

## Dangerous Goods - Hazardous Materials Group & Network

### Release 2010 – 638 Newsy Stuff

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

**September 9 2010**

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#### USA, VA, NEWPORT, SEPTEMBER 6 2010. POWER BOAT FUEL TANK LEAK AT NEWPORT NEWS MARINA MONDAY

The Newport News Fire Department responded to a fuel leak at the Leeward Marina near the James River Bridge on Monday afternoon. The fuel tank of a 40 ft. power boat was the source of the leak, which was called in at 1:55 p.m. Fire officials are still trying to determine how long the tank had been leaking prior to their response and how much fuel spilled into the water, according to Battalion Chief Robert Lee. A private company is handling the cleanup.

[http://articles.dailypress.com/2010-08-30/news/dp-nws-boat-spill-20100830\\_1\\_fuel-leak-fuel-tank-power-boat](http://articles.dailypress.com/2010-08-30/news/dp-nws-boat-spill-20100830_1_fuel-leak-fuel-tank-power-boat)

#### AUSTRALIA, QUEENSLAND, BRISBANE, SEPTEMBER 6 2010. FUEL OPTIONS SET TO DWINDLE IN QUEENSLAND

*ursula heger*

Regular unleaded petrol could be stripped from most southeast Queensland service stations when the state's ethanol mandate is introduced at the end of the year, fuel industry experts have warned. Motorists are already struggling to find service stations that stock regular unleaded fuel, after petrol companies began removing the bowsers and replacing them with the 10 per cent ethanol-blend, known as E10, ahead of the mandate. Up to 166 of the state's 900 service stations, predominantly across the southeast, have removed regular unleaded bowsers, including 123 of BP's 329 Queensland service stations, 33 Caltex sites and six Shell sites. But while E10 is between 2¢ and 3¢ a litre cheaper than regular unleaded, it is consumed at a higher rate – meaning motorists spend more money using the biofuel. The oil companies say they have had to convert the service stations ahead of the State Government's planned introduction of a 5 per cent ethanol quota, which will require almost 50 per cent of fuel sold in the state to be E10. Independent retailer Neumann Petroleum has converted four of its 75 sites, but executive general manager Charles Wright said the retailer would struggle to meet the ethanol quotas. He said the introduction of the ethanol mandate would see oil companies focus on converting predominantly southeastern petrol stations to only sell the ethanol-blended fuel or premium products. "What you are probably going to see to meet the mandate, is that the southeast corner will be predominantly E10, so that when you add the whole state together you come up with your quota," Mr Wright said. A spokesman for Mobil, which has converted 26 service stations in Queensland to sell E10 but continues to offer regular unleaded at all retailers, said it would be difficult to continue to offer a choice. "At least 50 per cent of your regular unleaded sales have to be E10, you can't achieve that very readily though continuing to offer a choice to customers – you won't get there," he said. Peak-motoring body RACQ spokesman Gary Fites said the southeast's motorists would increasingly struggle to find regular unleaded fuels as the mandate is introduced. He said up to 30 per cent of motorists could not safely run their cars on ethanol-blended fuels, meaning they will have to pay an extra 10¢ to 12¢ for premium fuels. The State Government plans to introduce legislation for the ethanol mandate this month or next. Treasurer Andrew Fraser, who is responsible for the mandate's introduction, refused to answer questions from The Courier-Mail. But a statement released from his office said the ethanol mandate "preserves choice" in the state.

<http://www.heraldsun.com.au/news/national/ethanol-mandate-could-strip-regular-unleaded-fuel-option-from-southeast-queensland-motorists/story-e6frf7l6-1225914557752>

#### USA, MA, BOSTON, SEPTEMBER 6 2010. OWNER OF ROXBURY BUILDING HIT BY 9-ALARM BLAZE FACES MORE WOES, UNCOVERS A "TON" OF FLAMMABLES, BLAZE BRINGS RAID, EVICTIONS

*marie szaniszlo*

 **Photo Gallery** [http://www.bostonherald.com/galleries/index.php?gallery\\_id=4253](http://www.bostonherald.com/galleries/index.php?gallery_id=4253)



*Owner: Candeloro Maggio talks with ISD official Darryl Smith.*

A city raid yesterday uncovered a "ton" of flammables in an illegal space owned by the landlord whose adjacent Roxbury warehouse burst into a nine-alarm inferno after being torched by fireworks last month, authorities said. Three tenants were evicted from their digs and an auto body shop at 31 Norfolk Ave. was boarded up after inspectors discovered exposed wiring, open electrical boxes and flammables that "set the stage for a potential fire disaster," said Darryl Smith, assistant commissioner of government services at the Inspectional Services Department. "We are a couple of buildings down from the scene of one of the largest fires in Boston, and the owner has said at least some of the tenants here were responsible for that fire," Smith said, pointing to fireworks still scattered on the warehouse's roof. Fire Department spokesman Steve MacDonald said investigators haven't yet decided whether they will charge anyone with illegal possession of fireworks in connection with the Aug. 21 blaze. "Obviously, the damage it did was tremendous, and it

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created a spectacular fire," MacDonald said. A Sept. 14 hearing on yesterday's violations will be held at Inspectional Services. Last month's conflagration left one of the two 40,000-square-foot warehouses in ruins. The buildings' owner, Candeloro Maggio, yesterday said he "of course" knew that the apartments he was leasing were illegal, but he had no idea anyone was setting off fireworks there until the blaze. Stephen Foote, one of Maggio's tenants, said he had just arrived back from a European tour with his band, Big D and the Kids Table, only to find himself and his cat, Edmund, homeless yesterday after the city boarded up the building. "I finally find someplace in Boston to use as a recording space," said Foote, 34, "and it's just sad to have to say goodbye."

#### Related Stories

- [Boston Fire Department to launch probe into Roxbury warehouse fire](#)
- [Jakes seek cause of Roxbury warehouse blaze](#)
- [Guests scramble after Boston hotel fire](#)

[http://news.bostonherald.com/news/regional/view/20100905owner\\_of\\_roxbury\\_building\\_hit\\_by\\_9-alarm\\_blaze\\_faces\\_more\\_woes\\_blaze\\_brings\\_raid\\_evictions/](http://news.bostonherald.com/news/regional/view/20100905owner_of_roxbury_building_hit_by_9-alarm_blaze_faces_more_woes_blaze_brings_raid_evictions/)

### USA, MA, CONCORD, SEPTEMBER 6 2010. FUEL LEAK ON RR TRACK ALTERS ROUTE IN CONCORD >> DIESEL OIL SPRAY COATS TRACK, ROCK BED FROM PUNCTURE OF OIL TANK.

*betsy levinson*

Concord Fire Capt. Owen Neville said a call came in about 5:15 p.m. Sunday that a commuter rail locomotive was spraying a fine mist of fuel from a punctured fuel tank as it approached Sudbury Road. Neville said the department responded with an engine to the site, and found the railroad car stopped about 600 feet from Sudbury Road. "A very, very fine mist had sprayed from the tank covering about 2,000 feet of track and ballast, or the rocks that the track lays on," said Neville. There were no injuries, he said. He said trains going in both directions are now restricted to the eastbound track. Neville said the state Department of Environmental Protection (DEP) was called in to clean up the fuel that spilled out of the tank. He did not know how the tank was punctured in the first place. The tank is made of steel. "We stood by and waited for the DEP and the MBTA clean-up people," said Neville. Crews are onsite now with a collection tank to collect the dripping diesel fuel. Neville said the oil "fits the broad category" of a hazmat incident. He said the fuel has the consistency of home heating oil. Neville said the Sunday schedule would be observed, followed by the holiday schedule on Monday.

<http://concord.patch.com/articles/fuel-leak-on-rr-track-alters-route-in-concord>

### USA, TX, FORT WORTH, SEPTEMBER 6 2010. OLD OR ABANDONED WELLS ARE KEY SOURCES OF WATER CONTAMINATION

*jack z. smith*

New oil and gas drilling is probably the most visible activity people associate with threats to groundwater in Texas. But it's not usually the source of known contamination, according to state records. Instead, old or abandoned oil and gas wells, petroleum storage facilities and even existing water wells are most frequently identified as problems. A Texas Groundwater Protection Committee report, presented to the Legislature last year, said there were 4,729 active groundwater contamination cases documented or under enforcement in 2008. Of those, 395, or 8.4 percent, were "attributed to oil and gas exploration and production activities," but "no producing oil and gas wells" were listed as groundwater-contamination sources, Texas Railroad Commission spokeswoman Ramona Nye said. The state has more than 281,000 oil and gas wells, Nye said. Most contamination attributed to oil and gas exploration and production activities resulted from releases from sources such as pipelines and storage tanks, she said. Cary Betz, chairman of the groundwater protection committee and a groundwater specialist with the Texas Commission on Environmental Quality, said the biggest source of groundwater contamination is leaking underground gasoline storage tanks at old service stations. But the number of those tanks has dropped significantly, to 1,214 in 2009, he said.

#### Water Wells

Betz said Texas has "in excess of 800,000 water wells," including functioning and nonfunctioning ones. The committee's 2009 report said, "It is conservatively estimated that there are 150,000 abandoned and/or deteriorated water wells in Texas." In some cases, functioning water wells can be polluted by old, deteriorated water wells that absorb surface pollutants. Those pollutants can go down the wellbore of an old well and contaminate an aquifer that provides water for functioning water wells. Bob Patterson, executive director of the Upper Trinity River Groundwater Conservation District in North Texas, said groundwater contamination from both old, deteriorated oil and gas wells and abandoned water wells is an ongoing concern in the district, which includes Parker, Wise, Hood and Montague counties. There are 40,000 to 70,000 water wells in those

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counties, Patterson said. He said he is aware of several cases where old steel casings in abandoned oil and gas wells have rusted, causing contaminants to "end up in private water wells." Some of the oil and gas wells were never plugged after their productive life ended, he said. Fortunately, once such a problem is discovered, the Railroad Commission "has been very responsive and has plugged those wells with state funds," Patterson said. But there is still a problem because "there's not enough money and not enough people" to deal with these old wells as aggressively as desired, he said. David Gunn, manager of a state program seeking to reduce the number of old polluting water wells, said some people have discarded oil or trash in them. Some leaky wells, especially in agricultural areas, are polluted by animal waste that flows into them with storm-water runoff, he said. An old well might even be contaminated by an animal carcass, Gunn said, recalling a shallow well, 30 feet deep and 4 feet in diameter, that "had a dead cow in it."

<http://www.star-telegram.com/2010/09/05/2447041/old-or-abandoned-wells-are-key.html>

### USA, LA, BATON ROUGE, SEPTEMBER 6 2010. INDIRECT IMPACT OF LEAK EXAMINED >> EXPERTS TO LOOK AT LONG-TERM EFFECT OF TOXICITIES



*Kevin Kleinow, an LSU aquatic toxicologist, is studying the effects of surfactants on zebrafish embryos. Surfactants are a component of the chemicals used to disperse crude oil.*

Although there's been a lot of talk about the potential toxicity to marine life from oil and dispersants involved in the Deepwater Horizon oil leak, direct impacts aren't the only issues that should be examined. "All they're talking about with toxicity is direct toxicity," said Kevin Kleinow, a toxicologist at LSU who specializes in environmental health issues related to fish. "Impacts on an ecosystem are not a single event." In an attempt to determine if there may be long-term indirect toxicities to Gulf of Mexico fisheries, Kleinow is examining how surfactants — like those used in oil dispersants — interact with developing fish and impact the effect of toxic compounds on the fish.

Before the Deepwater Horizon explosion, Kleinow and colleagues at LSU did research on how surfactants — like soap — impact how catfish absorb toxic chemicals. Although the surfactant itself wasn't toxic, it did show an impact. "We just happened to be working with surfactants before this happened," Kleinow said about the Deepwater Horizon explosion. It's well known that surfactants can increase the permeability of membranes — which is why some medications people take contain them, he explained. Those surfactants help the body absorb the medication. He said the same works with fish: surfactants in the water — such as soap that gets washed down the drain — increase the permeability of membranes in the fish, allowing other toxins in the water to be absorbed more easily. The surfactants also have an effect on the mechanism the bodies use to get rid of toxins, making it more difficult for the toxins to be excreted, he said. A second study they did involved examining how fish can intake products created from the burning of oil. Those findings, he said, suggested that compounds from burning oil could contribute to developmental problems in fish — this time, zebrafish. He cautioned that the research looked at more-direct contact than would occur from burning offshore and then having that material travel inshore, such as in the Deepwater Horizon incident. Zebrafish is a freshwater species that has the same early developmental phases all vertebrates share, he said. The newest study combines those two earlier works and looks at whether surfactants in the water help the fish embryos uptake oil components found in weatherized sweet crude oil. "Oil is a laundry list of compounds," Kleinow said. The scientists will also be looking at what genes in the embryos might be activated through the exposure to oil compounds, he said. "We're not sure what we're going to find," Kleinow said. It will likely be two months before they start seeing results aided by the relative speed at which the zebrafish embryos develop, he said. The long-term health of Gulf of Mexico fisheries is something the state Department of Wildlife and Fisheries will also be watching closely, although those results may take a little more time to be revealed. For some species in the Gulf, it could be a year before any potential impacts show up, while with other species, impacts may not be known for three or even five years, said Randy Pausina, assistant secretary of the state Department of Wildlife and Fisheries. Finding any potential long-term impact will be the purpose of \$13 million obligated by BP to help the department step up the normal monitoring and testing the department has conducted since the 1960s as part of its resource management duties, he said. "We have a pretty robust, on-going monitoring program," Pausina said. The funding will help the department not only take more samples of crab, fish and shrimp, but will also enable the department to examine additional issues, such as fertility, immunity and disease, he said. Once problems are identified, he said, staff can make fishery management recommendations. For example, if the problem is a lower productivity rate, the management plan might call for closure of fishing during spawning season, he said.

<http://www.2theadvocate.com/news/102273164.html>

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#### THAILAND, PHUKET, SEPTEMBER 6 2010. PHUKET'S EMERGENCY FLEET SAILS SUNDAY AMID CONCERNS OF A DIESEL SPILL DISASTER >> UPDATE PHUKET FLOTILLA SAILS TO FUEL SINKING SITE

chutima sidasathian

 **Photo Gallery** <http://www.pattayadailynews.com/en/2010/09/06/navy-declare-sunken-vessel-oil-slick-contained/>

 **Photo Gallery** [http://phuketwan.com/gallery.php?article\\_id=12932&start=1](http://phuketwan.com/gallery.php?article_id=12932&start=1)



A flotilla of boats was heading from Phuket today to the scene of the sinking of a vessel laden with 40,000 litres of diesel fuel. The transport boat sank in a wild storm off the south coast of the holiday island yesterday. The 10 vessels are laden with foam and dispersants and will stand by as an attempt is made to assess the potential for the sunken fuel transporter to be raised, or for the fuel to be pumped up. Bad weather was continuing to lash the region on Sunday, making any recovery more difficult. Twelve divers are involved in the assessment operation. Officials have opted to act quickly to prevent an environmental disaster. While the diesel cargo does not have the high potential for damage of a cargo of oil, the sinking took place in a sensitive environmental zone. Around it are breeding grounds for giant clams, coral reefs, and other marine life in abundance that attracts thousands of snorkellers and scuba divers to Phuket and its surrounding

islands. The sunken vessel is a fishing trawler, the Chotethaworn 6, adapted to carry fuel to Racha Yai island and other destinations that rely on diesel power. A crew of four escaped as the ship capsized and went down, and were safely plucked from the stormy seas. Fuel from the sinking ship rose to the surface, but the cargo of 40,000 litres of diesel fuel is still thought to be encased on the bottom of the ocean. It sank at first to a depth of 30 metres but has since slid lower to rest at 43 metres down. Royal Thai Navy officers, officials from the Department of Disaster Prevention and Mitigation, the Department of Marine Coastal Resources, the Phuket Marine Biology Centre and Marine Police met last night and again early on Sunday to try to work out how to avoid an environmental disaster off Phuket. Three Navy vessels, two vessels from the Phuket Marine Biology Centre at Cape Panwa, and three Marine Police vessels were heading on Sunday with other boats to the site of the sinking, 10 nautical miles off Phuket's south coast. They are carrying thousands of litres of foam and dispersants. A helicopter will oversee the site, looking for fuel signs on the surface. Racha Yai island, home to the five-star Racha Resort, lies about 45 minutes by speedboat to the south of Phuket. That was believed to be the destination for the transporter when it went to sea despite storm-warning conditions yesterday. Officials on Phuket laughed off reports that a large "oil" spill was "drifting towards Phi Phi."

<http://phuketwan.com/tourism/phuket-flotilla-sails-foam-fuel-sinking-site-12932/>

#### INDONESIA, KUPANG, SEPTEMBER 6 2010. EAST NUSA TENGGARA OFFICIALS ASKED TO DOCUMENT OIL SPILL DAMAGE FOR CLAIM

eras poke

East Nusa Tenggara Governor Frans Lebu Raya said he had ordered local officials to gather scientific data to back the nation's Rp 22 trillion (\$2.4 billion) claim for compensation over last year's Timor Sea oil spill. The claim, presented at an Aug. 26 meeting between a government team and representatives from PTTEP Australasia, a subsidiary of Thailand's state-controlled PTT Exploration & Production, was widely criticized for not being backed by scientific evidence. The government's team has since said it would compile the data "before the holiday season" that kicks off with Idul Fitri on Sept. 10. "Our claims weren't rejected yet, but the data isn't accurate, especially pertaining to victims of the oil spill," the governor said on Saturday. "I've ordered all district heads and mayors to collect data on their constituents affected by the oil spill. After we have collected all the data, an independent team will verify it." Frans also said the data to be submitted by the district and municipal administrations "need to be clear, starting from the names, addresses and villages," to facilitate the verification process and ultimately the payment of compensation. Frans said the compensation claim already submitted to PTTEP included costs for coral reef and mangrove swamp rehabilitation over the next 10 years and seaweed farm recovery over the next two years. The spill was the result of a blowout at the Montara wellhead platform in the Timor Sea, off the northern coast of Australia, in August 2009. The leak was only plugged 74 days later and created a large oil slick that reached Indonesian waters. The well, located 690 kilometers west of Darwin, is operated by PTTEP. On Friday, an Indonesian official said the government would soon compile the evidence needed to back up its hefty compensation claim. "We will try to complete it before the holiday season but there is no deadline [for the submission]," said Masnellyarti Hilman, the head of the government's advocacy team. The statement came a day after PTTEP said it "has not accepted any claim made by the Indonesian government for

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compensation." Meanwhile, Christine Mason, an Australian environmental activist and legal adviser for the West Timor Care Foundation, said the government did not seem to care about the impact of the oil spill, citing the lack of a lawsuit against PTTEP. "This is very weird [compared to the spate of litigation in] the oil spill case in the Gulf of Mexico," Mason said. "This is a humanitarian hazard that needs to be handled as soon as possible, [and should] not only be limited to a submission of compensation claims." She also said the government's claim needed to be backed by a "scientific investigation in the field to measure all economic and ecological impact." "Only after that can all claims be presented," she said, adding that the Timor Sea oil spill could be considered as just as severe as other cases, including the recent Gulf oil spill and the 1989 Exxon Valdez spill in Prince William Sound, Alaska. "However, it's really weird that there's been no lawsuit from the Indonesian government against the company," the activist said, adding: "I think that's just illogical." Mason, who is also an expert on international oil law, said she was prepared to represent the West Timor Care Foundation's own claims

### Related Stories

- [\\$2.2b Damage Bill for Timor Oil Spill](#) 12:12am Aug 26, 2010
- [Oil Spill Team Tells Firm Pay Up or Face Court](#) 10:50pm Aug 31, 2010
- [Indonesia Demands \\$2.4 billion Payout over Montara Oil Spill](#) 12:23pm Aug 31, 2010
- [It's Claim and Counterclaim in Battle Over Timor Oil Spill](#) 8:32pm Aug 30, 2010
- [\\$2.4b Bill for Oil Spill Nowhere Near Enough, Activists Claim](#) 10:48pm Aug 27, 2010

<http://www.thejakartaglobe.com/home/east-nusa-tenggara-officials-asked-to-document-oil-spill-damage-for-claim/394758>

### USA, LOUISIANA - FROM THE GULF STREAM TO THE BLOODSTREAM - THE VIDEO BP DOESN'T WANT YOU TO SEE!

 **Watch the Video** <http://www.opednews.com/populum/linkframe.php?linkid=118123>

From The Gulf Stream To The Bloodstream and Why What You're About To Read Is The Alarm Bell of The Pending Gulf Disaster. Several volatile hydrocarbons found in crude oil were detected in the blood of several residents from the Orange Beach, AL area. Among the hydrocarbons tested, several were detected at abnormally high levels including ethylbenzene, xylene, hexane. These individuals were not directly involved in BP's clean-up operations, nor had they been exposed to any industrial environment.

<http://www.projectgulfimpact.org/2010/09/06/from-the-gulf-stream-to-the-bloodstream-and-why-what-you%E2%80%99re-about-to-read-is-the-alarm-bell-of-the-pending-gulf-disaster/>

### MALTA, GOZO, GHARB, SEPTEMBER 6 200. UPDATED: BODY OF FOURTH FIREWORKS EXPLOSION VICTIM FOUND

 **Watch the Video** <http://www.maltatoday.com.mt/news/fireworks/Gharb-fireworks-explosion-05092010>

 **Photo Gallery** <http://www.demotix.com/news/430912/fireworks-factory-near-gharb-gozo-blows>



Rescuers of the Civil Protection Department this morning found the body of Ninu Farrugia, the fourth victim of yesterday afternoon's explosion at the Farrugia Brothers fireworks factory near Gharb. The search for Mr Farrugia, who had owned the factory, resumed at 7.30 a.m. Three other victims were found late yesterday. They were Ninu's son Noel 31, and his wife Antoinette 27 of Fontana and Jean-Pierre Azzopardi, 27 of Zebbug, Gozo. (Antoinette Farrugia was reportedly pregnant and does not usually go to the fireworks factory). Another two men are in intensive care at Mater Dei Hospital. They are another of Ninu Farrugia's sons, Ray, and his son-in-law Pawlu. The search was a delicate operation, with the rescuers threading their way amid debris and unexploded petards which were scattered over a wide area of the slope where the fireworks factory was located. Informed sources said the fireworks had been manufactured

in Malta and were transported to Gozo early yesterday morning on a private launch escorted by the police. The fireworks were being prepared for Wednesday's feast of Our lady of Victories in Xaghra. The factory blew up in three powerful blasts at 6.10 p.m, producing a big mushroom-shaped cloud. A number of cars were destroyed. Windows at some residences near Gharb were shattered. Another two men who had been on the site left a short time before the explosion, sources said. Magistrate Paul Coppini is holding an inquiry. This was the second explosion at the same site in five years. The other blast, in August 2005, took place during the night. No one was killed or injured. The tragedy at Gharb is the worst in a bitter year for fireworks

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enthusiasts. A man died in an explosion at the August 15 fireworks factory in Dwejra, Mosta on August 13 and another died last May at St Catherine's Fireworks Factory in Marsaxlokk. Two men lost their lives in February at the St Sebastian Fireworks Factory in Qormi and another two escaped unhurt in another explosion at St Bartolomeo Factory in Gharghur in April.

<http://www.timesofmalta.com/articles/view/20100906/local/search-resumes-at-fireworks-factory-site>

### DEMOCRATIC REPUBLIC OF CONGO, KINSHASA, SEPTEMBER 6 2010. CONGO BOAT CATCHES FIRE, CAPSIZES; 200 FEARED DEAD >> SPILT FUEL IGNITED ENGINE.

patrice citera



#### *A boat in the Congo.*

A riverboat loaded with passengers and fuel drums caught fire and capsized in southern Congo, and 200 people were feared dead, a survivor said Sunday. Another survivor confirmed the account and said local fishermen refused to help drowning passengers who jumped off the crowded boat. The incident that happened Saturday evening would be the deadliest boat accident in the Central African nation this year, and among the worst in Africa this year. The boats that traverse Congo's rivers are often in poor repair and filled beyond capacity, with little regard for safety. The industry is not well-regulated and boat operators are known to fill boats to dangerous levels. A local official confirmed the boat had tipped but said the passenger manifest apparently vanished in the fire. Fabrice Muamba, who said he was on the boat when it caught fire Saturday night on the

Kasai River, said he thought only 15 of the more than 200 people he thought were aboard were able to swim to safety. He said passengers began to jump overboard when the engine caught fire as it passed the remote village of Mbendayi, some 45 miles (70 kilometers) from the town of Tshikapa, which is north of Congo's border with Angola. Another survivor, a woman named Romaine Mishondo, said the boat was already packed with "hundreds" of passengers when it stopped some 10 minutes before the fire to pick up more people. She said she did not know exactly how many people were aboard, but said the boat was so crowded it reminded her of "a whole market in the village full of people." But when the fire started and people began jumping overboard, she said nearby fishermen ignored drowning passengers' pleas for help. "Fishermen attacked the boat and started beating passengers with paddles as they were (trying) to loot goods," she said. "The fishermen refused save passengers, instead taking goods into their pirogues. ... I survived because I hung onto a jerrycan until another vessel passed by the scene and rescued us." Boat owner Mwamba Mwati Nguma Leonard said a survivor and an employee called to tell him the boat caught fire when workers spilled fuel and ignited the engine. "At the moment I am crying after learning my boat caught fire," Leonard said. "I was just told on phone that it was while seamen were putting fuel into the tank that an explosion occurred after the oil touched the vessel's battery." He said he has asked police to arrest the boat's managers as he believes they employed unskilled workers. But he said he had no further details because he was in Congo's capital, Kinshasa, some 500 miles (800 kilometers) from the scene, and because his employees on the scene did not answer his calls Sunday. "Since I am far away in Kinshasa, I cannot confirm at the moment the exactly what happened," he said. Leonard also confirmed Muamba's account that the boat was carrying many drums full of fuel on its journey through Kasai Occidental Province. Leonard said the boat also was carrying sacks of maize. He said he did not know how many people were aboard. Francois Madila, an official from the navigation department in the province, said police arrested two of the vessel's sailors and are investigating the incident. Madila said the sailors have not said how many people were aboard and that the passenger list appeared to have disappeared in the fire. Other officials and witnesses in the remote area could not be reached for comment Sunday. The incident is the deadliest of several boating incidents reported this year in Congo. In July, officials said at least 80 people died when a boat ferrying about 200 passengers to Congo's capital capsized after hitting a rock. In May, dozens of people died when an overloaded canoe capsized on a river in eastern Congo. And last November, at least 90 people were killed after a logging boat sank on a lake in Congo. The timber-carrying vessel was not supposed to be carrying passengers. Congo is a vast country of jungles and huge rivers in Central Africa with little more than 300 miles (480 kilometers) of paved road. Many people prefer to take boats even if they do not know how to swim.

#### Related Stories

- [Many dead' in DR Congo accidents](#)
- [Scores feared missing after DRC river disasters](#)
- [200 feared dead in Congo boat capsizing](#)

<http://www.google.com/hostednews/ap/article/ALeqM5jPFyxCKDO5gBQncjSfqmbh24ablgD9I1U9SG0>

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### USA, MA, CONCORD, SEPTEMBER 6 2010. FUEL LEAK ON RR TRACK ALTERS ROUTE IN CONCORD >> DIESEL OIL SPRAY COATS TRACK, ROCK BED FROM PUNCTURE OF OIL TANK.

betsy levinson

Concord Fire Capt. Owen Neville said a call came in about 5:15 p.m. Sunday that a commuter rail locomotive was spraying a fine mist of fuel from a punctured fuel tank as it approached Sudbury Road. Neville said the department responded with an engine to the site, and found the railroad car stopped about 600 feet from Sudbury Road. "A very, very fine mist had sprayed from the tank covering about 2,000 feet of track and ballast, or the rocks that the track lays on," said Neville. There were no injuries, he said. He said trains going in both directions are now restricted to the eastbound track. Neville said the state Department of Environmental Protection (DEP) was called in to clean up the fuel that spilled out of the tank. He did not know how the tank was punctured in the first place. The tank is made of steel. "We stood by and waited for the DEP and the MBTA clean-up people," said Neville. Crews are onsite now with a collection tank to collect the dripping diesel fuel. Neville said the oil "fits the broad category" of a hazmat incident. He said the fuel has the consistency of home heating oil. Neville said the Sunday schedule would be observed, followed by the holiday schedule on Monday.

<http://concord.patch.com/articles/fuel-leak-on-rr-track-alters-route-in-concord>

### USA, MI, GALESBURG, SEPTEMBER 6 2010. FOR GALESBURG MAN, KALAMAZOO RIVER OIL SPILL IS ALL TOO REAL

chris killian



*KillianTim Havlock stands next to the Kalamazoo River as it flows past his Galesburg property. "The ground here is absolutely polluted," he said.*

A few weeks ago Tim Havlock and a friend decided to perform an experiment. They walked to the edge of the Kalamazoo River, which runs past the back of Havlock's property, took a stick, swirled it in the oily water and lit it on fire. "Just like that, a tiny blue flame poofed from the end of that stick," Havlock said. "It was less than a second, but it was unreal." The 5 acres of land that Havlock owns off Fort Custer Drive in Galesburg took a beating in the days after the [massive July 26 oil spill](#). The river was already in flood stage at that time, and much of his backyard was underwater. Then the oil, more than 1 million gallons of which burst from an Enbridge Energy Partners LLP pipeline in Marshall Township, began to slowly

creep onto his property. And although the river has since receded back to its banks, the damage it wrought on Havlock's property remains. Tree trunks have oil on them several feet up from their base. The soil near the river would usually be supporting grass that could grow nearly three feet high. But now it is mostly bare, with only a few small patches of grass sprouting forth. Oiled vegetation and trees sit in a wooded area just upstream of his property. Wildlife would use the area for cover, but they haven't been seen for some time, Havlock said. "The ground here is absolutely polluted," he said. "And it's going to be here to stay." Havlock, 50, said that workers with the U.S. Environmental Protection Agency told him that his land would likely not be cleaned up. "They said that Mother Nature would take care of it," he said. Now oil has returned to the stretch of river as it passes his property. Behind an orange containment boom tied to a tree in his backyard and stretching across the river, ribbons of oil can plainly be seen. Once in a while, the smell of oil wafts into the air. The EPA has said that the re-oiling of the river was to be expected, as the rains of last week washed crude that clung to trees and other vegetation back into the river. The containment and absorbent booms that cross the 30 affected miles of the river are still in place to mitigate the effects of the re-oiling, the agency has said.



*Ribbons of oil sheen in the Kalamazoo River lap up against an absorbent boom near the backyard of Tim Havlock's property in Galesburg.*

But that doesn't temper Havlock's wariness about how the oil might continue to negatively affect his property. He doesn't believe that a Sept. 27 deadline the EPA has placed on Enbridge to have all the oil and oil-contaminated soil and vegetation removed from the river can be met. "They're leaving us stretched out in the cold," he said. Enbridge has offered twice to purchase Havlock's home at its appraised

value. He declined both times. "I've lived here for over 20 years," he said. "I hunt here, I fish here. I feel like I've lost my river but I'm not moving away." Eventually, Havlock said he will put in a claim with Enbridge, seeking payment for damages for loss

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of property value and inability to use the river he loves. "I know that areas upstream need more attention," he said. "But knowing in the back of my mind that this (oil) came on my property just makes it a whole different story for me."

 **Related Stories** [Oil spill in Kalamazoo River](#)

[http://www.mlive.com/news/kalamazoo/index.ssf/2010/09/for\\_galesburg\\_man\\_kalamazoo\\_ri.html](http://www.mlive.com/news/kalamazoo/index.ssf/2010/09/for_galesburg_man_kalamazoo_ri.html)

### AUSTRALIA, VICTORIA, RESERVOIR, SEPTEMBER 7 2010. VISY FINED OVER RESERVOIR LEAK

*suzanne robson*

Packaging giant Visy has been fined \$100,000 over a toxic chemical leak in Reservoir that sent 14 people to hospital. Truck driver Brett Beattie, a subcontractor for Omega Chemicals, was delivering sodium hypochlorite to Visy's Radford Rd paper factory when the incident happened in December 2008. Legal representatives for Visy appeared at Heidelberg Magistrates' Court on August 17, where Visy pleaded guilty to permitting an environmental hazard. The court heard Beattie was delivering 18,000 litres of sodium hypochlorite, used in bleach, to the factory. But rather than pumping it into its designated tank, he began accidentally pumping it into one containing poly aluminium chloride. The mistake sparked a chemical reaction, sending toxic chlorine gas across the site. Firefighters declared the gas a respiratory hazard before evacuating Visy, neighbouring Lakeside Secondary College and other nearby businesses. Fourteen people suffered irritated eyes and lungs. The court heard the incident would not have occurred if Visy had had locks on inlet valves. Padlocks have now been installed and the keys secured. EPA Victoria chief executive John Merritt said the serious incident had been a wake-up call to Visy Paper to ensure their safety and emergency procedures were understood and carried out by delivery drivers. "The significant quantities of chlorine gas released into the atmosphere caused a serious risk to the health and wellbeing of employees and local residents," he said. "The penalty ... should act as a warning to other companies to ensure their dangerous goods policies and procedures are robust." The \$100,000 penalty will fund an environmental project at Reservoir's Edwardes Lake, where Darebin Council will revegetate the lake edge and install lighting and signs. Visy Paper was ordered to pay EPA's court costs of \$8738.82. Beattie was convicted in May and fined more than \$6500 over the leak.

<http://northcote-leader.wherelive.com.au/news/story/visy-fined-over-reservoir-leak/>

### AUSTRALIA, VICTORIA, BENDIGO, SEPTEMBER 7 2010. CHEMICAL COMPANY FINED FOR ENVIRONMENTAL HAZARD

A Bendigo company responsible for a deliberate chemical discharge that triggered an emergency incident in March this year has been fined \$5,841 by EPA Victoria. Almost 2,000 litres of undiluted sodium hypochlorite was discharged by Golden City Chemicals Pty Ltd to the stormwater drain after a rupture in the main storage tank on site. The company who failed to notify authorities claim they thought the drain was a sewer. EPA learned of the incident almost two weeks later after being alerted by rail maintenance workers of an odorous yellow substance pooling in a culvert under the Melbourne/Bendigo rail corridor. The discovery sparked a major hazardous materials response that saw trains delayed, roads blocked and Victoria Police, the CFA and EPA response units deployed. Almost 18,000 litres of water and sodium hypochlorite was educted from the stormwater system in Golden Square. EPA Victoria's north west manager Tim Eaton said the company had narrowly avoided prosecution for the incident. "Discharging a chemical of this nature without investigating or understanding the impacts makes no sense," he said. "Even if the drain was a sewer, you certainly wouldn't allow such a corrosive chemical to drain to it – there simply was no internal process to deal with spills adequately. "The chemical in its undiluted form has the potential to cause breathing and eye irritations in humans while also causing significant environmental impacts to flora and fauna. "Thankfully Bendigo was very dry during this period, otherwise there may have been a very different environmental outcome." The company incurred significant costs including the clean up, the cost to transport the 18,000 litres of wastewater to Melbourne, disposal costs at a facility licensed to treat the waste, and compensation to V/Line for impacting train schedules. The company has made significant infrastructure upgrades since the incident. The company has 28 days to pay the fine, seek an internal review or have the matter dealt with in court.

<http://epanote2.epa.vic.gov.au/EPA/media.nsf/7957c9b407150e5f4a256695000c4970/bab57032df6dbb67ca25778800813887?OpenDocument>

### USA, GA, SWANSBORO, SEPTEMBER 7 2010. GAS LEAK IN TWIN CITY

Leaking gasoline from a petroleum storage tank in Twin City began leaking Saturday afternoon. The leak is from an unnamed gasoline station in the city. The incident began late Saturday afternoon when when raw gasoline was found pooling in a ditch in the vicinity of Georgia Hwy 23 and US Hwy 80 in downtown Twin City. Traffic is being detoured away from US 80 to allow workers to monitor air quality and begin cleaning up the spill. The road is closed from the west side of Twin City to State Route

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23 and local businesses along US 80 are closed. There are currently 40 emergency service personnel from area fire and police departments, Emanuel County 911, EMA, American Red Cross, Georgia Emergency Management and EPA Residents with concerns may call the city of Twin City at 478-763-2695 or 478-763-4140. Matthew J. Huyser, on-scene coordinator for the Environmental Protection Agency is in charge of the cleanup effort. Huyser stated Monday morning, "Air monitoring comes first, collecting creek samples comes second on our agenda." Huyser has scheduled another meeting for 6:30 p.m. today for an update on the status of the cleanup.

<http://www.thebladeplus.com/articles/2010/09/06/news/doc4c84f98b0d859562272559.txt>

### UK, LONDON, SEPTEMBER 7 2010. OIL INDUSTRY REGULATION: SCEPTICISM OVER NEW SHERIFF IN THE WILD WILD WEST >> INDUSTRY EXPERTS FEAR THAT MANY OF OBAMA'S CHANGES IN WAKE OF GULF OIL SPILL WILL BE NO MORE THAN COSMETIC.

tim webb



*BP's Deepwater Horizon oil rig seen burning in April. Barack Obama has promised to tighten regulations to prevent a repeat of the disaster.*

Oil industry executives in the US call the Gulf of Mexico the "wild wild west", a place where regulations are rarely enforced and offshore operators can do what they want. Barack Obama has promised to tighten regulations to prevent a repeat of the Gulf disaster but many within the industry are sceptical that much will really change. A failure of regulation is as much the cause of the disaster as the actions of BP and the other companies involved on the Deepwater Horizon rig, which exploded in April. The evidence that has emerged so far from the US congressional investigations reveals countless instances of standard safety procedures being ignored. It transpires that the federal regulator, the Minerals Management Service, wasn't so much asleep at the wheel but abdicated itself entirely of any responsibility for making sure offshore operators complied with the law. Staff allowed operators to fill in and sign off safety audits of their offshore operations that the regulator was supposed to carry out itself. Among Houston-based insurers, BP had a reputation for being the riskiest operator and for pushing its subcontractors the hardest, industry sources have told the Guardian. But it would never have been allowed to carry on like this had the regulatory system not failed. Reining in the industry will be no easy feat. Big Oil – like much of the American South where it is based – is fiercely resistant to what it perceives as interference from the federal government. In New Orleans in June, a judge ruled in favour of a group of oil services companies that had appealed against the moratorium on deepwater drilling imposed by the White House following the disaster. The judge agreed that the ban risked causing more economic damage to the region. In the end the ban still stood, but Obama was given a bloody nose and reminded that the oil industry was not about to turn the other cheek. Industry experts fear that many of the changes will be no more than cosmetic. Obama is planning to break up the MMS to prevent conflicts of interest arising in the future, and has already changed its name. He has also promised to end the revolving-door practice of staff finding well-paid jobs as lobbyists for the industry when they leave the regulator. Mike Sawyer, a Houston-based oil industry engineer, is not hopeful that the new regulator will be any more effective than its predecessor. "You have the same guys from the agency now working for the new regulator. All that's happened is the pack has been reshuffled. If you put a dress on a pig it's still a pig," he says. Without a massive increase in funding, it's hard to see how any regulator can closely monitor hundreds of offshore operators, many of whom are drilling in water thousands of feet deep using increasingly sophisticated technology. "Anytime that someone from MMS or any other government regulator goes out to one of the rigs or refineries, the engineers run circles around them on knowledge – as a regulator you can't see everything," Sawyer adds. The oil industry is notorious for wielding influence in the corridors of power in Washington to protect its interests. According to a political watchdog, the Centre for Responsive Politics, companies contributed more than \$35m to federal political candidates and parties ahead of the 2008 election. One source recalls trying to drum up interest in Washington about a lawsuit being filed against a major oil company in the Gulf. "Each time we visited, the politicians would say 'oh, that company has just been here'. They were always one step ahead of us. No-one was interested in what we had to say." The oil industry has a powerful card to play with the politicians: energy security. Domestic oil production, most of which comes from the Gulf, reduces US dependence on foreign imports. Companies have already threatened to take their rigs elsewhere if new safety regulations make drilling too expensive. BP's public relations line is that it will take responsibility for cleaning up the Gulf and making those affected by the disaster "whole" again. But privately its lawyers will fight tooth and nail to limit the amount of fines and compensation it must pay out. BP is still in dispute with another regulator, the Occupational Safety and Health Administration (Osha), over the explosion at its Texas City refinery back in 2005 that killed 15 workers. Osha had originally

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fined BP \$87m for not implementing hundreds of required safety improvements at the refinery. BP appealed and recently negotiated an out-of-court settlement over some of the charges, but will continue to contest the rest. It knows its negotiating position is stronger now because public – and political – interest has moved on. Brent Coon, a lawyer who represented one of the victims of the explosion who successfully sued BP, says he fears a similar scenario could occur in the Gulf now that BP has finally sealed the well for good. "The public is not thinking too closely now about what happens when the media and the cameras leave but when that happens, the people of the Gulf will be left to their own devices."

<http://www.guardian.co.uk/business/2010/sep/06/oil-industry-regulation-bp>

### INDIA, MUMBAI, SEPTEMBER 7 2010. MUMBAI OIL SLICK: PROBE FINDS MV KHALIJIA TO BLAME

 **Watch the Video** <http://www.ndtv.com/article/india/mumbai-oil-slick-probe-finds-mv-khalijia-to-blame-50095>

Nearly a month after the collision of two cargo ships, MV Khalijia and MSC Chitra, off the Mumbai coast resulted in a massive oil slick, the inquiry by the Director General of shipping has found that the MV Khalijia was mainly responsible for the accident. The collision had resulted in over 800 tonnes of oil leaking from the Chitra and its cargo had also fallen into the sea, blocking the channel. The inquiry accessed by NDTV found:

- MV Khalijia entered the navigation channel at the wrong time and at the wrong angle
- It was meant to enter the channel at a parallel angle. Instead it was perpendicular
- As a result it occupied almost the entire length of the channel
- MV Khalijia had also cast off two tug boats provided by the Mumbai port trust to stabilise the ship
- Tugs were provided after an earlier accident when it had damaged the bottom of the ship by dragging anchor
- Captain of MV Khalijia contacted the Captain of MSC Chitra only two minutes before the accident

The inquiry report is also critical of the Mumbai Port trust's Vehicle Traffic Monitoring System (VTMS), a radar, which is meant to track the movement of ships in its waters. The inquiry found that one out of the two radars was not working and no one was near the screen monitoring the ship movements. The VTMS staff was ignorant about the approaching ships. The state government has fined the MSC Chitra over Rs. 3 crores for polluting the coast after the collision but these findings could well pave the way for a claim on the M V Khalijia.

<http://www.ndtv.com/article/india/mumbai-oil-slick-probe-finds-mv-khalijia-to-blame-50095>

### USA, CA, PETALUMA, SEPTEMBER 7 2010. OLD TUG BOAT SPILLS OIL INTO PETALUMA RIVER

alan wang

 **Watch the Video** [http://abclocal.go.com/kgo/story?section=news/local/north\\_bay&id=7653265](http://abclocal.go.com/kgo/story?section=news/local/north_bay&id=7653265)



*Merri Cavanah of Petaluma on Monday rows by a boom set up by the Petaluma Fire Department to try to contain hundreds of gallons of oil leaking from an old tugboat along the Petaluma River.*

A salvage operation to disassemble an old tug boat led to an oil spill in Petaluma Monday. Kayakers at the Petaluma Marina were complaining that they had to dodge huge tar balls earlier Monday, but by Monday night most of the slick has broken up. Globbs of oil floated out toward the bay at low tide around 6 p.m. They were the remnants of a large oil slick that stretched from shore to shore and moved through the slough around 8 a.m. "There were some rowers that had to shout to avoid the area on the embankment," Petaluma resident Sheri Khlebowsky said. The Calif. Department of Fish and Game says an old tugboat was being chopped up for

scrap metal and it leaked 200-600 gallons of oil. The owner of the tug apparently knew it was leaking because he already had an oil boom around it, but the Department of Fish and Game says Monday morning's flood tide swept the oil out into the estuary creating a slick about 2.5 miles long. Residents say these are extremely sensitive wetlands. "Last week I saw a couple of river otters, usually it's a few shore birds," Petaluma resident Clifford Trickel said. Four booms were placed in front of creeks to keep oil from creeping into the downtown area where boaters float through town and stop off to shop or dine. "It was supposed to be a big day and all of a sudden around 11:30 we had the Coast Guard and had all the boats evacuated," Jaime Marcalo said. A Department of Fish and Game biologist did not find any dead wildlife or major deposits of oil. But environmentalists say the tides will likely continue to slosh it around in the estuary. "It comes in and out like a washing machine twice a day and will stick around until the sun and the air finally break it down," Dave Yearsley, founder of the Friends of Petaluma River, said. Monday night a vacuum truck was busy cleaning up the waters around the tug boat. The Department

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of Fish and Game says it wants to know how long the salvage operation was going on before the public found out it was leaking oil.

[http://abclocal.go.com/kgo/story?section=news/local/north\\_bay&id=7653265](http://abclocal.go.com/kgo/story?section=news/local/north_bay&id=7653265)

#### USA, PA, HAZELTON, SEPTEMBER 7 2010. JURY SELECTION BEGINS WEDNESDAY IN LAUREL GARDENS GAS SPILL CASE

jill whalen



*Jury selection will begin Wednesday in the the Laurel Gardens gasoline spill case that residents of this Hazleton section said sickened them. The case will likely begin either Thursday or Friday.*

Jurors will be selected Wednesday to hear a 9-year-old lawsuit involving plaintiffs who claim they were sickened by a gasoline spill in Hazleton. The Laurel Gardens gasoline spill case will likely begin Thursday or Friday, depending on when jury

selection is complete. According to attorneys for the plaintiffs, two cases will be heard. "It has been an extremely difficult and lengthy litigation, and at times very frustrating," said Mike Leh, managing partner of the Philadelphia office of the Locks Law Firm, and Jonathan Miller, a Locks Law Firm partner who specializes in appellate practice and complex litigation. Leh and Miller said the "Dawley" and "Marusak" cases will be heard. The case stems from a gasoline spill detected in 1993 in a 12- to 20-block area of the Laurel Gardens development in Hazleton and Hazle Township. It involves more than 1,100 plaintiffs and a handful of defendants including Exxon Mobile. The Pennsylvania Department of Environmental Protection determined the largest leaks came from underground tanks owned by the former Tranguch Tire and Service Station, North Church Street. The business closed in 1995 after filing for bankruptcy. Some residents claim they were sickened by the spill and blame diagnoses of cancer and leukemia on it. Most lawsuits seek compensation for injuries, property damage and medical monitoring. Earlier this year, 16 personal injury cases were settled. Lawyers for the plaintiffs called the settlements "very fair." "We are pleased with the progress that has been made in the last year," Leh and Miller said Friday. "We are excited that many of the clients whose cases have not been entirely resolved will finally get their day in court." Luzerne County Judge Lewis Wetzel, who was sworn in to the county Court of Common Pleas in March, will take over the case from former Judge Joseph Musto, who has retired. Last year, Musto scheduled a trial to hear three of the lawsuits, but as jury selection was about to begin, the suits were settled out of court. At that time, Musto said the settlements would serve as a "template of how to get the cases moving." Counsel for the defendants have argued that their clients are not responsible for the leaked fuel and blame the incident on Tranguch Tire and Service Station.

<http://standardspeaker.com/news/jury-selection-begins-wednesday-in-laurel-gardens-gas-spill-case-1.994506>

#### USA,- NEW SCIENTIST - SEPTEMBER 8 2010. WHY WARTIME WRECKS ARE SLICKING TIME BOMBS

mick hamer

**Watch the Video:** [See how rusting ships can be prevented from leaking oil](#)

**Editorial:** [Defuse this oil time bomb](#)

*Thousands of ships sunk in the second world war are seeping oil – and with their rusty tanks disintegrating, "peak leak" is only a few years away.*

The battle for Guadalcanal was one of the pivotal moments of the second world war. The Japanese occupied Guadalcanal, the largest of the Solomon Islands, in August 1942. When the Americans landed a few months later, the Japanese set out to reinforce their troops by sea. The struggle for naval supremacy that followed was confused and bloody, but by February 1943 the battle was over and the Japanese had evacuated their remaining troops. The battle has a hidden legacy, however. Before the war, the stretch of water north of Guadalcanal was called Sealark Sound. Now it is known as Iron Bottom Sound, because of the number of wrecked ships there. One of these is the 6800-tonne Japanese freighter Hirokawa Maru, lying stranded off what would otherwise be an idyllic, palm-fringed Pacific island beach. Every now and then the ship leaks oil, threatening coral reefs, marine life and subsistence fishing. Compared with the spill from [BP's Deepwater Horizon field](#) in the Gulf of Mexico, the oil from the Hirokawa Maru is a drop in the ocean. But this is not an isolated case of one ship blackening the shores of one Pacific island. The second world war saw the greatest-ever loss of shipping: more than three-quarters of the oil-containing wrecks around the globe date from the six years of this war. Sunken merchant ships are scattered around trade routes, the victims of attack by U-boats and other craft aiming to disrupt enemy nations' supply lines (see map). Then there are the naval ships sunk during great engagements such as the attack on Pearl Harbor and the battle of Chuuk Lagoon, the Japanese base in the Pacific where the US sank over 50 Japanese ships. In some locations these hulks are already leaking oil, threatening

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pristine shorelines, popular beaches and breeding grounds for fish. This year, for example, oil has begun to leak from the Darkdale, a British naval tanker that sank in 1941 near the island of St Helena in the south Atlantic Ocean. It was carrying more than 4000 tonnes of oil when it went down. So how long have we got before there is a sharp increase in leakage from this lost fleet, and how big a problem could it be? What, if anything, can we do about it - and who will foot the bill?

### Mystery Cargoes

Trevor Gilbert of the Australian Maritime Safety Authority, Dagmar Etkin of Environmental Research Consulting in New York state, and their colleagues have compiled the first global database of these polluting wrecks. In 2005 they told the [International Oil Spill Conference](#) in Miami that there are 8569 potentially polluting wrecks, 1583 of which were oil tankers. No one can know for sure how much oil is held in these ships. "Many wrecks may have lost oil when being sunk due to major structural damage," says Rean Gilbert of the Queensland-based consultancy [Sea Australia](#), a leading authority on wrecks of the second world war. Regardless of whether they were carrying oil as cargo, these ships all contain "bunker fuel", a heavy oil that can devastate marine life and fisheries. How much bunker fuel they have depends partly on how far they had travelled since they last refuelled. But experience with modern wrecks, such as the oil tanker Prestige, which split in two off the coast of Spain in 2002, shows that most will have at least some oil on board. There may be huge uncertainties about exactly how much oil is out there, but no one doubts that it dwarfs any single previous maritime spill. Etkin and Trevor Gilbert put the figure at somewhere between 2.5 million tonnes and 20 million tonnes. Even the lower estimate is more than double the amount of oil thought to have been spilled into the Gulf of Mexico by the Deepwater Horizon accident and more than 60 times that of the Exxon Valdez. After 70 years at the bottom of the ocean, these wrecks will soon start to leak. "There is ample evidence that there are a large number of wrecks in US coastal waters that are, in essence, spills waiting to happen," says Etkin. Doing nothing is fast ceasing to be an option. Ian MacLeod, based at the Western Australia Maritime Museum in Welshpool, is an authority on marine corrosion and has worked on the wrecks in Chuuk Lagoon. "It's not hopeless but it is getting desperate," he says. "I think we are going to see a sharp increase in the number of leaking ships in five to 10 years' time." In recent years there has been a steady trickle of leaks. In August 2001, a sunken US military oil tanker, the USS Mississinewa, began to leak into Ulithi Lagoon, in Yap state, part of the Federated States of Micronesia. The tanker had been carrying 20,000 tonnes of aviation fuel and fuel oil when it was sunk on 20 November 1944. And there it stayed for 57 years, a largely forgotten wreck lying in about 35 metres of water. Then in 2001 a typhoon struck and the islanders woke up to find thick fuel oil smeared over their beaches. Quite when a wreck will leak oil depends largely on how fast its steel corrodes. "One millimetre a decade is the long-term average for corrosion," says MacLeod. "We've got a pretty good handle on this now." Marine engineers normally reckon that a ship would lose its structural integrity once its steel plate has lost between a quarter and a half its thickness. Most ships sunk during the second world war were made of plate between 19 and 25 millimetres thick. However, the rate of corrosion depends hugely on the circumstances of individual wrecks. "It is vital to inspect and measure," says Rean Gilbert. "What may be true of one wreck is not necessarily the same for another." Most of the second world war wrecks were damaged when they were sunk, which is likely to have compromised their structural integrity. Any holes might also allow local currents to maintain a constant supply of oxygenated water, accelerating corrosion. What's more, the use of different metals in ships can set up galvanic coupling, essentially creating a battery with the steel plate as the anode. This causes the steel plate to be eaten away, even if no other metals are in contact with it. "On one US wreck we found very high corrosion rates within 5 to 10 metres of the carpenters' store. When we investigated we found the store had 5000 copper nails in it," MacLeod says. On the other hand, accretions of calcium carbonate and organisms such as barnacles can form a protective coating on the steel that retards the rate of corrosion - though violent storms can strip off this coating. A lot depends on how a wreck is lying on the seabed. If it is not sitting upright, the rate of corrosion can be a lot higher due to the stresses placed on its structure. "Ships are designed to float, not to be wrecked," MacLeod says.

### 'Peak Leak' Soon

The crucial question is just when a wreck has reached the point at which it will start to gush oil. "We don't have a lot of the answers," admits Lisa Symons, who heads a team at the US National Oceanic and Atmospheric Administration (NOAA) in Silver Spring, Maryland, responsible for potentially polluting wrecks. But the general picture is clearer. As steel plates corrode and lose their strength they reach the point where the next storm will trigger a catastrophic release of oil. MacLeod believes that in five to 10 years we will enter a period of "peak leak", which he expects to last for 50 years or so. For most countries, these old wrecks are out of sight and out of mind, until they start to leak. In the early 1990s oil started to come ashore in NOAA's Gulf of the Farallones marine sanctuary, south of San Francisco. Initially blamed on pollution from passing ships, it continued to come ashore sporadically throughout the 1990s. In late 2001 there was another spill that went on for months. It killed about 50,000 seabirds and eight sea otters, and polluted 100,000 square kilometres of tidal marshes. Chemical tests showed that the oil was not from Alaska - the usual type carried by tankers passing the Californian coast - and that it matched

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# Dangerous Goods - Hazardous Materials Group & Network

## Release 2010 – 638 Newsy Stuff

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**September 9 2010**

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previous mystery spills. So NOAA turned its attention to eight wrecks off the Californian coast. Divers and satellite imagery eventually pinpointed the source as the wreck of the Jacob Luckenbach. The US is one of the few countries to have started planning for peak leak. "NOAA is working to narrow down our list of RUST sites to determine those which are of greatest potential threat to economic and environmental resources," says Symons. In 2009, the American Salvage Association (ASA) helped to set up the [Wreck Oil Removal Program](#) to identify high-risk wrecks that could threaten the US coastline, either damaging the marine environment or threatening economic interests such as fisheries and tourism. Etkin, the ASA and the not-for-profit North American Marine Environmental Protection Association successfully persuaded Congress to give \$1 million to WORP in 2010. "The first phase of the project is to do a risk assessment - the probability of leakage multiplied by the consequences of leakage," says Etkin. As part of this work, NOAA is organising a workshop of the world's leading corrosion experts at Newport News, Virginia, in October. The aim is to develop standard tests for deciding what to do about any given wreck. Ultimately, though, it is the US coastguard that will decide whether to remove oil from a wreck. Close to the top of WORP's list of priorities is likely to be the [Coimbra, a British tanker](#) that was torpedoed by a U-boat in 1942 and sank off the coast of Long Island, New York, in 55 metres of water. Carrying a cargo of 11,000 tonnes of lubricating oil, the tanker broke into three parts and has been a chronic source of oil pollution over many years. Away from the US, in the Pacific about 85 per cent of the wrecks are Japanese and the rest are mostly American. In the Mediterranean, Atlantic and Indian Oceans about [half the wrecks](#) are British and 16 per cent American, says Rean Gilbert. In general, most wrecks are the responsibility of the owners, but outside the armed forces not many of these owners still exist. And flag states are reticent about accepting liability. The British government, for example, failed to reply to New Scientist's questions about the Coimbra. The cost of dealing with these wrecks is daunting. It cost about \$5 million to pump 6000 tonnes of oil from the USS Mississinewa, for example. The cost of cleaning up the oil once it has leaked is also dismaying. In 1999 Etkin put it at [between \\$2300 and \\$17,000 per tonne of oil](#), depending on a wreck's depth and location. "As the situation in the Gulf of Mexico has made abundantly clear, once the oil spills it is a very expensive exercise to clean it up," says Rean Gilbert. Poorer countries face exceptional difficulties here. The Federated States of Micronesia and the Solomon Islands are among the world's most impoverished countries, with little leverage when it comes to persuading richer countries to take responsibility for their wrecks. While the cost of pumping the oil out of all of the world's rusting hulks would be enormous, it is possible to spread the cost as well as carry out surveys to identify those most at risk of creating a serious spill, says MacLeod. But the first step should be to put so-called sacrificial anodes on bunker-fuel tanks. A sacrificial anode is a piece of metal that alters the local electrochemistry and then slowly dissolves. This not only halts the corrosion of the steel it is attached to but also raises the local pH of the seawater, encouraging protective marine deposits to grow. "It will gain you some breathing space," says MacLeod. "What we need is time."

<http://www.newscientist.com/article/mg20727761.600-why-wartime-wrecks-are-slicking-time-bombs.html>

### MEXICO, CADEREYTA, SEPTEMBER 8 2010. ONE WORKER KILLED, 10 HURT IN PEMEX REFINERY BLAST



*Workers stand around ambulances that arrived to rescue victims of an explosion in the oil refinery at Pemex's Cadereyta complex, in Cadereyta near Monterrey, September 7, 2010.*

An explosion Tuesday at a refinery in northern Mexico run by state-owned oil company Petroleos Mexicanos or Pemex, killed one worker and injured 10 others, including two who suffered serious burns, the company said. Pemex said the blast at 9:20 a.m. local time (10:20 a.m. EDT) at its Cadereyta refinery in northern Mexico was caused by a hydrogen compressor leak at a diesel fuel hydrodesulfurizing plant, and that the damage was highly localized within the sprawling refinery complex. The company said in a statement that it's investigating the cause of the blast that killed 32-year-old Juan Salvador Sanchez. The two men

seriously injured, aged 40 and 49, were being treated at a local Pemex hospital. Among the eight who suffered mild injuries, Pemex said, three were working for a contractor. Pemex said in a separate statement Tuesday evening that all 10 injured workers were in stable condition, including the two burn victims. Most of the refinery was operating normally, Pemex said. "Thirty of the 32 processing plants that comprise the Cadereyta refinery continue to function normally," the statement said. "We estimate that the processing of crude will decline temporarily from 215,000 barrels per day to 200,000, while operations come back up to their normal level. Petroleos Mexicanos guarantees the supply of fuels within the refinery's distribution zone." Independent analyst David Shields, who publishes an oil industry magazine in Mexico, said "it looks to be a normal refinery explosion" from news reports, and added that Pemex's industrial security has improved. "They've been really good in the last

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few years," he said. Pemex reported a fire last November at its refinery in Minatitlan, with no deaths or injuries. According to a company report, in 2009 Pemex had its lowest ever accident rate, with 0.42 accidents per million man-hours, down 10.6% from 2008. Most reports of damage to Pemex facilities are attributed to fuel thieves, who install illegal taps into pipelines or storage tanks, sometimes causing explosions or fires. The Cadereyta refinery, in Nuevo Leon state which shares a short stretch of border with the U.S., received a specialized fire engine at the end of June that cost nearly \$1 million, Pemex said at the time. The refinery, located just outside the regional business capital of Monterrey, processed 217,000 barrels a day of crude oil in 2009, accounting for close to 17% of Pemex's refining output that year. The refinery has a capacity of 270,000 barrels a day. Pemex produced 1.47 million barrels a day of refined products at its six refineries in the first seven months of this year, including 445,000 barrels a day of gasoline and 302,000 barrels a day of diesel. Despite being a major oil producer, Mexico is a net importer of fuels, particularly gasoline. The company's diesel fuel imports averaged close to 97,000 barrels a day in the first seven months of 2010, while gasoline imports averaged 356,000 barrels a day. The state company exported around 1.3 million barrels a day of crude oil in the first seven months of the year, out of total production of just under 2.6 million.

<http://online.wsj.com/article/BT-CO-20100907-715036.html>

### PHILIPPINES, MANILA, SEPTEMBER 8 2010. ONE PHILIPPINE REFINERY MAY SHUT, ALMENDRAS SAYS

*cecilia yap*

It's "very possible" that one of the Philippines two refineries may stop production as it is cheaper to import fuel, Energy Secretary [Rene Almendras](#) said. Oil refiners "have to rationalize" operations, Almendras said at a Congress hearing in Manila today. It is "cheaper to import" finished products than to refine crude, especially with "China's agenda to become a global mega refiner," he said. The Southeast Asian nation was reduced to two refineries, operated by [Petron Corp.](#) and Royal Dutch Shell Plc's Philippine unit, after Caltex, the local unit of Chevron Corp. shut its 49-year-old plant in 2003. Caltex converted its 72,000-barrel-a day refinery, into a depot for imported oil products. Petron, the Philippines' largest oil company, meets 40 percent of the nation's needs with its 180,000 barrels-a-day plant. Chairman [Ramon Ang](#) said in May 2009 Petron plans to spend \$1 billion to upgrade its refinery and add service stations. "We remain committed to building the petroleum and petrochemical industry in the country, which will require a fair amount of investment on our part," Petron President Eric Recto said in a phone interview today. "We're staying for the long-term and we're investing to make ourselves competitive." Pilipinas Shell Petroleum Corp., which says it has 28 percent share of the retail fuel market, operates a 110,000 barrel-a-day refinery. It is reviewing plans to hold a first public share sale and whether it will expand or shut its plant, company President Ed Chua said on June 22. Shell officials weren't immediately available for comment.

<http://www.bloomberg.com/news/2010-09-06/one-philippine-refinery-may-shut-almendras-says-update1-.html>

### UK, LONDON, SEPTEMBER 8 2010. BP: SEQUENCE OF FAILURES CAUSED MACONDO WELL EXPLOSION

Oil major BP PLC (BP) said Wednesday that no single factor caused the Macondo well tragedy, rather, a sequence of failures involving a number of different parties.

#### Main Facts:

Report--based on a four-month investigation led by Mark Bly, BP's Head of Safety and Operations--found that:

- The cement and shoe track barriers, and in particular the cement slurry that was used, at the bottom of the Macondo well failed to contain hydrocarbons within the reservoir, as they were designed to do, and allowed gas and liquids to flow up the production casing;
- Results of the negative pressure test were incorrectly accepted by BP and Transocean, although well integrity had not been established;
- Over a 40-minute period, the Transocean rig crew failed to recognize and act on the influx of hydrocarbons into the well until the hydrocarbons were in the riser and rapidly flowing to the surface;
- After the well-flow reached the rig it was routed to a mud-gas separator, causing gas to be vented directly on to the rig rather than being diverted overboard;
- The flow of gas into the engine rooms through the ventilation system created a potential for ignition which the rig's fire and gas system did not prevent;
- Even after explosion and fire had disabled its crew-operated controls, the rig's blow-out preventer on the sea-bed should have activated automatically to seal the well. But it failed to operate, probably because critical components were not working.

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- Unlikely that the well design contributed to the incident, as the investigation found that the hydrocarbons flowed up the production casing through the bottom of the well.
- The investigation team has proposed a total of 25 recommendations designed to prevent a recurrence of such an accident.
- The recommendations are directed at strengthening assurance on blow-out preventers, well control, pressure-testing for well integrity, emergency systems, cement testing, rig audit and verification, and personnel competence.
- BP has accepted all the recommendations from the investigation team and are examining how best to implement them across drilling operations worldwide.

<http://online.wsj.com/article/BT-CO-20100908-704877.html>

### USA, TX, TEXAS CITY, SEPTEMBER 8 2010. TEXAS CITY REFINERY LEAK: BP FACES \$10 BILLION LAWSUIT FOR TOXIC GAS LEAK

*nicole howley*



Texas City, TX– BP's problems are about to get a whole lot worse. BP is now facing a \$10 billion class-action lawsuit and another \$600,000 lawsuit over the release of massive amounts of toxic chemicals into the air, which has left residents with respiratory problems, as reported by The New York Times. The release of 538,000 pounds toxic chemicals from the refinery seemingly went unnoticed until many residents saw respiratory problems arising in their children. For 40 days, toxic chemicals like carcinogen benzene, poured from the Texas City refinery. According to the final report, the leak last for 959 hours, or from April 7 to May 16, which released 17,000 pounds of benzene, 37,000 pounds of nitrogen oxides, 186,000 pounds of carbon monoxide and other 262,000 pounds of various volatile organic compounds. The trouble reportedly began when a fire broke out on the seal of a hydrogen compressor, which is used to trap noxious chemicals before returning them to be used as fuel in other parts of the refinery. The engineers at the refinery decided against making the repairs; and instead they diverted the gases to a smokestack, where they tried to burn

the chemicals off. But hundreds of thousands of pounds of noxious chemicals were released into the air. The Texas City residents claimed they have experienced respiratory problems this spring. Even environmentalists stated that the release of toxic gases is one of the largest in Texas' history. Now Texas City residents have joined in on the \$10 billion class-action lawsuit filed against BP. Greg Abbott, the state attorney general, has also sued BP, which is seeking fines in upwards of \$600,000. The residents claim that neither the state nor BP alerted the neighbors of the refinery or local officials about the leak until two weeks following the end of the leak. But BP claims that there are three air monitors along the fence that encloses the plant, and two additional monitors in the surrounding community. BP claims that the monitors did not reveal a rise in pollution in April and May. BP spokesperson Michael Marr said, "BP does not believe there is any basis to pay claims in connection with this event."

[http://www.justiceneWSflash.com/2010/09/08/bp-faces-10-billion-lawsuit-for-toxic-gas-leak\\_201009085453.html](http://www.justiceneWSflash.com/2010/09/08/bp-faces-10-billion-lawsuit-for-toxic-gas-leak_201009085453.html)

### USA, N.C, CHARLOTTE, SEPTEMBER 8 2010. MAN GETS PRISON FOR POLLUTING >> OIL SPILL ON CATAWBA LEADS TO EIGHT-MONTH SENTENCE FOR MAN HIRED TO RAZE GASTON BUILDING.

*ely portillo*

A Lincolnton man will spend eight months in federal prison and be fined a quarter-million dollars after pleading guilty to spilling thousands of gallons of fuel oil into the Catawba River, officials said Tuesday. Daniel Still Jr. had been hired by a developer to demolish the Belmont Dyers textile dyeing plant in 2007. Still, 24, was paid \$40,000 to destroy the buildings and make way for a condominium development. The old plant was on the banks of the Catawba, on Linestowe Drive in Belmont. A 5,000-gallon tank of fuel oil was on the site. Prosecutors said Still was driving demolition equipment near the tank's fuel line "in a recklessly negligent manner" on Feb. 6, 2007. He severed the fuel line and fuel began pouring into the river. As fuel flowed from the tank, Still sent another employee to buy cat litter, prosecutors said. They attempted to build a retaining wall to soak up the oil before it reached the river. As the oil began coating the shoreline and nearby boats, a resident downstream reported the spill, prosecutors said. Authorities closed the river to boat traffic for two days in the Brown's Cove area, and stretched containment booms across the whole river to protect areas downstream and the drinking water supply. The cleanup cost \$430,493.33, prosecutors said. Still pleaded guilty late last year and was sentenced last week. He'll pay fines and restitution to the U.S. Coast Guard, and has been ordered to report to prison in November.

<http://www.charlotteobserver.com/2010/09/08/1675136/man-gets-prison-for-polluting.html>

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