

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

USA, CA, SAN BRUNO, SEPTEMBER 11 2010. INVESTIGATORS COMB SCENE OF FATAL GAS PIPELINE BLAST



Federal investigators Friday combed the scene of one of the state's deadliest natural gas explosions, trying to determine why a decades-old, high-pressure gas pipeline exploded under a Bay Area suburb. The blast killed at least four residents, injured dozens of other and ignited fires that destroyed 37 homes in the hilly neighborhood of San Bruno. The National Transportation Safety Board, which is leading the investigation, and the pipeline owner, Pacific Gas & Electric, said they were looking into reports that residents smelled gas in the days before Thursday evening's explosion. Among the dead were a 44-year-old employee of a state agency that oversees the gas industry and her teenage daughter,

officials said. Eight people remained hospitalized Friday, including some with severe burns. There were still some badly charred homes to be searched, but fire officials said they had no reports of people still missing. The blast left a gaping crater in the street above a 30-inch gas transmission line, the sort officials say is used to transport massive volumes of gas to residential and business distribution grids. The wind-whipped inferno, reaching 1,000 feet high at one point, rapidly spread from house to house as smaller gas lines in the area burst open, officials said. Workers were unable to shut off the fuel supply for at least an hour. When the smoke cleared Friday, investigators began picking their way past torched homes and burned-out vehicles toward a huge piece of the massive steel pipeline, jutting out of the blackened ground. At an evening news conference, NTSB board member Christopher Hart said the force of the blast had thrown a large section of pipe out of the ground, an indication of the explosion's power. "It's an amazing scene of destruction," he said. A final report on cause of the disaster will not be completed until late next year at the earliest, Hart said. Among the possibilities investigators will probably focus on is possible corrosion of the pipe, which has been a factor in pipeline failures, including the 2000 explosion of a 30-inch New Mexico pipe that killed a dozen people, experts said. NTSB officials said the San Bruno line was installed in 1956. On Friday, San Bruno police said they were treating the blast site as a possible crime scene until foul play is ruled out. PG&E officials vowed to cooperate with the federal investigation, but did not say whether the company's pipeline caused the 6:30 p.m. explosion. "It does everyone a disservice to point fingers before any investigation of the facts has even begun," said PG&E spokesman Andrew Souvall. Experts said explosions involving major gas transmission lines are rare because of redundant safety and testing requirements. "I was mystified," said Jim Moore, a USC engineering professor and infrastructure specialist. "If this was the result of a routine failure that was somehow unanticipated, then we need to begin inspecting these transmission systems very carefully." The explosion occurred as PG&E and other pipeline operators were working to comply with a costly, federally mandated inspection and safety management program. According to experts who monitor federal and state agencies for ratepayer groups, PG&E was required to inspect half of its transmission pipelines by the end of 2008 and the other half by the end of 2012. The utility also was expected to carry out a regular re-inspection program. "We don't know what the status of the project is," said William B. Marcus, a utility economist who works for the Utility Reform Network on PG&E rate matters before the California Public Utility Commission. "But we do know that PG&E has been spending" millions annually to get the inspection program completed. PG&E has had extensive problems with a program to inspect leaks in its extensive distribution network stretching from the California- Oregon border to Bakersfield in the Southern San Joaquin Valley, according to a company report and industry watchdogs. Distribution pipes, which deliver natural gas to neighborhoods and individual homes, are smaller in diameter and operate under less pressure than giant transmission pipes such as the one that exploded in San Bruno. "PG&E's gas leak detection program failed miserably earlier this decade," Marcus, whose group advocates for ratepayers, wrote in a report to the California Public Utilities Commission in June. Marcus said he was able to gain some insight into the program's difficulties because the state PUC released a PG&E PowerPoint presentation on the program. The presentation noted that a 2007 re-survey of leaks in the North Coast Division "found deficiencies" including "record falsification" in earlier surveys performed in 2004-07. At one point, the survey had to be "suspended" and all personnel retrained. A 2008 leak survey showed better results, PG&E said. But the report concluded that "system-wide improvements are needed in leak survey" including in the areas of "leak grading process, standards, controls training and operator qualification." PG&E did not respond Friday to requests for comment on the distribution system inspection problems. The San Mateo County coroner's office identified three of the four dead as Jacquelin Greig, 44; her daughter Janessa, 13; and Jessica Morales, 20. The president of the state's utility commission said Jacquelin Greig was a commission employee. "She lived right at the spot where it blew," Michael Peevey said. "She and a younger daughter were in the house. Her husband and the older daughter were at the daughter's school." "The irony is that she worked in the gas section" of a division of the commission,

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

Peevey said. Greig worked for the Division of Ratepayer Advocates, an independent branch of the commission. The division provides input to regulators in defense of consumers. Some San Bruno residents said they had noticed unusual activity near the blast site in recent years. Gayle Masunu, 59, said she complained to the city about a sinkhole that opened up in her frontyard two years ago, but nothing was done. She said she thought it was related to the gas line that exploded. Days before the blast, she said, construction work was being done close to the site of the explosion. Desiree Barr, whose mother lives in the neighborhood, said she had been working with the city to fix depressions in the street near the pipeline rupture point because water was pooling in the pavement. Moore, the USC engineering professor, said construction technology has changed since the San Bruno pipeline was built. But that may not be a factor, he added. "One of two things has happened," Moore said. "Either it failed by accident, or somebody caused it to fail."

http://www.latimes.com/news/la-me-san-bruno-explosion-20100911_0,290922.story

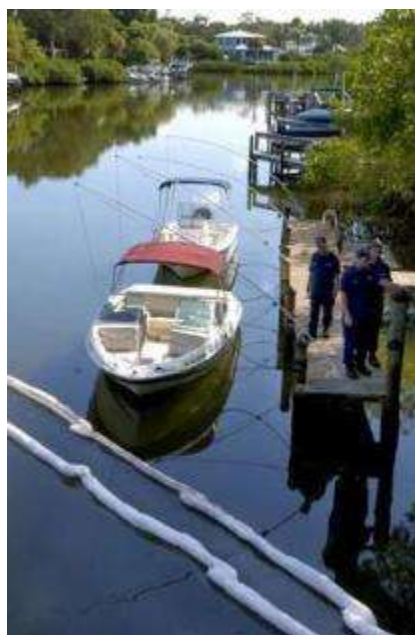
USA, FLA, SARASOTA,, SEPTEMBER 11 2010. DIESEL LEAK MAY HAVE HURT MANGROVES IN SARASOTA BAYOU

[Watch the Video http://www.mysuncoast.com/Global/story.asp?S=13131463](http://www.mysuncoast.com/Global/story.asp?S=13131463)

[Watch the Video:](http://www.heraldtribune.com/article/20100910/BREAKING/100919995/2055/NEWS?Title=400-gallons-of-diesel-fuel-spilled-in-Hudson-Bayou)

<http://www.heraldtribune.com/article/20100910/BREAKING/100919995/2055/NEWS?Title=400-gallons-of-diesel-fuel-spilled-in-Hudson-Bayou>

[Watch the Video http://www.heraldtribune.com/article/20100911/ARTICLE/9111043/2055/NEWS](http://www.heraldtribune.com/article/20100911/ARTICLE/9111043/2055/NEWS)



Members of the U.S. Coast Guard inspect a boom stretching across Hudson Bayou near the Orange Avenue bridge Friday morning in Sarasota.

The mangroves surrounding Selby Gardens may have been damaged after 400 gallons of diesel fuel spilled into Hudson Bayou early Friday and then oozed among the trees' tangled roots. The leak occurred when a fuel storage tank overflowed at Waldemere Medical Plaza near [Sarasota Memorial Hospital](#) around 3 a.m. Friday. The diesel ran through storm drains and into the bayou, trickling into sensitive mangroves surrounding Marie Selby Botanical Gardens. Workers plan to inspect the mangroves at low tide today and hose off the roots if a petroleum sheen is still present. Hudson Bayou reeked of diesel Friday, said Bruce Holst, a Selby botanist. "Unfortunately the effects of oil toxicity on mangroves takes a while to show up," Holst said. "We won't know for quite a while, it could be weeks or months, if there's any damage." Officials had originally estimated the spill at 800 gallons, but revised that figure Friday after some of the missing fuel was found in an overflow tank. By Friday afternoon more than 70 percent of the fuel had been contained and removed, according to Richard Segal, facilities manager for the medical plaza. Marcus Partners Inc., the firm that owns the plaza, has taken financial responsibility for the spill. The firm hired Progressive Environmental Services and Southern Waste Services to clean fuel from the water and the storm drains. Officials with the Sarasota County Fire Department, Coast Guard and Florida Department of Environmental Protection responded to the accident and will continue to oversee the clean-up. Storm drains fan out miles beneath the streets of Sarasota, leading to the bay. "People don't realize how extensive our drainage systems are. The Hudson

Bayou basin drains much of the downtown area," said Joseph Kraus, a county environmental specialist. Spills occur infrequently, but are not unprecedented. In the past decade records show seven to eight reports of fuel leaks, mostly from cars and boats, Kraus said. The last significant spill was in 2000 when a shut-off valve to a fuel tank at the jail failed to work. County records did not say how much fuel leaked, but it was enough to cause the mangroves along the bayou to shed their leaves. As long as the fuel is contained and removed, damage should be minimal, said Theresa Connor, executive director of Sarasota County Environmental Services. The biggest concern is for the mangroves, which are sensitive to petroleum products. Mangroves serve as fish habitat and help enhance water quality. Segal said a valve between two fuel tanks failed to work, allowing one tank to overflow. The tanks are 20 years old, but had been recertified by the Environmental Protection Agency two weeks ago, Segal said. A security guard for Sarasota Memorial Hospital noticed the leak at 3 a.m., but did not realize the scope of the problem until daybreak, when it was reported to county emergency officials, said Kim Savage, hospital spokeswoman.

<http://www.heraldtribune.com/article/20100911/ARTICLE/9111043/2055/NEWS>

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

NETHERLANDS ANTILLES, BONAIRE, KRALENDIJK, SEPTEMBER 11 2010. PLANES PUT OUT GIANT OIL FIRE ON CARIBBEAN ISLAND

nochi willem



A huge blaze that ignited when lightning hit a 200,000-barrel naphtha tank on the tiny Caribbean island of Bonaire was put out on Friday after Venezuelan planes doused it with chemical foam.

Tall flares seen from across the island since the fire began on Wednesday were no longer visible in the morning, witnesses said, but smoke still billowed from the damaged tank at a terminal that stores 12 million barrels of oil products. "The fire is out," said Glenn Thode, Lieutenant Governor of the island that sits 50 miles off Venezuela's northern coast and is part of the Dutch Antilles. Speaking on Friday, he said the remaining smoke came from the smoldering remains of the tank, which partially melted in the blaze. Shipping is not expected to resume at least until the

weekend from the Venezuelan-owned terminal that receives up to 25 tankers a month, as officials check for damage. "The terminal is closed and the ships are floating offshore -- it's too deep to drop anchor," said a trader who does business at the terminal. He said four vessels were waiting to dock. Venezuela's state oil company PDVSA uses the site to mix and ship crude and products to China and the United States. The island is a popular scuba diving destination famous for its pristine coral reefs and crystalline water. It was not immediately clear how many shipments will be delayed by the closure of the terminal. Thode said that several planes sent by PDVSA sprayed the burning tank with foam overnight, cooling adjacent tanks and lowering the flames. He called for three investigations into the fire and possible damage to the island's delicate ecosystem from gas and chemicals released by the blaze. One study will be carried out by the terminal management, or PDVSA; another by the government of the Netherlands Antilles; and a third possibly by the Dutch government, he said. The fire was likely caused by an electrical storm, PDVSA said. A lightning strike was also blamed for a quickly controlled blaze at another PDVSA storage terminal on nearby Curacao, also part of the Dutch Antilles. Oil markets factored in the fires, with no discernible price changes as a result. PDVSA officials were not available to comment. The terminal, known as BOPEC, also stores heavy crude, gasoline, distillates and residual fuel oils. Naphtha is a petrochemical feedstock used in Venezuela for high octane gasoline blending and crude blending.

Related Links

-  [UPDATE 6-Fire shuts Bonaire oil terminal till wkend at least](#) Thu, Sep 9 2010
-  [Second oil tank hit by fire in Dutch Antilles](#) Thu, Sep 9 2010
-  [Bonaire terminal closed to weekend at least-official](#) Thu, Sep 9 2010
-  [Bonaire govt expects oil fire out within hours](#) Thu, Sep 9 2010
-  [Venezuela Bonaire oil terminal still shut due to fire](#) Thu, Sep 9 2010

<http://www.reuters.com/article/idUSTRE6893RG20100910>

USA, IL, CHICAGO, SEPTEMBER 11 2010. EPA ORDERS ENBRIDGE TO STOP ILL. PIPELINE SPILL

The Environmental Protection Agency on Friday ordered Enbridge Energy Partners to stop the flow of oil from its leaking pipeline outside of Chicago by noon Monday. EPA said that Enbridge crews have contained oil spilling from the pipeline and are trying to determine how the leak happened. EPA spokeswoman Anne Rowan said the pipeline was leaking an estimated 200 to 600 gallons of crude per hour. "The leak site itself is contained but oil is continuing to drain out of the pipeline," said Enbridge spokeswoman Terri Larson. "As that oil drains out crews are cleaning it up." The Houston company does not have a timetable for restoring the line to operation but is working to divert its volume to other pipelines and storage facilities. Enbridge shut the pipeline down after the leak was reported Thursday in the Chicago suburb of Romeoville. Oil spewed onto a roadway and into a nearby retention pond but no injuries were reported. The company said the pipeline was transporting about 459,000 barrels per day of heavy crude when the leak occurred. The 34-inch pipeline can transport as much as 670,000 barrels per day of oil products from Superior, Wis., to Griffith, Ind. The leak disrupted bus service for students of Valley View School District 365U and caused the district to close one school and lock down six others following the discovery of suspicious devices later found to belong to the EPA. About 10,000 students in the district had to find their own way to and from school after morning and afternoon bus service was canceled because of oil cleanup efforts near the Romeoville bus barn. District Superintendent Phillip Schoffstall said student absences Friday will be listed as "excused." Meanwhile, the discovery of what school officials believed to be bomb-like devices taped to light poles in five school parking lots prompted the closing of one school and the lockdown of six others. The devices later turned out to be air quality measuring instruments put in place by the

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

EPA. "It's better safe than sorry," said school safety coordinator Leroy Brown. "Our administrators have been trained to put student and staff safety above all else. They followed the (emergency and crisis response) plan perfectly." Earlier this summer, more than 800,000 gallons of oil leaked from an Enbridge Energy Partners pipeline into a creek that feeds the Kalamazoo River valley about 60 miles southeast of Grand Rapids, Mich. The closure of the pipeline near Chicago, which delivers oil to Midwest refineries, boosted oil prices more than \$2 a barrel on Friday amid concerns about how long the supply may be disrupted. Although oil and gasoline inventories are plentiful, oil traders are concerned that Midwest supplies could tighten if the pipeline stays closed for some time, analysts said. That could send retail gasoline prices higher in the upper Midwest, perhaps as much as 30 cents a gallon, depending on how long the pipeline is out of operation, according to Tom Kloza, publisher and chief oil analyst at Oil Price Information Service. Chicago area residents could pay \$3 or more for a gallon of unleaded regular gasoline, Kloza said. The U.S. Energy Information Administration says that a gallon of unleaded averages \$2.86 in Chicago now. Enbridge Energy Partners is an affiliate of Enbridge Inc., based in Calgary, Canada.

Related Links

- [Enbridge tackles second Lakehead oil leak](#)
- [Enbridge oil pipeline leaking in Illinois](#)

<http://www.google.com/hostednews/ap/article/ALeqM5jESZ0otZNdRiYrexijr-ORNXSvQD9I5DG9O1>

USA, PA, WILKES-BARRE, SEPTEMBER 11 2010. GAS SPILL JURY SEES TRANGUCH VIDEO TESTIMONY >> PLAINTIFFS CLAIM THEY WERE SICKENED DUE TO GAS LEAK AT HAZLETON TIRE SERVICE STATION.

sheena delazio



The former Tranguch Tire Service on Church Street in Hazleton is currently being torn down after it was the site of a gasoline leak in 1993.

Michael Tranguch began working at his father's tire service station at the age of 9 in 1950, sweeping floors and making sure customers paid for potato chips and soda. Forty-three years later, in 1993, Tranguch was ordered to drain six underground gasoline tanks after a reported 375 gallons of fuel went missing, he said Friday via videotaped testimony. Tranguch's testimony, recorded in November 2009, was shown to a Luzerne County jury Friday in the first day of a civil trial in which plaintiffs Dennis and Carol Dawley and Clement and Bernadine Marusak are claiming they were sickened and their property damaged because of the gasoline leak that

eventually closed Tranguch Tire Service station on Church Street in Hazleton. Testimony on Friday centered on who might have been responsible for the gasoline leak and subsequent damages. The case was brought to county court in 2001, when more than 1,000 plaintiffs sued ExxonMobil and several other defendants. Some of the plaintiffs claim they contracted diseases such as cancer as a result of the exposure. "(The spill) was the straw that broke the camel's back," the now 67-year-old Tranguch said about what happened to his business. He said that in the early 1980s his company switched to selling ExxonMobil gasoline, which he got from Fegley Oil Co. in Tamaqua. Tranguch said he would call Fegley's whenever he needed a trailer of gasoline and he never directly dealt with the giant oil company. ExxonMobil attorney Frank Allen said in his opening statement Friday that ExxonMobil, which is listed as a defendant in the case, is not responsible for the spill because the company had nothing to do with Tranguch's business. The only thing connecting ExxonMobil to Tranguch, Allen said, was that its gasoline was in Tranguch's underground tanks. ExxonMobil had no day-to-day control over Tranguch, had no contact with Tranguch and had no legal right to control Tranguch, Allen said. But, Michael Leh, an attorney for the Dawleys and Marusaks, said in his opening statement that ExxonMobil is responsible because it had knowledge the steel tanks were corrosive and the company never reported that to the Tranguch Tire Service station. ExxonMobil knew, Leh said, because it replaced tanks at service stations it owned with fiberglass tanks that were less likely to leak. "I'm confident you'll find Mobil had a duty to the plaintiffs and breached that duty and that they had control over the tanks," Leh told jurors. Tranguch said in his testimony he had no contract with either Fegley or ExxonMobil and that the only thing that said ExxonMobil at his station were the decals on the pumps. He said his seven tanks were registered with the state and one tank was replaced in 1985. Tranguch said it was important to monitor the inventory of the tanks to watch for any problems or leaks, and that in November 1993, 375 gallons was unaccounted for. That month, the state [Department of Environmental Protection](#) ordered Tranguch to drain the tanks, which were removed in February 1995. Former DEP hydrogeologist Michael Hasletine testified, saying that when the tanks were removed erosion and small holes could be seen on each tank. He said gasoline had pooled underneath the tanks. But Tranguch testified, "The only holes in the tanks were made after they removed the sludge inside, not before." However, Hasletine said he was present when the tanks were removed after he conducted an investigation because three nearby

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

residents said they smelled gasoline in their basements. "The petroleum odors were pretty tremendous," Hasletine said of the spill site. He said several monitor wells were installed on the site, and they revealed contaminated soil and ground water. In photos shown to the jury the tanks appeared to have been riddled with machine gun bullet holes. Hasletine said four nearby gas stations also leaked a small amount of gasoline into the soil. The stations included Sam's Amoco on Church Street, Orloski Shell on Church Street and Hazleton Standard Fuel on Laurel Street near the Tranguch site. Under questioning by ExxonMobil attorney William Stack, Hasletine said the Tranguch tanks were leaking 2.4 gallons of gasoline a day. Multiply that by six tanks, and approximately 14 gallons a day – or 420 gallons a month – was leaking into nearby soil, Hasletine said. The trial began Thursday when a county jury was selected. Testimony in the case will continue Monday morning, Judge Lewis Wetzel said.

http://www.timesleader.com/news/Gas_spill_jury_sees_Tranguch_video_testimony_09-10-2010.html

USA, AKA, ANCHORAGE, SEPTEMBER 11 2010. SPILL COMMISSION CO-CHAIR SAYS OIL CLEANUP SKILLS NEGLECTED

 **Watch the Video** <http://www.ktuu.com/news/ktuu-reilly-spill-commission-profile-091010.0.6023788.story>

rhonda mcbride

The co-chair of the presidential commission on the Gulf of Mexico oil spill got an earful this week during his visit to Alaska. Bill Reilly says that's good, because the country needs to take a closer look at Alaska's experience with the Exxon Valdez spill and oil development. "We will take back what we hear from you, and you can expect it to affect where come out and what we say," Reilly said. Reilly says the Gulf of Mexico commission has two top priorities: to investigate the Deepwater Horizon spill, and to make recommendations to prevent future offshore drilling disasters. "We're talking about parts per billion, total petroleum hydrocarbons on these gravels," said retired fisheries professor John French, who spoke at an open-mic event held by the commission at the University of Alaska Anchorage Wednesday. Listening to Alaskans talk about oil spills isn't new to Reilly, although there's much more gray in his hair since he was last here. "There's a lot of oil still down there, and it's going to take a major effort to clean it up," Reilly said in a 1989 interview on the Exxon Valdez spill. Reilly was director of the Environmental Protection Agency during the George H.W. Bush administration, and he says one of the big tragedies today is that lessons learned in Prince William Sound about cleaning up oil spills were lost in the Gulf of Mexico. "The technology of drilling is breathtakingly sophisticated," Reilly said. "The technology of response has not evolved in the last 20 years, since I saw the skimmers and booms failed on Prince William Sound." Reilly says the Exxon Valdez cleanup operation captured only about 3 percent of the oil, while another 5 percent was burned off at the surface. "One has to ask: what could we do better?" Reilly said. "Money for science and baseline studies isn't there; money for response equipment, forget it. Who's going to put that money in it?" Reilly said. "Dollars spent on prevention are much, much more effective than dollars spent on response," said Bruce Harland with Crowley Maritime Services at the UAA event Wednesday. The commission's conversations with Alaskans will be especially helpful in coming up with recommendations. "We are taking on a number of questions that are not obvious," Reilly said. One of those questions is what really drives the decision-making at BP and the rest of the oil industry. "We will look at the culture of the industry, of which those decisions might of come -- a company that obviously had been challenged by safety, twice in the previous five years." Government's relationship with the industry will also come under the commission's microscope. It's a key point that Reilly says has to change. "I would hope that by recommending reforms within government itself, and making clear how they might work better in the future, we might be careful to avoid industry capture of an agency or a regional office. I think that could be very helpful to the country," Reilly said. Reilly says the commission is modeling itself after the 9/11 Commission, which investigated the 2001 terror attacks on New York City and Washington, D.C. "I think it was very helpful to the country in understanding the issues and appreciating the heroism that some people demonstrated that day -- the national conversation was brought together in a very constructive way," Reilly said. The Alaska conversation about Interior Secretary Ken Salazar's moratorium on offshore oil drilling in the arctic is often emotional. "You're choking off the economic lifeblood of Alaska by choking off further development," said speaker Richard Braun at the UAA event. "We have a mission given to us by the president to look at the future of offshore oil and gas," Reilly said. Reilly says that future could depend on major advances in oil spill response capabilities and disaster preparation. "The major disasters in the country have not been anticipated; people thought they couldn't happen," Reilly said. Reilly says that was true with the 1986 explosion of the space shuttle Challenger, the 9/11 attacks, 2005's Hurricane Katrina -- and most recently, the Gulf of Mexico oil spill. "Both the industry and the government regulators believed it was not possible to have the kind of blow-up that we had in the Gulf: that is a common theme," Reilly said. "We will take the route that has always been open -- to undertake the direct cleanup ourselves and bill Exxon for the price," Reilly told NBC's "Meet the Press" in September 1989. After the Gulf of Mexico spill, the conversation about oil spills has come full circle for Reilly. "Most of the priorities we've set as a country, with respect to air,

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

water, waste, we've made significant progress on," Reilly said. "We never did set a priority on the oceans." UAA Chancellor Fran Ulmer is also on the commission. The information gathered in Alaska will go into a report to President Obama that's due in January.

<http://www.ktuu.com/news/ktuu-reilly-spill-commission-profile-091010.0.6023788.story>

USA, UNIVERSITY OF GA, SEPTEMBER 11 2010. SCIENTISTS FIND THICK LAYER OF OIL ON SEAFLOOR

richard harris



Click-2-Listen <http://www.npr.org/templates/story/story.php?storyId=129782098>



A core sample from the seafloor of the Gulf of Mexico shows a 2-inch layer of oily material. Researchers are finding oil on the seafloor miles away from the blown-out BP well. Though researchers have yet to chemically link the oil deposits to the BP well, "the sheer coverage here is leading us all to come to the conclusion that it has to be sedimented oil from the oil spill because it's all over the place," says one scientist.

Scientists on a research vessel in the Gulf of Mexico are finding a substantial layer of oily sediment stretching for dozens of miles in all directions. Their discovery suggests that a lot of oil from the Deepwater Horizon didn't simply evaporate or dissipate into the water — it has settled to the seafloor. The Research Vessel Oceanus sailed on Aug. 21, on a mission to figure out what happened to the more than 4 million barrels of oil that gushed into the water. Onboard, Samantha Joye, a professor in the Department of Marine Sciences at the University of Georgia, says she suddenly has a pretty good idea about where a lot of it ended up. It's showing up in samples of the seafloor, between the well site and the coast. "I've collected literally hundreds of sediment cores from the Gulf of Mexico, including around this area. And I've never seen anything like this," she said in an interview via satellite phone from the boat. Joye describes seeing layers of oily material — in some

places more than 2 inches thick — covering the bottom of the seafloor. "It's very fluffy and porous. And there are little tar balls in there you can see that look like microscopic cauliflower heads," she says. It's very clearly a fresh layer. Right below it she finds much more typical seafloor mud. And in that layer, she finds recently dead shrimp, worms and other invertebrates.

'A Slime Highway'

How did the oily sediment get there? Joye says it's possible that chemical dispersants might have sunk some oil, but it's also likely that natural systems are playing an important role. "The organisms that break down oil excrete mucus — copious amounts of mucus," Joye says. "So it's kind of like a slime highway from the surface to the bottom. Because eventually the slime gets heavy and it sinks." That sticky material can pick up oil particles as it sinks. Joye can't yet say with certainty that the oily layer is from BP's blown-out well. The organisms that break down oil excrete mucus — copious amounts of mucus. So it's kind of like a slime highway from the surface to the bottom. Because eventually the slime gets heavy and it sinks. - Samantha Joye, professor of marine sciences, University of Georgia "We have to [chemically] fingerprint it and link it to the Deepwater Horizon," she says. "But the sheer coverage here is leading us all to come to the conclusion that it has to be sedimented oil from the oil spill, because it's all over the place." So far, the research vessel has traveled in a large "X" across the Gulf within a few dozen miles of the well. Scientists have taken eight sets of samples, and Joye says they all contain this layer. It's thin in some places, inches thick in others. Eventually, scientists hope to collect enough samples to figure out how much oil is now settling to the seafloor. "It's starting to sound like a tremendous amount of oil. And we haven't even sampled close to the wellhead yet," she says.

A Blizzard of Oil

Last month, another research group also reported finding oil on the seafloor. Researchers at the University of South Florida say they saw oil particles sprinkled on top of the mud. These new findings strongly suggest that it didn't just drizzle oil — in some places it was a blizzard. David Hollander, from the University of South Florida, says the government's original attempt to figure out what happened to the oil totaled up how much washed ashore, how much evaporated and how much might have stayed under the waves. But it didn't consider that oil could also end up on the seafloor. "And so now the bottom really is turning out to be an important sink for the oil," Hollander says. But the ecological impacts of oil on the seafloor depend on the depth of the ocean where it lies. Joye's findings so far have found oil in depths ranging from 300 to 4,000 feet. Shallower waters, in particular, are potentially important not just for life on the bottom but for the entire marine ecosystem. "A lot of fish go

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

down to the bottom and eat and then come back up," Hollander says. "And if all their food sources are derived from the bottom, then indeed you could have this impact." Figuring all that out though, will probably take many years.

Related NPR Stories

- [Marine Scientists Seek Standards For Spill Research](#) Sep. 7, 2010
- [Thad Allen And Lessons Learned From The Gulf Oil Spill](#) Sep. 9, 2010
- [BP Report Blames Multiple Companies For Gulf Spill](#) Sep. 8, 2010

<http://www.npr.org/templates/story/story.php?storyId=129782098>

USA, CA, SAN FRANCISCO, SEPTEMBER 11 2010. VERDICT CLEARING CHEVRON IN KILLINGS IS UPHELD

bob egelko

A federal appeals court on Friday upheld a [San Francisco](#) jury's verdict clearing [Chevron Corp.](#) of wrongdoing for the shootings of [Nigerian](#) villagers who occupied an offshore barge in 1998 to protest the company's hiring and environmental policies. Government security forces summoned by Chevron killed two men and wounded two on a barge tethered to a company platform 9 miles off the coast of the oil-rich Niger Delta after three days of negotiations with leaders of about 150 tribesmen. Villagers said drilling and dredging were polluting their wells and killing trees and fish, but Chevron's Nigerian subsidiary had declined to meet with them. They testified at the trial in 2008 that the protest was unarmed and peaceful, but Chevron's witnesses said the protesters threatened violence, held crew members captive and demanded ransom. In a suit by 19 plaintiffs, who included the two wounded men and relatives of one of the dead, the jury rejected their claims that Chevron was responsible for assault, inhumane treatment and wrongful death. The villagers' appeal argued that [U.S. District Judge Susan Illston](#) had allowed Chevron to introduce irrelevant and inflammatory evidence - such as a photo using a knife or machete to kill a sea turtle - and should have let the jury consider an allegation that security forces tortured their victims. The [Ninth U.S. Circuit Court of Appeals](#) in San Francisco disagreed and affirmed the verdict. The evidence that Illston allowed was related to disputed issues such as the nature of the protest and Chevron's reasons for calling in the security forces, said Judge Mary Schroeder in the 3-0 ruling. The turtle photo, for example, contradicted plaintiffs' witnesses who said they saw no weapons or indications that the villagers were violent, the court said. A Chevron employee's testimony alleging past kidnappings by villagers, also challenged in the appeal, might have explained the company's decision to end negotiations and call for armed help, Schroeder said. She acknowledged that Illston's interpretation of a law allowing damage claims by torture victims - that it applied only to suits against people - conflicted with another appeals court's 2005 ruling upholding a torture claim against a corporation. But Schroeder said the 1992 law expressly stated that any individual who inflicted torture was liable for damages, thus barring claims against corporations. Cindy Cohn, a lawyer for the plaintiffs, said the torture issue might be a basis for a further appeal. "Companies want to be people when it suits them," she said, referring to the Supreme Court's ruling in January that corporations have a First Amendment right to contribute to political campaigns. The ruling denies justice to "people whose environment was destroyed by a U.S. corporation" and "attempted to protest peacefully," said Laura Livoti, spokeswoman for the advocacy group Justice in Nigeria Now. Chevron, based in San Ramon, said the ruling "further exonerates the company." "While we are sympathetic to the challenges that people of the Niger Delta face, hostage-taking is never the answer," said company spokesman Kent Robertson.

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2010/09/10/BU741FC1GB.DTL>

CANADA, REGINA BEACH, SEPTEMBER 12 2010. REGINA BEACH ESSO SERVICE STATION DAMAGED IN FIRE



The Esso station was left burned on the inside, although there was little damage visible out front on the exterior.

What could have turned into a much more dangerous situation was contained Thursday night as fire broke out at the Regina Beach Esso station. "It's one of the worst ones," said Shayne LaMontagne, chief of the Regina Beach Volunteer Fire Department. "It's right beside a couple of apartment buildings too, so you have to weigh all that stuff out and maybe get people evacuated. There's a lot going on in the first 10 minutes of a call like that." The fire was reported to Lumsden RCMP and the Regina Beach Fire Department at around 10:40 p.m. Thursday. Crews were on

the scene until early Friday morning. Fortunately, no homes had to be evacuated and the fire was contained to one end of the building, destroying most of the car wash and the back portion of the structure. The fire couldn't reach the underground fuel tanks and around 50 propane containers were stored at the opposite end of the building. LaMontagne should get a big thank you at his next family gathering. The Esso's owner is his Uncle Garry. "I've been doing this emergency response stuff out here

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

for awhile so you know everyone," said Shayne LaMontagne. "That's the hazard of being a volunteer in a small town. You're seeing people in their worst state and helping them out. That's part of small-town volunteering." There was smoke and water damage throughout the business, which also includes a convenience store, bakery, meat shop and laundromat. Damage is estimated at more than \$750,000. Garry LaMontagne said while the car wash is lost, he expects to revive the business as soon as he can. "We're going to carry on with it," he said. "We're not going to close it up. That's for sure." That will be good news for residents of Regina Beach, where the business is a regular hub of activity. The fire is believed to have started at the back of the building in an area used for garbage collection. The investigation into exactly how it started is still underway.

<http://www.leaderpost.com/sports/Regina+Beach+Esso+service+station+damaged+fire/3506254/story.html>

INDIA, VATTAPPARA, SEPTEMBER 12 2010. PANIC GRIPS VATTAPPARA AS LPG TANKER TURNS TURTLE

Panic struck the people and the authorities as an LPG tanker lorry turned turtle resulting in gas leak at Vattappara near Kottakkal in the district late on Friday night, sources said. The vehicular traffic on the Kozhikode-Thrissur route on the National Highway has been affected due to the accident, which had triggered panic among the people in the area. The traffic has been diverted to Kannipura, sources said. All efforts are being made to plug the leak to avoid spreading of the gas, sources said. The tanker was coming from Thrissur side. Efforts are also being made to transfer the gas to the recovery tanker which had come from Mangalore. Fire fighting units have been kept ready at the site, source said.

<http://www.thehindu.com/news/states/kerala/article626989.ece>

USA, TX, SAN ANTONIO, SEPTEMBER 12 2010. TANKER WITH 24,000 GALLONS OF FUEL TOPPLES AT SA INTERSECTION

[Watch the Video http://www.kens5.com/news/Tanker-tips-over-closes-SA-intersection-for-hours-102657484.html](http://www.kens5.com/news/Tanker-tips-over-closes-SA-intersection-for-hours-102657484.html)



"I'm told he's got like 17,000 gallons of diesel and 7,000 gallons of regular gasoline. So, it's a pretty full load," said Sgt. Ernest Celaya with the San Antonio Police. The truck was full enough to shift and tip on its side on the access road to Interstate 410 at the Medina Base Road exit. It happened just after the noon hour. Firefighters say what's leaked out so far has been minimal. The fire trucks surrounding the toppled truck are here as a precaution, since the load is so flammable and potentially explosive. Authorities said there is an interstate above the accident to worry about, and residences less than a block away that could be affected. The driver told police it was a slick street that caused the damage. Police believe the driver took a corner too fast, shifting his load. The result is the same: an entire turnaround under the interstate has been shut down for more than five hours. The rig is just too heavy and dangerous to re-right without emptying it first. So, the company brought in another

tanker truck. Added Celaya, "It's a tedious process, they're going to have to drill into the tanker empty it out before we can upright that tanker."

<http://www.kens5.com/news/Tanker-tips-over-closes-SA-intersection-for-hours-102657484.html>

USA, B.C, CLEARWATER, SEPTEMBER 12 2010. ALBERTA MOTORIST DIES IN CRASH WITH TANKER TRUCK ON HIGHWAY 5

An Alberta motorist died on Highway 5 just two minutes after police received a call about a possible impaired driver. Clearwater RCMP said they received a call at 2:47 p.m. on Friday about black SUV heading south on Highway 5 near an area known as Town Pump. While speaking with the complainant at 2:47 p.m., police were told the vehicle crossed the centre-line and slammed into a tanker truck which normally carries ammonium nitrate. Fortunately, the tanker had emptied its load already at the time of the accident. "Clearwater detachment and Traffic Services members along with the B.C. Ambulance Service and Blackpool Fire Department immediately attended the scene in an area on Highway 5 south of Clearwater known as Pump Town," police said. "The driver and lone occupant of the possible impaired vehicle, a black SUV with Alberta licence plates was deceased immediately," police said. "The driver of the commercial tanker truck received minor injuries. The Tanker Truck was north bound and had been loaded with ammonia nitrate, however was empty at the time of the collision. As a precaution the Blackpool Fire Department secured the tanker truck with foam. There were no leaks detected. There is very little other than residual load of ammonia nitrate left in the tanker." The accident forced the closure of the highway in both directions.

<http://www.vancouverite.com/2010/09/10/alberta-motorist-dies-in-crash-with-tanker-truck-on-highway-5/>

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

CANADA, OTTAWA, SEPTEMBER 12 2010. SAFETY BLITZ PULLS TANKER WITH FAULTY BRAKES OFF ROAD

A leaking fuel tanker with faulty brakes was one of 40 vehicles taken off the road by police during a two-day commercial transport safety blitz in the Ottawa area. The fuel truck was found to be leaking its contents, with one completely inoperative brake and the remaining three out of adjustment, OPP Ottawa traffic detachment Const. Eric Booth said. "It was a disaster waiting to happen," he said. "You have a massive weight moving down (the road) that might not be able to stop." In some cases drivers were found to not have conducted mandatory pre-trip inspections or recorded proper logs, Booth said. He said drivers should know not to operate potentially dangerous vehicles and many of the problems could have been easily identified. "There's things like that that drivers obviously know they're not safe." Police are reminding owners of commercial vehicles to conduct proper safety inspections and for drivers to inspect trucks before setting out.

<http://www.ottawacitizen.com/Safety+blitz+pulls+tanker+with+faulty+brakes+road/3509615/story.html>

CANADA, CASTLERIDGE, SEPTEMBER 12 2010. MAN INJURED WITH GASOLINE.

One man is lucky to escape serious injuries after trying to light his bbq using gasoline. It happened at a home in the Castleridge area. The man was attempting to light wood when it ignited burning his leg and damaging a nearby vehicle. The fire was out when firefighters arrived. The fire department warns that gasoline should never be used to start or accelerate a fire.

<http://www.am770chqr.com/News/Local/Story.aspx?ID=1277423>

VENEZUELA, FALCON STATE, CARDON, SEPTEMBER 12 2010. FIRE ON DOCKS OF MAIN VENEZUELA REFINERY TAKES NO VICTIMS



Venezuelan authorities said on Saturday that fire broke out on the docks of the Paraguaná refinery, the country's biggest, 600 kilometers (370 miles) west of Caracas. No victims were reported. Officials at the state-run oil company Petroleos de Venezuela S.A., or PDVSA, cited by the Communication Ministry, said that "the fire was caused by an explosion" at a time when the tanker Sonia was "taking on products (diesel) for export." The sources also said that the firefighters were acting "according to the international safety protocol" and confirmed that up to now "no dead or injured have been reported." Authorities also said that the port area has been evacuated of all personnel and ships to avoid injuries and material damage.

Meanwhile, private media said that the fire began around 10:45 local time (1515 GMT) and that at a certain point the flames were leaping 20 meters (65 feet) into the air. They also reported a succession of small explosions that some say were as many as 19. As yet no further details are known about the fire, which does not appear to have affected operations at the refinery nor at other installations near the docks where the accident occurred. Some audiovisual media have shown photos in which a column of black smoke can be seen rising from the docks. Fires also occurred this week at PDVSA facilities on the islands of Bonaire and Curacao in the nearby Netherlands Antilles.

<http://www.laht.com/article.asp?ArticleId=366101&CategoryId=10717>

USA, FLA, FLORIDA STRAITS, SEPTEMBER 12 2010. SCIENTISTS MONITOR CRUCIAL SEAWEED FOR TAR

kate spinner



Brian Lapointe, a research professor with Harbor Oceanographic at Florida Atlantic University, pulls sections of sargassum from waters off Ram Rod Key. Tar found in the floating seaweed will be analyzed to determine whether it came from the BP oil spill.

On the surface of this cobalt blue ocean, where waves swell and crash at odd angles against the Florida Current, a single mat of seaweed becomes a living oasis crowded with penny-sized crabs and dime-sized fish. These floating seaweeds, called sargassum, act as nomadic nurseries of the deep sea, similar to the role played by mangroves and marshes in bays and coastal waters. Without them, hatchling sea turtles and all sorts of juvenile fish would have nowhere to hide from the threatening jaws of snappers and barracuda. This refuge, however, has been assaulted for decades, mostly from plastic pollution and oil spills large and small.

The BP Deepwater Horizon blowout in the Gulf of Mexico marked the latest strike against the sargassum ecosystem, further straining dozens of already stressed deep sea species, from sea turtles to bluefin tuna. "Human activities are now obviously

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

impacting the entire planet, including offshore waters, and this BP spill is just one example," said Brian Lapointe, a Florida Atlantic University research professor who has studied sargassum for 30 years. Lapointe's new research is looking at whether the BP spill increases the amount of tar in sargassum. The geyser of BP crude smeared an oil slick across hundreds of miles of the Gulf of Mexico in an area known to host some of the world's largest sargassum mats. Scientists can only surmise that huge amounts of the seaweed and the animals within it died and sank. But while the acute damage may be over with the capping of the well, the chronic problem of tar balls will remain indefinitely. Though less toxic than fresh crude, tiny tar balls can kill sensitive animals, such as young sea turtles, or cause illness in larger creatures. The cancer-causing hydrocarbons in tar balls also can work their way up the food chain into fish that land on dinner plates at home, such as tuna, mahi mahi and wahoo. Comprehensive data on tar in Atlantic sargassum goes back about 30 years, following the 1979 blowout of the Ixtoc I rig in the southern Gulf of Mexico. That spill, one of the largest in world history, is comparable to the BP spill. Aboard the *Mysteriosa*, a lobster boat turned research vessel, Lapointe grabs a handful of the rubbery seaweed and marvels at its broad leaf-like structure. "Classic fluitans," he says, referring to one of two species of seaweed that spend their existence floating on the open ocean -- sargassum fluitans and sargassum natans. Lapointe sifts through the seaweed as tiny fish flash like sequins in the sunlight. Though gray-haired now, the scientist hunts with the enthusiasm of a child digging for sandbox treasures. His eyes widen at the sight of a sargassum fish, a creature that lives only in sargassum and camouflages perfectly. He holds the fish in his palm and points to a bizarre foot that allows it to ambush prey. Few on the planet understand the importance of these giant rafts of seaweed like Lapointe, with his three decades studying algae from microscopic red tides to large seaweeds. Lapointe's research usually focuses on how algae get food to grow. His most notable work in the 1990s linked harmful algal blooms in Florida Bay to nutrient pollution from the farms and sprawling urban areas of south Florida. The work went against the political grain at the time, drawing the attention of the Florida novelist Randy Wayne White. While writing some of his early books, White consulted Lapointe and credited him as "the brains" behind the character Doc Ford. Lapointe started his seaweed studies as a budding scientist at Woods Hole Oceanographic Institution in Massachusetts. In the 1980s, he was among the first researchers to document how sargassum follows the loop current, flowing clockwise through the Gulf of Mexico before connecting with the Florida Current and Gulf Stream. Most of the sargassum winds up in the Sargasso Sea, a great gyre in the Atlantic, east of Bermuda. En route, the seaweed travels past coastal regions, picks up nutrients that flow from land and transports them. Although nutrients near land are often associated with algal blooms and poor water quality, they are precious in the deep ocean for their ability to sustain sargassum. The other rare commodity on the vast sea is structure for shelter. Sargassum provides both. But the natural forces that support these oases of life in otherwise barren territory also introduce harmful pollutants, such as tar balls and plastic. "The same physical forces that move the sargassum are moving that oil and it all ends up out there in the form of tar balls," Lapointe said. The BP spill is hardly the first catastrophe to tarnish sargassum with petroleum. Research conducted between 1982 and 1996 in the Atlantic and Caribbean identified bits of tar in 60 percent of samples taken by towing a fine mesh net through the water. The highest concentrations of tar accumulated in the northern Sargasso Sea, where seaweed and everything else that floats congregates. The average amount of tar found in the northern Sargasso, however, was less than a milligram per square meter of ocean, most of it small flecks less than a sixteenth of an inch in size. An increase now could raise alarms about the safety of seafood, the health of the sea turtle population and the state of the ocean. Lapointe's research uses the same type of mesh net, called a neuston net, to trawl through the Florida Straits, with the goal of spotting BP tar balls before they reach the Sargasso Sea. "If we did see a lot of tar balls from the BP spill entering that community coming in through here, this would obviously be a concern for impacts on that food web," Lapointe said. "We eat mahi mahi and a lot of those fish species that are preying on the community members, but also we have to look at the impact on the sea turtles." The U.S. Fish and Wildlife Service released more than 14,000 hatchling sea turtles from Alabama and the Florida Panhandle on the Atlantic coast. The hope is that the hatchlings will avoid the oil and tar balls in the Gulf by arriving in the Sargasso Sea earlier. Most hatchlings from both coasts end up riding sargassum into the Sargasso Sea. Lapointe and Christian Boniface, first mate of the *Mysteriosa*, toss a long rectangular net overboard while Don DeMaria captains the ship through a line of sargassum stretching for miles. After a 10-minute tow, the men haul the net out of the water and dump 37 pounds of seaweed in a plastic tub. The ensuing moments are a frenzy of sorting, with sargassum natans in one mesh sack, sargassum fluitans in another, the fish in a bucket and bits of plastic trash in a pile on deck. Amid the flurry of activity, the third and largest tar ball of the day, the size of a flattened ping-pong ball, bobs to the surface. It is black, as hard as cold bubble gum and smells like the sea. A lab analysis will confirm whether any of the three tar balls came from the Deepwater Horizon well. Crude sometimes seeps from the ocean floor without the aid of oil rigs. These seeps lead to small amounts of tar naturally occurring in the environment. Tar also forms from spills much smaller than the BP disaster. For decades, tar balls were a norm in the Florida Keys because ships used to clean out their bilges in offshore waters before coming to port. Fewer tar balls reach the Keys now because environmental laws prohibit that practice. The transport of tar

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

balls from the spill site to the Florida Straits may be yet to come. Since the blowout, fluctuations in the Gulf of Mexico currents confined the surface oil to the northern Gulf. But the loop current moves so randomly that scientists cannot predict when it will shift. When tar does start flowing from the Gulf, it is likely to be broken down into small amounts. The most common tar ball size is less than half an inch, about the size of some of the tiny fish that inhabit the sargassum. For sea turtles and other smaller animals, a tar ball mistaken for food could be fatal. Animals have, however, been surviving numerous stressors over the decades and might overcome this one as well. Some scientists, such as Bob Shipp, chairman of both the Gulf of Mexico Fisheries Management Council and the Department of Marine Sciences at the University of Southern Alabama, remain optimistic. Ship said animals reportedly tried to eat crude oil in the Gulf sargassum, probably to their death. But, he said, the tar balls are less toxic and not a significant threat. On the other hand, tar balls never really become safe, said Michael Hirshfield, chief scientist at the environmental group Oceana. Gradually, Hirshfield said, people are turning one of the most valuable habitats in the ocean into something toxic and dangerous for the most vulnerable animals. "They might get hurt from the plastic and the oil instead of being protected," Hirshfield said.

Key Documents:

- [Graphic: A floating refuge](#) (PDF - 1255kb)

<http://www.heraldtribune.com/article/20100912/ARTICLE/9121073/2055/NEWS>

CANADA, ALB, BLACKFALDS, SEPTEMBER 12 2010. FAMILIES EVACUATED AFTER TRAIN DERAILS IN ALBERTA >> FIVE TANK CARS LEFT TRACKS ON SATURDAY; ONE IS LEAKING PROPANE



Emergency crew members at the scene of the CN train derailment near Blackfalds, Alta, Saturday, Sept. 11, 2010.

People within a 1.6-km radius of train a derailment in central Alberta have been evacuated. CN spokeswoman Kelli Svendsen says five tank cars left the tracks north of Red Deer Saturday morning and that one of them is leaking propane. Ms. Svendsen says three families who live on acreages have been removed from the area as a precaution. Of the five cars that left the tracks, four contain propane and the fifth contains butane. Ms. Svendsen says no one was injured and the cause of the derailment is under investigation. She says local responders say there is no

danger to the public.

<http://www.theglobeandmail.com/news/national/prairies/families-evacuated-after-train-derails-in-alberta/article1703997/>

USA, VA, HOPEWELL, SEPTEMBER 12 2010. 2 FIRES HIT ETHANOL PLANT IN HOPEWELL; EQUIPMENT FAILURE IS CITED AS CAUSE; NO ONE IS INJURED

An equipment failure inside an air-emissions control device led to two fires late Wednesday night at Osage Bio Energy's Hopewell ethanol plant, the company said yesterday. No injuries were reported, though some nearby residents reported hearing booming noises. Osage Bio Energy, a Henrico County-based company, sent out an apology yesterday. "We'd like to apologize to the community for any disruption this may have caused last night and recognize this was an alarming situation to those in the immediate area," the company said in a news release. "We can assure you that at no point did this incident pose a threat to residents in the community." Hopewell emergency crews responded to the plant shortly before midnight and left at 2:57 a.m., Fire Chief John Tunstall said. Units from neighboring Prince George County and Fort Lee also responded as a precaution, he said. Tunstall said the first fire extinguished itself after a valve was shut, and the second fire was put out by firefighters. He described both fires as small. The plant, located on a 55-acre parcel near downtown Hopewell, is the nation's first major plant designed to convert barley to ethanol for gasoline blends. Construction started in late 2008, and it has been mechanically complete since early August. The company said the plant has been running at reduced capacity while working through start-up routines and procedures. A broadcast report said some residents complained of their eyes burning after the incident, but Tunstall said there was no evidence of the public, plant workers or firefighters being exposed to hazardous materials. The Fire Department "checked all the area with meters," Tunstall said. "They could not find any leak of vapors." "It's safe for the citizens in the area," he said. "There's no problems for the citizens in the area or to the plant." Osage said yesterday that it has temporarily shut down operations in the damaged part of the plant while testing and start-up procedures continue in other areas.

http://www.fireengineering.com/index/articles/Wire_News_Display/1261048829.html

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

EGYPT, ASWAN, SEPTEMBER 12 2010. LEAK OF 110 TONS OF DIESEL FUEL IN NILE AFTER BARGE SINKS IN ASWAN

mahmoud el gaafari



A Nile Petroleum Company barge carrying 224 tons of diesel fuel has sunk north of Aswan near the village of Abu al-Reesh whilst attempting to dock in the new Nile Corniche area. The accident resulted in a leak of 110 tons of diesel into the waters of the Nile, forming large oil slicks around the islands and aquatic plants in the area. The river's current spread the spill northwards covering an area of approximately one km square. Due to the spill, all drinking water plants in the governorate were shut down, until clean-up measures were completed, to prevent diesel contaminated water from being drawn into the plants. Neighboring governorates will be notified so they can take all necessary measures. Civil defense squads, security forces and specialized teams from the River Transportation Company arrived at the site to help unload the rest of the cargo and transport it by crane to another barge. The media were prevented from reaching the site by security forces that surrounded

the area. Aswan Governor Major General Mustafa al-Saeed said all river water used in drinking water plants is being sampled and analyzed repeatedly to ensure its safety for human use. He also said the spill was under control and that the operation of all drinking water plants had been resumed.

<http://www.almasryalyoum.com/en/news/leak-110-tons-diesel-fuel-nile-after-barge-sinks-aswan>

ITALY, TRECATE, SEPTEMBER 12 2010. EXXON SHUTS CRUDE UNIT AT REFINERY IN ITALY AFTER SECOND FIRE IN TWO WEEKS

nidaa bakhsh

Exxon Mobil shut the larger of two crude-distillation units at its Sarpom refinery in [Trecate](#), Italy, after the second fire in almost two weeks. The blaze, which occurred as the unit was being restarted following a fire on Aug. 31, began at about 8:45 a.m. local time yesterday and was extinguished 45 minutes later, Antonella Sopranzetti, a Rome-based spokeswoman for the company, said today by phone. There were no injuries and an investigation into the cause of the fire is being carried out, she said. Fuel-producing units at the plant are at reduced rates because of the lower-than-usual feed, Sopranzetti said. The refinery can meet all its sales contracts "at this stage" as a contingency plan is being arranged for fuel deliveries, she said. The plant near Milan has the capacity to process 230,000 barrels of oil a day, according to data compiled by Bloomberg. Irving, Texas-based Exxon is operator of the site with a 74.1 percent stake, while Italy's ERG SpA holds the rest.

<http://www.bloomberg.com/news/2010-09-12/exxon-shuts-crude-unit-at-refinery-in-italy-after-second-fire-in-two-weeks.html>

USA, MD, ARUNDEL CO, SEPTEMBER 15 2010. 1,500 GALLONS OF DIESEL FUEL STOLEN

alex demetrick

• **Watch the Video** <http://wiz.com/local/1.500.gallons.2.1911294.html>



Anne Arundel County Police say more than 1,500 gallons of diesel fuel have been stolen from underground tanks at two stores. When convenience stores are robbed, thieves usually go after cash. But in Anne Arundel County, they're going after gas, specifically diesel fuel. Alex DeMetrick reports thieves made off with more than 1,500 gallons of diesel fuel. If you've watched the numbers roll, you know what a fill-up can cost. But the High's Dairy Store in Glen Burnie is paying the price for an illegal fill-up that happened early Wednesday morning. Someone took 830 gallons of diesel from tanks there. It was a loss of more than \$2,000. A second High's near Annapolis was hit a week earlier. "Over 700 gallons of diesel fuel was taken from that store from underground tanks, again valued at over \$2,000," said Justin Mulcahy, Anne Arundel Co. Police spokesperson. It's not known if surveillance cameras caught the thefts, but in published reports, an expert on fuel hauling speculated it would take at least a large pick-up truck pulling a tank or a trailer. It

would also take some knowledge of which cover to pop to gain access to the right underground tank and the 1,500 gallons of stolen diesel. Potential uses include things like construction equipment, combines and tractors found on farms, and trucking. "We don't have suspects. We are working closely with the business. We are going to run periodic checks in the area to

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

constantly monitor it," said Mulcahy. Police are checking surveillance videos from businesses surrounding the High's Dairy Stores.

<http://wjz.com/local/1.500.gallons.2.1911294.html>

USA, TX, ARCHER CITY, SEPTEMBER 15 2010. SMELL OF GAS LEADS TO LEAK

A gasoline leak from an underground tank at a service station on South Center Street in Archer City prompted city officials to take precautionary action late Monday. The leak was discovered about 9 p.m. Monday, according to City Administrator Kim Whitsitt. She said the smell of gasoline alerted people in the area to the problem. Whitsitt said city officials along with county personnel and the Texas Department of Transportation took immediate steps to ensure public safety. An environmental remediation specialist was contacted by the business owner, and specialized trucks were brought in to remove the fuel and neutralize potential problems. The gasoline migrated underground to an open drainage ditch, she said. As a precaution, Center Street (Highway 79) was rerouted through a portion of Archer City. By 5:30 p.m. Tuesday, Highway 79 had been re-opened. Whitsitt said the gasoline has not contaminated the city's water supply. Environmental and containment crews were still on site late Tuesday working with the property owner to determine the source of the leak. Remedial measures are still under way, Whitsitt said.

http://www.timesrecordnews.com/news/2010/sep/15/smell-of-gas-leads-to-leak/?partner=yahoo_feeds

UK, LONDON, SEPTEMBER 15 2010. BP CITED ON NORTH SEA OIL INSTALLATIONS EMERGENCY RULES, FT SAYS

john simpson

BP failed to comply with emergency regulations on oil spills in four of the company's five North Sea oil installations according to 2009 inspections, the Financial Times reported, citing records obtained under the U.K. Freedom of Information Act. Regulations requiring regular training for offshore operators on how to respond to an incident had not been complied with, the FT said. Inspectors from the Department of Energy and Climate Change cited BP for failing to conduct oil-spill exercises adequately, the newspaper said. BP said it had rectified the concerns and has fully complied with the rules on oil-spill exercises, the FT said. Royal Dutch Shell Plc was also cited for breaching rules on oil-spill training in five of 27 inspections over the past five years, the newspaper said. Shell was also cited for infractions including not having sufficient chemical dispersants on hand, the FT said, adding that Shell said it had addressed all the findings.

<http://www.bloomberg.com/news/2010-09-15/bp-cited-on-north-sea-oil-installations-emergency-rules-ft-says.html>

UA, CA, SAN FRANCISCO, SEPTEMBER 15 2010. GAS LEAK KNOW-HOW: TIPS FOR DEALING WITH A GAS EMERGENCY



San Bruno's tragic fire reminds us that natural gas, though a popular, efficient, and fairly ecological fuel source, is also a highly dangerous one. And unfortunately, this recent fire may be the tip of the iceberg. Garance Burke of the Bennington Banner writes: An ominous theme has emerged from the wreckage of a deadly pipeline explosion in California: There are thousands of pipes just like it nationwide. For those of us living in homes supplied by natural gas then, proactive prevention and general knowledge are key. In the case of San Bruno, victims has little, if any, time to react. Again, this is a strong reminder that our actions in the first few seconds that we suspect a gas leak can be vital. We would all do well to review tips on identifying and reacting to a gas leak. Natural gas has become a widespread energy source for the same reason that it's hazardous. According to writer [Cristen Conger of How Stuff](#)

[Works](#), natural gas is "highly combustible, which means that it can produce large amounts of heat when you burn small amounts. Consequently, a natural gas leak can increase the risk of fire and explosion since it spreads quickly and combusts easily." Natural gas smells garlic-like; the sulfuric Perm-solution/spoiled egg stink that signals a gas leak is actually an odor added by utility suppliers to gas, an olfactory warning that the harmful vapors are present. Once a leak is indeed present in your home or building, both electric and fire sources become dangerous, because both can react with gas to form an explosion. So, if you think you may smell a gas leak, you should not flip any electrical switches or light any matches. This advice may seem like common sense, but in times of panic, common sense can suffer. Below are other tips to keep in mind in case of gas leak.

1. Do not unplug anything
2. Don't use a land-line telephone. Call the gas company from your cell phone or from a neighbor's phone

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

3. Ventilate your home, opening doors and windows. This cuts your risk of asphyxia, carbon-monoxide poisoning and also disperses the gas, weakening its combustion power

4. This tip comes from [Dan Vandervort's Home Tips for gas emergencies](#): "Turn off the gas supply valve, located by the gas meter on the gas inlet pipe, by rotating the valve one quarter turn with an adjustable wrench. The valve has an oblong stem which should be perpendicular (at a right angle) to the inlet pipe to stop the flow of gas." Renters should take note of these instructions. How many tenants of large buildings actually know where the gas supply valves are located? Is there a wrench nearby that a renter can use?

5. Get outside, and if the smell is still strong, as far away as you can

6. Notify your neighbors in nearby homes

Other Resources:

- [Inspectapedia: Identifying gas leaks in distribution systems](#)
- [PG & E: Dealing with gas after an earthquake](#)

http://www.sfgate.com/cgi-bin/blogs/ontheblock/detail?entry_id=72248

USA, N.D, DICKINSON, SEPTEMBER 15 2010. NO INJURIES FROM TANKER ACID LEAK

ashley martin,



A truck flipped on its side off of Interstate 94 on the edge of Dickinson, N.D. The truck was hauling diluted hydrochloric acid which began leaking when the rig flipped Tuesday, Sept. 14, 2010. Crews closed off a portion of the interstate but were able to remove the containers of acid and flip the truck upright with no injuries, officials at the scene said.

No one was injured when a semi hauling hydrochloric acid overturned on Interstate 94 Exit 64 in Dickinson Tuesday, though leaking acid ate a hole through the side of

the aluminum trailer, officials said. Chad Montieth, 30, of New Salem was carrying more than 2,100 gallons of the diluted chemical in a Midwest Motor Express truck, according to the Dickinson Fire Department. Montieth was on the westbound ramp in east Dickinson at about 9:30 a.m. when the truck overturned, said Bob Sivak, Dickinson Fire chief. "We responded to find an enclosed van that was emitting a vapor cloud," he said. "That was not a danger to anyone." However, hydrochloric acid, which can be used to purify water and clean metal, is a hazardous substance, according to Brenntag Pacific Inc. — the company where the chemical was being shipped north of Dickinson. "It can burn if you get the pure form on your skin," said Arnie Kainz, Brenntag operations manager. "If inhaled, it can burn the lungs, too." The acid is not reactive and can be easily neutralized with water, which is what was used to help neutralize the leak, Kainz added. "An evacuation wasn't necessary," Sivak said, adding nobody is in danger. The acid was in liquid form in seven containers in the truck, Sivak said. One was damaged when the truck overturned and the chemical leaked out and some vaporized, Kainz said. "It was slowly running out of the container and then through the side of the truck, down the ditch," Sivak said. "We created an earth berm around the spill right away to contain it." Between 160 and 165 gallons, or about half the contents of the tank, leaked out, Sivak said. Soil was contaminated, he added and Rex Herring, Southwest District Health Unit environmental health practitioner, investigated. Soil samples show the acid has neutralized, Herring said. "We will do one more set of sampling tomorrow, further down, just to make sure," he said. Authorities stopped traffic on Interstate 94 for about 10 minutes, officials said. The on and off ramps of Exit 64 were closed until mid afternoon. Authorities had all the containers off the scene at 2:17 p.m., Sivak said. Montieth was not drinking and was the only one in the truck, said Lt. Kyle Kirchmeier, motor carrier operations commander with the North Dakota Highway Patrol, which is investigating. "He got too far off onto the shoulder," Kirchmeier said. However, other factors are being investigated. The load originated in Billings, Mont. and the driver picked it up in Dickinson and was driving to Brenntag Pacific Inc. when it tipped. Several agencies responded to the incident. "It could have been a lot worse," Sivak said. A call to Midwest Motor Express Tuesday was not immediately returned.

<http://www.thedickinsonpress.com/event/article/id/39680/>

USA, AZ, GLENDALE, SEPTEMBER 15 2010. FUEL TANKER CATCHES FIRE ON LOOP 101 IN GLENDALE; NO ONE HURT

A fuel tanker caught fire in Glendale and temporarily closed eastbound lanes on the Loop 101 on Monday afternoon, according to the Department of Public Safety. The fuel tanker was on fire driving east near 59th Avenue in Glendale at 1:13 p.m., said Bart Graves, a DPS spokesman. There were no injuries, and the left two lanes have since been re-opened.

<http://www.azcentral.com/community/northvalley/articles/2010/09/13/20100913glendale-loop-101-fuel-tanker-fire-abrk.html>

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 641 Newsy Stuff

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

September 19 2010

Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

Associate Member

ISCO

www.spillcontrol.org

MALTA, GHARB, SEPTEMBER 16 2010. FONTANA VICTIMS OF THE GHARB FIREWOK TRAGEDY FUNERAL HELD



The funeral of five victims of the Gharb Firework Factory, all members of the Farrugia family from Fontana, took place this afternoon, Nenu his sons Noel and Raymond, daughter-in-law Antoinette and son-in-law Paul Micallef. At 3.30pm, the funeral cortege left from the Church of Our Lady of Pompeii in Santa Dominka Street to the Sacred Heart Sanctuary in Fontana. The funeral cortege paused in front of Nenu's widow, Mary Farrugia's home, to allow her to throw white flowers as a salute to the victims. Mrs Farrugia did not attend the funeral. The funeral mass was led by Mgr George Bezzina, the former Fontana parish priest, his niece Tiberia is the widow of one of the victims, Raymond

Farrugia. The Gozo Bishop, Mario Grech, did not attend as he is currently visiting Jerusalem, a letter from him was read out during the ceremony. President George Abela, Prime Minister Lawrence Gonzi and Opposition Leader Joseph Muscat attended the funeral. Mgr Bezzina's homily was on the example set by Job in the Bible, about recovering from personal tragedy, he stressed the value of life as a whole. Mgr Bezzina also said that the farewell to the victims would be only temporary, as they would all be reunited in the afterlife. Raymond Farrugia's son Luca read the bidding prayers, he asked the congregation to pray for his grandfather, uncles and aunt, and the loved ones that they had left behind. Poems were read out at the end of the mass by Tiberia's uncle, Charles Bezzina, Nenu's nephew Godwin Attard and Antinette's uncle Charlie Cutajar. A collection was held for the victims' families. A private burial later took place, Raymond Farrugia was buried in Qala and the remainder of the family at the Victoria Cemetery.

<http://gozonews.com/14698/fontana-victims-of-the-gharb-firewok-tragedy-funeral-held/>

SOUTH AFRICA, JOHANNESBURG, SEPTEMBER 16 2010. POLLUTION LAW WILL ADD TO LANDOWNERS' COSTS

Owners of contaminated land will have to make remediation plans and disclose the contamination to potential buyers. Residential and industrial property owners and polluters will soon be forced to clean up contaminated land when new sections of the National Environmental Management: Waste Act come into force. This is likely to result in additional costs for property owners and affect property values. Owners of contaminated land will have to make remediation plans and disclose the contamination to potential buyers. Although Environmental Affairs Minister Buyelwa Sonjica yesterday promised a tough stance on pollution, there are less than 200 environmental management inspectors to ensure compliance with waste legislation. She said the contaminated land section of the act would be promulgated soon and polluters would be forced to pay for damage caused. Contaminated land puts surrounding communities and groundwater supplies at risk. "I will soon be able to identify contaminated land and order investigations to determine the extent of contamination as well as the form of remediation required," Ms Sonjica told a waste management conference in Boksburg. She said a database of all contaminated land would be linked to the Deeds Register to ensure transparency. Pierre Venter of the Banking Association said the industry supported the act but had concerns, as it would apply to existing as well as future contamination. Land contamination is not always obvious, as groundwater supplies for a residential property could be contaminated by a nearby factory or mine. Much of the contaminated land is owned by the state and there is no budget to pay for its cleaning up, Mr Venter said. He said there should be incentives for the buying and cleaning up of such land. But it is not clear that the government has the capacity to enforce waste legislation. Melissa Fourie, director of the Centre for Environmental Rights in Cape Town, said there are fewer than 200 officials who are able to monitor compliance and enforcement of waste regulations, and only 20 to deal with water pollution in the entire country. "In only a handful of instances have we seen the polluter forced to pay for the environmental damage caused," she said.

<http://www.businessday.co.za/articles/Content.aspx?id=121113>

UK, ISLE OF MAN, DOUGLAS, SEPTEMBER 16 2010. ISLAND COULD LOSE TOTAL PETROL STATIONS

Five Total petrol stations in the Isle of Man could be sold. The proposal is part of a review of the company's UK operations. In a media statement the fuel provider said: "Total UK can confirm it is undertaking a strategic review of its UK downstream operations. As part of this review it is considering the sale of its marketing assets in the UK." Today a spokesman for the company added: "Total are in the start of a sale process, of which the Isle of Man is part of. The company is considering a sale of downstream operations in the UK of which the Isle of Man business is an asset." There are 12 Total petrol stations in the Island of which Total own five and serve seven. If the sale goes through it would include the network of petrol stations and home heating oil service.

<http://www.isleofman.com/News/article.aspx?article=29045&area=>

The DG-Hazmat Group is proudly supported by:

www.tanknology.com.au

www.petrotechnik.com