

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 636 Newsy Stuff

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USA, PA, COLLINGDALE, SEPTEMBER 2 2010. EXPLOSIONS, FIRE ROCK DELCO PROPANE COMPANY >> RESIDENTS EVACUATED WITHIN A QUARTER-MILE OF THE BLAZE

teresa masterson, dan stamm & tony muzyka

• **Watch the Video** <http://www.philly.com/philly/news/breaking/101990698.html>

• **Watch the Video** http://www.myfoxphilly.com/dpp/news/local_news/explosion-fire-collingdale-propane-company-090110

• **Watch the Video:**

<http://www.nbcphiladelphia.com/news/breaking/Explosions-Cause-Blaze-at-Delco-Propane-Company-101988513.html>

• **Photo Gallery** <http://www.philly.com/philly/news/breaking/101990698.html>

• **Slideshow** <http://media2.myfoxphilly.com/slideshows/0901explosion/1/med/explosion1.htm>



Firefighters responded to multiple explosions at a Collingdale propane company at about 12:45 p.m. Wednesday. The initial explosion happened at the Scully Welding and Propane Service, at Oak Avenue and MacDade Boulevard, according to officials. Three workers at that plant were injured, said officials. One was seriously hurt and remained at Crozer-Chester Medical Center in critical condition with severe burns. The others suffered less serious injuries. Four firefighters also suffered heat-related illness, authorities said. Witnesses told NBC Philadelphia that is sounded like a war zone when the initial explosion happened. One witness who worked nearby said, "the first thing everyone thinks is we are under attack, so everyone started running out." Youtube user bospecv03 posted this video where you can hear what appears to be propane tanks exploding. A call for county-wide assistance was put out for help with evacuations and crowd control, said Ed Trait of

Delaware County Emergency Management. It took 30 different fire houses about five hours to bring the blaze under control. And crews were still dousing the flames with foam into the late evening. About 200 residents were asked to leave their homes. According to Trait, officials were evacuating everyone within a quarter mile of the site. If ignited at the right spot, a propane tank can take off like a rocket and travel a that distance, Trait said. Evacuees were sent to Glenolden Elementary School and the Folcroft Fire House, officials said. The Red Cross is providing food and water and will be updating the residents on the status of the situation. By 10 p.m. most of the evacuated residents were back in their homes.

<http://www.nbcphiladelphia.com/news/breaking/Explosions-Cause-Blaze-at-Delco-Propane-Company-101988513.html>

ITALY, TRECATE, SEPTEMBER 2 2010. EXXON SHUTS CRUDE DISTILLATION UNIT AT ITS TRECATE REFINERY FOLLOWING FIRE

nidaa bakhsh

Exxon Mobil Corp. was forced to shut one of two crude-distillation units at its Sarpom refinery in [Trecate](#), Italy, after a fire broke out yesterday. The fire was extinguished after half an hour and there were no injuries, Antonella Sopranzetti, a Rome-based spokeswoman for the company, said today by mobile phone. Demand is being met from the site's other crude processor, she said. An investigation into the cause of the fire is being carried out and no timeframe for the start of the idled crude unit is available yet, Sopranzetti said. The refinery near Milan has the capacity to process 230,000 barrels of oil a day, according to data compiled by Bloomberg. Irving, Texas-based Exxon has a 74.1 percent stake in the refinery and Italy's ERG SpA holds the rest.

<http://www.bloomberg.com/news/2010-09-01/exxon-shuts-crude-distillation-unit-at-its-trecate-refinery-following-fire.html>

USA, ID, LEWISTON, SEPTEMBER 2 2010. IDAHO HIGH COURT TO HEAR MEGA-LOADS CASE

elaine williams

The Idaho Supreme Court announced Monday it will hear oral arguments on Oct. 1 in a case where four mega-truckloads have been blocked from travelling U.S. Highway 12 from Lewiston to the Montana border. The decision of the Supreme Court comes after a ruling by 2nd District Judge John Bradbury to revoke permits issued by the Idaho Transportation Department for shipments of equipment to a ConocoPhillips oil refinery in Billings, Mont. Bradbury's ruling was appealed by the oil company, which has requested the case be heard on an accelerated schedule. Typically it takes the Supreme Court about six months to issue rulings. Three Idaho entrepreneurs initiated the litigation in Idaho County citing concerns about safety, tourism and the pristine river corridor along which the loads would travel. The loads would likely have left the Port of Lewiston -- where they are now parked -- the week of Aug. 16 had it not been for the lawsuit. The loads will consume two lanes of the highway and are supposed to travel only at night, pulling over every 15 minutes to allow traffic to pass, taking four days to reach the Montana

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border. It's not clear if ConocoPhillips has other avenues to pursue to get the equipment moving ahead of the Supreme Court hearing. Erik Stidham, an attorney for ConocoPhillips, declined comment Monday. "At this point, the permits that were issued have been revoked and no new permits have been issued," said Jeff Stratten, a spokesman for ITD in Boise. "That's what I can tell you." ConocoPhillips wants to get the refinery equipment across the Arrow Bridge about 15 miles east of Lewiston on U.S. Highway 12 during a break in a resurfacing project. One side of the bridge has been finished and the resurfacing on the other side is on hold because of the court case. Emmert International, the company hired by ConocoPhillips to haul the cargo, is paying stand down fees to McAlvain Construction, the contractor working on the bridge through Sept. 7. The resurfacing work is supposed to be completed by late October. The Supreme Court's choice to put the case on a fast track came the same day ITD joined the appeal. The agency objects to Bradbury's ruling for a variety of reasons. The agency took the steps it believed were necessary to get the loads across the panhandle without compromising highways and bridges and with minimal effect to the traveling public, according to an ITD news release issued Monday. Bradbury ruled ITD should have followed rules that limit traffic delays for oversized loads to 10 minutes instead of giving the ConocoPhillips loads 15 minutes. ITD has discretion in applying that rule, said Brian Ness, the director of ITD in the news release. "There are many communities within Idaho where a manufactured home could not be located because it is not possible to get it there without delaying traffic for more than 10 minutes." Bradbury also ruled ITD didn't examine if ConocoPhillips could get the Japanese-made equipment to Montana in a different way. "The department's responsibility is to review the necessity of moving a large load on a requested Idaho highway, not to identify, review and judge all possible worldwide routes," Ness said.

http://www.downstreamtoday.com/news/article.aspx?a_id=23902

USA, AKA, ANCHORAGE, SEPTEMBER 2 2010. REVIEW: ALASKA PIPELINE SPILL PROBE SHOWS PATTERN

elizabeth bluemink

The company that runs the trans-Alaska pipeline remains under federal investigation and is in the middle of major changes after an internal probe this summer raised serious concerns about how it handled a major pipeline leak and emergency shutdown in May. Alyeska Pipeline Service Co.'s internal review blamed the May 25 accident - the third-largest oil spill in the pipeline's history - on a technical glitch, potential design failures and a series of human mistakes. The review said the spill of about 190,000 gallons of oil at a pump station near Delta Junction fits into part of a pattern of similar "significant" pipeline incidents over the past three years. Despite internal probes of those cases, the findings "have not been communicated well throughout the organization," according to the report written by Alyeska's six-member investigative team. To this day, federal regulators are still requiring Alyeska to keep additional workers at the pump station around the clock, inspecting for leaks or other problems. The internal report was completed in June and shared with state and federal regulators in July but it wasn't shared with the public until last week, when a pipeline watchdog, Richard Fineberg, posted on the Web a redacted version that he obtained from state officials. State and federal pipeline regulators did not respond this week to requests for comment about Alyeska's findings. The federal Pipeline and Hazardous Materials Safety Administration is probing the accident and has not issued any findings yet. Alyeska has been unable to determine what caused the technical glitch that led to the spill, company spokeswoman Michelle Egan said this week. While the reason for the glitch remains unclear, the June report explains what happened: When Alyeska was running a battery of fire-system tests, a breaker tripped open and prevented the backup power from kicking in when workers cut off the main power supply. The power failure caused valves on a large oil storage tank to open - an automatic event that prevents the 800-mile pipeline from over-pressuring during outages. In this case, the flow of oil was already shut down for testing and over-pressuring was not an issue. But because the valves were open, oil began filling the tank. Workers in Anchorage and Delta Junction focused on restoring power without noticing that the tank was filling up. The tank soon overtopped, spilling oil into a lined containment area. The spill created an explosive hazard for workers and forced a three-day pipeline shutdown. The 800-mile pipeline carries North Slope oil production to the tanker port in Valdez. But why did the power system fail? The answer remains unclear. During the accident investigation, Alyeska was unable to get the breaker on the backup power system to trip again, despite multiple attempts. Fineberg, the pipeline watchdog who posted the report on his website, said the company's admission that it didn't learn from previous accidents raises questions about its ability to fix this one. "They claimed they were going to stop these events from happening. It clearly did not work," he said. He said he remains deeply concerned that the company hasn't explained why its backup power - an important component during emergencies - didn't work. Egan said this week that the company is redesigning its backup power system at its operating pump stations to prevent this sort of accident from happening again. It has also instituted new procedures during shutdowns to make sure that some workers are in charge of looking at the entire system while their colleagues concentrate on the task at hand. Also, after urging from U.S. Sen. Lisa Murkowski, R-Alaska, Alyeska is paying for a global consulting firm to assess systemwide risks along the 33-year-old pipeline, from the North Slope to Valdez. Separately, the company is examining

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whether it has enough staffing and storage tank capacity at the pump stations, Egan said. And, she said, the company is investigating a July whistleblower complaint alleging that an Alyeska worker falsified maintenance work records at the pump station, among other accusations. In recent years, the company has been automating its pump stations as a way to cut its expenses. The project is near completion but has run years behind schedule and cost tens of millions of dollars more than expected. Alyeska is owned by BP, Conoco Phillips, Exxon Mobil, Koch Industries and Chevron, the companies that also own the pipeline. Alyeska's internal report listed six prior cases between 2007 and 2009 that showed a "trend of operational discipline deficiencies" similar to the May incident. Four of those cases, including a 2007 fire, happened at Pump Station 9. The report says a major factor in the May accident was the "lack of situational awareness" of workers stationed at the pipeline's command center in Anchorage and at the pump station. But the report noted that workers at both locations are facing new complexities in their jobs that they hadn't in the past. All four of the pipeline's pump stations are configured in different ways while Alyeska transitions to an automated system. "For automated stations, the interconnection and failure modes are complex and can be difficult to troubleshoot," the report said. Also, workers at the pump stations have to handle more responsibilities. "Currently, there are expectations for maintenance and response personnel to fill some of the roles historically performed by operations personnel. In the case of the (tank spill), one individual filled three roles," including pump station caretaker, maintenance technician and chief contact person for one of the tests scheduled during the May shutdown, the report said.

<http://www.adn.com/2010/09/01/1434789/review-alaska-pipeline-spill-probe.html>

INDIA, GOA, PANAJI, SEPTEMBER 2 2010. GOA BEACHES 'TARRED'. ROGUE SHIP TO BLAME?



Indian workers clean up thick tar balls which washed up on Colva Beach in Goa on September 1, 2010. A clean-up operation was under way in Goa on after some beaches in the Indian resort state were found covered in a thick layer of oil.

Goa's picture-postcard credentials have taken a severe beating with tar balls washing up on some of its popular beaches from Monday. Operations to clean up beaches were on all of Wednesday even as more of the oily residue washed ashore. Tar balls were first seen on beaches in south Goa on Monday afternoon. They quickly spread to beaches further north by late evening, leading to speculation that there could be an oil slick off the Goa coast. Tar balls are formed when ships clean their tanks by spraying them with jets of hot water, which is later flushed out. In the process, the sticky diesel coating the tank enters the sea. The spill spreads in

a thin slick over the water and, with the motion of the waves, coagulates along the coastline as tar balls. Goa environment minister [Aleixo Sequeira](#), who visited the affected beaches, refuted charges that the cause could be an oil slick. He said the probable cause could be a "rogue vessel that bilged its oil tanks" off the state's coast. Sequeira added that the [Goa State Pollution Control Board](#) (GSPCB) and the [National Institute of Oceanography](#) (NIO) will conduct tests on the tar balls to ascertain their origin. He said NIO will do 'fingerprinting' of the hydrocarbon in the tar balls and that the government is seeking details of all vessels and ships that sailed around Goa in the 72 hours before the tar balls were first sighted on the beaches. If the vessel can be identified, subsequent tests on it and comparisons with the 'fingerprints' on the tar ball hydrocarbon will help pinpoint the culprit. "The government will then seek penal action against the vessel," Sequeira said, adding that the possibility of identifying such a rogue vessel is "remote". NIO scientists on Wednesday collected samples of tar balls at three of the worst affected beaches - Benaulim, Colva and Velsao - for analysis. "The scientists collected samples of tar balls taken at various intervals to check their density," a source said. "We've to analyze the samples in the lab for some sort of indication regarding properties of oil and it will take nearly a week," a source said. More samples may be taken on Thursday. GSPCB officials also collected samples of tar balls. "The tar balls are physically oily and must be some petroleum product," a GSPCB source said. With the tourism season beginning on October 1, the tourism director has told his department to ensure that all tar balls are cleared. "The government should investigate and identify the culprits and hand them severe punishment. It mustn't wait else such occurrences will increase. Once tourism is finished, we'll be finished," said Shack Owners' Welfare Society general secretary [John Lobo](#). [Goan Traditional Shack Owners Association](#) president [Manuel Cardoz](#) agreed and said, "Calangute was not as bad as south Goa on Monday, but by Tuesday evening tar balls were everywhere. A huge crowd of Indian tourists who arrived at Calangute could not find any clean space to walk." Besides the Benaulim-Velsao stretch which includes Colva, the other affected beaches are Ashvem and Morjim in Pernem taluka and Baga, Calangute and Candolim in Bardez taluka. All the beaches are major tourism attractions.

<http://timesofindia.indiatimes.com/city/goa/Goa-beaches-tarred-Rogue-ship-to-blame/articleshow/6477445.cms>

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USA, TN, WASHINGTON CO, SEPTEMBER 2 2010. EXPLOSION ROCKS WASHINGTON COUNTY; AMMUNITION, FIREWORKS BLAMED

nate morabito

 **Watch the Video**

<http://www2.tricitie.com/news/2010/sep/01/explosion-rocks-washington-county-ammunition-firew-ar-483482/>



Investigators continue to search for the cause of an explosion that rocked parts of Johnson City and Jonesborough Wednesday.

Investigators continue to search for the cause of an explosion that rocked parts of Johnson City and Jonesborough Wednesday. Investigators continue to search for the cause of an explosion that rocked parts of [Johnson City](#) and Jonesborough Wednesday. Emergency crews from [Johnson City](#), Jonesborough, and [Washington County](#) responded to the site of the explosion in a field on Locust Lane just after 10 am. Originally, fire crews feared Wednesday's loud explosion was the result of a plane crash. People as far away as Gray could see a big plume of black smoke, while people in parts of [Johnson City](#) could feel the blast. "A couple of our fire stations felt the explosion and could hear it," [Johnson City Interim Fire Chief Mark Finucane](#) said. Searchers, including those in a helicopter, never found any sign of a plane's wreckage. However, inside a small storage unit, they found something they

believe is just as significant. "Inside the building was ammunition casings and fireworks," [Finucane](#) said. According to [Finucane](#), those explosives belonged to [nearby ammunition dealer Stan Widener](#). He is the owner of Widener's Reloading and Shooting Supply Company. Just behind his Highway 11E business was the storage unit that investigators say belonged to [Widener](#). "It appears to be a storage building for the business that contained ammunition casings and fireworks," [Finucane](#). [Widener](#) did not return our call today. However, crews say he was cooperative at the scene. The Tennessee State Fire Marshal's Office along with the [Bureau of Alcohol, Tobacco, Firearms, and Explosives](#) have now taken the lead on the investigation. However, they say it is still too early to determine the exact cause. According to [ATF Special Agent](#) in Charge Steven Jerido, the site was still too dangerous for ATF agents to investigate up close. "We haven't been able to get in and determine what caused the explosion," Jerido said. "It is too hot. There are still fireworks going off. We have to wait until it can cool down so we can go in and make a determination of what happened." There are regulations that spell out where, what, and how many explosives can be stored at a given location, but Jerido would not speculate about this case. "We will be looking at the circumstances," Jerido said. Regardless of the cause, crews say there were no reports of injuries. Neighbor [James Branscomb](#), who was eating breakfast at the time of the blast, is thankful for that. "It shook the house, me and my dog," [Branscomb](#) said. "It was a mushroom cloud already by the time I got out back."

<http://www2.tricitie.com/news/2010/sep/01/explosion-rocks-washington-county-ammunition-firew-ar-483482/>

UK, WORCESTERSHIRE, SEPTEMBER 2 2010. M42 CLOSED AFTER LORRY & FUEL TANKER SMASH

ian dipple

The M42 remains closed at the Redditch junction after a fuel tanker was involved in a collision with another lorry earlier today (Wednesday) spilling hundreds of litres across the carriageway. Police closed the M42 southbound at junction three following the collision between the lorries shortly before 10.45am. The fuel tanker, carrying an estimated 500 litres of fuel, ruptured spilling diesel across all three lanes. The Hazardous Area Response Team from West Midlands Ambulance, three rapid response vehicles and two ambulance crews were sent to the scene as well as one crew from Redditch Fire Station and the Environmental Protection Unit from Stourport. One of the drivers, a man in his 30s whose lorry cab was badly damaged and had become dismounted from the rest of the vehicle, suffered minor cuts to his face and arms and was taken to the Alexandra Hospital for further assessment and treatment. The driver of the other lorry, a Latvian man in his 50s, was injured but was in shock and was also taken to hospital as a precaution. Firefighters spent two hours at the scene using special absorbency pads and granuals to try and soak up the fuel as well as pupmping the remaining disel in the tanker into a portable container. At one point tailbacks reached five miles with delays of up to one hour as motorists were diverted off the motorway and onto the slip road at junction three. A spokesman for the Highways Agency said they had recovered the vehicles involved but assessments still needed to be carried out to ensure there was no risk of skidding from excess diesel left on the carriageway and if any damage had been caused to the road. He added if resurfacing was needed the motorway could remain closed for some time but it was too early to say.

<http://www.redditchstandard.co.uk/news25612.html>

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USA, OH, FRANKLIN CO, SEPTEMBER 2 2010. JUDGE GIVES OHIO REFINERY ONE MORE CHANCE

john fitty

Less than two weeks after threatening to close an East Side oil refinery if its odors continued to sicken neighbors, a Franklin County, Ohio, judge gave the plant another chance Tuesday. "I want to try one last-ditch effort before I shut it down," Environmental Judge Harland H. Hale said after a hearing on the most-recent smelly emissions from the Heartland Petroleum Refinery. The Ohio attorney general's office, representing the state Environmental Protection Agency, renewed its request to the judge to close the plant after workers in neighboring buildings complained about odors Monday afternoon that caused headaches, nausea and eye and throat irritation. Instead, Hale ordered attorneys for the state and Heartland to choose an objective expert to conduct a "comprehensive maintenance review" of the plant and develop a plan to correct the problem. The state wanted the judge to close the plant, which recycles used motor oil, until the plan is developed. "I'm well aware of my order (threatening to close the plant), and I meant what I said," he told attorneys for both sides. But he said he was concerned about putting the plant's 80-some employees out of work. Hale announced his decision after hearing testimony from six people who work nearby -- three employees of NCO Financial and three employees of the Ohio Department of Job and Family Services. They described a smell of burning oil or rubber that made them sick Monday afternoon. Robert Ferguson, chief inspector for Job and Family Services, said employees filed 51 incident reports about the smell, the most for a single day since the plant opened in February 2009. The agency has an office across the street from the plant at 4020 E. 5th Ave. Hale presided over a hearing Aug. 19 with similar testimony, although the chemical vapor then was described as smelling like sulfur, rotten eggs or sewage. Heartland representative Michael Kopf testified that the most-recent odor was caused by a malfunctioning switch that caused an overflow in a hot-oil heater. The earlier odor was blamed on a waste-water tank that releases vapors through an emergency vent. The chemicals generating most of the complaints are hydrogen sulfide and sulfur dioxide, according to the attorney general's office. The state filed a complaint against Heartland on June 15, saying the plant discharges air pollutants and outlining corrective action that it wants the judge to order. Hale is considering the state's request for a preliminary injunction that would require the plant to begin making changes immediately.

http://www.downstreamtoday.com/news/article.aspx?a_id=23908&AspxAutoDetectCookieSupport=1

PHILIPPINES, MANILA, SEPTEMBER 2 2010. SEA OIL, TANKER FIRM FILE OIL PILFERAGE COMPLAINT

ina reformina

Independent oil player Seaoil Philippines, Inc. and Ocean Tankers Corporation (OTC) filed a formal complaint on Wednesday at the Department of Justice against 13 individuals for alleged petroleum pilferage committed in the high seas, meaning beyond the territorial boundaries of a specific local government unit. Named as respondents in a 14-page complaint-affidavit are: Sunny Boy Regolis; Leomar Tecon; Alberto Galos Jr.; Noel de Leon; Jose Sison Jr.; Jeffrey Magalonga; Roger Guzman; Jose Sianson; Ernesto Galino; Bernie Gamarcha; Isabelito Sancho Jr.; Rusel Acut; Melvin Nacional. According to the complaint-affidavit, a witness who served as bargeman-oiler for the vessel narrated that the first pilferage or "pa-ih" took place on October 13, 2009 when Seaoil was set to deliver some 650,000 liters of unleaded gasoline, valued at that time at P26,162,500, for delivery to its depots in the Visayas region. The barge that carried the load was Barge 811, owned by complainant OTC. It was docked at Seaoil's depot in Mandaluyong City. Barge 811 was towed by tugboat "Mark Anthony," then under the command of respondent Tugmaster Captain Galos Jr.. All the other respondents were also on board the barge. The barge and tugboat left for Cebu on October 13, 2009. Barge 811 then was commanded by respondent Regolis. Two days later, on October 15, the vessels were traversing Jintutulo Channel in Masbate, where the witness reportedly heard and saw Regolis call de Leon, who was at the tugboat, and discussed the plan to steal and sell a portion of their fuel load through "pa-ih." Under this modus, oil stored in a cargo tank is siphoned while in transit, and the siphoned fuel sold to a buyer in the black market. The witness narrated that Regolis also talked to potential buyers operating in the Jintutulo Channel. The witness claimed that 10 armed men on board a motorized banca boarded their vessels. Regolis allegedly then instructed the other respondents to assist the armed men in discharging fuel into 20 drums. He also instructed the armed men how to avoid closed-circuit cameras. The market price for the stolen gasoline was around P161,000 or P40.25 per liter, according to the complaint. The witness alleged he saw Regolis receive money from the unidentified men after the operation, and that Regolis distributed the proceeds to all the other respondents at P20,000 each. The witness claimed Regolis pocketed P40,000. The respondents then declared a loss of 8,000 liters of fuel valued at P322,000 upon reaching the Cebu International Pharmaceutical Inc. (IPI). This volume falls within the acceptable "margin of loss" during transport of petroleum products. Seaoil said losses may be due to natural factors--spillage, evaporation, temperature, left-over fuel in the hose, etc.. But the complainants insist the above-stated loss was definitely not caused by natural factors but was actually pilfered by employees of OTC. After unloading fuel at Cebu, the vessels proceeded to the Ludo depot, Seaoil's other storage facility in Cebu, to

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rendezvous with M/T Thai Oil 9. Since this vessel is larger than Barge 811, the barge was used as a "pitcher" by loading fuel from the tanker to the barge and then to the depot. No fuel was pilfered then because this was a short distance trip. But on October 20 to 22, on the vessels' way to Dipolog loaded with diesel and unleaded fuel, another motorized banca boarded Barge 811 in the vicinity of Carcar, Cebu where diesel was siphoned into 12 drums, and again, payments were made. This loss was worth P76,464 (200L/drum x P31.86/L x 12 drums). Again, this was within the allowable loss margin. When Barge 811 went back to Cebu for a fresh load of fuel (diesel, unleaded gasoline), the witness claimed it was the respondents themselves who pilfered 4,000 liters of unleaded gasoline to the barge's ballast (compartment that holds water). This fuel had a market value of P161,000 (P40.25/L). However, the supposed buyer failed to show up. It was at around this point that the respondents suspected that the witness squealed and threatened to place him inside a cargo oil tank (COT) and burn the barge or throw him overboard on their way back to Cebu. But when they were not apprehended, they proceeded to transact with buyers. The buyers did not arrive, which caused Regolis to order his men to dump 4,000 liters of gasoline in the open sea. They could not longer return the fuel to the COT because it was already declared "lost" fuel. In Cebu, the barge was again loaded with fresh fuel for delivery to Bacolod. The new load was 470,000 liters of diesel and 200,362 liters of unleaded gasoline. Again they pilfered fuel at Jintutulo Channel--15 drums of diesel valued at P95,580 (P31.86/L). This was done as a mistake, the intention was to pilfer unleaded gasoline, which was what was officially declared as "los" fuel (tolerable, allowable loss). This lead the National Bureau of Investigation (NBI) to conduct an administrative investigation where the respondents admitted their crime. The complaint asserts that the following were committed by respondents: Qualified Theft (Art. 310 of Revised Penal Code); Oil Dumping and Aquatic Pollution (violation of RA 8550, PD 600 and 979) The complainants are asking the Department of Justice to conduct a preliminary investigation into the matter for determination of probable cause.

<http://www.abs-cbnnews.com/business/09/01/10/seaoil-tanker-firm-file-oil-pilferage-complaint>

USA, ORE, HIGHLAND, SEPTEMBER 2 2010. LEAKY OIL TANK TAKEN AWAY



The Reedsport School District has rid itself of an 8,000-gallon fuel tank that leaked underground at Highland Elementary School. District superintendent Ike Launstein said the tank, believed to be 60-75 years old, stored diesel fuel used to fire a boiler and heat the school. The school's boiler was converted to fire on propane after contractors punched holes in the tank while trying to restore it. Launstein told the district's board of directors the underground tank was rusty and sandblasting wore holes in the side. Contractors were able to restore and line a similar tank with leak-resistant material at Reedsport Community Charter School. The district will continue heating that school with a diesel-fired boiler. BB&A Environmental employee Randy Boese was on-site Aug. 23 at Highland while an excavator pulled up the large steel tank. Soil samples tested by the Eugene contractor will determine whether soil

contaminated by diesel will be shipped to an environmentally sound disposal site near Corvallis, Boese said. The tank will be recycled for scrap metal.

http://www.theumpquapost.com/articles/2010/09/01/local_news/doc4c7e8b7b42fff172985943.txt

GHANA, TEMA, SEPTEMBER 2 2010. PETROL TANKER CATCHES FIRE ON TEMA MOTORWAY



The timely intervention of personnel from the Ghana National Fire Service on Tuesday saved a Kumasi bound petrol tanker loaded with 36,000 litres of petrol from catching fire on the Tema Motorway. Mr Gilford Tetteh Adams, the Tema Regional Fire Officer, told newsmen at the accident scene that the fire started in the engine compartment of the tanker. He said the timely arrival of fire service personnel at the scene at 1448 hours prevented the fire from spreading to the tank and that it took his men 16 minutes to put out the fire. Mr Adams said four fire tenders, one from his outfit, one from Tema Oil Refinery (TOR), and two from Accra, were in attendance to help bring the situation under control. The traumatized driver of the vehicle, Mr Henry Hackman, said upon discovering that the vehicle was on

fire he put off the engine before trying to put the fire out. Mr Hackman said he made a distress call to the fire service later and personnel responded promptly. The situation created heavy traffic on both sides of the Motorway but the Police were there to help bring it under control.

<http://www.ghanaweb.com/GhanaHomePage/regional/artikel.php?ID=189527>

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UK, HULL, SEPTEMBER 2 2010. 'I'LL FIGHT TESCO FOR COMPENSATION' SAYS MOTORIST IN CONTAMINATED FUEL ROW



Ian Jennings says Tesco petrol damaged his car.

A postman who claims contaminated petrol from Tesco for damaging his car is pledging to take on the supermarket giant for compensation. Ian Jennings filled up his Vauxhall Omega at Market Weighton on Friday, August 27. Six days earlier the forecourt had been temporarily closed after 14 drivers filled up with unleaded fuel that was contaminated with water. On his way home to Kiplingcotes the car was losing power. He made it to his driveway, but then the car would not start. Mr Jennings, 54, who has a postal round in Beverley, said: "When I was filling it up it came out very, very slowly, something told me to get a receipt. I'd been to Beverley and Driffield that day and had no problem with the car before that." Mr Jennings called out the AA and they told him the problem was fuel contamination.

He has not had a full estimate for repairs but says one suggestion was "anything up to £2,000". Tesco has denied responsibility for the fuel contamination. Mr Jennings is making a complaint to Trading Standards. He said: "I spoke to the Tesco hotline in Dundee and they said they would have to investigate. But then they said it was not their responsibility. "They eventually loaned me a hire car. But the experience ruined my Bank Holiday. And I need a car because I've got arthritis and I need to get to medical appointments. "This is the little man taking on Tesco." Tesco says the contamination suffered on Saturday, August 21 had been dealt with before Mr Jennings filled up the following Friday. But it provided him with a temporary hire car after he complained because he had hospital appointments to attend. A store spokesman said: "There is no contamination in the tank, it was resolved. "He wasn't the first to use the pumps after the problem was resolved. If there was a problem we would have had more than one complaint. "This chap has got something wrong with his car. We'll be more than happy to cooperate with Trading Standards. "If there was a problem with Tesco we would put our hands up." AA spokesperson Sue Beeson said: "We called out to Mr Jennings at his home on Saturday, August 28. I can confirm that the issue was fuel contamination and it was water in the fuel tank. We arranged for Mr Jennings' car to be sorted out by Steve Fletcher Motors in Hull and that is happening today (Wed)."

<http://www.thisishullandestrading.co.uk/news/ll-fight-Tesco-compensation-says-motorist-contaminated-fuel-row/article-2596208-detail/article.html>

SWITZERLAND, BERNE, SEPTEMBER 2 2010. HEAVY METAL CLEANUP GOES OFF TARGET

dale bechtel



Empty shells from the Ostermundigen firing range.

Switzerland is earmarking nearly a billion francs to clean up soil contaminated by heavy metals leached from spent bullets. For a country that has not been to war in its modern history, it comes as a surprise at first to learn that the ground is pumped full of lead – up to 40,000 tons of it.

Manuel Schiffmann takes a baseball-size clump of heavy metal from a large bin. The expert for brownfield site cleanups says it is pure lead, extracted from the earth directly behind a small arms firing range target. Schiffmann's company, Marti AG, is hard at work removing, layer by layer, the contaminated soil on the grounds of a former range in Ostermundigen, just outside Bern. It's estimated that alone at this 170,000 m² site – which was one of Switzerland's largest when it was in operation – around 270 tons of lead was fired into the earth in and around the targets, as well

as into the forest on the hill high above. A large swathe of trees was cleared to get at it. "I don't know why they weren't better shots," Schiffmann says, with a hint of gallows humour. According to the Federal Environment Office, these facilities nationwide are responsible for putting twice as much lead into the environment as the combined output from traffic, industry and business. And unlike the situation in many other nations, most Swiss ranges are or were located in densely populated areas.

Bullet Butts

Discussions began in the 1970s on the introduction of new systems of "butts" or "backstops" to prevent the bullets from entering the ground. But it has only been in the last few years that communities and cantons have been under pressure to bite the bullet and take action. The federal government has promised to cover 40 per cent of the costs of extracting the heavy

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metals from the soil around the targets. This is mostly lead and antimony – the latter a water-soluble metal that poses a great threat to ground water. To be eligible for the funds, the local authorities were meant to either put the firing ranges out of service or install environmentally friendly backstops by November 2008. The clean-up has been estimated at SFr600 million (\$584 million) for the 4,000 targets that are no longer in use, and SFr300 million for the 2,000 still in operation.

Moving Target

However, parliament approved a motion last year to postpone the deadline to 2012 for the sites where there is a danger the heavy metals may have leached into the groundwater – amounting to ten to 20 per cent of targets – and 2020 for all others. One of the most vociferous critics of the decision to delay the move is Josef Lang, a Green parliamentarian and high-profile member of the Group for Switzerland without an Army (GsoA). Lang says that Swiss politicians have always been quick to defend the Swiss militia army system, which requires each man on active duty or in the reserves to do target practice.

Fatherland Destroyed

"They are seen as defenders of the fatherland, but as we now realise, they are a threat to the fatherland because they are destroying the land of our fathers," Lang told swissinfo.ch. At present, nearly 200,000 men sling their army-issue rifles over their shoulders at least once a year and head out to their local firing ranges. In the Swiss army's heyday in the 1980s, there were 700,000 soldiers – an impressive figure in a country of only 6.5 million people at the time. Most communities maintained their own small ranges with about eight targets, whereas the Oberfeld facility in Ostermundigen had about 300. According to Mario Andriani, responsible for soil issues in the city of Bern administration, the heavy metals at the site do not pose a threat to the groundwater. Therefore the local authorities were not under pressure to clean it up. But the city has gone ahead anyway since investors have plans for a large housing development. Schiffmann takes pains to explain how the removed soil is sorted according to the degree of contamination, and then transported to landfills specially designated to hold such waste. Stephan Wüthrich of CSD Engineers, the company which lent its expertise to the Ostermundigen project, added: "the lead contamination is between 50 and 85,000mg/kg. Most of the metal will be transported away for recycling."

Environmental Priorities

Although parliament, in its reasoning for the postponement, found that cleaning up the sites was "absolutely necessary", other unnamed environmental problems were more pressing. This despite the findings of Geotest, a geological and environmental consultancy that was commissioned to test samples from the soil of four firing ranges in canton Bern. Geotest engineers said that the groundwater beneath each of the test sites was contaminated. And they warned that not enough scientific research exists on the behaviour of lead or antimony in the soil. What is known is that tiny lead particles can become airborne if the contaminated soil is disturbed by wind, or human or animal activity. Water runoff from storms can also transport heavy metals in the ground away from the confines of a firing range. The inhalation of lead dust or ingestion of lead-contaminated food can damage the nervous system and cause blood and brain disorders.

http://www.swissinfo.ch/eng/Home/Archive/Heavy_metal_cleanup_goes_off_target.html?cid=28235460

USA, N.D, KILLDEER, SEPTEMBER 2 2010. OIL SPILL THREATENS KILLDEER CITY WELL >> MAYOR SAYS EXTENT OF OIL WELL'S BLOWOUT UNKNOWN

lisa call

 **Watch the Video** http://www.kfyrtv.com/News_Stories.asp?news=42679



Sludge leaks from the ground at the oil leak southwest of Killdeer.

Oil, gas, chemicals and water continued to spew out of an oil well after a high-pressure blowout about 1:30 a.m. Wednesday, and it is unclear if the town's main water source has been contaminated. Oil, gas, chemicals and water continued to spew out of an oil well after a high-pressure blowout about 1:30 a.m. Wednesday, and it is unclear if the town's main water source has been contaminated. Lynn Helms, director of the state's department of mineral resources, said a mechanical failure during a hydraulic fracturing phase on a Denbury Onshore LLC oil well 2½ miles southwest of Killdeer caused a breach in the well's casing. Hydraulic fracturing uses extremely high pressure to force a compound of water, sand and/or other chemicals through a well pipe to break up a rock formation, allowing oil to be

gathered. When an oil well is drilled, casing is set in the wellbore, or hole, and in this case, the mechanical failure caused such high pressure it breached the walls of a 7-inch and 9.5-inch pipe, all surrounded by cement. While it is unclear at what depth the blowout occurred, it was closer to the surface, Helms said. The Killdeer city water well is about 2½ miles northeast of the leak location, and was penetrated when the oil well was drilled, Helms said. "Our first concern was to make sure nothing got

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into Spring Creek," Helms said. "When they built this drilling location, we made them put a dike around it, so nothing has gotten into the creek." Helms said monitoring wells will be drilled to check for groundwater contamination. "If it's a lot of contamination we'll know tomorrow, but if it's really low levels that's got to go through the state laboratory, and that can take several days to get those results," Helms said. The state has drawn up well head protection areas for oil wells drilled near groundwater sources. "We're well beyond anyplace that could get to their well in 10 years ... so there's no cause for alarm," Helms said. Killdeer Mayor Dan Dolechek is very concerned and said the situation could pose a huge problem, but he will not know the extent, if any, until today. This isn't the first time the state's oil patch has witnessed a wellbore failure. "We had a similar incident about two years ago and that's when we implemented some stricter rules on pressure testing wells and how hydraulic fracturing was supposed to be conducted," Helms said. The surface continued to gurgle late Wednesday afternoon, and according to a North Dakota Department of Health press release, about 500 barrels had leaked thus far. Ryan Jacob, Denbury HSE field operations manager, said a 4- to 6-foot basin surrounds the wellbore and is collecting leaking fluids at the surface, where it is then being vacuumed out and taken to disposal sites, Jacob said. Air at the site is also being monitored for any possible explosive properties, Jacob said. Eight contracted crews were sent to the area to assist, including well control specialists Boots & Coots International Well Control, Inc. Jacob said the company plans to "kill" or shut off the well tomorrow by injecting a heavy mud. Plans to permanently plug the well have yet to be decided, but it will take a few weeks to pinpoint the breach's exact cause, Jacob said. "We're obviously going to make an investigation here," Helms said. "There may have been a violation of those rules and if there was, there will definitely be enforcement action."

<http://www.inforum.com/event/article/id/289631/group/news/>

INDONESIA, JAKARTA, SEPTEMBER 2 2011. INDONESIA TO SEEK TRILLIONS OF RUPIAH COMPENSATION FOR OIL SPILL

Indonesia will seek trillions of rupiah of oil spill compensation that has been polluting its waters territory, a minister said Thursday. Minister for Marine and Fisheries Fadel Muhammad told a parliamentary hearing that the compensation would be needed to fix environmental situation damaged by the oil spill. However, he declined to disclosed the exact figures, only saying that the country is trying to seek the amount gradually. He said that the compensation would be useful to fix maritime production. "For example, we intend to fix seaweed cultivation as production decreases sharply due to the pollution," he said. He said that Indonesia and Australia are in the same position to seek for compensation as the oil spill also has polluted Australian waters. "If we get the compensation, it would be useful for public interest," he said. An explosion of oil well operated by Thai-based oil company Montara PTTEP Australasia has been polluting Timor Sea since August 2009.

<http://newsystocks.com/news/3673015>

UKRAINE, DONETSK, SEPTEMBER 2 2010. FIRE NEAR WAREHOUSES WITH DANGEROUS GOODS PUT OUT IN DONETSK

Fire-fighters of the Emergencies Ministry's branch in Donetsk have put out the fire near a warehouse with dangerous goods. According to the press service of the Emergencies Ministry, the dry grass caught fire, which quickly spread to the wooden containers, stored in the warehouse of an enterprise in Donetsk. Some 40 units of equipment, including aircraft were involved into fire fighting. The Emergencies Ministry did not specify what dangerous goods are stored in the warehouses.

<http://www.kyivpost.com/news/nation/detail/80720/>

USA, LA, NEW ORLEANS, SEPTEMBER 3 2010. AUTHORITIES SAY NO SIGN OF OIL AFTER GULF RIG EXPLODES

craig mcmurtrie



Explosion: Smoke pours from the stricken rig.

The United States Coast Guard is scrambling into action after another oil platform explosion in the Gulf of Mexico. The Vermillion 380 production platform caught fire after an explosion while it was shut down for maintenance. All 13 crew members onboard the platform, who were painting and water blasting the rig, leapt into the ocean and were rescued. The platform is in shallow water about 130 kilometres off the Louisiana coast, well west of the Deepwater Horizon rig which caused the world's worst oil spill disaster earlier this year. The US Coast Guard now says there is no sign of an oil spill following the explosion, after earlier reports said a mile-long slick had been seen on the surface of the water. "The boats and the aircraft on scene cannot see a sheen," US Coast Guard Captain Peter Troedsson told a news

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conference in New Orleans. A spokesman for Mariner Energy, which runs the platform, said the fire started on an upper deck where living quarters were located and had not been caused by a "blowout," or sudden release of oil and gas from a well. "It's unlikely to have long-term implications for production in the Gulf of Mexico," said Raoul LeBlanc, a senior director at PFC Energy in Houston. Nevertheless, the accident brought unwelcome attention to the offshore drilling industry as it is trying to roll back a moratorium imposed in the wake of the BP disaster, which killed 11 workers and poured millions of barrels of oil into the Gulf from its Macondo field. Environmental groups said the explosion showed the need to keep the moratorium in place, while White House spokesman Robert Gibbs said he did not know whether the fire would affect the Obama administration's stance.

http://www.abc.net.au/news/stories/2010/09/03/3001250.htm?WT.mc_id=newsmail

AUSTRALIA, QUENSLAND, KUNDA PARK, SEPTEMBER 3 2010. PETROLEUM LEAK CLOSES SERVO

owen Jacques



A fuel leak has forced a popular service station to close for about five months as the owners try to stop petroleum seeping from the underground tanks. The Matilda station on Maroochy Road at Kunda Park has almost disappeared from view, hidden behind a giant pile of dirt, as massive earthworks are done in preparation for new 330,000l tanks. Site owner Peter O'Keeffe said that the leaking tanks were discovered on May 11 and the station was swiftly shut down. "I've owned the site since 1992 and we had been doing a major upgrade to the building," Mr O'Keeffe said. "Then we were upgrading the driveway but in the meantime we sprung a fuel leak." Kunda Park businesses said they had no knowledge of the leak and had not been given any formal notice. Mr O'Keeffe said that there was no order to clean up the mess, but he was keen to ensure a small leak would not grow into anything worse. Crews had noticed differences between the amount of fuel they were selling

and the amount of petrol in the tanks, and made a closer examination. The pipes have now been removed after the petroleum was found to be dripping from the "aged tanks and fuel lines". Mr O'Keeffe said authorities were told and the site was shut down. "The leak was only small, it leaked into the soil, and all of that has been pulled up and rehabilitated. "Yesterday we started putting brand new tanks into the ground," he said. Those tanks are known as "double skin tanks", connected to "double skin lines" that will make doubly sure a leak is unlikely to happen again. When the 24-hour Matilda service station reopens in mid-October, the capacity of these new tanks will allow more than 4500 new Holden Commodores to be filled up before the tanks themselves need refilling.

<http://www.sunshinecoastdaily.com.au/story/2010/09/02/Petroleum-leak-closes-service-station/>

USA, WASHINGTON DC, SEPTEMBER 3 2010. CSB CONTRACTS INDEPENDENT STUDY ON REDUCING INVENTORY OF TOXIC METHYL ISOCYANATE (MIC) AT WEST VIRGINIA CHEMICAL SITE



The U.S. Chemical Safety Board (CSB) has commenced a [National Academy of Sciences \(NAS\)](#) study on the feasibility of reducing or eliminating the inventory of highly toxic methyl isocyanate stored at the Bayer CropScience pesticide manufacturing complex located in Institute, West Virginia, near Charleston. The 12-month, \$575,000 study was mandated by Congress late in 2009 as part of the fiscal year 2010 CSB operating budget and resulted from the tragic August 2008 explosion at the Bayer facility that killed two plant employees and endangered a nearby aboveground storage tank containing approximately 13,000 pounds of methyl isocyanate or MIC. The CSB and a Congressional committee investigated the accident and its aftermath. In December 1984, a sudden release of MIC vapor from a Union Carbide pesticide plant in Bhopal, India, killed thousands of residents and

injured thousands more, leaving many with permanent disabilities. The Bhopal plant was shut down, but Union Carbide's larger sister plant in Institute, West Virginia, has remained in operation and was acquired by Bayer in 2002. After sustained public attention to the dangers of MIC after the 2008 accident, in August 2009 Bayer announced measures to reduce the MIC hazards, including an inventory reduction of approximately 80%. In August 2010, the U.S. Environmental Protection Agency (EPA) announced an agreement with Bayer to phase out production of one of two remaining MIC-derived pesticides made at the plant (aldicarb) due to toxicity concerns. That action followed a December 2009 EPA ban on carbofuran, another MIC

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derivative made in Institute. "As long as MIC continues to be stored and used at the Bayer plant in any significant amount, the surrounding community and the workforce have a legitimate right to know whether everything possible has been done to reduce or eliminate the potential hazard," said CSB Chairperson Rafael Moure-Eraso. "We hope the National Academy study will serve as an important model for both Bayer and the rest of the chemical industry for how to assess and reduce toxic chemical hazards." The CSB published a draft task statement in April 2010 and then revised the proposal based on [numerous stakeholder comments](#). "The final agreement between the Board and the National Academy reflects the views and opinions of community, labor, environmental, and business leaders," Dr. Moure-Eraso said. "It ensures a diverse study panel that will include independent community organizations, environmental justice interests, and workforce representatives as well as the best experts from industry and academia. The study will carefully and independently examine the many benefits of safe technology choices – including potentially reduced spending on compliance, liability, and emergency preparedness – as well as the implementation costs involved. We hope the study benefits industry in its efforts to ensure the highest levels of process safety and provides the Institute community members with effective tools to promote to their well-being." Bayer CropScience stated to the Board in a May 2010 letter that it would "strive to cooperate fully with the [NAS] panel as the study progresses." The CSB's investigation of the root causes of the August 2008 explosion at the Bayer plant is nearly complete; the final report and recommendations are expected to be considered by the Board at a public meeting in West Virginia in the fall. The CSB is an independent federal agency charged with investigating industrial 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.

www.csb.gov.

UK, CORNWALL, HAYLE, SEPTEMBER 3 2010. SISTERS' TANKER CRASH DEATHS IN CORNWALL 'A MYSTERY'



Janis Cusworth and Carol Jiggins died from "horrific" multiple fractures

The cause of a petrol tanker crash in Cornwall which killed two sisters will remain "a mystery", a coroner has ruled. Janis Cusworth, 61, and Carol Jiggins, 60, from Newquay, died in the head-on crash near Hayle in February. The Rover car they were in veered across the A30 into the tanker's path. Investigators said no vehicle defects were found and both women were in good health. Deputy Coroner Barrie Van den Berg ruled the deaths were accidental. Ms Jiggins had been driving the car they were both in, travelling westbound towards the Luggans Moor Roundabout on 24 February when the crash happened. The inquest in Truro heard the women died from "horrific" multiple fractures as a result of the crash. Police told the inquest that nothing had been found to suggest the car was defective in any way that would have caused it to cross the carriageway in the way it did. The inquest also heard that the tachograph from the tanker showed that it had been travelling at 46mph, 6mph faster than the speed limit, but not fast enough to have made the accident "any more survivable". Mr Van den Berg ruled verdicts of accidental death saying the accident was wholly because of the actions of the car driver, but that the reason for it crossing the road in the way it did was "a mystery."

Related stories [Sisters died in head-on collision](#) 02 March 2010, Cornwall

<http://www.bbc.co.uk/news/uk-england-cornwall-11170537>

USA, OH, COLUMBUS, SEPTEMBER 3 2010. CORDRAY AND PUSTR BOARD QUESTIONING OIL COMPANIES' CLEAN-UP COMPENSATION

Ohio Attorney General Richard Cordray and the Petroleum Underground Storage Tank Release Compensation Board (PUSTRCB) today notified the leaders of five major oil companies that his office is reviewing whether they should be required to pay back tens of millions of dollars in claims they made to a state fund intended to help gas station owners and operators, individuals, and state and local governments address contamination from underground petroleum storage tank systems. The letters – sent to BP, Chevron, Sunoco, Marathon and Shell – call into question whether those companies improperly billed PUSTRCB and received compensation from the Ohio Petroleum Underground Storage Tank Release Compensation Fund while also receiving compensation on the same claims from their insurance carriers, which would violate Ohio law. "After reviewing hundreds of pages of documentation, we have serious concerns about whether these companies collected reimbursement from the state for cleanup costs while making insurance claims for the same expenses," said Cordray. "Ohio's Petroleum Underground Storage Tank Release Compensation Fund is intended to be used only for cleanups that cannot be reimbursed through any other source, including private insurance policies. Collecting from both sources would be the kind of

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double-dipping the law aims to prevent. If we find evidence of double-dipping, we will pursue the repayment of those funds – which could add up to tens of millions of dollars – to the fund. We applaud the board for working with us to pursue aggressive recovery of these monies to fund further cleanup efforts and reduce future costs to Ohio's tank owners and operators." The PUSTRCB in June authorized the Attorney General to undertake an investigation and send demand letters to the oil companies to seek recovery of monies paid out by the fund. To review the letters sent to the companies by the Attorney General, please visit www.OhioAttorneyGeneral.gov/PUSTRLetters. Similar demand letters have been sent by Florida, Montana and Oklahoma. South Dakota has filed suit. The Petroleum Underground Storage Tank Release Compensation Fund was created in 1989 in order to reimburse Ohio's petroleum underground storage tank owners and operators for the cleanup of leaking tank systems. By statute, all petroleum underground storage tank owners in the state of Ohio are required to pay an annual fee into the fund, which provides compensation for cleanup expenses. The fund is administered by the PUSTRCB.

http://www.e-portage.us/newsgen/news_details.php?id=1418

BELGIUM, BRUSSELS, SEPTEMBER 3 2010. BELGIUM'S EURONAV SAYS OIL TANKER IN COLLISION

Belgian crude oil transporter Euronav said its tanker Flandre was involved in a collision on Tuesday offshore China. About six sailors from the vessel it collided with, the Hua Chi 8, are still missing, it added. No pollution or injuries were reported from the Flandre, which is now safely back at anchor, Euronav said in a statement on Thursday.

<http://www.reuters.com/article/idUSLDE6811NB20100902>

USA, NEB, KEARNEY, SEPTEMBER 3 2010. AUTOPSY RESULTS SAY ELM CREEK BOY'S JULY DEATH CAUSED BY GASOLINE FUMES

Toxicology reports have revealed an Elm Creek boy accidentally died from inhaling gasoline fumes. Tucker Coons, 12, was found unresponsive July 10 near an outbuilding at his home at 320 N. Mill St. Emergency units from Elm Creek and Good Samaritan Hospital in Kearney were called. Coons was pronounced dead at the scene. Buffalo County Attorney Shawn Eatherton said he doesn't know if Coons was accidentally or intentionally inhaling the fumes at the time of his death.

http://www.kearneyhub.com/news/local/article_4787bc76-b6bb-11df-8132-001cc4c03286.html

AUSTRALIA, SOUTH AUSTRALIA, ADELAIDE, SEPTEMBER 3 2010. NEAR MAXIMUM FINES IN DEADLY FACTORY BLAST

The a munitions company and its chief operating officer have been found guilty of failing to maintain a safe workplace following a deadly factory explosion in 2006. The Industrial Court has imposed a \$95,000 fine on the parties, merely \$5,000 below the maximum fine imposable at the time of the incident. The munitions factory at Gladstone in the mid-north of South Australia exploded in 2006, leaving three workers dead and two others injured. Magistrate Michael Ardlie said the defendants failed to ensure items were stored safely around the work site. He added the equipment that exploded was not maintained properly.

Aside from the near maximum fines, they were also ordered to pay legal costs and \$40,000 compensation to the victims' kin.

http://www.safetyculture.com.au/news/index.php/09/sa-near-maximum-fines-in-deadly-factory-blast/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+safetyculture+%28Safety+Culture+OHS+News%29

CANADA, ALBA, MAIDSTONE, SEPTEMBER 3 2010. NEILBURG PULLS TOGETHER FOR MAN INJURED IN EXPLOSION

chad gibson

A fundraiser for a Neilburg resident who was injured in an explosion three weeks ago will be held to help the family get through the ordeal. Rob Cammidge was working in the Caltex office north of Maidstone on Aug. 4 when the explosion happened. A natural gas leak is suspected, but it is unknown what triggered the explosion. Cammidge, a 40-year-old father of two boys and one girl, was first taken to Saskatoon for treatment but the burns were serious enough to have him airlifted to the University of Alberta Hospital's burn unit where he is undergoing skin grafting. The investigation into the exact cause of the explosion is being handled by Saskatchewan Health and Safety and Maidstone RCMP say they found no trace of criminal intent. Aaron Gibbons, a friend of Cammidge and a Neilburg resident, says the community is throwing the fundraiser because Cammidge has been very active in the community and they wanted to give something back. "We just wanted to do something for him, so we're having this benefit supper and silent auction to help him and his family out," said Gibbons, adding he thinks Cammidge will be in the hospital for at least a couple months. "Everyone just wants to give back to him for all the hard work he's done." Apart from his job at Caltex, Cammidge is vice president of recreation board in Neilburg, has been a volunteer firefighter for 20

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years and helps out with minor hockey. The potluck supper will be on Sept. 10 at 5:30 p.m. in the Neilburg Community Hall followed by the silent auction. Anyone wishing to donate to items to the auction can drop them off at Pat Gibbons Ltd, the Ford dealership in Neilburg, or Silverman Oilfield Services. "Any help we can get will be more than appreciated by the family and everyone, that's for sure," said Gibbons.

<http://www.meridianbooster.com/ArticleDisplay.aspx?e=2740629>

AUSTRALIA, WESTERN AUSTRALIA, PORT HEDLAND, SEPTEMBER 3 2010. CALTEX TARGETS RESOURCES SECTOR WITH NEW STORAGE IN WA



Caltex Australia has announced plans to proceed with a major expansion of its fuel terminal at Port Hedland in Western Australia. The company says it's a move set to add much-needed supply capability to the resource-intensive state's diesel market. Heading north: Caltex Australia's diesel terminal at Mackay is one of several emerging in the mining regions of Queensland and now Western Australia. The new investment will provide two large 20 million litre diesel tanks and a road tanker loading facility. There is also provision for further investment in petrol storage if required. Caltex has awarded the construction contract to Transfield Services and construction is expected to begin in September this year, with the terminal due to commence operations in late 2011. Mike Raleigh, national manager distribution, Caltex, said the project was part of the company's overall infrastructure improvement program and ongoing commitment to the Australian market. The company said the investment gives it a truly national supply chain and provides significant additional capability for servicing the mining and offshore oil and gas industry in the north west of Western Australia, which currently has limited choice. "Fuel is typically the second-biggest cost that the resource industry faces," Mr Raleigh said. "Caltex is strengthening its base business and one of the ways we can do that is to ensure we have the right infrastructure in the

right places to capture key fuel growth markets in Australia. "We currently have a small presence in supplying diesel to the north west of Australia, however meeting the needs of existing and potential new customers will require additional storage capacity to ensure reliable supply. This project will ensure secure, reliable and more cost-efficient supply to our customers for many years to come." Caltex is looking at opportunities to expand its supply chain capability throughout Australia under its infrastructure improvement program. Recent projects completed include the commissioning of a second diesel hydrotreating unit at the Lytton refinery and a 27 million litre diesel tank at Mackay in Queensland. Caltex has now commenced construction of a second 27 million litre diesel tank at Mackay and a second 15 million litre diesel tank at Gladstone to meet the expanding needs of the mining industry. Supply capability has been further enhanced by replacing two 20 year old vessels and entering into new fixed rate time charter agreements with Teekay Shipping for the modern bulk fuel tankers Alexander Spirit and the Hugli Spirit. "We are very committed to the Australian market in providing long-term secure fuel supply and the right infrastructure that will enable a strong supply chain so we can meet the growing needs of our existing and potential new customers," Mr Raleigh said.

http://www.theajmonline.com.au/mining_news/news/2010/september/september-2-10/top-stories/caltex-targets-resources-sector-with-new-storage-in-wa

CANADA, NUNAVUT, GJOA HAVEN, SEPTEMBER 3 2010. FUEL TANKER GROUNDED IN NORTHWEST PASSAGE >> CARRYING NINE MILLION LITRES (2.4 MILLION GALLONS) OF DIESEL FUEL.



The merchant tanker Nanny is shown in St. John's harbour. The ship was delivering fuel supplies in Nunavut when it ran aground Wednesday in Simpson Strait.

Officials on Thursday were puzzled over the best way to refloat a fuel tanker that ran aground in Nunavut, the third such incident in the past month in the rapidly thawing Northwest Passage. No oil is leaking from the tanker, loaded with nine million litres of diesel fuel and trapped since early Wednesday near the community of Gjoa Haven in western Nunavut. "There is no damage reported on the vessel, there is no water entering the vessel, the crew is safe and we are working with

Transport Canada and the vessel owners to determine a safe course of action," said Larry Trigatti, the coast guard's superintendent of environmental response for the Arctic. He was not able to say what the ship is stuck on. The owners of the Nanny were at work last night on a plan to refloat the 6,500-tonne, steel-hulled ship. Mr. Trigatti said that likely would be done

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by shifting or unloading cargo, though he was not sure how long such an effort might take. The Nanny was shrouded in fog on Thursday afternoon, which could hamper refloating efforts. None of the crew is believed to have been injured. All remain onboard. A Coast Guard spokesperson said yesterday it had deployed the ice-breaker CCGS Henry Larsen to aid in the refloating effort. The Nanny is owned by Coastal Shipping Limited, a subsidiary of Newfoundland-based Woodward's Oil. The company provides fuel supplies to Labrador coastal communities and Nunavut. No one from Woodward's was available to comment. The grounding is the third in Nunavut waters in the past month. Another Woodward's tanker, the Mokami, ran aground near Pangnirtung in early August, though no oil leaked. On Aug. 27, the cruise ship Clipper Adventurer got stuck on an uncharted rock in three metres of water near Kugluktuk, forcing 120 passengers to fly home. A leading Canadian ice expert said the incidents underline the inadequate charting of Arctic waters. John Falkingham, a sea ice consultant in Ottawa, called it the "single biggest issue in the Arctic." "The companies that ship regularly in the Canadian Arctic, they all say that the lack of good charts in all of the waters is their biggest concern," said Mr. Falkingham, who worked with the Canadian Ice Service for 32 years before starting his consultancy. "The ice has been receding faster than the Canadian Hydrographic Service (CHS) can get in there and do the necessary charting." The CHS is a government body responsible for the legal charting in the region, he said. Industrial ships such as fuel tankers tend to stick to charted lines, said Mr. Falkingham, in order to take the "fastest and safest route" possible. He said equipment failure is most likely to blame for Wednesday's incident. "Whether it's navigation equipment, engine equipment or steering gear, that's the most likely possibility. There's also the possibility of human error," he said. A Transport Canada inspection record shows the Nanny was cited for deficiencies in "stability, structure and related equipment" in 1998.

<http://news.nationalpost.com/2010/09/02/fuel-tanker-grounded-in-northwest-passage/>

USA, TX, TEXAS CITY, SEPTEMBER 3 2010. ANOTHER BP SPILL

michael stravato



You may already have heard about an [oil rig explosion](#) that occurred this morning near the site of the fateful Deepwater Horizon explosion in April. But you probably haven't heard that even BP's rig spilled millions of gallons of oil into the Gulf this summer, a BP refinery in Texas City, Texas, was [pouring](#) 538,000 pounds of toxic chemicals, including the carcinogen benzene, into the air. BP neglected to inform residents or local officials. It also failed to shut down the malfunctioning plant, attempting instead to burn off the leaking chemicals. But more than half a million pounds escaped anyway, according to BP's own estimate, making it one of the largest spills in the history of the oil-loving state. Residents have filed a \$10-billion class-action lawsuit after many fell ill without knowing why. Local officials finally learned of the spill after it had ended. The conservative state Attorney General is

also suing BP for \$600,000 in fines. Although state officials were told of the spill as the law requires, they allege that the problem stemmed — wait for it — from negligent maintenance. The plant has a history of violations.

http://www.sfgate.com/cgi-bin/blogs/green/detail?entry_id=71471

USA, LA, NEW ORLEANS, SEPTEMBER 3 2010. [Oil Rig Explosion Photos: Mariner Energy Platform Burns](#)



Ships douse a [Mariner Energy](#) oil rig in the Gulf of Mexico to extinguish a fire that started early Thursday. The fixed platform's base is 340 feet (103 meters) underwater, much shallower than the 5,000-foot (1500-meter) depth of BP's Deepwater Horizon rig, a once floating rig that now rests on the Gulf seafloor after an [oil rig explosion](#) in April. Lee Hunt, the president of the International Association of Drilling Contractors, [told ABC News](#) that the Mariner Energy platform "doesn't have a drilling rig on it, it's essentially a small refinery. ... Pure oil never comes up." Rather than boring into the seafloor for oil, platforms such as the one that caught fire Thursday pump oil out of existing wells. The Coast Guard noted that, like other nondrilling rigs, the Mariner Energy platform doesn't have a blowout preventer, a

safety device that cuts off an oil well in case of failure. The blowout preventer at BP's Deepwater Horizon wellhead famously failed, [allowing millions of barrels of oil to leak into the Gulf of Mexico after the April oil rig explosion](#).

http://news.nationalgeographic.com/news/2010/09/photogalleries/100902-oil-rig-explosion-mariner-energy-fire-nation-pictures/#/oil-rig-explodes-gulf-mexico-mariner-energy-close-up_25512_600x450.jpg

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USA, LA, NEW ORLEANS, SEPTEMBER 3 2010. MARINER HAS HAD AT LEAST 12 GULF INCIDENTS >> U.S. REGULATORS LEVIED 3 FINES, CITED BLOWOUT, 4 FIRES SINCE '06

lise olsen

Mariner Energy has been involved in at least a dozen offshore accidents or pollution spills in Gulf waters that were investigated by federal regulators. Possible violations were reported in at least six, and the company was fined three times. The incidents included one minor blowout and four fires. Here are summaries based on reports from the Minerals Management Service, now the Bureau of Ocean Energy Management, Regulation and Enforcement:

- May 25, 2006:** A leaking storage tank prompted a pollution violation at a platform damaged by Hurricane Katrina at a site 10 miles from shore in 35 feet of water. Inspectors found the bottom of a tank was corroded, and a damaged safety system and tank sump pump were unable to contain the overflow. A violation was recorded by New Orleans-based inspectors.
- May 29, 2006:** An employee was injured when he fell about 11 feet to a lower deck while working on a production platform. Inspectors based in Lafayette, La., found a possible violation: The injured man was not wearing required fall protection equipment. Mariner later paid a related \$30,000 civil penalty.
- October 28, 2006:** A welding accident resulted in a fire on a production platform in 45 feet of water and 26 miles offshore. Two possible violations were identified by Lake Jackson, Texas-based inspectors.
- June 23, 2007:** A flash fire and explosion was reported on a production platform being decommissioned 74 miles offshore in 198 feet of water. A tank exploded, and a worker was burned. Operator Mariner Energy failed to comply with its own welding and burning safety procedures plan, reports show.
- March 1, 2008:** A derrick barge under tow struck a Mariner Energy's Eugene Island well, resulting in minor damage estimated at about \$2,000. Mariner Energy personnel discovered the accident. No violations.
- May 6, 2008:** Workers were required to evacuate when a blowout was reported on a Pride Offshore drilling rig in 287 feet of water and about 90 miles from shore. The blowout apparently occurred when the driller hit a previously unknown shallow gas zone. No violations.
- May 26, 2008:** A crew member suffered an eye injury after a drilling accident involving a Pride Offshore rig. The hook and hoist chain became stuck under the rig floor and after dislodging, the chain struck one of the crew members. Lake Charles, Texas-based inspectors found possible violations based on "unsafe workmanlike operations" that led to the injury.
- June 2, 2008:** A fire occurred on a production platform in 62 feet of water and 21 miles offshore during a cleaning operation. During a shutdown, liquid hydrocarbons migrated into a fuel gas scrubber, triggering the fire and causing \$40,435 in damage. No violations.
- December 3, 2008:** A pollution incident reported at a Rowan drilling rig was apparently caused by a leaking valve. No violations.
- February 27, 2009:** A contract employee fell through a hole in loose grating while performing minor repairs caused by Hurricane Ike at Mariner's High Island platform. No violations were found by Lake Jackson Texas-based inspectors.
- June 15, 2009:** One worker was hurt in an explosion on a production platform in 75 feet of water and about 45 miles offshore. His legs and back were burned when a methanol tank exploded during welding. Lafayette, La.-based inspectors cited four possible safety violations.
- June 22, 2009:** An injury accident occurred when a crane was decommissioned during plug-and-abandon operations at a South Marsh production platform in 223 feet of water and 89 miles from shore. Inspectors found that workers failed to follow and adhere to safe practices while disassembling a portable crane.

<http://www.chron.com/dispatch/story.mpl/business/7184261.html>

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