



Dangerous Goods - Hazardous Materials Group & Network Release 2010 – 596 Newsy Stuff

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

April 28 2010



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NEW ZEALAND, ALEXANDRA, APRIL 22 2010. SALVAGE OPERATION UPRIGHTS OVERTURNED FUEL TANKER

john edens



A salvage team spent three hours uprighting and winching a damaged \$200,000 fuel tanker and trailer on to a transporter near Alexandra yesterday. The CRT tanker – contracted to Hooker Pacific's fuel haulage division – carrying 21,000 litres of diesel and petrol, overturned near the intersection of State Highway 85 and Springvale Rd on Tuesday. Hooker Pacific fuel haulage chief executive officer Andy Stanley said the firm's emergency response plan had never before been used in the South Island. A salvage team drilled into the fuel compartments of the tanker and spent six hours pumping diesel and petrol to a second vehicle. Emergency shutoff valves automatically sealed compartments when the tanker rolled, he said. A Daniel Smith Industries Tadono GT 800 truck crane, capable of lifting up to 80 tonnes, uprighted the trailer and tanker before winching the vehicles on to transporters. All the fuel, mostly diesel and a couple of thousand litres of petrol, was recovered. Mr Stanley said Hooker Pacific would investigate the incident alongside a police commercial vehicle unit inquiry. Sergeant Ian Kerrisk, of Alexandra, said a security guard was on watch overnight while Springvale Rd was closed for three hours yesterday for the salvage effort. Alexandra deputy fire chief Mark Hutton said there were no further

leaks after a little fuel escaped when the tanker flipped on Tuesday.

<http://www.stuff.co.nz/southland-times/news/3608588/Salvage-operation-uprights-overturned-fuel-tanker>

USA, OK, WELEETKA, APRIL 22 2010. CSB EXAMINING FATAL OIL SITE EXPLOSION IN WELEETKA, OKLAHOMA; PROBE FOLLOWS RECENT RELEASE OF SAFETY VIDEO & BOARD CALL FOR GREATER PROTECTIONS AT OIL & GAS SITES

The U.S. Chemical Safety Board (CSB) announced today it has sent investigators to a fatal explosion which occurred April 14, 2010, at an oil site in Weleetka, Oklahoma. The CSB team is headed by Investigations Supervisor Don Holmstrom who leads the CSB's regional office in Denver, Colorado. A 21-year-old member of the public died of burns sustained in the explosion and fire. CSB Board Member William Wark said, "The CSB is very concerned about oil site explosions which continue to tragically take the lives of young people in rural areas of oil-producing states. Only last week, I met the families of two teenagers killed last October in an oil site explosion in Mississippi. In that accident and others across the country, the victims have had easy access to storage tanks, catwalks, and hatches and do not appear to have been aware of the serious explosion hazard from highly flammable vapor that is inside or near the tanks." On April 13, 2010, the CSB released a safety video aimed at educating young people on the hazards of socializing at oil sites, a common phenomenon in rural areas, the CSB found. Entitled "[No Place to Hang Out](#)" the video tells the story of the tragic deaths of 18-year-old Wade White and 16-year-old Devon Byrd, killed October 31, 2009, when an oil tank, located in a clearing in the woods near the home of one of the boys in the rural town of Carnes, suddenly exploded.

www.csb.gov.

USA, LA, NEW ORLEANS, APRIL 22 2010. A LOOK AT DEADLY OIL INDUSTRY ACCIDENTS

jennifer farrar & julie reed

Eleven workers were missing after an oil rig explosion off the Louisiana coast. Here's a look at some of the deadliest oil industry accidents in the United States:

- 29, 1956: Nineteen men were burned to death and 32 others seriously injured in a petroleum tank explosion at a Shamrock Oil and Gas Corp. tank farm near Dumas, Texas.
- June 30, 1964: Twenty-two people died when the C.P. Baker, a catamaran-type drilling barge operated by Pan American Petroleum Corp., suffered a blowout and explosion while drilling a new well in the Gulf of Mexico near Eugene Island, 80 miles off the Louisiana coast. Twenty-one crew members died and 22 were injured. One crew member on a rescue ship also was killed and another injured.
- April 23, 1976: All 12 men aboard were killed when a helicopter crashed into the Gulf of Mexico en route to a Gulf Oil Co. drilling platform. The craft went down 60 miles south of Cameron, La., near the Texas border.

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- Dec. 8, 1977: A helicopter carrying Pennzoil Producing Co. employees to an offshore drilling rig 90 miles south of Morgan City, La., in the Gulf of Mexico, crashed while attempting to land and plunged 130 feet into the ocean. Seventeen of the 19 men aboard were killed.
- July 23, 1984: In the suburb of Romeoville, Ill., two huge explosions and a fire at a Union Oil refinery killed 19 people and injured at least 22 others.
- May 5, 1988: In Norco, La., a Shell Oil refinery explosion killed seven workers and injured 42.
- Feb. 23, 1999: A fire at Tosco Corporation's Avon oil refinery in Martinez, Calif., killed four men and seriously injured one.
- March 2004: Ten people died when a helicopter chartered by Unocal crashed about 90 miles off the coast of Galveston, Texas, while heading to a drill ship near South Padre Island.
- March 23, 2005: An explosion at a BP American refinery in Texas City, Texas, killed 15 people and injured another 170.
- Jan. 4, 2009: Eight people died when a Sikorsky helicopter carrying two pilots and seven oil-rig workers employed by Shell Oil Co. contractors went down in a rural Louisiana marsh in Terrebonne Parish, 100 miles Southwest of New Orleans, while en route to a Gulf of Mexico platform. The sole survivor was critically injured.
- April 2, 2010: An explosion and fire at a Tesoro Corp. refinery in Anacortes, Wash., killed six people. One survivor was critically injured.

Sources: U.S. Chemical Safety and Hazard Investigation Board (CSB); Occupational Safety & Health Administration (OSHA); AP reporting

<http://www.google.com/hostednews/ap/article/ALeqM5iaO3E9Q3Yd3POnOaVZCSWUL6c2iQD9F7NLA00>

AUSTRALIA, N.S.W, SYDNEY, APRIL 22 2010. CALTEX AUSTRALIA MAY CONSIDER OIL REFINERY PURCHASES

james paton

Caltex Australia Ltd., blocked from acquiring more than 300 Exxon Mobil Corp. filling stations, would consider buying oil refineries in the country should they come up for sale, Chief Executive Officer Julian Segal said. "It could be of interest," Segal told reporters today after the company's annual meeting in Sydney. "It's always a matter of value. What is it that we have to pay and what does it offer shareholders?" Australia's largest oil refiner still views the Mobil-branded stations as a "good acquisition" after regulators opposed the A\$300 million (\$278 million) deal in December on concern it may push prices higher, Segal said. Caltex plans to announce "soon" how it will respond to the Australian Competition and Consumer Commission, he said. Profits from turning crude into fuels declined as the worst economic downturn since the Great Depression cut global demand. Royal Dutch Shell Plc and Exxon Mobil are among companies that decided to close or sell refineries to stem losses. Growth in refining capacity is adding to downward pressure on margins, Caltex said. Earnings from oil processing are set to remain weak this year, Segal said. Even so, the refiner's "medium to long-term outlook remains positive because of projected demand from Australia's mining and transportation industries, Caltex said in a stock exchange filing today.

Refining 'Imbalance'

"It's a situation of imbalance, Segal said. There's too much supply and too little demand. The issue is how long before demand is going to grow and put supply and demand into balance. I believe it's not going to happen this financial year." Caltex fell 3.4 percent to A\$11.85 in Sydney today, the lowest in more than two weeks, compared with a drop of 1 percent for the benchmark S&P/ASX 200 Index. The shares have risen 28 percent in 2010. While Caltex would examine potential refining acquisitions, the company may also diversify into industries such as liquefied natural gas, Segal has said this year. Caltex, half-owned by San Ramon, California-based Chevron Corp., operates refineries in Brisbane and Sydney. The company has started scheduled maintenance this week at its Lytton refinery in Queensland that will include a 17-day shutdown, Caltex spokeswoman Felicity Wilson said by telephone today. Shell has two refineries in Australia, while others are operated by BP Plc and Exxon. While Shell is seeking bids for refineries in Europe, it hasn't put its plant at Geelong in Victoria state up for sale, the company's Australian division said in a statement posted on its Web site last month. "Shell Australia is working to make the Geelong refinery more competitive in this difficult time for the industry," the company said at the time.

<http://www.businessweek.com/news/2010-04-22/caltex-australia-may-consider-oil-refinery-purchases-update1-.html>

SCOTLAND, EDINBURGH, APRIL 22 2010. DIESEL TANK BLAMED FOR RIVER OIL SPILL

The source of an oil slick that polluted a section of the Water of Leith has been traced to a diesel storage tank leaking into a man-made tributary. The Water of Leith Conservation Trust and the Scottish Environment Protection Agency (Sepa) received

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dozens of calls about an industrial-smelling pollutant under the Murrayfield footbridge. The pollution was traced to the outlet of a covered culvert which carries floodwater into the waterway from as far afield as Craiglockhart. Graeme Brown of Sepa said: "Booms have been put in place at the site of the culvert discharge to the Water of Leith to stop any residual oil getting into the watercourse." Sepa officers attending the site have not seen any evidence of harm to wildlife, including fish and birds. Further monitoring will be carried out to establish whether there has been an impact on the water quality as a result of this spill. A Sepa spokeswoman added: "The leak from the diesel storage tank does not appear to have been a deliberate act, but investigations into the circumstances are ongoing."

<http://news.scotsman.com/scotland/Diesel-tank-blamed-for-river.6245525.jp>

USA, WA, BELLEVUE, APRIL 22 2010. ECOLOGY FINES BOAT OWNER \$5,500 FOR SPILL IN DUWAMISH SINKING


A boat owner whose vessel sunk while moored at Harbor Island last year faces a \$5,500 Department of Ecology (Ecology) fine for an oil spill that occurred as a result. A Port of Seattle police officer found the sunken 65-foot wooden former fishing boat Angel Rae sunken at its mooring after smelling diesel fuel nearby, around 2 a.m. on Nov. 10, 2009. The vessel belonged to Mark Dimond of Seattle. Ecology, the U.S. Coast Guard and the Port of Seattle responded to the spill, assisted by the King County Sheriff's Office helicopter patrol. The vessel was at the Port-owned Harbor Island Marina. A joint Ecology-Coast Guard investigation determined that approximately 665 gallons of diesel fuel floated out the boat's tanks while the vessel was submerged. Responders surrounded the boat with boom and other materials to contain and absorb the oil, but could recover only about 100 gallons. The boat had been submerged for an unknown amount of time before it and the spill were discovered and reported. Ecology arranged for a salvage company to plug fuel tank air vents from which fuel was escaping, and to pump out fuel had become trapped aboard the vessel. The Port paid to have the vessel lifted by crane and removed to a shipyard. The spilled fuel spread in a thin, patchy sheen that extended northward several feet off the east and west sides of Harbor Island. Investigators determined that water entered the hull through a valve below the water line that had been opened. It was not possible to determine when or by whom the valve had been opened. Ecology also billed Dimond \$28,000 to recover the state's costs for conducting the spill cleanup. The vessel's owner did not have insurance coverage for spill response work. In a separate action, Ecology – acting on behalf of other state natural resource agencies – issued a \$22,000 assessment for damage caused by the spill to the public's environmental resources. The assessment is based on the amount spilled and the resources it placed at risk. The parts of the Duwamish Waterway affected by the spill include kelp beds, side channels and marshes created or restored as part of habitat restoration projects, some of which are in public parks. Juvenile Puget Sound Chinook salmon, listed as threatened species, would have been present in the area, as well as small numbers of various waterfowl and seabirds. Another vessel owned by Dimond, the Goliathon, sank in 2004 at the South Park Marina, also on the Duwamish. In that situation, he paid a \$1,500 penalty and a \$332 Natural Resources Damage Assessment issued by Ecology for the estimated 52 gallons of diesel fuel spilled in that incident. Dimond may request Ecology reconsideration of the penalty or file an appeal to the Washington State Pollution Control Board within 30 days. Ecology's spill prevention and response programs are critical parts of the department's efforts to reduce toxic threats and to restore Puget Sound.

<http://www.ecy.wa.gov/news/2010news/2010-074.html>

USA, IA, CENTERVILLE, APRIL 23 2010. DNR TRYING TO FIND CAUSE OF GASOLINE SPILL IN CENTERVILLE

pat curtis

Officials are trying to determine what caused an estimated 3,000 gallons of gasoline to leak out of an underground tank in the southern Iowa town of Centerville. Workers at a Kum-N-Go convenience store discovered the leak during a routine inspection Wednesday afternoon. Kathy Lee, with the Iowa Department of Natural Resources, says the cleanup will likely involve digging a recovery trench or sump pit. "Our regional field office located in Des Moines will be working with the facility and their environmental contractor closely to make sure the release does not impact the environment," Lee told Radio Iowa. "Two key things will be recovery of the product and removal of contaminated soil." So far, none of the spilled gasoline has been discovered in the city's sewer system. Lee says it appears the product has stayed in place rather than "migrate" elsewhere. Residents near the station are being told to call 9-1-1 if they smell gasoline in their basements. The Kum-N-Go store remains open, but the gasoline pumps are shut down and the area around the underground tank is blocked off. Lee says the discovery of and response to gasoline spills is much faster today than 10 or 20 years ago. "This 3,000 gallons may have gone unnoticed for quite some time in the past, but because of the programs that have been implemented by the E.P.A. and D.N.R., we get on these things much faster and stop the environmental contamination from occurring or at least limit it," Lee said.

 **Related Stories** [3,000 gallons of gas leak from Centerville tank](http://www.radioiowa.com/2010/04/22/dnr-trying-to-find-cause-of-gasoline-spill-in-centerville/)

<http://www.radioiowa.com/2010/04/22/dnr-trying-to-find-cause-of-gasoline-spill-in-centerville/>

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USA, MD, BALTIMORE, APRIL 23 2010. TEVIS OIL FOUND RESPONSIBLE FOR MTBE LEAK >> CARROLL JURY AWARDS FOUR FAMILIES NEARLY \$400,000 IN DAMAGES

brent jones

A Carroll County jury found a local oil company responsible for polluting wells with a hazardous gasoline additive and awarded four Finksburg families \$395,000 in damages, according to court records and lawyers for the case. The six-person jury in the class action lawsuit reached the verdict Wednesday after three days of deliberations. Clifford Keffer, the named plaintiff whose house was closest to a Tevis Oil-owned Jiffy Mart gas station that emitted methyl tertiary butyl ether, or MTBE, was awarded \$230,000. Three other families will split the rest of the money. Keffer, a resident of the 2000 block of Suffolk Road, filed the suit five years ago and testified during the trial that he has had to use bottled water at his residence since 2003, after MTBE was discovered in his well. MTBE is a suspected carcinogen whose effects on drinking water have not been determined. The chemical makes gasoline burn more cleanly, but several studies have shown it to cause cancer in laboratory rats. The Maryland Department of the Environment identified the Jiffy Mart station, at the corner of Suffolk Road and Route 140, as the source of pollution. Lawyers for Tevis argued during the three-week trial that there was no spill or leak discovered, and that the additive originated from a neighboring junkyard. Bruce Hill, a lawyer for the plaintiff, had asked the jury for a minimum of \$1.5 million during his closing arguments last week. The jury, however, declined to award money to any of the plaintiffs for future medical expenses. Tevis lawyer [Howard Goldberg](#) said he will appeal the decision, insisting in an interview after the verdict there was no evidence that a leak or spill from the gas station into the groundwater caused the infiltration in the wells. Hill argued that the chemical escaped as liquid and vapor. The award was one of the lowest involving an MTBE case in the country, according to defense attorneys. Goldberg said he doesn't know why the plaintiffs were awarded any money, and that the relatively small sum was given more "out of sympathy." Hill did not return phone calls seeking comment. The plaintiffs all live in Carroll County Trails, a middle-class development off Route 140. Neil and Betty Patrick of the 2000 block of Suffolk Road received \$75,000; John and Christina McGann of the 1900 block of Welsh Court received about \$50,000; and Constance Kelmartin of the 1900 block of Welsh Court received \$40,000, according to the lawyers.

<http://www.baltimoresun.com/news/maryland/bs-md-mtbe-tevis-20100416.0.5078493.story>

USA, WI, BELOIT TWP, APRIL 23 2010. TOWN OF BELOIT OFFICER SUSPENDED AFTER GAS SPILL

john ranallo

A Town of Beloit Police officer is appealing a misconduct charge file against him by Chief John Wilson. A complaint filed against Officer Christopher Luzinski by the chief has requested a hearing to uphold a five day without-pay suspension and investigate Luzinski's actions during a visit to a gas station on Feb. 12. Luzinski is scheduled to stand before the Police and Fire Disciplinary Review Committee at 9 a.m. Monday at Beloit Town Hall, 2871 South Afton Road. Town Administrator Bob Museus said the disciplinary review committee will have the final word on any decision regarding Luzinski. Museus said Luzinski was suspended after failure to appropriately report a gasoline spill that occurred while fueling his vehicle at Stop-N-Go gas station, 907 East Inman Parkway. Museus said Luzinski has appealed the suspension which brought the case to the review committee. The complaint filed against Luzinski accuses him of violating various department policies "concerning inattentiveness and duty." The complaint also alleges Luzinski failed to properly communicate with the department and community members. According to the complaint, Luzinski allegedly left his squad car unattended while pumping gas. The complaint alleges Luzinski went into the store while the car was filling up and failed to "punch out," which is required by all members of the department when leaving their squad cars. "While Luzinski was inside, another customer came into the store and explained that a gas pump had been overflowing," the complaint says. The gas station attendant, Roger Stone, ran outside to check on the spill and Luzinski moved his squad car forward to uncover the spill. Stone began to cover the spill with cat litter and Luzinski soon after left the scene, the complaint alleges. Stone then determined the spill was larger than he was able to handle and called 911. The complaint estimates about eight gallons of gas had overflowed which had to be cleaned up by the fire department with between 110 -115 pounds of "oil dry." The complaint says Stone reported Luzinski left the scene before the fire department was called and did not check with him to make sure the spill was under control. The police department learned of the spill when the dispatcher, who handled the 911 call, contacted the department to see which squad car had left the station. The complaint states that the incident cost \$706 for the fire department to respond to the scene, \$47.78 for Public Works to clean up debris from the spill and \$20.90 in spilled gasoline. "Officer Luzinski's conduct in this matter warrants the disciplinary penalty of a five-day suspension," the complaint says. The review committee is made up of three members who will serve as the judge and jury for the hearing. Both parties will have the opportunity to present evidence and a decision will be reached directly or several days after the trial.

http://www.beloitdailynews.com/articles/2010/04/22/news/local_news/news2208.txt

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USA, WI, EAU CLAIRE, APRIL 23 2010. HASTINGS WAY AND HIGHLAND AVENUE INTERSECTION REOPENED AFTER GAS SPILL



WRR Environmental Services and the Eau Claire Fire Department cleaned up a fuel spill at 2104 Highland Ave. in Eau Claire on Thursday April 22, 2010. Water was being flushed through the storm sewers in the background.

The intersection of Hastings Way and Highland Avenue had been reopened after it was closed for a fuel spill. The loss of about 70 gallons of fuel at Mega Fuels, 2104 Highland Ave., early Thursday morning was caused by a clamp that let loose while the fuel was being pumped from a semi truck, firefighters say. The driver delivering the fuel turned off the flow of the fuel within seconds of the hose being pushed away by the loose clamp, Eau Claire Fire Department Battalion Chief Dave Okas said. "But when you have a (large) hose, it doesn't take long to have a significant spill," Okas said. The spill occurred at 4:40 a.m. The intersection reopened around 10 a.m.

About 50 gallons of the fuel had pooled at the bottom of a storm sewer drain. Large absorbent pads and booms were deployed to contain and absorb the fuel. None of the fuel migrated to any rivers or streams, Okas said. Crews from WRR Environmental Services were brought in to clean up the spill, which was monitored by the state Department of Natural Resources. After the spilled fuel was contained, the Fire Department remained on the scene to monitor air quality and explosive limits in the storm sewer. A small amount of the fuel entered a grassy area, which was immediately excavated, Okas said. A gasoline spill had forced the closing of the intersection at Highland Avenue and Hastings Way.

http://www.leadertelegram.com/news/daily_updates/article_b10a1110-4e08-11df-ab81-001cc4c002e0.html

USA, N.C, JOHNSTON CO, FOUR OAKS, APRIL 23 2010. TANKER OVERTURNS, SPILLS LARGE VOLUME OF DIESEL

Watch the Video <http://www.wral.com/news/local/story/7464647/>



Rescue crews moved quickly to contain a large fuel spill after a tanker truck carrying around 12,000 gallons of diesel rolled over in downtown Dalton Thursday morning. The single-vehicle crash at the intersection of Main and North streets was reported at 11:42 a.m. and triggered a large-scale response by police, fire and rescue crews, including private and state hazardous material teams. "It's a large spill," said Dalton Police Officer Deanna Strout. No one was injured in the incident, which closed down the busy intersection indefinitely as crews attempted to mop up the mess, Strout said. Police declined to identify the driver involved in the incident, which forced traffic onto secondary roads around the crash site. The cause of the crash remains under investigation, said Dalton Police Chief John W. Bartels Jr. "We're closing the intersection indefinitely," Bartels said Thursday afternoon. Cleanup efforts were expected to continue today. That could result in more detours for drivers attempting

to pass through downtown Dalton this morning. Vehicles will again be rerouted along side streets between Main Street and North Street. Both streets comprise Route 9. It took multiple heavy-duty recovery vehicles with large booms to upright the multi-ton tanker, which was towed from the scene around 3:45 p.m. Bartels said it was too early to determine what charges, if any, the driver might face. Officials at United Transport Inc., the East Longmeadow company that owns the tanker truck, declined to comment. "Unfortunately, at this time, I just have nothing to say," a company spokeswoman, who didn't identify herself, said late Thursday afternoon before hanging up the phone abruptly. At the crash scene, crews worked feverishly throughout the afternoon to contain gallons of No. 2 diesel fuel -- a common low-sulfur, low-ignition home-heating fuel -- that spilled near the Main Street entrance to Crane & Co.'s Byron Weston Mill. Workers used sand and portable spill berms to contain the fuel, and a large hose was used to suck the spilled liquid into an empty tanker truck. According to officials at the scene, a minimal amount of diesel entered storm drains but workers were able to stop the fuel from entering the nearby Housatonic River. Dalton Police Officer George W. Adams III handled the crash investigation, with assistance provided by the Massachusetts State Police Collision Analysis & Reconstruction team. Dalton Assistant Fire Chief Christopher Cachat coordinated the overall emergency response, with assistance from the state Department of Environmental Protection and the state Department of Fire Services, the latter of which sent a Hazardous Materials Response Team to the scene. Also on hand were crews from the Massachusetts Highway Department and Maxymillian Technologies Inc., an environmental remediation company with offices in Pittsfield and Waltham. Numerous Dalton town employees, including members of the town's water and public works departments, were also on hand, shuttling loads of sand to the scene and depositing the material around the

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main spill zone. The tanker truck -- a large, 18-wheeler that was carrying roughly 12,000 gallons of fuel -- apparently tipped over as it turned onto North Street (Route 9 west) from Main Street, according to a preliminary police investigation. However, it remains to be seen if the crash was the result of an operator error or a vehicle malfunction. The intersection is a heavily traveled thoroughfare in Dalton. The last time a mishap of this magnitude occurred near that intersection was around 25 years ago, according to Bartels, when a truck carrying liquid tar overturned near the same intersection. "That was an absolute mess," the chief recalled.

http://www.berkshireeagle.com/ci_14941853

USA, WA, SEATTLE, APRIL 23 2010. 2 INJURED IN PROPANE BLAST AT SOUTH SEATTLE BUSINESS >> AN EXPLOSION ROCKED A METAL FABRICATING PLANT IN SOUTH SEATTLE MONDAY MORNING.



Firefighters work remain the metal recycling plant where an explosion occurred this morning. A portion of the back of the building appears to be blown out. According to Seattle Fire, an explosion occurred at 8:30 this morning at Independent Metals Recycling located at 8th Ave. S. and S. Chicago St. when a propane tank fell into a shredding machine setting off the explosion. The large metal doors were blown off the building, portions of the siding were missing and parts of the roof. Two workers were injured and taken to Harborview.

An explosion rocked a metal fabricating plant in South Seattle Thursday morning, and two employees suffered minor injuries. The plant warehouse is home to Independent Metals Recycling and is located at 830 Chicago St. in South Seattle. The Seattle Fire Department determined the explosion was accidental and caused by a full or partially full propane cylinder being placed inadvertently into an industrial metal-recycling shredder. Investigators estimated damage at \$175,000. Mick O'Farrell, president of Independent Metals Recycling, agreed that a propane tank blew up. He said there was no fire. Seattle Fire Department spokeswoman Helen Fitzpatrick said all the workers inside the building had been accounted for. She said the sprinkler system went off inside the building. Another Fire Department spokeswoman Dana Vander Houwen, who was at the scene, said 10 employees

were working in the building at the time of the explosion and two suffered minor injuries. One was taken to Harborview Medical Center. The blast caused metal roll-up doors to bulge, and siding was blown off the building, although the structure didn't appear damaged. Tim Fahey, a neighbor, who lives two blocks away, said he was standing on his front porch and "I heard this boom," He walked over to the recycling plant and "I saw a gaping hole in the roof. It was incredible. It's an exciting Thursday morning in South Park."

http://seattletimes.nwsources.com/html/localnews/2011673463_explosion23m.html

PERU, LIMA, APRIL 23 2010. PERU CRITICIZED OVER REPSOL WORKING IN TRIBAL AREA

luis andres henao

A human rights group has criticized Peru's government for granting Spanish oil giant Repsol initial approval to build 279 miles of seismic lines and 152 heliports in a portion of the Amazon basin believed to be inhabited by tribes that shun contact with outsiders. Peru has the third highest concentration of tribes living in voluntary isolation after Brazil and New Guinea, and human rights groups say big oil and gas projects on lands they use would threaten their survival. "The presence of this company puts these groups at an enormous risk," said David Hill, of the London-based Survival International. Rain forest trees would be removed and dynamite would be blasted to build the seismic lines, which are used to explore for petroleum by taking readings of underground deposits after blasts. The project, located in an area known as Lot 39, was granted initial approval by the environment ministry and the government's indigenous affairs department, INDEPA. It is now being reviewed by the mining ministry for final approval. Repsol officials did not return several calls seeking comment. Peru's government has angered critics by denying the existence of untouched tribes in the past, and has been slower than countries such as Brazil in recognizing protected areas for them. Iris Cardenas, the Mining Ministry's director of environmental affairs, told Reuters the area had been thoroughly explored by INDEPA, but the state agency has yet to prove that any unknown tribes live there. She added that the project was only an extension of an existing one, and that only small trees would be axed. "This is not labeled as an Indian reservation but we're going out of our way to make sure that everyone follows procedure," Cardenas said. "We have no reason not to approve it," she said, adding that ministry would finish reviewing it by the end of the month. Last year,

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growing pressure by Amazon tribes -- who protested plans for energy exploration in deadly clashes -- forced the government to throw out a series of laws that would have lured more foreign investment to broad swaths of the Amazon basin.

<http://planetark.org/wen/57713>

USA, OH, WELEETKA, APRIL 23 2010. CIGARETTE SPARKED FATAL WELEETKA TANK EXPLOSION, UNDERSHERIFF SAYS

johnny johnson

A fatal oil tank explosion last week was caused by a man opening a hatch on the tank while smoking a cigarette, an [Okfuskee County](#) undersheriff said Thursday. [Zachary Pangle](#), 21, of Weleetka, died in a [Tulsa](#) hospital's burn unit two days after the April 14 explosion from what the state medical examiner described as "thermal injuries. Mr. Pangle was smoking, Undersheriff [Darrell Summers](#) said. "There was a hatch on top of one of the tanks and he opened it. He was burned everywhere. "There was not too much that wasn't burned." Investigators said about a half-dozen people had gathered for a party on private property before the tank exploded. "We talked to everyone and their stories were all the same," Summers said. Pangle, along with 25-year-old [Jonathan Pruitt](#), had ventured over to the nearby tank battery, and they were climbing on a walkway that connected two tanks, Summers said. Pruitt suffered first-, second- and third-degree burns on his arms. He was taken to a local hospital for treatment and was released six hours later. Pangle died April 16. None of those present owned the property, and the tank battery was marked clearly with warning signs, Summers said. The district attorney's office decided no charges would be filed against the trespassers. The [U.S. Chemical Safety Board](#), which is investigating the fatal explosion, has scheduled a news conference about the accident and other oil tank explosions for 8:30 a.m. today at [Embassy Suites](#) hotel in [Oklahoma City](#).

http://www.newsok.com/cigarette-sparked-fatal-weleetka-tank-explosion-undersheriff-says/article/3456116?custom_click=pod_headline_crime

USA, WASHINGTON DC, APRIL 23 2010. CHEMICAL PLANT SECURITY >> INDUSTRY SAYS IT'S DOING PLENTY; ENVIRONMENTALISTS ARGUE FOR TOUGHER REGIME

jim morris



Although he left his stressful job with the Environmental Protection Agency nearly seven years ago, Bob Bostock says there's one scenario that still keeps him awake at night: A terrorist breaches a chemical plant's chlorine storage tank in, say, northern New Jersey, unleashing a toxic cloud that kills thousands. "It's not that hard to do," said Bostock, the EPA's top homeland security policy adviser from 2001 to 2003. "It doesn't require a high level of sophistication and in some cases doesn't even require access to the facility. It's something that could be done from off site." Environmentalists and some members of Congress are calling for stricter regulation of highly toxic chemicals like anhydrous ammonia, stored in tanks like those shown above. (Credit: [Unhindered by Talent](#)) Bostock's recurring nightmare is at the center of a seemingly interminable argument over chemical plant security on Capitol Hill that could be re-engaged in the coming weeks. Legislation passed by the House last

fall would require major manufacturers and users of such deadly gases as chlorine to consider converting to safer substitutes and submit to stricter oversight by the Department of Homeland Security. In some cases, DHS could force the highest-risk facilities to switch to alternative substances. Sen. Frank Lautenberg, D-N.J., has said he will introduce a bill at least as rigorous as the House version in the near future. The current law, which was enacted in 2006 and expires in October, is weak, claims Rick Hind, legislative director for Greenpeace. "The standards are, for the most part, voluntary," Hind said. "They're very industry-friendly. The House bill is much more enforceable." But the chemical lobby is pushing back. At a March 3 hearing held by the Senate Homeland Security and Governmental Affairs Committee, representatives of the American Chemistry Council and the Society of Chemical Manufacturers and Affiliates argued for the status quo, saying they have taken steps to prevent accidental or terrorist-induced releases of dangerous compounds. If they are forced to stop using such substances as chlorine, they said, there would be job losses and even plant closures. Sen. Susan Collins, R-Maine, is sympathetic to their position and has introduced legislation that would extend existing regulations for five years. "Our track record is very, very good on this front," American Chemistry Council President and CEO Cal Dooley, a former Democratic congressman from California, said in an interview. "When we see congressional proposals that would give the Department of Homeland Security

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and the bureaucrats the authority to mandate certain technologies, we find that inappropriate." What is now a collaborative relationship between DHS and the industry would become adversarial, Dooley said. "That's not in anyone's interest."

Industry Clout

The chemical industry has considerable pull in Washington, having spent more than \$45 million on lobbying in 2009, according to the Center for Responsive Politics. The chemistry council spent the most — \$7 million — among individual trade groups and companies. Dow Chemical spent nearly \$6 million, and DuPont shelled out \$3.75 million. In 2007 and 2008, the industry as a whole donated \$9.3 million to federal candidates, almost two-thirds to Republicans. But the mix has changed for the 2010 cycle, with only about 55 percent of its \$3.1 million in contributions so far going to members of the GOP. In a report last August, Greenpeace charged that industry lobbying "has derailed or crippled comprehensive legislation" to tighten chemical plant security in every Congress since the 9/11 attacks. "We respectfully disagree," the chemistry council said in a statement, "and would say that deeds speak louder than words." The group says its 140 member companies have invested more than \$8 billion in security enhancements — guards, perimeter fencing, video surveillance equipment — since 2001. The current law, it says, has "teeth and bite for those who fail to take security seriously. Any facility that fails to act can be fined and/or shut down by DHS." (A DHS spokesman confirmed that the department has yet to take either of these actions). In a statement, Sue Armstrong, DHS's acting deputy assistant secretary for infrastructure protection, said the department has acquired basic information on some 38,000 chemical sites, about 5,800 of which have been deemed high-risk. These sites must turn in security plans and are subject to DHS inspections. "The department's current focus is on working with industry to ensure compliance with this relatively new and first-of-its-kind security regulatory program," Armstrong said. But Hind said the law is deficient in that it bars DHS from requiring specific security fixes. Moreover, the nation's 2,400 drinking water and wastewater treatment plants, some of which use large quantities of chlorine for disinfection, are exempted altogether. Senate Homeland Security Committee Chairman Joseph Lieberman, I-Conn., has called this a "troublesome security gap." Both types of operations would be covered under the 2009 House bill. Clark Kent Ervin, a former DHS inspector general who now heads the Aspen Institute's Homeland Security Program, said in an e-mail that he dislikes the "voluntary nature of the present regime. I do think there should be regulation of critical infrastructure sectors/industries where experience shows the private sector to be unwilling adequately to regulate itself." But Ervin said he sees no need for DHS to require the use of "inherently safer technologies," which Hind and others maintain is the only sure way to lessen the threat of a catastrophic chemical release. In a report released in February, the Congressional Research Service said it can be difficult "to unequivocally state that one technology is inherently safer than the other." Eliminating hydrogen fluoride and using sulfuric acid for refinery processing, for example, "would replace a more toxic chemical with a less toxic one." But it takes 25 times more sulfuric acid to do the job. "Thus," the CRS said, "more chemical storage facilities and transportation would be required, potentially posing different dangers than atmospheric release to the surrounding community."

Failed EPA Effort

Not long after 9/11, the EPA, in consultation with DHS's predecessor, the White House Office of Homeland Security, drafted legislation that would have required chemical companies to develop security plans using industry best practices and to consider safer technologies. The EPA "didn't define in excruciating detail what steps were to be taken," said Bostock, then-Administrator Christine Whitman's homeland security adviser. The EPA, already working with the industry to prevent accidental toxic releases, would have been the lead regulator. At the last minute, Bostock said, the Office of Management and Budget nixed the plan. Now a freelance writer in New Jersey, Bostock said, "It's enormously frustrating that we still have to deal with this. This should have been put to bed a long time ago." In arguing for the continuation of DHS's current Chemical Facility Anti-Terrorism Standards, industry representatives say they know best how to assess security risks and, if necessary, modify processes. At last month's hearing, Stephen Poorman, a Fujifilm manager speaking on behalf of the Society of Chemical Manufacturers and Affiliates, warned that companies strong-armed into changing technologies could shed jobs. "There isn't much available capital these days for manufacturers to take on new regulations aimed at their very livelihood, especially small manufacturers," Poorman said. Hind, however, said the 2009 House bill was the product of significant compromise. During negotiations, he said, the number of facilities that would have had to consider safer technologies and report their findings to DHS was cut by about 80 percent. Under the final version of the bill, only the 107 plants posing the greatest risk of a poison gas release in a densely populated area would have to go through the exercise, Hind said, and DHS would have to seek expert opinions before forcing any plant to make process changes. But these concessions weren't enough to win chemistry council support. The bill passed by a 230 to 193 vote. As the debate rages on, operators of some high-risk facilities have acted on their own. Last November, the Clorox Co. announced that it would phase out chlorine gas at its seven U.S. plants and start using high-strength bleach. "This decision was driven by our commitment to strengthen our operations and add another layer of security," Chairman and CEO Don Knauss said in a press release. The Blue Plains wastewater

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treatment plant in Washington, D.C., made a similar switch two months after 9/11, obviating the need for as many as six 90-ton chlorine tank cars on site. Hind estimates that more than 600 facilities have made such transitions over the past decade. But "there's no rhyme or reason to voluntary conversion," he said, "and no guarantee that it will continue tomorrow."

<http://www.publicintegrity.org/articles/entry/2043/>

USA, FLA, DENHAM SPRINGS, APRIL 23 2010. CREWS CLEANING SITE OF WAREHOUSE FIRE, EXPLOSIONS

bob anderson



Workers remove chemicals from the Coco Resources Warehouse fire site Thursday. Most of the barrels and building wreckage have been removed during the three weeks that elapsed since the fire broke out March 30.

Cleanup crews worked to wrap up removal of chemical containers at the Coco Resources Warehouse site Thursday, but they still have more to do in the aftermath of the March 30 fire that destroyed the 17,000-square-foot building, officials said. A State Police report shows more than 70 types of chemicals housed on site at the time the fire and explosions erupted. That list includes ethylene diamine, phenol and sulfuric acid, which are listed as extremely hazardous substances on the State Police form. Eden Church Road will remain closed to through traffic for two more weeks while work continues, said Mark Benton, director of the Livingston Parish Office of Emergency Preparedness. James Jenkins, one of about 1,000 people temporarily evacuated because of the fire, said he's tired of having to drive about 10 extra miles to get to the south end of Eden Church Road, which is a major north-south route through western Livingston Parish. It takes a lot of gas every day he commutes, Jenkins said. He said he hopes another firm that uses dangerous chemicals doesn't open on the site near his home. "I hope they don't build anything like that back again" with people living so close to it, he said. The cleanup measures still to be taken at the site include ultra high pressure washing of the concrete where 4,000 55-gallon drums and 100 larger containers of chemicals had been stored. The pressure washing is intended to get all

remaining chemicals and residue out of cracks and fissures in the pavement, Benton said. Even before the pressure washing phase, contractors removed about 2 million gallons of water from area ditches. That water is under treatment to remove any hazardous chemicals, Benton said. A berm, or earthen wall, erected around the site is expected to contain any additional water migrating from the site, Benton said. Additional soil testing and possibly more soil removal has to be done at the site and additional cleanup has to be completed in a ditch along a railroad track near the site, Benton said. The cleanup is being handled by contractors hired by the U.S. Environmental Protection Agency, he said. Reports from air monitoring being done around the site have been good, Benton said. About 1,000 people were ordered to leave their homes as a result of the fire and explosions that sent a towering cloud of black smoke skyward visible from adjacent parishes.

<http://www.2theadvocate.com/news/91882199.html>

USA, ID, BOISE, APRIL 23 2010. HUGE LOADS MAY SOON BE ROLLING UP THE LOCHSA IN IDAHO: REFINERY EQUIPMENT BOUND FOR CANADA WOULD BE HAULED THROUGH ONE OF IDAHO'

ExxonMobil's plan to ship huge modules of refinery equipment along U.S. 12 through the scenic Lochsa River canyon has an outfitter and some environmentalists worried. Montana officials are holding hearings on the oil giant's plan to ship 200 of the Korean-built modules -- 24 feet wide, 30 feet tall and 162 feet long -- from the Port of Lewiston to the Canadian border. But Idahoans won't get a say on whether the state approves the shipments that exceed the legal capacity of U.S. 12, which snakes up the Clearwater River past Orofino, into the Wild and Scenic Lochsa River canyon east of Kooskia and over Lolo Pass into Montana. The modules are heading to the Kearl Oil Sands fields in northeastern Alberta, 325 miles north of Edmonton. The company hopes to over the next 50 years to get 4.6 billion barrels of "bitumen" -- a thick oily substance similar to what's in the La Brea Tar Pits -- which can be refined to be used commercially. Company officials considered routes up and down the Pacific Coast but found that shipping up the Columbia and Snake rivers by barge and trucking through Idaho and Montana was the best, said spokesman Pius Rolheiser of Imperial Oil, a subsidiary of ExxonMobil. "Our bottom line is to accomplish this as safely and efficiently as we can with the least amount of impact," Rolheiser said. The state issues from five to nine "over-legal permits" on U.S. 12 each year, Idaho Transportation Department spokesman Jeff Stratten said -- for grain silos, boats, electric turbines, wind turbine blades and agricultural equipment. No accidents have occurred in the past 15

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years, he said. But some area residents remain concerned. Jim Hepburn, a river guide on the Lochsa, formed the Lochsa River Conservancy in January with his girlfriend Katelyn Chisholm when he first learned of the proposed shipments. He is worried about what turning the road into a shipping lane could mean for water quality and endangered salmon and steelhead. "Our biggest concern isn't the present process but the precedents it will set for future projects," Hepburn said.

A Tale Of Two States

Montana requires shipments this big to go through an environmental review, which is not required in Idaho -- though Idaho does make sure the weight won't damage the roads or bridges. Idaho plans to require the shippers to customize the trailer's axles to distribute the weight load. Idaho does require shippers to ensure traffic won't be held up more than 15 minutes at a time. In Montana, that time is 10 minutes. Montana will get about \$1,600 a load from ExxonMobil to cover costs, while the ITD estimates it will get about \$1,000 a load. That doesn't count the extra costs -- like gravel to improve turnouts or removing overhead power lines, which will be paid for by the oil company, too. "In some cases we'll be replacing overhead lines with buried lines, which will result in a long-term improvement," Imperial's Rolheiser said.

Distrust Along The Route

The shipments are expected to be only at night, which would not disrupt river outfitter Peter Grubb's shuttles. But the noise would not be pleasing to visitors of his River Dance Lodge in the Lochsa Canyon next to the usually low-traffic highway. "What happens if one of these trucks rolls into the river?" Grubb said. "This is one of the most prone roads to accidents we have." Grubb wonders what Idaho and Montana have to suffer for the economic advantage of Korea. But Rolheiser said specialized manufacturing was required that couldn't be done in Canada. In 2007, state officials began an environmental review for a project to widen U.S. 12 to 28 feet to meet Idaho's own highway standards. Grubb opposed that project at the time and now wonders if it was linked to the ExxonMobil shipments. "That's what smells fishy about this whole thing, even though everyone denies it," Grubb said. Idaho's Department of Transportation was first contacted by ExxonMobil in November 2008 about the proposal, said Stratten, the ITD spokesman. The company already has a permit for a test shipment this fall to test whether a shipment this big can navigate the corners. If it gets a permit for the entire program, it will be required to hold three public meetings to provide information only about what local residents can expect, Stratten said.

http://www.tradingmarkets.com/news/stock-alert/xom_huge-loads-may-soon-be-rolling-up-the-lochsa-in-idaho-refinery-equipment-bound-for-canada-would-be--930681.html

USA, LA, NEW ORLEANS, APRIL 23 2010. BP SENDS FLOTILLA TO CONTAIN SPILL AFTER RIG SINKS >> BP HAS SENT A FLOTILLA OF 32 VESSELS TO CONTAIN A POTENTIAL MAJOR OIL SPILL AFTER A DRILLING RIG SANK IN THE GULF OF MEXICO FOLLOWING AN EXPLOSION AND FIRE.

Watch the Video <http://edition.cnn.com/2010/US/04/23/oil.rig.explosion/>



Fire boats fight a blaze on the Deepwater Horizon oil rig in the Gulf of Mexico. The rig has now sunk.

Debris and oil from the Deepwater Horizon drilling platform float in the Gulf of Mexico after the rig sank, off Louisiana. Eleven workers are still missing. By yesterday afternoon, a five-mile long oil slick extended from the site, which the US Coast Guard said had the potential to be a "major" oil spill. However, a BP spokesman said on Friday that early indications are that the oil in the water is from the sinking rig and not the well itself. The Deepwater Horizon drilling rig, operated by contractor [Transocean](#), burned for 36 hours before sinking 130 miles south-east of New Orleans. The rig was drilling BP's Macondo project with 126 workers on board

when there was an explosion followed by a fire at approximately 10pm on Tuesday. The rest of the workers escaped and 17 with injuries were helicoptered to hospitals around New Orleans. "We do continue with search and rescue activities," said Mary Landry, the 8th District Coast Guard Commander Rear Admiral. "As time passes, however, the probability of success in locating the 11 missing persons decreases." [BP has mobilised the vessels](#), including a large storage barge, and has four aircraft ready to spray more than 100,000 gallons of dispersant. Tony Hayward, the BP chief executive, said: "We are determined to do everything in our power to contain this oil spill and resolve the situation as rapidly, safely and effectively as possible. "We have assembled and are now deploying world-class facilities, resources and expertise, and can call on more if needed. There should be no doubt of our resolve to limit the escape of oil and protect the marine and coastal environments from its effects." BP said plans were in place to use a nearby rig to drill a relief well if needed. A remotely operated unmanned submarine is being used to determine the exact location and condition of the rig and the situation of the well, which extends

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5,000 feet through water and 13,000 feet beneath the seabed. The cause of the fire and explosion is as yet unknown, said [Transocean in a statement](#). Transocean, based in Zug, Switzerland, is the world's largest offshore drilling contractor. <http://www.telegraph.co.uk/finance/newsbysector/energy/7622760/BP-sends-flotilla-to-contain-spill-after-rig-sinks.html>

USA, LA, NEW ORLEANS, APRIL 23 2010. OIL SLICK SPREADS FROM SUNKEN RIG

• **Watch the Videos** <http://edition.cnn.com/2010/US/04/23/oil.rig.explosion/>

Story Highlights:

- Officials don't know whether slick is leaking from rig or well, or is residue from fire
- Oil slick measuring 1-by-5 miles spreads from site of sunken rig, Coast Guard says
- Search continues for 11 workers missing since explosion Tuesday night on rig
- Federal lawsuit alleges companies connected to oil rig explosion were negligent

Meanwhile, the Coast Guard continued to search for 11 people missing after an explosion late Tuesday set the rig ablaze forcing workers to be evacuated from the vessel. Officials are still unsure what caused the blast. "We do continue with search and rescue," Landry said. "As time passes, however, the probability of success in locating the 11 missing persons decreases." "It is believed that they might have been working close to the origin of the explosion," Louisiana Gov. Bobby Jindal said. Adrian Rose, a vice president for rig owner Transocean Ltd., told reporters that the missing workers may not have been able to get off the rig. "Based upon our reports from crew workers we met as they came in last night, they believe that they [the missing workers] may have been on board the rig and not able to evacuate. We have not confirmed that yet," he said. The company is still investigating the incident, but Rose said conversations with evacuated workers when they arrived onshore revealed "really quite heroic stories of how people looked after each other." The mobile rig was about 52 miles southeast of Venice, Louisiana, when the explosion occurred Tuesday night. There were no indications it was a terrorist incident, the Coast Guard said. Officials said 126 people were on board at the time of the explosion. Of the 115 accounted-for workers, 17 injured were evacuated by helicopter from the rig. An additional 94 people were taken to shore with no major injuries, and four more were transferred to another vessel, according to the Coast Guard. It was not known whether the missing workers were able to make it to one of the rig's lifeboats -- fully enclosed, fire-resistant vessels designed to evacuate people quickly. The Coast Guard said calm weather conditions and warm Gulf waters increase the likelihood of survival for the missing workers. "We're still searching, and there's still a probability that those crew members are alive," Senior Chief Petty Officer Michael O'Berry said. Carrol Moss told CNN affiliate WWL that her husband had been rescued from the rig. But before she got the call, there were some anxious moments, she said. "The only thing I was thinking is how am I going to tell my kids that their dad is not coming home," Moss told the affiliate. "The worst goes through your mind. We were just blessed we got the call." As rescue crews continued searching for survivors, a federal lawsuit was filed Wednesday on behalf of one of the 11 missing workers. The lawsuit claims negligence by companies connected to the oil rigs that caused the explosion. Transocean Ltd., which owns the rig, and BP PLC, which operates the license on which the rig was drilling, are named as defendants. BP spokesman Tom Mueller declined to comment on the suit, and a spokesman for Transocean did not immediately return a call requesting comment. The suit does not provide specific details about the blast, but says one man, Shane Roshto of Amite County, Mississippi, "was thrown overboard as a result of the drilling explosion, and his body has not yet been located." His wife, Natalie Roshto, is also named as a plaintiff. Rose, the Transocean vice president, said Thursday that the company was "deeply saddened" by the incident. "Our thoughts and prayers remain with the family members and our employees." Transocean's website describes the company as the "world's largest offshore drilling contractor and the leading provider of drilling management services worldwide" with 140 offshore drilling units. The rig involved in the explosion -- a mobile unit that moves to different locations in the Gulf of Mexico -- had been drilling for oil in its current location since January, said Eileen Angelico, a spokeswoman for Minerals Management Service, the agency that regulates the oil industry in federal waters. BP spokesman Mueller said dozens of vessels and aircraft were on the way to the scene Thursday afternoon, including equipment to minimize the environmental impact of any spilled oil. BP says if necessary, it will drill a relief well in the area to help fight against any environmental damage. "This is the kind of thing we drill for every year and plan for it, but hope we never have to use it. Today is the day we are going to use it. We are prepared and are moving," he said. Jindal called for a Friday morning meeting to assess the potential impact of the spill, with input from state police, emergency responders and fish and wildlife officials. "Obviously, our first priority remains the health and safety of our people," Jindal said. "We will work aggressively to mitigate any negative impact this incident could have on our land, air and water." Up to 336,000 gallons could spill into the Gulf, based on the amount of oil the rig pulled out daily, O'Berry said. And up to 700,000 gallons of diesel fuel could also leak, Coast Guard Petty Officer Ashley Butler said. As cleanup efforts ramped up, government and company officials said they

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planned to get to the bottom of what caused the explosion. "It's in our national interest, obviously, to know exactly what went wrong and to make sure something like this never happens again," Deputy Secretary of the Interior David J. Hayes told reporters Thursday afternoon.

<http://edition.cnn.com/2010/US/04/23/oil.rig.explosion/>

USA, N.J, UPPER GREENWOOD LAKE, APRIL 23 2010. FUEL SPILL PLAGUES RESIDENTS IN UPPER GREENWOOD LAKE

millie guerrero



The DEP has placed hosing along the creek that runs under Wayside Road in Upper Greenwood Lake to help absorb the fuel that has entered the stormdrain.

A fuel spill has plagued residents who live near a creek that runs under Wayside Road in Upper Greenwood Lake with a foul stench and now, unsightly absorbent lines that have been placed throughout the creek. Resident John Sofianek said he reported the spill on March 16, and felt the flow was significant enough for immediate attention. However, he finds that the response has been rather slow. "This all happened with all that snow that was in the ground," he said. "Once the snow all melted, I saw it flowing like crazy. And that's when I made the phone call." Sofianek said the police, local fire department, county HAZMAT and Health Department officials all reported to the scene and tried to locate the source of the

fuel leakage. To date, no source has been located. The issue was then reported to the State Department of Environmental Protection. Lawrence Hajna, spokesperson for the DEP, said a case manager has been assigned on the clean up and makes continuous trips to confirm that the containment method used is effective. "It has been effective," Hajna said. "The material had been going into the stream area that was contained. At that point, the material is getting caught by the absorbent material in the storm drain." Sofianek agreed that the fuel flow did die down to a certain extent, but the smell continues to plague the area and when it rains the fuel spill levels increase. "It's an eyesore," he said. "It's a band aid, not a fix...The need to start digging and inspecting the pipe. They put that strip in well over a week ago and I haven't seen anything done with it." Hajn confirmed that the source of the discharge is not known. Hajna said a camera was put on a line to run up the storm pipe to find where the fuel was coming in. A point of entry was found, and the case manager is trying to backtrack to a possible source. He said the bedrock has been a challenge in order to pinpoint the source. "It's like following a line of breadcrumbs," Hajna said. There was a resident who was required to extract their fuel tank because it was in direct line with the fuel spill, however, the tank was not leaking. The DEP will begin to dig up soil samples to help locate the source of the spill but did confirm that the contaminant in question is home heating fuel. "I'm worried about my well getting contaminated," Sofianek said. "Maybe not right now, but in a year or two." This stream runs underneath the road, and this eventually runs into Upper Greenwood Lake. I don't see anything happening fast. Usually something like this, they would be all over." Sofianek claims that the inability to find the source is causing major delays in what could become a major problem for residents. He said several of his neighbors have chosen to purchase drinking water instead of drink the water from their well. "If my well gets contaminated, I'm going to be forced to get a lawyer," he said. "This thing was flowing really badly. I thought they would be more serious about this issue."

http://www.northjersey.com/news/environment/91885804_Fuel_spill_plagues_residents_in_Upper_Greenwood_Lake.html

USA, WA, BELLINGHAM, APRIL 23 2010. DIESEL SPILL AT BELLINGHAM MARINA >> WASHINGTON'S DEPARTMENT OF ECOLOGY SAYS CREWS ARE TRYING TO CLEAN UP A DIESEL FUEL SPILL FROM A FISHING BOAT AT BELLINGHAM'S SQUALICUM MARINA.

Washington's Department of Ecology says crews are trying to clean up a diesel fuel spill from a fishing boat at Bellingham's Squalicum Marina. The department says the fuel spilled Thursday afternoon from the 102-foot Muir Milach and resulted in a 100-by-200 yard sheen on the water. The boat's owners and the Port of Bellingham reported the spill to Ecology and the Coast Guard. A boom has been placed around the boat to try to contain the fuel and absorbent pads are being used to mop it up. The cause and the amount of the spill have not yet been determined.

http://seattletimes.nwsources.com/html/localnews/2011678981_apwadieselspill.html

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USA, OK, OKLAHOMA CITY, APRIL 24 2010. CSB INVESTIGATORS DETERMINE THAT OKLAHOMA OIL SITE WHERE AN EXPLOSION KILLED A MEMBER OF THE PUBLIC WAS UNSECURED, UNFENCED, AND LIKELY LACKED EXPLOSION WARNING SIGNS

- CIGARETTE OR LIGHTER LIKELY IGNITED BLAST AT LOCAL GATHERING**



A fiery explosion that took the life of a 21-year-old member of the public in Weleetka, Oklahoma, on April 14 occurred at an unattended oil and gas production site that was unsecured and likely lacked fire or explosion warning signs, CSB investigators have determined following a four-day field assessment. Investigators arrived in Weleetka on Sunday evening and have been examining the site, conducting witness interviews, and gathering other information throughout the week. The accident occurred at approximately 9:00 p.m., while six individuals aged 18 to 32 were socializing at the rural site, which was normally unmanned. The site, which had four petroleum storage tanks and two brine storage tanks, was operated on private land by two production firms, Three MG Family Inc. and Enterprise

Energy, who leased the mineral rights. A third company, ScissorTail Energy, operated a gas metering and collection system connected to the production equipment. The blast occurred about 10 minutes after the group arrived at the site. Witnesses stated that they were drawn to the site when they saw the open gate while driving along a public roadway. Witnesses further stated that oil sites were a common gathering place for local residents and that they were largely unfamiliar with the hazards. Based on witness interviews, CSB investigators determined that a lit cigarette or lighter was the likely ignition source for the explosion, which happened as the 21-year-old male who later died was peering into the hatch on top of one of the tanks. That tank contained what was later described as approximately 160 barrels of light crude oil. The resulting explosion and fire engulfed the victim and caused a second explosion in an interconnected tank. The victim suffered third-degree burns over 85% of his body. He was able to describe the accident to emergency response and ambulance personnel, but died the following morning at a Tulsa burn unit. Another individual suffered second-degree burns. A fire burned for more than three hours at the site until it could be extinguished by several responding fire departments using foam. "The catwalk leading to the top of the tank was unsecured and readily accessible," said CSB Investigator Vidisha Parasram. "The tank hatches had no mechanism which would permit them to be secured or locked. No fire or explosion warning signs or other warning signage was visible anywhere on the site following the accident." Ms. Parasram said the CSB would continue to study whether any signage could have been destroyed in the fire, but that even the undamaged portions of the facility and the entrance gates had no posted warnings. Eyewitnesses said they saw no signs on the night of the accident or during previous visits to the site. The site entrance was protected only by an unmarked gate which multiple witnesses described as being wide open on the night of April 14, and generally open and unlocked at other times. Apart from the gate the site had no fencing or other protective measures that would keep members of the public safe from hazards on the site. "Following this accident, our investigative team was able to observe a number of other oil and gas production sites in the area. The vast majority were unsecured and had no warning signs," said CSB Investigations Supervisor Don Holmstrom, who leads the CSB regional office in Denver. "Oil and gas sites that lack security measures and warning signs are an accident waiting to happen." State officials told the CSB that Oklahoma has approximately 257,000 active and unplugged oil and gas production sites; Oklahoma requires fencing and warning signs only at sites that have toxic hydrogen sulfide gas hazards, according to state officials. The deadly blast occurred one day after the release of a new CSB safety video at a public meeting in Hattiesburg, Mississippi. The safety video, "[No Place to Hang Out](#)," is aimed at educating young people on the hazards of socializing at oil sites, a common practice in rural areas, the CSB found. The video tells the story of the tragic deaths of 18-year-old Wade White and 16-year-old Devon Byrd, killed October 31, 2009, when an oil tank, located in a clearing in the woods near the home of one of the boys in the rural town of Carnes, suddenly exploded while the two were hanging out at the site. A CSB preliminary analysis released on April 13 showed that 24 similar explosions and fires occurred at oil and gas production sites between 1983 and 2009. Those accidents resulted in 42 fatalities and a number of injuries; all the fatalities occurred among teenagers and young adults under the age of 25. In most cases, the explosions were ignited by a cigarette, match, or lighter. The CSB found no specific federal standards or industry guidance for security or public protection measures at oil and gas production sites. Certain states including Ohio and Colorado require fencing and other public safety measures at sites in urban areas. Ohio requires tank hatches to be sealed and locked at unattended oil sites. Counting the accident on April 14, the CSB has thus far identified a total of seven oil

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site explosions and fires in Oklahoma since 1990 that killed or injured members of the public, the highest total for any state. Four of these accidents caused multiple fatalities. CSB Board Member William Wark said, "The CSB is concerned about these ongoing accidents across the country that are needlessly taking the lives of young people. To me, it is self-evident that hazardous oil and gas sites should be secured against unauthorized entry and posted with extensive and specific warning signs. And we need to educate teenagers and young adults to stay away from these sites – they are dangerous." Mr. Wark said the CSB team received outstanding cooperation from local law enforcement and fire officials during the investigation. The day prior to the explosion in Weleetka, the CSB Board issued a statement "urging oil and gas production companies to ensure that they provide adequate security and warning signage around sites that have tank fire or explosion hazards; and further urging state legislatures, local governments, and regulators to review rules governing oil and gas tank sites to ensure they require adequate barriers, security measures, and warning signs." Mr. Wark said a CSB task group will be working over the next several months to develop additional specific safety recommendations, incorporating the findings from the recent accidents in Mississippi and Oklahoma. The CSB is an independent federal agency charged with investigating serious chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems. The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA.

www.csb.gov.

USA, IA, WALL LAKE, APRIL 24 2010. 300 GALLONS OF DIESEL FUEL SPILL AFTER TANKER ROLLS NEAR WALL LAKE

peter harriman

About 300 gallons of diesel fuel spilled when a tanker truck was involved in a rollover accident on 463rd Avenue near Wall Lake early today. Some of the fuel made its way into a nearby wetland. According to South Dakota Highway Patrol Sgt. Steve Swenson, the Cenex Harvest States tanker drifted onto the road shoulder about 8:45 a.m. and rolled. The driver suffered minor injuries and was taken to a Sioux Falls hospital. An undetermined amount of fuel entered the wetland. However, Minnehaha County Emergency Management Director Lynn DeYoung said crews from Sioux Falls Fire Rescue, the Hartford Fire Department and Cenex Harvest States were able to contain much of the spill. Diesel fuel "has the capability to do a lot of damage to a wetland. Thankfully Cenex Harvest States has a response team. They're good at stopping leaks," DeYoung said. No citations were issued, according to Swenson, but an investigation into the accident is ongoing.

<http://www.argusleader.com/article/20100424/UPDATES/100424009/1001/news>

USA, WYO, RAWLINS, APRIL 24 2010. SINCLAIR FLARE UP >> ACCIDENT-PRONE REFINERY BURDENS WYOMING TOWN

- 6 Sinclair's ranking among U.S. refineries for carcinogens released per barrel of oil produced, according to a 2008 report
- 5 Sinclair's ranking among 40 Wyoming facilities for total carcinogens released in 2008
- 10,262 Pounds of potentially deadly hydrogen sulfide gas released from the Sinclair refinery since 2009
- 92 Number of the 423 Sinclair residents signed up with CodeRed, the town's reverse 911 system to alert people in case of serious emergency
- 0 Words devoted to the Sinclair accidents on Wyoming environmental organization Web sites as of early April

Representatives of local environmental groups that have publicly expressed concern in coverage of the refinery's accidents in Wyoming's major newspaper. When Sinclair, Wyo., Mayor Phyllis McWhorter heard about the deadly refinery explosion in Anacortes, Wash., on April 2, which took six lives, she thought, "Holy me." Fortunately, Sinclair, a company town that hugs its namesake refinery, has avoided such a tragedy. But only narrowly. Somehow, no one was hurt last May when a faulty roof split open a storage tank, spilling 2.73 million gallons of ignitable gasoline-grade fuel. It was the worst accident at the refinery last year, but not the only one. Since the start of 2009, 17 spills or toxic gas releases have been reported. A certain level of risk is a fact of life in Sinclair. Although the refinery has long been one of the state's major polluters, regularly spewing hazardous air pollutants and carcinogens, the oil company and local residents have never seemed anxious to do anything about it. In 10 years in local government, McWhorter rarely fielded complaints about the refinery. Even environmental groups appear more concerned nowadays about the impact of wind farms on sage grouse. The accidents of '09 did, however, draw unprecedented attention to the refinery. The local newspaper laid into the company for taking nine days to acknowledge the

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May fuel spill, defying its own policy of not criticizing individual businesses. And a list of that year's accidents made the front page of the Casper Star-Tribune in December. For Barbara Parsons, the refinery's primary watchdog, even these small signs of unrest were encouraging. Parsons has badgered Wyoming to hold the refinery to more strict environmental standards since the '80s. "It's been my issue for so long," she says. But in a county bankrolled by oil and gas, getting people to pay attention has been an uphill battle. "There just aren't that many environmentalists," she says.

<http://www.hcn.org/hcn/issues/42.7/flare-up>

CANADA, VANCOUVER, APRIL 24 2010. CUMMINS BELIEVES JET FUEL PIPELINE IS SAFEST OPTION



A jet fuel facility is proposed for the Richmond side of the Fraser River.

A proposed pipeline to supply jet fuel to the Vancouver International Airport seems to be much safer than the alternative, says Delta-Richmond East MP John Cummins. In light of the controversy heating up over the plan to deliver jet fuel by barge to an industrial site on the Richmond side of the south arm of the Fraser River, and then piping it to the airport, the Vancouver Airport Fuel Facilities Corporation asked the Conservative MP for his take on the proposal. "The pipeline does offer some security that's not available if you're either trucking or barging in other ways. There's one fixed point where these ships are going to offload. The chances of something happening, a rupture to that pipe, I think are pretty remote," said Cummins. Owned by a consortium of airlines that use YVR, the corporation wants fuel shipped to a new offloading facility at the foot of Williams Road, about two kilometres east of Highway

99. It would then go into a 15-kilometre pipeline. A report to Delta council last year noted that approximately two to three fuel barges, each with a 35-million litre fuel capacity, and a larger fuel tanker, with up to an 80-million litre capacity, would initially offload fuel at the Williams Road facility each month. In a presentation to Delta council last year, project director Adrian Pollard said the new fuel delivery system is needed because the current system can't keep up with existing and future demand at YVR. Most of the fuel, he said, is currently delivered through a 40-year-old pipeline from a refinery in Burnaby. Because of the current pipeline's limited capacity, additional fuel is brought to the airport directly by tanker trucks from refineries south of the border. This amounts to an average of 25 truck deliveries per day and as many as 35 deliveries during peak times, he said. "These trucks access the Vancouver Airport via Highway 99 and 91, through Delta and Richmond ... Without a new system, incremental fuel requirements at the airport can only be handled by additional truck deliveries which could increase to 200 trucks per day within 20 years," Pollard warned. While the proposal hasn't created much of a stir on the Delta side of the river, the same can't be said in Richmond where city council has already stated its opposition to the plan. The B.C. Environmental Assessment Office is holding public consultation sessions and will receive comments until May 27.

<http://www2.canada.com/deltaoptimist/news/story.html?id=18a9e6f0-844e-484c-a158-1472e04f1157>

UK, STRATFORD, APRIL 25 2010. FUEL TANK MANUFACTURING FIRM FINED AND DIRECTOR HIT WITH BAN



HSE inspector at Transtore (UK) Ltd found a worker balances precariously while working on top of one of the fuel tanks.

A businessman from Evesham has been banned from directing any company for five years after breaching a raft of health and safety regulations. Brian Nixon, the managing director of Transtore (UK) Ltd, based in Stratford, was also fined £17,000 after the Health and Safety Executive (HSE) discovered workers at the company were exposed to lead and other harmful chemicals because the correct safety measures were not in place. Workers were also put at risk of falling from height and no safety equipment had been provided, Stratford Magistrates Court

heard on Monday (19). Inspectors from the HSE investigated and prosecuted Mr Nixon and Transtore (UK) Ltd following a complaint from a concerned employee. Mr Nixon was also ordered to pay £9,169 costs. The company, Transtore (UK) Ltd, was fined £70,000 with costs of £27,507 after being found guilty of eight separate breaches of health and safety law. It is now in administration. It was found that workers were expected to stand beneath the half-tonne fuel tanks during a spraying process with nothing to prevent them from being crushed if the lifting equipment, which had not been maintained, had failed. The company was also criticised for allowing its employees to work on top of the tanks with no safety equipment to prevent them falling two metres on to the concrete floor.

On The Web <http://www.transtoretanks.co.uk>
http://www.eveshamjournal.co.uk/news/8111938.Business_ban_over_breaches/

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