deer around 5:30 Monday morning. "Probably 100 yards through these woods is a house," said Atkinson County Sheriff David Moore. "If there had been a product leak with prevailing winds Monday morning, it stands a very good chance he could've been harmed." First responders didn't see any kind of leak and nearby homes didn't have to evacuate. "But for safety reasons, we had brought in the region eight haz mat team out of Douglas and they suited up and checked to make sure everything

was secure," said Mark Ausley, Atkinson County EMA. A passerby saw the tanker on its side and called 9-1-1. The driver was able to pull himself out of the wreckage. The driver, 60-year old Anthony Masone was taken to a Coffee County hospital and treated for minor injuries. "He certainly had someone riding with him this morning," said Sheriff Moore. Masone was headed back towards Augusta, also his home, to deliver the anhydrous ammonia for the Indiana-based Grammer Company. "It's used either as a fertilizer or can be used as a refrigerant," said Ausley. Authorities say the chemical was pumped from the tanker. "They'll load off this tanker, get rid of the chemical and then we'll be able to move the vehicle," said Ausley. For more than 12 hours portions of Highway 221 have been closed as first responders and DOT have worked at the scene. Highway 221 reopened shortly before 9 p.m.

<http://www.walb.com/Global/story.asp?S=12378541>

USA, NEV, CARSON CITY, APRIL 28 2010. BATTLE OVER GASOLINE ADDITIVE SPARKS DEBATE

cy ryan

MMT is hardly a familiar household term, but it's sparking a lively fight among fuel and car officials. The state Board of Agriculture voted to approve a regulation in March to lift the ban on MMT, an additive that boosts the octane in gasoline. It is used in 48 other states and has passed the scrutiny of the federal Environmental Protection Agency. Romaine Morrison, vice chairman of the agriculture board, said it held workshops and environmental agencies in Clark and Washoe counties didn't object to the regulation. Supporters told the Legislative Subcommittee on Regulations last week it improves overall gasoline and diesel performance and enhances engine combustion. Opponents claim it leads to increased air pollution and damages engines. John Cabaniss, director environment and energy at the Association of International Automobile Manufacturers, testified that allowing the use of MMT would lower air quality in Nevada. He said all major manufacturers selling vehicles recommend in the owner's manual "that any fuel containing MMT or manganese-based additives should not be used in today's vehicles." MMT, produced by Afton Chemical Corp., is Methylcyclopentadienyl Manganese Tricarbonyl and when burned in an auto engine, manganese is emitted from the tailpipe. The Legislative Subcommittee on Regulations had some questions and put off a decision. The issue is locked up in a district court battle in Carson City, where the Nevada Franchised Auto Dealers Association and the Western States Petroleum Association have filed suit to overturn the approval by the state agriculture board. The suit, drafted by Reno lawyer John P. Sande III, says the agriculture board did not have any scientific evidence to support the approval of the regulation. Some legislators expressed concern. Sen. Maggie Carlton, D-Las Vegas, said she worried about the environment. Sen. Randolph Townsend, R-Reno, said he wasn't persuaded to approve the regulation just because it had been passed in other states. He said auto manufacturers recommend against the use and the additive is not widely used in other states. Marlene Lockard, who spoke in favor of the regulation lifting the ban on MMT, told the subcommittee there have been health studies by the EPA. Asked the benefits, she said it would save motorists 2 cents per

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gallon. And Patrick Cason, vice president of Rebel Oil Co., backs the decision of the agriculture board saying, "We need the flexibility to offer our customers a complete range of fuel additives in order to bring the most competitive fuels to our customers throughout Nevada." Townsend said while it is legal in 48 other states, it is not widely used. Nevada followed the lead of California, which banned it because of environmental concerns. "Changing the regulation flies in the face of all the environmental things we have done," he said. The subcommittee put the proposed regulation over to a later meeting.

<http://www.lasvegassun.com/news/2010/apr/27/battle-over-gasoline-additive-sparks-debate/>

CANADA, MONTREAL, POINT AUX TREMBLES, APRIL 28 2010. 7 HURT, NONE SERIOUSLY, IN SUNCOR MONTREAL REFINERY BLASTS-POLICE



A Petro Canada refinery in Montreal's Point aux Trembles was reportedly rocked by a series of explosions late afternoon on April 27, 2010.

Seven people were injured in a series of explosions at Suncor Energy Inc.'s (SU) refinery in East Montreal, though none appeared to have serious injuries, police said Tuesday. Montreal police received reports of the explosions at about 4:45 p.m. EDT Tuesday. Police and firefighters responded at the scene and extinguished a fire that had broken out, a Montreal police spokeswoman said. Six people were sent to the hospital and are being treated for shock, while a seventh sustained minor injuries, the spokeswoman said. There were no serious injuries. Suncor

spokeswoman Sneha Seetal said that all the refinery's employees and contractors had been accounted for and that none of them were seriously injured. She said that eight had been sent to the hospital "as a precautionary measure." Production at the refinery hasn't been affected by the blasts and the schedule of an upcoming maintenance turnaround also will not be affected, Seetal said. The explosions and fire were related to "an incident involving a truck at a loading dock," Seetal said, adding that the company plans to conduct an investigation of what caused the explosions. The incident was reported earlier by the Montreal Gazette on its Web site. The Montreal plant is the second largest of Suncor's four refineries and has the capacity to process 130,000 barrels of crude oil a day, according to the company's Web site. The plant produces gasoline, distillates, asphalt, petrochemicals and other products.

http://online.wsj.com/article/BT-CO-20100427-722707.html?mod=WSJ_World_MIDDLEHeadlinesAmericas

USA, LA, BOSSIER, APRIL 28 2010. OIL TANK BLAST SENDS SMOKE PLUME OVER BOSSIER CITY

 **Watch the Video** <http://www.ksla.com/Global/story.asp?S=12384359>

 **Slideshow** <http://www.ksla.com/Global/story.asp?S=12384359>



An oil tank filling a tanker truck with crude oil exploded Tuesday afternoon, sending a black cloud of smoke into the air over Bossier City. The explosion happened about 1:45 p.m. at Plains Marketing, located on Benton Road near I-220. Authorities say the truck driver who was loading the oil from the tank into the tanker heard a hissing sound, and then the tank exploded. The driver managed to run from the scene and was not injured. The tank was blown 40 yards away from its original location. When the first emergency response crews got to the scene, they noticed a second nearby oil storage tank was signaling a high pressure warning. They were able to fix the problem before anything happened with the second tank. Firefighters had the blaze under control quickly, according to Bossier City Spokesman Mark Natale. One firefighter did suffer a minor injury when he burned his hand. Natale also said some of the crude oil did spill. A team from the

Department of Environmental Quality will assess any damage from the spilled oil. Authorities say nearby Willis-Knighton Hospital had to shut down their air conditioning units because of the smoke.

<http://www.ksla.com/Global/story.asp?S=12384359>

CHINA, HENAN PROVINCE, APRIL 28 2010. SINOPEC ADMITS RESPONSIBILITY FOR SPOILED 93-OCTANE GASOLINE

Sinopec, on Tuesday, announced the results of its investigation on the 93-octane gasoline which has been the source of many complaints that caused car engine damage in three cities in Henan Province since late March. Tian Zhongshan, general manager of Sinopec's Anyang unit, publicly apologized to customers for this serious breach in quality resulting from Anyang's

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poor quality inspection and operation mistakes. The result shows that 93-octane gasoline at the company's gas stations in three cities in Henan contain solvents at 34.0 milligrams per 100 milliliters, higher than the national standard of 5 milligrams per 100 milliliters, and contained 0.022 grams per liter of manganese additive, higher than the state standard of 0.018 grams per liter. Officials related to the case have been suspended from duty and are under investigation, according to an insider from Sinopec. Sinopec has worked out detailed compensation for customers and deal with any problems related to the gasoline. All cases are expected to be dealt with and completed within half a month. From late March, customers in Henan's Xinxiang, Anyang and Jiaozuo complained that their vehicles had trouble starting, while others had red or black liquid spilling out of the vehicle after filling up with 93-octane gasoline supplied by Sinopec.

<http://business.globaltimes.cn/industries/2010-04/526907.html>

INDIA, CHENNAI, APRIL 28 2010. 1 KILLED AS LORRY TANK EXPLODES IN WORKSHOP



The tank of a lorry that exploded while workers were dismantling it, in Border Thottam, Chennai, on Tuesday.

One person died and three others were injured after the fuel tank of an old lorry exploded when it was being welded at a workshop in the congested Border Thottam area, off Anna Salai, here on Tuesday. According to police sources, Munna (25) of Bihar, who was welding it, suffered serious burns and died soon after he was admitted to the Kilpauk Medical College and Hospital. Three other workers suffered minor burns in the incident on Lord Govindas Nagar Road. The area bustling with workshops engaged in dismantling out-of-use vehicles and selling spare parts was rocked when the blast occurred around 11.30 a.m. outside Kamatchi Traders. The explosion ripped apart several old vehicles in the vicinity. M. Vijaya (37), a resident of LGN Road, who witnessed the accident, said she was fetching water from a Metrowater tank nearby when there was a huge sound. "A welder was working under the big tanker lorry [a 10-wheeler] while three others were dismantling other parts of the vehicle. Suddenly, there was a blast and the man under the vehicle wriggled out in flames and started crying for help," Vijaya added. Anna Salai police reached the spot and started investigation. The injured workers were identified as Manish (21) of Bihar and Shankar (26) and Andavan (24), both from Chennai. The sources said sparks from the welding work fell on the leftover fuel inside the tank resulting in the fire. "We have taken into custody owners of Kamatchi Traders, A. Seenivasan (46), and Dhanasekaran for not taking adequate precautionary measures.

<http://www.thehindu.com/2010/04/28/stories/2010042857850100.htm>

USA, ILL, CHESTER, APRIL 28 2010. 4 INJURED IN EXPLOSION AT CONAGRA >> VTHE CAUSE OF THE BLAST IS STILL UNKNOWN

laura girresch

 **Watch the Video** http://www.wsilv.com/p/news_details.php?newsID=10036&type=top



Four contract workers were injured in an explosion Tuesday afternoon at the ConAgra Foods flour mill in Chester. Chester Fire Capt. Marty Bert said three of them were seriously injured with burns and flown to St. Louis-area hospitals. The fourth victim received minor burns on the legs and was treated at a local hospital. Bert and ConAgra weren't releasing the names of the victims. The contractors, who a ConAgra spokesman thought were cleaning a flour bin, were from out of state and working in or near one of about a dozen silos at the plant, less than 200 feet from the Mississippi River, Bert said. The cause of the explosion, which occurred at about 4 p.m. and blew the manholes off two silos, is unknown. Emergency crews worried about a secondary explosion, though that fear had dissipated by 9 p.m., even though crews still were at the scene, Bert said. He said about 40 people were

a couple hundred yards away at the plant when the explosion occurred, and they were all accounted for and uninjured. He said employees there were able to pull the explosion victims from the silo before emergency crews arrived. Firefighters set up a landing zone for the three emergency helicopters that arrived. While fighting the fire, crews shut down nearby power lines and railroad traffic, but no other properties were evacuated. Bert said trucks dumped about 2,400 gallons of water per minute on the fire to try to put it out. Trucks from various fire departments used water from a hydrant and from the river. There was still light smoke rising from the silo at 9 p.m., he said, but crews had stopped fire-fighting operations. He was unsure whether the plant would be open on Wednesday. Jeff Mochal, a ConAgra spokesman, said on Tuesday night that ConAgra corporate

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staff was still en route to the mill, which employs about 40 people. ConAgra, based in Omaha, manufactures popular food items such as Chef Boyardee products, Egg Beaters, Marie Callender's frozen entrees, Orville Redenbacher's popcorn, and Peter Pan peanut butter.

<http://www.bnd.com/2010/04/28/1233797/4-injured-in-explosion-at-conagra.html>

USA, CO, BRUSH, APRIL 28 2010. ETHANOL TANKER SPILLS LOAD ON I-76

nadia gedeon



A tanker truck carrying ethanol spilled part of its load Tuesday evening, causing Interstate 76 to be shutdown for hours. According to Colorado State Patrol the road re-opened early Wednesday morning. State Patrol says the driver of the tanker was exiting the highway near milepost 90 and lost control of the tanker truck which ended up on its side. Both directions of I-76 were closed from milepost 89 to 92 while HazMat teams worked on containing and clearing the spill. The driver was transported to Colorado Plains Medical Center with minor injuries. CSP is investigating the crash and charges are pending.

<http://www.9news.com/news/article.aspx?storyid=137728&catid=339>

USA, N.J, WEST MILFORD, APRIL 28 2010. FUEL LEAK IN WEST MILFORD: ON-AGAIN, OFF-AGAIN MYSTERY

barbara williams



The state DEP has installed booms in the stream and wide pads in a nearby storm drain to catch the home heating oil before it flows downstream into the lake.

For more than a month, home heating oil has been flowing into a stream in Upper Greenwood Lake, with investigators unable to find its source. The origin remains elusive despite one resident having had to dig up his home fuel tank and numerous trips by investigators to the site. The unnamed stream, which runs along Wayside Road and eventually empties into the lake, had a rainbow-colored sheen on top of it and a foul smelling odor when resident John Sofianek called local officials March 16. "This is serious stuff," said Sofianek. "What happens if a year from now this stuff has leaked into my well and it's contaminated?" Sofianek's call triggered local health inspectors to call in the county Health Department, who notified the state Department of Environmental Protection. DEP staff has narrowed down the area where the fuel, which they believe is No. 2 home heating oil, is getting into the creek — a storm drain across the street from Sofianek's house. But where it is entering the drain remains a mystery. "DEP put a camera snake into the drain and they still couldn't see where it's coming from," said Passaic County spokesman Keith Furlong. "We've transferred everything to DEP, since they have more sophisticated equipment and better resources." Workers put large white fluffy

booms in the creek and wide pads in the storm drain to catch the contamination. They seem to be doing the job. Most of the fuel is being caught in the booms and pads, and now the stream only smells and shines after a heavy rain. Mark Lisnay, who lives next door to Sofianek and watches the creek wind next to and behind his house, wants the problem fixed. "It's very unsightly, and it smells," Lisnay said. "I'm also worried about my well. I don't know what the DEP is doing — we haven't been given any kind of information." DEP spokesman Larry Haner said the agency doesn't give out specifics but that workers are digging up the area around the storm drain to try to locate the source of the oil. State officials have already had the one homeowner in the direct vicinity of the storm drain dig up his fuel tank. Officials thought it was the cause of the leak. It wasn't. "Because of a lack of other properties in the area and the age of the tank and the house, we believed it might have been the source," Haner said. "The owner said his tank was old and he was thinking of replacing it anyway. And he'll be eligible for funding to cover his costs." Mark Waszkiewicz, the owner, said he wanted to be sure it wasn't his oil. "If it was my tank, I wanted to take care of it so it wasn't my fuel polluting the stream," Waszkiewicz said. "I've been told I'll be reimbursed for the costs and the tank was 23 years old, so I couldn't lose either way." As workers dig up the area, Haner said, "We've put in the booms to stop it from spreading and we're taking this very seriously." Once the person responsible for the leak is found, the state may seek reimbursement of costs and/ or a fine or enforcement action, Haner said.

http://www.northjersey.com/news/environment/92157299_Oil_leak_a_mystery.html

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USA, ALA, ATHENS, APRIL 28 2010. ADEM ORDERS LEAK REPAIRED

jean cole

State environmental officials are requiring Lee Boles of Watkins Oil Co. of Athens to clean up soil and water contaminated by fuel leaking from an underground storage tank at Goodsprings Grocery off Alabama 99. Randall McCurry, who rents the property and runs the store at 33770 Alabama 99, just west of Shelton Road, said at one time there were three stores in the area with underground gasoline pumps and underground fuel tanks. Today, above-ground tanks are used. "After it rains, you can smell the gas," McCurry said. The Alabama Department of Environmental Management will require Boles to correct the leak in phases using recovery wells and trenches, according to ADEM Director John Hagood. Leaking fuel storage tanks are not unique. The Environmental Protection Agency has required many owners of such tanks to repair the damage caused when the tanks, no longer in use, fill with rainwater and leak remaining fuel. "The EPA has been on top of it," McCurry said "They have drilled little wells over the parking lot. The next step is to dig a trench and put in a permanent pumping system that pumps 24 hours a day." The work should not disrupt business, he said. "They will do one side and then the other, and customers will have access to the store either on 99 or Union Hill Road." Copies of the remediation plan are available for public inspection at ADEM in Montgomery. A nominal fee for copying or mailing may be charged. Arrangements for copying should be made in advance. Those who want to comment or provide additional information regarding the corrective plan may do so by May 5 by writing Russell Kelly, chief of permits and services for ADEM, at P.O. Box 301463, Montgomery, AL 36130-1463. A written request for a public meeting may also be filed within that period and must state the nature of the issues proposed to be raised in the meeting.

<http://enewscourier.com/local/x563635695/ADEM-orders-leak-repaired>

UK, LONDON, APRIL 28 2010. WHISTLEBLOWER ACCUSES BP OVER RIG DOCUMENTS >> A CONTRACT WORKER AT BP HAS RAISED SAFETY CONCERNS AFTER ACCUSING IT OF FAILING TO KEEP KEY DOCUMENTS FOR ITS ATLANTIS RIG

tim webb



BP's Deepwater Horizon oil rig, which burned down in the Gulf of Mexico off the coast of Louisiana.

BP is being investigated by US authorities over claims from a whistleblower that the [oil](#) company broke the law by not keeping key documents relating to a giant deepwater production platform in the Gulf of Mexico, the Guardian has learned. The documents for the huge Atlantis platform act as an "operator's manual", and a complete up-to-date set of records is vital to shut down the platform properly in case of an emergency. BP said it was co-operating fully with the investigation and denies the allegations. It is also dealing with the aftermath of the Deepwater Horizon disaster. [Last week the rig sank in the Gulf of Mexico following an](#)

[explosion](#). Eleven workers are missing presumed dead and up to 1,000 barrels of oil per day are being leaked, threatening to wreak havoc on the region's fragile ecosystem. The Minerals Management Service (MMS), the US government agency responsible for overseeing offshore oil and renewable activities, is expected to launch an investigation into the disaster this week. But the Guardian has learned a separate MMS investigation into the Atlantis rig allegations is being launched. MMS said it would complete its report by the end of next month. Atlantis, 190 miles south of New Orleans, is the world's largest platform of its kind and began operating in 2007 in the Gulf of Mexico at one of the deepest depths in the world. A whistleblower employed by a contractor working for BP leaked internal emails from staffers dated August 2008 which appear to reveal concerns that BP may not have been keeping a complete accurate record of drawings of the components used to build the Atlantis platform. Final "as-built" drawings show how generic parts are modified when they are assembled. They can be crucial to assess how such a complex structure operates in practice. It is federal law for rig operators to keep complete, up-to-date "as-built" drawings. If BP assumed the drawings were accurate and up-to-date, "this could lead to catastrophic operator errors", a BP executive involved in the project warned colleagues, according to one email. At the end of February, the powerful House committee on natural resources wrote to MMS demanding it investigate the claims. The agency, which declined to provide further details to the Guardian, promised to launch the inquiry soon afterwards. The Deepwater Horizon accident has reinforced environmental concerns in the US about offshore oil drilling and will put pressure on the MMS to ensure standards are fully met by all operators, particularly in the deep waters of the Gulf of Mexico. US environmental consumer campaign group Food and Water Watch also passed to the Guardian what appears to be an official reply to the whistleblower from BP's office of the ombudsman, which was set up to investigate internal safety concerns following the Texas

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refinery explosion of 2005. Dated 13 April 2010, deputy ombudsman Billie Pirner Garde is quoted responding to the whistleblower's concerns over BP's "Project Execution Plan" over Atlantis, centring on the alleged lack of documentation. "Your concerns about the project not following the terms of its own Project Execution Plan were substantiated, and addressed by a BP Management of Change document," he is quoted as writing. The Guardian asked BP if it acknowledged the authenticity of the emails and ombudsman's letter and their contents. A spokesman declined to comment. In a statement, the company said: "We are aware that the MMS is conducting an investigation in connection with past allegations made about our Atlantis platform. We will continue to co-operate fully with their requests for information. "We have reviewed the allegations made by Food and Water Watch and have found no evidence to substantiate the organisation's claims with respect to Atlantis project documentation. "BP has complied with MMS regulations requiring compiling and retaining "as-built" drawings for the project, and has provided documentation as requested by the MMS. The engineering documents for Atlantis have the appropriate approvals and platform personnel have access to the information they need for the safe operation of the facility. The Atlantis platform was designed and built to meet BP and global industry engineering standards, including review and approval of project design and construction procedures by professional engineers. "The design, construction, installation and operation of Atlantis have received a high level of oversight by the MMS and the US coastguard. BP has and will continue to work with the MMS or any other regulator when concerns are raised about any aspect of our operation." BP chief executive Tony Hayward admitted BP's first-quarter results – which saw profits increase by 135% to £3.6bn – had been overshadowed by the Deepwater Horizon disaster. Its shares closed down 2.7%.

<http://www.guardian.co.uk/business/2010/apr/27/bp-whistleblower-atlantis-rig>

USA, TX, JEFFERSON CO, APRIL 29 2010. BENZENE TRIAL AGAINST UNIVAR USA BEGINS IN JEFFERSON COUNTY



Throughout the 1960s and early 1970s, the late John Thompson worked as an independent contractor at various local refineries. When he finished the workday, Thompson would routinely wash his hands in benzene - a common practice at the time for most industrial laborers. Now four decades later, Thompson's widow, Carol, wants to hold chemical distributor Univar responsible for her late husband's acute myelogenous leukemia and cancerous death, as the trial of Carol Thompson vs. Univar USA began Tuesday, April 26. A Jefferson County jury will decide if Univar had actual knowledge of the hazardous nature of its benzene products and negligently failed to warn industrial workers of the dangers. On Wednesday, jurors heard testimony from expert witness Peter Infante, who served for nearly three decades as a chronic disease epidemiologist for the U.S. government. "I was surprised to learn how much ... whopping ... benzene this individual (John Thompson) had been exposed to," testified Infante. "Benzene causes leukemia in humans, period." Infante said benzene products were commonly sold in the '60s and '70s and claimed it was his research into the chemical that coaxed companies to pull their benzene products off store shelves. He added that although the dangers of benzene have been known for more than a century, his research and testimony have

been heavily relied upon by many governments throughout the world. Infante also acknowledged that he was hired by the plaintiffs and paid \$400 an hour to review the case and \$3,500 to testify. Univar maintains it was John Thompson's employers, such as DuPont, that were responsible for how workers handled and used benzene. As the Southeast Texas Record previously reported, John and his wife filed suit against Chevron U.S.A. and eight other chemical companies on Feb. 7, 2008, in the Jefferson County District Court. Some of the other suit defendants included Texaco, E.I. DuPont de Nemours and ExxonMobil - all of which have been non-suited by the plaintiffs. In fact, since March 2009 approximately seven defendants have settled and been non-suited by the plaintiffs. Univar is the leading chemical distributor in the U.S., providing more chemical products and related services than any other company in the marketplace, according to the company's website. Carol Thompson is asking jurors to award her damages for her husband's past and future medical expenses, lost wages and mental anguish. She is represented in part by Provost Umphrey attorney Darren Brown. Univar is represented in part by Robert Scott, an attorney for the Abrams, Scott & Bickley law firm.

<http://www.setexasrecord.com/news/226401-benzene-trial-against-univar-usa-begins-in-jefferson-county>

AUSTRALIA, NSW, SYDNEY, APRIL 29 2010. CALTEX GIVES UP ON 300 MOBIL OUTLETS

Caltex Australia Ltd has given up on its attempt to acquire 302 service station outlets from ExxonMobil almost five months after the competition regulator blocked the deal over concerns it would lead to higher fuel prices. Caltex, Australia's only listed fuel refiner and marketer, said it would continue to explore opportunities to grow its business. Caltex said in a statement on

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Thursday that while it had entered into discussions with the ExxonMobil-owned Mobil, in relation to possible solutions to the issues raised by the Australian Competition and Consumer Commission (ACCC), the parties had agreed they could not proceed with the current proposal. The ACCC, on December 2 last year, opposed the acquisition, and Caltex reiterated on Thursday that it did not agree with the regulator's position. In December, ACCC chairman Graeme Samuel said the competition regulator had concluded that the acquisition by Caltex of Mobil's service stations would be likely to substantially lessen competition across a range of retail fuel markets. Mr Samuel said at the time that the ACCC would continue to knock back Caltex's \$300 million takeover offer for Mobil's 302 service stations, even if 53 stations were excluded from the deal. The ACCC had identified 53 Mobil sites it said would lead to substantial competition reduction if bought by Caltex. "We'd still knock it back ... on the basis that the acquisition ... substantially increases Caltex's ability to lead the pricing in the price cycle along with BP and Mobil at the present time as part of the coordinated behaviour process," Mr Samuel said in December. As recently as February, when Caltex reported a \$203 million profit for calendar 2009, the company said it was still considering a response to the ACCC.

<http://news.smh.com.au/breaking-news-business/caltex-gives-up-on-300-mobil-outlets-20100429-twbc.html>

USA, N.C, BURLINGTON, APRIL 29 2010. TRUCK HAULING CHEMICALS OVERTURNS >> MOTORISTS ASKED TO AVOID AREA

 **Photo's [22 of]** <http://www.thetimesnews.com/news/bodycopy-33386-truck-class.html>



Crews in Burlington were working Wednesday afternoon to clean up after a tractor-trailer overturned, spilling diesel fuel along Alamance Road near the interchange with Interstate 85. Burlington police said the truck was hauling a chemical used in plastics, but there didn't appear to be a hazard. Police said it would take several hours to clean up and motorists were asked to avoid the area. The driver of the truck suffered minor injuries that didn't require medical attention. Police didn't say what caused the crash.

<http://www.wxii12.com/news/23292485/detail.html>

USA, ILL, CHESTER, APRIL 29 2010. FIREFIGHTERS STILL FIGHTING SPOT FIRES AT CONAGRA SILO IN CHESTER

Firefighters remain on the scene of a silo explosion at ConAgra in Chester this afternoon fighting spot fires in vents. Chester Fire Department Captain Marty Bert says firefighters were allowed on top of the silo system once authorities had determined the structure was stable. They had been flushing the silo for hours to put out any other flames and prevent a secondary explosion. The cause of the explosion that seriously burned three contract workers and sent a fourth to the hospital with a leg injury remains under investigation. However, efforts to piece the event together are being hampered by a lack of witnesses. Bert says it is known the silo held grain biproducts and the workers with West Side Salvage in Iowa were called to the silo to clean and address a possible fire problem inside because of a smoke smell. "We have reports from neighbors that there was some type of smell coming from the grain bin for the last seven to ten days," he says. "The company that they had come in was supposed to figure out what the problem was with that bin... they were probably down to their last truckload or two when the explosion occurred." The names of the contractors injured in the accident have not been released, but Bert says none of them were local. Some power to the silo facility remains off at this time although the rail line has been reopened. Bert reports the facility no longer poses a safety hazard.

http://www.wjbradio.com/?f=news_single&id=21398

USA, FLA, TAMPA BAY, LARGO, APRIL 29 2010. GAS TRUCK HITS POLE IN LARGO

A tanker truck delivering gas to a Shell station on Walsingham road Wednesday afternoon struck a pole, causing a leak that has since been brought under control, authorities said. The driver of the truck, 52-year-old Richard E. Davis, of Riverview, was not injured in the accident, which happened around 4:20 p.m. at the station at 13098 Walsingham. Though the fuel leak has

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stopped, a hazardous materials team was called to the scene to assist. The fuel will be unloaded from the truck and put into storage tanks at the gas station, according

<http://www.tampabay.com/news/publicsafety/accidents/gas-truck-hits-pole-in-largo/1091105>

UK, LONDON, APRIL 29 2010. £800 A DAY FUEL THIEVES

nick francis



Gas guzzler ... Alex on the plunder

Hooded criminal Alex proudly shows the specially-adapted oil drum he uses to steal hundreds of gallons of petrol from garage forecourts every day. The back wheels of his old banger groan under the weight of the fuel sloshing around in it in the back seat. The stench is overpowering - almost unbearable. And black petrol marks stain the upholstery. Not that he is bothered. With petrol prices soaring to an all-time peak, organised criminals such as Alex are cashing in and making up to £800 day. The recession has made petrol such a valuable commodity that it is being dubbed "liquid cocaine" by the criminal underworld, with gangs earning more by stealing fuel than from selling class A drugs. According to figures from the AA, the average petrol price in the UK is over £1.20 a litre - the highest it has ever been - and diesel more than £1.21 a litre, the second highest in Europe. As Brits struggle to afford to fill their cars, criminals like Alex - not his real name - have seen the demand for stolen fuel

rocket. Stealing petrol hasn't been done on an organised scale since the Eighties. But now, criminals can make so much money many fill containers at forecourts and drive off without paying - known as bilking. Forecourt thefts have risen sharply in the past six months. Alex said: "On a good day I can make £800. I have a special 45-gallon drum in my vehicle. It has a nozzle

to pump out the fuel later when I am selling it on. "The entire drum would cost £250 to fill at the pumps, which is over £5 a gallon. I sell it for around £3 a gallon. All the profit's mine because it's cost me nothing." He can sell up to six drums a day.



Drumming up a profit ... Alex with drum in back of his car

Criminals like Alex are much more organised than opportunist thieves. He said: "The best times to do it are when the police change shifts, so there are less of them on the roads. I never fill up more than £80 at a time because petrol station staff get suspicious. "The petrol companies also can't be bothered to chase up such a small amount because to prosecute it would cost them more in solicitors' fees. They often think it's an honest mistake as well. "I fill up my special tank in three stops, then take it to my clients. Most of

them are white van drivers. "For a big day's work I'll rent a transit van from a small hire firm, then put fake business branding down the side. "Then I'll work a patch all day. I never stay in one area for more than a week, as you'll get known. Then I'll move on somewhere else. I work all over the country and have clients everywhere. "Petrol companies make billions in profits, so how can I feel guilty about stealing from them?" We met Alex, in his late-twenties, in London, just one of the major cities he works. He was using a car he picked up for £200 and can not lead back to his door. He said: "If I'm using an old banger I never register it so I can't be traced. I'll also pop down to a scrapyard and pick up 20 number plates from old cars." Alex, who was not paid for this article, only ever steals diesel - refusing to work with unleaded petrol. He added: "Unleaded is much more flammable than diesel, it is extremely volatile. "If I got into a high-speed chase with the cops, all it would take is to hit a small bump in the road to turn me and the car into a fireball. "Only desperate junkies steal unleaded. I've heard stories of them blowing themselves up - they're complete idiots. Unleaded also smells much more than diesel. "If you drove past the Old Bill they would literally smell what you are up to. "If you want to be a successful criminal, you need to remember one thing - NEVER underestimate the police."



In the can ... thief with containers

Petrol companies are tightening security on forecourts to deal with theft of fuel. A BP spokesman said: "Forecourt crime is a growing problem, with filling up with fuel and making off without payment a major problem. It is costing the industry millions of pounds each year. "We have introduced numerous measures in an attempt to combat forecourt crime. "The use of sophisticated CCTV systems is a major benefit in identifying persistent offenders." Edmund King, president of the AA, said last night: "We have heard of this issue and we are pleased that The Sun has chosen to investigate it. Fuel theft is a reflection of the high cost of fuel in this country. Some garages are combating it by copying the

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American practice of making motorists pay BEFORE they fill up. "Theft from private fuel tanks is also an increasing problem." One thing is for sure. It sounds like the petrol thieves aren't going away any time soon.

Liverpool

Drive-off theft from garage forecourts was rife in the Seventies and Eighties but has died down for years. Colin Borrows, 52, a former criminal from Toxteth, Liverpool, said: "I started stealing petrol when I was a teenager. It was the mid-Seventies and people were queuing up at the pumps because petrol was expensive and running out. "We used to fill up the tank then we'd have four ten-gallon oil drums in the back seat and two or three in the boot. "We did it again in the Eighties when petrol went through the roof once more and there was recession. There was no CCTV back then but it was still risky. "We were just opportunists. We'd have four or five cars doing it at the same time. But now the people who do it are more organised and there's more money in it. At the end of the day it's like having a barrel full of liquid cocaine because punters will buy it off them all day long. "There's no way of stopping it. Even if criminals get caught driving round with oil drums. Unless the police catch them red-handed, all they can do you for is no tax or insurance."

- We are handing over our information to the police.

<http://www.thesun.co.uk/sol/homepage/features/2952016/Meet-the-800-a-day-fuel-thieves.html>

CANADA, MONTREAL, APRIL 29 2010. MONTREAL FUEL TRUCK EXPLOSION INJURES 8



Firefighters stand next to the charred remains of the refinery tanker.

Eight people were taken to hospital after a tanker truck exploded while refuelling at a PetroCanada refinery in Montreal on Tuesday night. An ambulance service spokesman said the power of the blast launched the truck's driver into the air. Benoit Garneau said the driver was taken to hospital with minor injuries, including back pains. Garneau said seven others at the east-end refinery were transported to hospital, where they are being treated for shock. Montreal fire department spokeswoman Josée Gosselin said 10 firetrucks rushed to the scene, where it took firefighters less than an hour to get the blaze under control. She said the scorched

truck was hitched to a double-tanker trailer when it exploded.

<http://www.cbc.ca/canada/montreal/story/2010/04/28/montreal-tanker-explosion-cp.html>

USA, MD, WILLIAMSPORT, APRIL 29 2010. RUST-OLEUM EMPLOYEE REMAINS IN CRITICAL CONDITION AFTER BLAST, FIRE

A 30-year-old Waynesboro, Pa., man remained in critical condition Thursday morning at a Baltimore burn unit after he was injured during an explosion and fire at the Rust-Oleum manufacturing facility in the Interstate Industrial Park near Williamsport. Michael Burton Jr. was airlifted to Johns Hopkins Bayview Medical Center after the incident, which was reported at 7:18 a.m., Lt. Terry Barnes of the Williamsport Volunteer Fire Co. said Wednesday. Burton was in critical condition Thursday morning a hospital spokeswoman said. Barnes said Burton suffered from facial wounds. The explosion occurred in the production area of the plant, in the chemical mixing area, and was confined to that room, Barnes said. There was fire and smoke after the explosion, according to Barnes, the incident commander. Barnes said a second employee experienced inhalation problems but refused treatment. Deputy State Fire Marshal Bruce D. Bouch said in a news release that a flash fire ignited nearby combustibles. The state fire marshal's office was investigating the cause of the fire. Bouch estimated the fire caused more than \$100,000 in damages. Units from Williamsport, Halfway, Funkstown, Washington County Special Operations and Fairplay responded. Rust-Oleum, based in Vernon Hills, Ill., is a subsidiary of RPM International Inc. It manufactures protective paints and coatings for home and industrial use. The company was honored earlier this month at the Celebration of Business 2010 for marking its 35th anniversary of doing business in Washington County. Representatives from the business declined to speak about the incident Wednesday.

http://www.herald-mail.com/?cmd=displaystory&story_id=244337&format=html

AUSTRALIA, VICTORIA – WORKSAFE, APRIL 29 2010. PROSECUTION RESULT SUMMARY

- Defendant: Thornton Engineering Australia Pty Ltd ABN / ACN: 087 898 753
- Industry: Manufacturing, Logistics and Agriculture
- Defendant Type: Company (ACN)
- Date of Offence: 04/02/2008 - 17/09/2008 Date of Determination: 27/04/2010
- Incident: Employers - Offences by Judge / Magistrate: S Myall

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- Court Number: A10020353 Jurisdiction: Magistrates Court

Incident Summary: Thornton Engineering Australia Pty Ltd ('Thornton Engineering') conducts a structural steel fabrication business in Corio. Some fabricated products are spray painted. During the painting process Thornton Engineering employees are required to use epoxy paints, and until July 2008 were required to use paints containing isocyanates. Epoxy paints are hazardous substances. Epoxy paints are skin sensitisers and exposure to them can cause redness, itching, rashes, and swelling to all parts of the body - even parts not exposed to the paint. They are flammable, harmful if swallowed and inhaled and harmful if they come into contact with the skin or eyes. Where the use of epoxy paints cannot be eliminated employers must provide proper ventilation and personal protection equipment. Procedures for the safe use and handling of the paints must be developed and implemented. Employees must be instructed, trained supervised in all aspects of the safe use of these products. On 22 July 2008 a WorkSafe inspector attended the premises and determined that: 1. The system of work for spray painting with epoxy paints failed to ensure that employees were not exposed to concentrations of paint vapour above the prescribed exposure limit. 2. Thornton Engineering did not have current MSDS for all class 3 dangerous goods and flammable substances used, stored and handled on site. Further it did not have written safe operating procedures for the safe handling of those substances and the Dangerous Goods register was not up-to-date. Employees were observed handling class 3 thinners without eye protection. 3. The supervision of employees was insufficient to ensure that employees followed safety precautions and to properly maintain their personal protective equipment. An employee who commenced work with Thornton Engineering as a spray painter on 30 April 2007 was exposed to epoxy paints and developed a contact allergic reaction to epoxy chemicals.

Charges [Act & Section]

- OH&S Act 2004 - s 21(1) & (2)(a) Employer failed to provide & maintain so far as was practicable for employees a safe working environment - plant & systems of work [1800 penalty units individual 9000 penalty units body corporate] Indictable offence triable summarily
- OH&S Act 2004 - s 21(1) & (2)(b) Employer failed to provide & maintain so far as was practicable for employees a safe working environment - use handling storage & transport of plant & substances [1800 penalty units individual 9000 penalty units body corporate] Indictable offence triable summarily
- OH&S Act 2004 - s 21(1) & (2)(e) Employer failed to provide & maintain so far as was practicable for employees a safe working environment - information instruction training & supervision [1800 penalty units individual 9000 penalty units body corporate] Indictable offence triable summarily
- Plea: Guilty Fine: \$45,000.00 Result: Conviction Fine (Costs \$2,000)

<http://www1.worksafe.vic.gov.au/vwa/vwa097-002.nsf/content/LSID164937>

USA, FLA, FORT WALTON BEACH, APRIL 29 2010. GAS TANK EXPLODES, VAN ENGULFED IN FLAMES

 **Watch the Video** <http://www.nwfdailynews.com/news/gas-28458-tank-scrap.html>

 **Photo Gallery** <http://www.nwfdailynews.com/news/gas-28458-tank-scrap.html>



A van went up in flames at a scrap metal yard Wednesday after its gas tank exploded. About 3 p.m. at the scrap yard at 41 N.W. Hollywood Blvd, workers removed a gas tank from a van, preparing to crush the vehicle, said Fort Walton Beach Fire Battalion Chief Danny Fureigh. When the van was being pushed up against the scrap pile, a spark from the concrete caused the gas tank to explode. "Everything lit up," Fureigh said. The van, along with several stacks of scrap metal, caught fire. Workers at the scrap yard attempted to put out the fire with extinguishers but were unsuccessful. The Ocean City-Wright Fire Control District assisted in putting out the fire. No one was injured and there was no monetary loss.

<http://www.nwfdailynews.com/news/gas-28458-tank-scrap.html>

USA, AKA, JUNEAU, APRIL 29 2010. FERRY TUSTUMENA TO UNDERGO EMERGENCY REPAIRS – SEA WATER ENTERING FUEL TANKS

The Alaska Marine Highway System (AMHS) is dispatching the ferry Tustumena to Ketchikan where shipyard workers will begin emergency procedures to investigate and resolve a possible structural deficiency that is allowing sea water to leak into

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one of the 46-year-old ship's fuel tanks. Engineers aboard the 296-foot Tustumena discovered about 50 to 60 gallons of water in the ship's number three tank while the ship and its crew were providing service to Southwestern Alaska communities. Following the discovery, the crew notified the U.S. Coast Guard. Coast Guard inspectors and commercial divers tried to determine the water's entry point, but could not find any definitive damage. AMHS has confirmed that there has been no fuel leaking into the water. The Tustumena was scheduled to depart Homer late Wednesday and sail to Ketchikan. AMHS expects the ship to arrive Saturday when the Tustumena will be placed in the dry dock at the Ketchikan-based Alaska Ship and Drydock facility. "We are very proud of the working relationship we have fostered with the professionals at ASD, and we appreciate their ability to alter plans and schedules and accommodate our needs on such short notice," said Capt. John Falvey, General Manager, AMHS. The AMHS has scheduled the ferry Kennicott and its crew to provide substitute service while Tustumena is being repaired.

http://www.sitnews.us/0410news/042810/042810_repairs.html

USA - HOT-WORK EXPLOSIONS CAUSE DEATHS

 **Watch the Video** <http://www.kltv.com/Global/story.asp?S=12393227>

Performing hot work around combustible gases is as clear-cut a recipe for disaster as can be found in industrial environments. Yet this highly dangerous activity is one of the most common causes of worker deaths, says the U.S. Chemical Safety Board (CSB). Following investigations of several hot-work accidents that killed workers in the past 2 years, CSB has issued a safety bulletin identifying seven key lessons aimed at preventing worker deaths during hot work in and around storage tanks containing flammable materials. Hot work is any activity that involves burning, welding, cutting, brazing, grinding, soldering, or similar spark-producing operations that can ignite a flammable atmosphere. CSB says it started investigating hot-work hazards following an explosion on July 29, 2008, at a corrugated cardboard mill in Wisconsin, which killed three maintenance workers and injured another. CSB determined the explosion resulted from welding above an 80-foot-tall storage tank that contained highly flammable hydrogen gas—the product of bacterial decomposition of organic fiber waste inside the tank. CSB subsequently investigated explosions ignited by hot work at an oil refinery, a food manufacturer, a produce company, and a waste oil facility, among others. Each incident resulted in worker deaths or severe injuries. CSB says it has identified more than 60 fatalities that have occurred since 1990 as the result of explosions and fires caused by hot work. "A common feature of virtually all these accidents is the failure to recognize all the locations where a flammable atmosphere could be present," said CSB Investigations Supervisor Don Holmstrom. "The absence of flammables needs to be verified before and during any hot work." CSB notes that combustible gas monitors are relatively inexpensive handheld electronic instruments that measure the amount of flammable material in the atmosphere. Proper training and calibration are essential for using gas monitors effectively, says CSB. OSHA does not require combustible gas monitoring for hot work on or near flammable storage tanks. CSB has produced several computer-animated safety videos on hot-work accidents. The safety bulletin and videos are available at <http://www.csb.gov>.

Related Stories

- [Wm Wark Statement on New London TX Oil Site Explosion](#)
- [CSB Tank Findings](#)
- [Map and Table of Fatalities](#)
- [Oil Field Explosion Data](#)

<http://safety.blr.com/news.aspx?id=115988>

USA, TX, NEW LONDON, APRIL 29 2010. UNSECURED OIL, GAS TANK EXPLOSIONS CLAIM 2 MORE LIVES

ross levitt & susan candiotti

Two people were killed by oil and gas tank explosions in recent weeks, even as the Chemical Safety Board launched a major drive to improve safety conditions around the tanks following the deaths last fall of two Mississippi teenagers. The Chemical Safety Board, created by Congress, investigated the Mississippi incident and found at least 40 other deaths involving oil and gas wells in the past 25 years, most involving young people. The board said a 24-year-old woman died Monday in an oil tank explosion in New London, Texas. A 24-year-old man was seriously injured in the incident. And on April 14, a 21-year-old died in an explosion in Weleetka, Oklahoma. The safety board said the "site ... was unsecured and appeared to lack fire or explosion hazard warning signs." The CSB said it is "deeply concerned about the recent surge of accidents at oil and gas production sites across the country. The board said it is "[urging] the oil and gas production industry, state legislatures and federal and state regulators to take action." The Oklahoma incident came one day after the CSB released a video about the two boys who died in an explosion in Carnes, Mississippi, last fall. Devon Byrd, 16, and Wade White, 18, were killed when a

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natural gas tank at a well production site exploded. The dead teens' parents said the explosion could have been prevented if some warning signs had been posted - "something simple as fences, gates and signs, probably very inexpensive, and certainly a lot less expensive than what a child's life is worth," said White's father, Phillip. Local teenagers said the site is a popular hangout because it's quiet and secluded. Police said they don't know exactly what ignited flammable vapors inside the tank, but when it exploded, the teenagers were killed instantly. Their bodies were found about 40 yards from the tank's base; the tank landed another 20 yards from them. Investigators say they found a lighter, but don't know whether it was involved. The CSB said it found a patchwork of laws nationwide that don't uniformly address security around oil and gas wells. It's asking the industry to police itself by voluntarily installing fences and warning signs. "If these tanks are sitting out there in the middle of nowhere, no protection around them, no warning, they are just an accident waiting to happen," CSB Chairman John Bresland told CNN. Delphi Oil, the company that owns the Mississippi tank that blew up, told CNN it could not discuss the accident because of pending negligence lawsuits filed by the families. A spokesman called the boys' deaths tragic, but the company says it is complying with all rules. However, authorities tell CNN there are no state regulations requiring locked gates or no-smoking signs. The CSB asked family and friends of Byrd and White to help them make an educational video about the dangers of oil and gas production sites. It's called "No Place to Hang Out," and it's part of a national campaign to teach young people about the potential danger of tanks. But it also urges the industry to improve itself. "There's nothing we can do to bring Devon and Wade back," said White's girlfriend, Maria Thompson, 16. "But if it can save someone else's life, I'd like to see it happen." Mississippi state Sen. Billy Hudson told CNN he plans to introduce a state law requiring barbed-wire-topped fences, locked gates and "Danger – Keep Out" signs. "There's no guarantees," Hudson said. "You could cut the fence with a bolt cutter, or you can shoot off a lock. But it'll be a deterrent, and it's a step in the right direction." White's father says his son would be proud that friends and family are speaking out: "He'd be proud that we're trying to do something to keep other kids and other families from going through what we're going through."

<http://news.blogs.cnn.com/2010/04/28/unsecured-oil-gas-tank-explosions-claim-2-more-lives/>

USA, KS, SOLOMON, APRIL 29 2010. NATURAL GAS SPILL MOVES TO REPAIR PHASE

tim unruh

An outside force might have caused a steel pipe to rupture and spill liquid natural gas, a gasoline additive, from a Mid-America Pipeline Systems line Friday northwest of Solomon, a company spokesman said. "Based on an initial evaluation, it appears to be caused by some sort of third-party damage, a piece of machinery of some kind, something pretty sizeable," said Rick Rainey, of Enterprise Products Partners of Houston, Texas, which owns the pipeline. The rupture occurred about 400 yards east of a farm house off Buffalo Road, about five miles northwest of Solomon. Approximately 10 people were evacuated from their homes Friday night after it was discovered. The leak was restricted to a 40-foot-long piece of 8-inch pipe buried six feet below the ground's surface near Cole Creek, a waterway that dumps into the Solomon River. Roughly 100 dead fish were found in Cole Creek on Saturday, just downstream from the leak, said Scott Lang, of Salina, north-central Kansas district environmental geologist with the Kansas Department of Health and Environment. The ruptured pipe will be analyzed in Houston, Rainey said. Estimates of how much of the liquid spilled from the line have been reduced to just over 75,000 gallons, Lang said, down from a guess of nearly 83,000 gallons this past weekend. That estimate may change again once more precise calculations are available, he said. The liquid natural gas, one of several liquids pumped out of natural gas wells, is blended with gasoline for automobiles and has other uses in refining crude oil, Rainey said. Some good news for this spill is that fuel "evaporates off real quick," Lang said, meaning the material didn't stick around long. It was also helped by runoff from heavy rain upstream. Contaminated soil from the leak site will be spread over land and tilled by farming equipment until the material evaporates. "It's what we call land farming," Lang said. "It won't take but a week or so at the most." Some of the fuel that was carried on the water was caught by "booms" stretched across Cole Creek. Some of it "went downstream and evaporated," Lang said. "Most of the contamination went up and out instead of in the soil and down. It looks pretty good from that part of it." How much of the liquid natural gas made it three-plus miles to the Solomon River wasn't immediately known. But there was no evidence of a fish kill on the river, Lang said. "If it didn't (flow into the river), it got real close," he said. "We haven't gotten all the testing by the lab yet." The Solomon River has been running full since Thursday or Friday, said Rory Tillett, director of Ottawa County Emergency Management. "If anything made it to the river, it's long since gone," he said. Sampling has been done at the Solomon River, Rainey said, but "visually, we have not seen any products of natural gasoline in the river." Determining when the pipe began to leak, or how, is difficult, Rainey said. It could have started as a "nick or a scrape" in the pipe's outer coating and developed into a leak over time, he said. "Moisture gets into the pipe and it starts to weaken the integrity to where it can't sustain the pressure, and you have a leak," Rainey said. Several booms with absorbent fabric were stretched across the creek to catch the fuel that floats. The material is absorbed into fabric that's "like a giant

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sock," he said. When the socks fill up, they are replaced and disposed of in approved waste facilities. Tillett noticed continued progress when he visited the site Wednesday. By then, the operation was moving from an "emergency response" to a "repair" phase, Rainey said. "We expect our repairs to be complete sometime (today), and at that point, it will be in the hands of the appropriate regulatory authorities," Rainey said. Among them are the KDHE, Kansas Department of Wildlife and Parks, federal fish and wildlife officials, the Environmental Protection Agency and the Pipeline and Hazardous Material Safety Administration, a division of the U.S. Department of Transportation. One of the booms remains, "in case they get more rain," Rainey said. The EPA will determine what happens next, he said. Once the pipeline is repaired, Enterprise Products Partners will focus on the contamination. "Once all of that equipment's out of the way, we'll have a better idea of the extent of it," Rainey said. "Then we'll have a better idea of what the cleanup will be. Whatever we do will have to be approved by the EPA."

<http://www.sajournal.com/news/story/solomon-contamination-update-42810>

USA, VA, HAMPTON, APRIL 29 2010. DIESEL FUEL TANK SPILLS AFTER BEING HIT >> MORE THAN 3,000 GALLONS SPILLED

 **Slideshow** http://www.fox43tv.com/dpps/news/local/diesel-fuel-tank-spills-after-being-hit_3332422

An underground diesel fuel tank was hit by a contractor at the Hampton Roads Transit headquarters in Hampton Tuesday afternoon causing large fuel spill, according to Tom Holden, an HRT public information officer. Crews are on scene now replacing the leak detection system, where Holden says approximately 3,000 gallons of fuel have leaked out. INS, a Norfolk contamination company was hired to clean up.

http://www.fox43tv.com/dpps/news/local/diesel-fuel-tank-spills-after-being-hit_3332422

USA, MO, ST JOSEPH, APRIL 29 2010. COMPANY TOLD TO ADDRESS WASTE ISSUES >> INCLUDING XYLENE, HYDROCHLORIC ACID, SODIUM HYDROXIDE, PAINT WASTES, PETROLEUM DISTILLATES, FLAMMABLE LIQUIDS & WASTE AEROSOLS

RAY SCHERER

The U.S. Environmental Protection Agency ordered a St. Joseph warehouse Wednesday to assess storage of hazardous wastes at four of its facilities. The EPA's legal order to Brown Transfer and Storage Co. directs the company to conduct assessments on the way it has been storing, handling and managing hazardous wastes. The warehouses are located at 1711 Penn St., 920 S. Sixth St., 1302 N. Sixth St., and 2345 S. Sixth St. The company must select a contractor, subject to government approval, within two weeks. The contractor must develop a plan for site characterizations of areas where wastes were stored and where releases of solid and hazardous wastes have occurred. Neither company officials nor St. Joseph attorney Tom Watkins, who represents Brown, offered any comment. Chris Whitley, a spokesman for the EPA, said routine inspections conducted in January 2008 determined that Brown was storing more than 5,000 pounds of wastes at the warehouses. The storage was being done without permits required by state laws and the federal Resource Conservation and Recovery Act. The company properly disposed of the wastes in March 2008. All other issues have been corrected or are in the process of being corrected, Mr. Whitley said. "It's basically how it was stored and managed," he said. "The disposal was done as part of a remedy to the situation." The materials included Xylene, hydrochloric acid, sodium hydroxide, paint wastes, petroleum distillates, flammable liquids, waste aerosols and broken fluorescent bulbs. Officials determined the wastes to be ignitable, corrosive, reactive and/or toxic. "When a company maintains this large a quantity, it's generally known you have requirements to meet," Mr. Whitley said. A legal filing that named the company also alleged that Brown failed to conduct a hazardous waste analysis of the stored materials for at least a year. The EPA said the company further failed to perform weekly inspections. The agency's order said Brown failed to make necessary precautionary arrangements with hospitals and emergency responders concerning each warehouse — and did not have contingency plans and emergency procedures in place for each facility.

<http://www.stjoenews.net/news/2010/apr/29/company-told-address-waste-issues/>

USA, OK, OOLOGAH, APRIL 30 2010. OKLAHOMA PIPELINE COMPANY FINED OVER \$400,000 FOR GASOLINE SPILL

The Magellan Pipeline Company, L.P. of Tulsa, Oklahoma, has agreed to pay a \$418,000 fine in order to resolve violations of the federal Clean Water Act, the Environmental Protection Agency (EPA) announced today. According to the consent decree, on January 5, 2008, approximately 1,075 barrels (45,150 gallons) of gasoline leaked from Magellan's 12-inch distribution pipeline near Oologah, Oklahoma. The gasoline reached Four Mile Creek, a tributary of the Verdigris River, which flows into Lake Oologah. The cause of the pipeline leak was a failed weld at a coupling point. "Pipeline owners and operators must

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ensure necessary steps are taken to minimize the potential of fuel spills," said EPA Regional Administrator Al Armendariz. "EPA will pursue those who fail to comply with laws that protect our nation's waters." The Clean Water Act makes it unlawful to discharge oil or hazardous substances into or upon navigable waters of the United States or adjoining shorelines in quantities that may be harmful to public health or the environment. The fine paid for this spill will be deposited in the federal Oil Spill Liability Trust Fund. The Oil Spill Liability Trust Fund is used to pay for federal response activities and to compensate for damages when there is a discharge of oil or hazardous substances to waters of the United States or adjoining shorelines. The consent decree, filed in the U.S. District Court for the Northern District of Oklahoma is available at http://www.usdoj/enrd/Consent_Decrees.html

<http://yosemite.epa.gov/opa/admpress.nsf/0/a59fb4bff644a3e58525771400542bc1?OpenDocument>

USA, TN, MEMPHIS, APRIL 30 2010. LARGE FIRE BREAKS OUT AT MEMPHIS VALERO REFINERY; ONE WORKER CRITICALLY INJURED

wayne risher, jody callahan & tom charlier

 **Slideshow:**

<http://www.myeeyewitnessnews.com/news/local/story/Worker-Injured-In-Fire-At-Memphis-Valero-Refinery/xKeUINESQ0CNA8AsGYn4kg.csp>



Memphis firefighters battle a fire Thursday at the Valero Memphis refinery off Mallory.

A large fire at the Valero Memphis refinery off Mallory engulfed one building and sent a thick plume of smoke rising over the southwest part of the city. Valero spokesman Bill Day said the plant's emergency response team quickly doused the blaze. Day said the cause was under investigation. A 29-year-old employee was burned over 45 percent of his body, Memphis Fire Department spokesman Wayne Cooke said. He was taken to the Regional Medical Center at Memphis in critical condition. Two other workers were treated at the scene. Day said most refinery units at the plant were already shut down for maintenance at the time of the fire. All personnel were accounted for, he said, and there was not expected to be any environmental impact in the area around the plant off Interstate 55 at Mallory in

South Memphis. The plant, located at 543 W. Mallory, formerly was operated by Premcor Inc. and, before that, Williams Refining. The facility has been the site of previous fires and other incidents, including a 1999 chemical release that sent 11 people to hospitals.

<http://www.commercialappeal.com/news/2010/apr/29/large-fire-breaks-out-valero-refinery/>

USA, NY, CANANDAIGUA, APRIL 30 2010. HESS PLANS WINDY ANSWER TO CONTAMINATION

Owners of the Hess gas station on Lakeshore Drive in the city are hoping to put up a small windmill on site to clear out some residual gasoline contamination in the ground there. Graham Smith, project geologist with EMS Environmental, is overseeing the project for the fuel station. He was recently before the city's Planning Commission, which granted approval to erect a 22-foot tall windmill for the remediation. "The windmill blows oxygen into the ground," said Smith. "It doesn't generate electricity. It's got an air compressor on top of it and as the windmill spins, it powers the compressor." The process is known as air sparging. Basically, air is blown into a contaminated area and "releases volatile organic components or compounds," according to Smith. In the scientific jargon, the air enables "a phase transfer of hydrocarbons from a dissolved state to a vapor phase," according to the Environment Protection Agency's Web site. "A lot of times you want to get the oxygen into this oil to naturally grow bacteria," said Kevin Olvany, program manager with the Canandaigua Lake Watershed Council. Air sparging has been used at "thousands of spill cleanup sites across the state," said Linda Vera, spokesperson with the state Department of Environmental Conservation (DEC). "It has been in widespread use for over 16 years to help reduce the amount of volatile contaminants commonly associated with petroleum spills," she said. At the Hess site, the groundwater will be monitored on a regular basis, said Vera. The contamination resulted when the station switched ownership about ten or so years ago, said Smith. "They did a station upgrade, and when they pulled out the old tanks and old pumps, they found some residual contamination under the old pumps," said Smith. The company is confident that the state will be satisfied with its clean-up — and will soon shut the case. The contamination "is not that extensive, and it's very close to being closed out by the DEC," Smith said.

<http://www.mpnnow.com/news/x932362163/Hess-plans-windy-answer-to-contamination>

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