



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 702 Newsy Stuff

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

April 22 2011



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NIGERIA, LAGOS, APRIL 14 2011. FIRE ON NOBLE RIG OFF NIGERIA MEANS 5 MOS DOWNTIME >> * JACKUP OFF NIGERIA WORKING FOR EXXON; RIG SWAP POSSIBLE >> * SHALLOW-WATER RIG WAS EARNING ABOUT \$85,000 PER DAY

A fire on a Noble Corp shallow-water rig working for Exxon Mobil Corp off the coast of Nigeria will lead to five months of downtime for repairs, Noble said on Wednesday. The fire occurred on March 19 on the jackup named Percy Johns, which was earning about \$85,000 per day. Noble was discussing a potential rig swap with Exxon, the contractor said. No further details were provided, and a Noble spokesman was not available for comment. Noble also said it had put two more jackups to work off Mexico for state oil company Pemex [PEMX.UL], on top of the six contracts it announced last month. Another rig working off Mexico, the Sam Noble, was set aside in the shipyard. Built in 1982, it had not been updated in the 1990s like the others just signed to contracts. Mexico, like many oil companies, had expressed a preference in the past year for newer rigs. Two jackups working in the North Sea also received contract extensions, while two others got long-term contracts off Dubai, Noble said in its latest update on the world's second-largest offshore rig fleet. Noble is based in Switzerland.

<http://www.reuters.com/article/2011/04/13/noblecorp-fire-idUSN1330164820110413>

AUSTRALIA, VICTORIA, MURCHISON, APRIL 15 2011. FUEL BLAST SPARKS SAFETY WARNING

A Murchison woman, who almost died when her car exploded, has pleaded for people to take care when transporting fuel. Sonia Jones's car burst into flames near Meekatharra last year when she lit a cigarette in the front seat. She was unaware her partner had placed two jerry cans of fuel on the back seat. Ms Jones says the fumes ignited instantly. "I actually exploded in the car. I was trapped in the car surrounded by flames and on fire," she said. "I looked at my hands and wondered am I dead or am I alive. "I could feel myself wanting to kind of go to sleep. Then I heard my boss Jo scream and I shuddered and I believe to this day that Jo saved my life." Ms Jones suffered third degree burns and had to undergo months of treatment. The Fire and Emergency Services Authority's John Newman says people should avoid carrying fuel cans inside their cars. "The very best way to carry it is in an auxiliary fuel tank that's been designed for the purpose or in commercially available external jerry can holders," he said. "If you find you need to carry it, and we would discourage it, if you are carrying it in the vehicle, as soon as your main tank gets down to a sufficient level, to empty that can, we recommend you empty it into your fuel tank."

[http://www.abc.net.au/news/stories/2011/04/14/3191408.htm?site=northwestwa§ion=news&date=\(none\)](http://www.abc.net.au/news/stories/2011/04/14/3191408.htm?site=northwestwa§ion=news&date=(none))

USA, N.J, PAULSBORO, APRIL 15 2011. CITGO CLEARED OF \$177M CLEANUP OF DELAWARE RIVER

maryclaire dale

Citgo does not have to pay \$177 million in cleanup costs stemming from the massive 2004 spill of crude oil from a tanker nearing its dock on the Delaware River, a federal judge has ruled. The judge cleared Citgo of liability in the third-largest oil spill in U.S. waters, which occurred when the single-hull Greek tanker struck a rusty anchor long submerged in the riverbed. Nearly 265,000 barrels of heavy crude oil gushed out as the tanker neared the Citgo dock in Paulsboro, N.J., near Philadelphia, after a six-day journey from Venezuela. The spill hampered shipping and polluted more than 45 miles of shoreline in New Jersey, Pennsylvania and Delaware. At the time, it ranked as the second-worst oil spill in U.S. waters. The total bill for the cleanup topped \$267 million. The lawsuit involved efforts by the U.S. government and Frescati Shipping Co., which owned the Athos I, to try to recover their costs from Citgo. Frescati sought about \$90 million and the U.S. government \$87 million. Frescati argued in part that Citgo had a duty to maintain the area around its dock. However, Senior U.S. Judge John P. Fullam rejected their claims, blaming the spill on the person who abandoned the anchor. That person's identity remains unknown because the portion of the anchor that contains identifying marks was broken off. "There is no evidence that any party to this litigation — Frescati, (Citgo) or the government — knew or had reason to believe that the anchor was in the river, although it is well-known that all sorts of objects that present a potential danger to navigation lurk beneath the surface of the waters," Fullam wrote Tuesday. The Athos I had traveled 1,900 miles after picking up its Venezuelan crude and was 900 feet from the Citgo asphalt refinery's dock on Nov. 26, 2004, when it started to list. Evidence at the 41-day bench trial showed the anchor had been submerged in approximately the same spot since at least 2001, when it appeared in a scan of the riverbed. Fullam said Citgo had no responsibility to maintain the site, which was in a busy public waterway. "Although the docking pilot was aboard the Athos I, the ship was in an area of the anchorage open for the passage of all ships, not an area used exclusively, or even primarily, by vessels docking at the Paulsboro refinery," Fullam wrote. Rich Whelan, a lead lawyer for Citgo, said the ruling confirms that marine terminal operators are not liable for the maintenance of public waterways. "We think it's an important decision for marine terminal operators, because the judge limited their responsibility to the immediate berth or dock area, and refused to extend the responsibility into public waters," Whelan told The Associated Press. A lawyer representing the shipping company in the case did not immediately return a message late Thursday. Under laws in place at the time, the ship owner's

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liability for the cleanup was limited to \$45 million. Frescati, in its lawsuit, said it paid \$35 million in related interest and \$10 million in accident-related damages, for the \$90 million total. The Coast Guard assumed much of the additional cost. The Justice Department, whose maritime lawyers pursued the government claims at trial, did not immediately return a call for comment. At the time, the Delaware River spill ranked as the second worst in U.S. waters, after the Exxon Valdez spill in Alaska in 1989. The Deepwater Horizon disaster in the Gulf of Mexico last summer has since surpassed it. In its wake, Congress passed a law in 2006 designed to encourage the use of double-hull tankers by tripling fines for single-hull vessels. Proponents of the bill said that 19 of the 20 largest U.S. oil spills from 1990 through 2006 were from ships without double-hulls. The law, the Coast Guard and Maritime Transportation Act of 2006, also requires anyone with knowledge of possible river obstructions to report that to the Coast Guard and Army Corps of Engineers. Numerous government agencies responded to the spill, with mixed success, given the damage to wildlife and the environment in the three-state area. "The testimony of the witnesses was compelling with regard to the complexity and difficulty of the oil spill response, and that costs were monitored to the best extent possible under the circumstances," Fullam wrote.

<http://www.chron.com/disp/story.mpl/ap/top/all/7522447.html>

USA, ORE, UMATILLA, APRIL 15 2011. PIPELINE PLACEMENT PERPLEXES PORT PANEL

dean brickey

Pipelines associated with Tidewater's fuel tank farm at the Port of Umatilla are within the company's easement, a company representative has told the Port of Umatilla. That's a different story than Pat Jensen, Tidewater's terminal manager, told commissioners last month. In March, he said the company discovered its pipelines were encroaching on port property and requested to resolve the matter by moving the easement or the pipelines. At Tuesday's meeting of the Port of Umatilla Commission, General Manager Kim Puzey said Jensen has since produced an old drawing showing the 40-year-old pipelines are within the easement. "The pipes are where they're supposed to be," Puzey said. Commissioner Tim Mabry of Hermiston said wasn't so sure. "Don't we need a survey to know who's right?" he asked. "It seems to me we ought to determine for sure the stuff is where it's supposed to be." Mel Ray of CRIS Inc., a port contractor, said the easement has been surveyed several times. Commissioner John Turner of Pendleton said he'd feel comfortable spending the money for a survey. "We shouldn't pay more than half," Mabry countered. "Their surveyor said the pipes were not where they should be (in March). Let's find out what's right, and if it's not right, let's fix it." Ray said a legal description would help. "No one can find a description of the easement," he said. "They should be able to find it. That shouldn't be a tough deal." At the conclusion of the discussion, commissioners agreed to contact a surveyor to review the easement's location. In other business, Puzey said the December derailment that commissioners discussed in March is in the hands of attorneys. Port business JM Eagle, a plastic pipe manufacturer, spent \$38,000 to repair rails damaged in the accident so it could continue operating. JM Eagle representatives have asked the port for reimbursement. Union Pacific leases the track to the port, which subleases it to JM Eagle and other businesses. The port maintains the accident was the result of faulty UP railroad cars, not faulty rails.

http://www.eastoregonian.com/news/pipeline-placement-perplexes-port-panel/article_e93d857e-66c8-11e0-a505-001cc4c002e0.html

NEW ZEALAND, HAMILTON, APRIL 15 2011. WATER IN FUEL CLAIMS CLOSE PETROL STATION

gary fanning

Dozens of motorists got more than they bargained for when their cars are thought to have broken down after a petrol pump was delivering water. Drivers were left counting the cost as several vehicles shuddered to a halt after topping up with unleaded fuel at the Shell Garage in Larkhall's Machan Road last Thursday about 9am. About 10 minutes later, the filling station was shut off to motorists as eight cones blocked the entry and exit to the site following complaints from angry drivers. It's believed that water had got into the tanks at the filling station. Yesterday (Wednesday) Shell UK spokesman declined to comment on the cause of the problem. He insisted that bosses at the filling station said it wasn't closed last Thursday. When the Advertiser told him that we had picture evidence of the petrol station being cordoned off, the spokesman came back and said that the filling station was only closed while a contractor carried out a health and safety investigation on site. But motorists yesterday (Wednesday) still couldn't buy ordinary unleaded petrol from the filling station. Alison Weir (44) was one of the drivers whose car broke down after filling up at the garage last Thursday. Her car had to be towed twice after breaking down last Thursday in Larkhall's Wellgate Street and again on Tuesday in Glasgow, costing her a £500 bill. She spent £45.11 on unleaded petrol at the Shell garage last Thursday morning. She drove away along the main street before her 08 plate Renault Clio grinded to a sudden halt at the busy roundabout in Wellgate Street. She called out Greenflag and their patrolman swung into action taking samples of the fuel that he claimed had been contaminated with about a litre of water. The RAC attended another female

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driver who broke down with similar problems in Wellgate Street. Alison, who works as a secretary with a major housebuilder, told the Advertiser: "I am totally disgusted. "It must have effected dozens of people. "It took double the amount of time it normally takes to fill my car at the garage and the fuel pump was chugging. "I double checked to make sure that it was using unleaded petrol. "I never thought any more about it until the car packed it at the roundabout." Alison would like to thank Mr Robert McDowall who was out walking his dog when he spotted she was in trouble and helped to push her car off the busy road. She then called the Shell garage to tell them what happened. They told her there wasn't a problem at the pumps as they had been checked the previous day and were okay. Alison added: "I said to them that another woman had broken down with similar problems and she was next to me at the pumps and it wasn't a coincidence. "I went back to the garage and it had closed within 10 minutes. "I went back on Sunday and the unleaded pumps were still covered. "They later admitted that there was a problem with their tank. "I think they may have been a crack in the tank at the pumps and that's how the water got in. "Everything in my tank had be drained from the vehicle. "On Tuesday when I was in Glasgow my car broke down again and had to be towed to Larkhall after water got into the car's spark plugs." A Shell UK spokesman said this week: "We are aware of the issue at Shell Larkhall, Machan Road, which occurred on Thursday, April 7. "We are in the process of dealing with the affected customers claims and apologise for any inconvenience this incident may have caused. "The site continues to sell Shell FuelSave Diesel. "Shell VPower products are also available." A Greenflag spokesman said: "This is first time that I have heard of something like this. "Our patroller would have attended the call, assisted the driver and drained the fuel from the tank." Vanessa Guyll, spokeswoman for the AA said they weren't aware of any fuel-related problems in Larkhall last Thursday. "It's very unlikely that the fuel was contaminated at the distribution terminal, it usually gets into the fuel tanks at the filling station, particularly after heavy rain," she added.

<http://www.hamiltonadvertiser.co.uk/news/local-news/hamilton-news/2011/04/14/water-in-fuel-claims-close-petrol-station-51525-28515401/>

USA, MI, STOCKBRIDGE, APRIL 15 2011. GASOLINE LEAK DETECTED NEAR STOCKBRIDGE >> GASOLINE LEAK INVESTIGATED IN EASTERN INGHAM COUNTY, IT IS UNKNOWN HOW MUCH GASOLINE HAS LEAKED.

 **Watch the Video** <http://www.wilx.com/news/headlines/119853474.html>

Gasoline is leaking from an unknown source northwest of Stockbridge, however it is coming from the same area where there are gasoline storage tanks owned by the [Wolverine](#) Pipe Line Company and other companies. The leak is located in the area of Mt. Pleasant road. It is not known how much gasoline has leaked or if there has been any contamination of the water system. The owner of the property smelled gas a few days ago and again Wednesday. This time he called the Enbridge/Wolverine Pipeline hotline after his wife investigated. "She hopped off her quad and went down to the creek," said Marvindawn Speer. "She saw the gas coming from the soil into the creek." A statement from Wolverine Pipe Line Company says that between 6 and 7 o'clock Wednesday evening the company received the call from Speer. Wolverine sent crews to investigate, and found some petroleum-based substance coming from the bank of the drain. The Ingham County Drain Commission describes the substance as gasoline. "It's coming out like a faucet," said Drain Commissioner Pat Lindemann. "Not like a firehose, but it's enough to be concerned about." Wolverine used absorbent booms and pads to capture the substance. They say their crew has stopped the [petroleum](#) from entering the country drain. Wolverine Pipe Line Company workers, as well as the county drain commission and DEQ are still searching for the source. Wolverine president Alan Sawyer was at the site Thursday and spoke to News 10. "We want to protect the groundwater," he said. "We want to protect the safety of the public and not make this bigger than it is and try and resolve it." "It could be a major problem or it could be a small problem," said Lindemann. "Anytime gas gets into the water, it's a problem." As of Thursday night, testers had not found any gas in nearby wells. Below is Wolverine Pipe Company's entire press statement and the update it sent News 10 at 10:37 p.m. Thursday:

Statement White Oak, Township, Michigan 3:30 p.m. EST

Between 6:00 p.m.-7:00 pm last night, Wolverine Pipe Line Company (WPL) received a call from a farmer in White Oak Township after smelling gasoline in the Bauer Drain. Wolverine immediately sent crews to investigate. Absorbent booms and pads were deployed to capture any substance and protect the environment. The crews found a minimum amount of a petroleum-based substance coming from the bank of the Bauer Drain. At this point, the source of the substance is unknown but Wolverine is responding in a proactive fashion to help determine the source location and protect the public. Wolverine is working with the Ingham County Drain Commissioner, Ingham County Health Department, Ingham County Emergency Management, the Michigan Department of Environment Quality (MDEQ) and the EPA. The location is near the Stockbridge petroleum storage facilities. WPL operates four storage tanks in the area. Gasoline, diesel, and blendstock products are stored

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in the 100,000 - 180,000 barrel tanks. Wolverine reported the incident to the National Response Center (NRC) hotline, Michigan Pollution Emergency Alerting System (PEAS) and 9-1-1 last night. At this point, Wolverine crews have stopped product from entering the county drain and crews are deploying additional boom and continuing to determine the source. Wolverine is bringing additional equipment to the site to help determine the origin of the product. Wolverine is treating this situation as a top priority and will continue to assist the agencies to determine the source and to protect the environment.

10:37 p.m. EST

2 Geo-Probes (core drilling machines) arrived late Thursday afternoon and began drilling holes around the Stockbridge tank farm. The drilling continued throughout the evening and will commence again early Friday morning. Wolverine Pipe Line is testing to find the flow of material. Absorbent booms and pads have captured all gasoline that has been discovered. Wolverine Pipe Line Company is working with Superior Environmental and Ingham County Health Department to test wells in the immediate vicinity (within one mile) of the Stockbridge tank farm. Please call 269.217.5158 to arrange to have your well tested at no cost. Bottled water is also available to residents in the immediate vicinity (within one mile) of the Stockbridge tank farm. Please call 269.217.5158 to receive bottled water.

<http://www.wilx.com/news/headlines/119853474.html>

USA, MO, NORTH ST. LOUIS COUNTY, BERKLEY, APRIL 15 2011. HAZMAT TEAM CALLED FOR AMMONIA SPILL >> 5400 GALLONS OF AMMONIA FLOW INTO COLD WATER CREEK

betsey bruce

 **Watch the Video** <http://www.fox2now.com/news/ktvi-hazmat-called-ammonia-spill-20110414.0.6599713.story>

 **Watch the Video** <http://www.ksdk.com/news/article/254751/3/Substance-leaking-in-to-Berkeley-creek>



A firefighter walks past chemical tanks at Univar USA, a company in Berkeley where ammonium hydroxide was accidentally spilled Thursday morning and went into Coldwater Creek. No one was injured.

A chemical spill at a plant near Lambert Airport forced the evacuation of some workers at the Univar Company on Seeger Industrial Dr. in Berkeley Thursday morning. Fifty-four hundred gallons of ammonium hydroxide leaked from what may have been a faulty valve as workers were transferring the chemical from a tanker truck to the plant where it was being repackaged in 55 gallon drums. The leak went unnoticed for some time between 4:45 am and 5:45am as workers operated the packaging equipment inside a building. A Univar Company spokesman said no one was injured. He also said some of the chemical ran into Cold Water Creek which borders the north side of the company property. Berkeley Assistant Fire Chief Jeff Collier said the chemical will cause skin burns and in vapor form can irritate your lungs. When it mixes with water, ammonium hydroxide vaporizes and can easily be carried some distance by wind. Collier said the evacuation of some office workers was done as a precaution. Berkeley Fire also called in the St. Louis County Haz-Mat team. Haz-Mat technicians tested creek water to

determine if the Ph levels were safe and monitored air samples throughout the morning and early afternoon. Experts from the federal EPA and the Missouri Department of Natural Resources (DNR) also conducted investigations and spoke to company officials about the accident. "They think it pretty much diluted itself in the creek," Collier said. A DNR spokesman said there was no evidence of serious environmental damage to wildlife because there was not much in the way of aquatic life in Cold Water Creek. The company hired an environmental clean-up firm to vacuum up the spill so the expected rains would not spread the chemical. Univar is a chemical processing firm that sells chemicals and solvents to firms like Boeing and to municipal waste water treatment plants.

<http://www.fox2now.com/news/ktvi-hazmat-called-ammonia-spill-20110414.0.6599713.story>

USA, N.Y, BUFFALO, APRIL 15 2011. HOMEOWNER BILLED \$73K FOR OIL TANK REMOVAL

A New York state woman whose property was found to have a buried tank containing 2,000 gallons of oil said the state is billing her \$73,000 for its removal. Deborah Clark, a single mother of three, said the tank, which experts said may have been buried as long ago as the 1800s, was discovered and removed by the State Department of Environmental Conservation and Empire Geo Services of Buffalo two years ago and officials are now demanding a payment of \$73,000, WVIB-TV, Buffalo, reported Wednesday. She said the department has threatened her with more than \$56,000 in interest and penalty fines of as

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much as \$25,000 per day if she does not pay the bill. "I'm thinking that there's no way that I can come up with that kind of money in less than 30 days. Well, not even in five years could I come up with that type of money," Clark said. "The city should be the person I think should pay for it because they did own the land and it should have been inspected before someone built on here," Clark said. Environmental lawyer Richard Lippes said Clark might be correct. "There's something called an innocent landowner defense. And if you've done your due diligence properly before you've purchased property, and there's no reason to believe that the property was contaminated, you become an innocent landowner and are not responsible for the cleanup," he said.

http://www.upi.com/Odd_News/2011/04/14/Watercooler-Stories/UPI-19771302777000/

NEW ZEALAND, WANGANUI, APRIL 15 2011. SCARE OVER PETROL SPILL



Fire crews deal with a leaking fuel tanker at the BP service station on Fitzherbert Ave yesterday.

An area of central Wanganui was cordoned off yesterday after a petrol tanker began leaking fuel while topping up a service station. Senior Station Officer Jemal Weston from the Wanganui fire service said the tanker was filling up fuel supplies at the BP service station on Fitzherbert Ave when it began leaking. The fire service was called about 9.15am. Mr Weston said service station staff carried out their emergency plan, shut down the station and cordoned off the road around the premises, including around the intersection of Carlton Ave and Fitzherbert Ave. "About 60-100 litres of fuel leaked out but it was all contained within the forecourt." He said two fire crews and a hazmat unit attended the spill. "Our job was to make the area safe, so

we used foam to cover the fuel and dissipate the vapours. It was a fairly straight-forward operation." Mr Weston said the business re-opened once the service station had been cleared. He said an off-duty fire crew was called in to cover in case of any other call-outs.

<http://www.wanganuichronicle.co.nz/local/news/scare-over-petrol-spill/3948367/>

USA, PA, STATE COLLEGE, APRIL 16 2011. UPDATE: NORTHBOUND I-99 OPEN; ONE SOUTHBOUND LANE OPEN

cliff white

 **Photo Gallery** <http://www.centredaily.com/2011/04/15/2650338/i-99-closed-between-shiloh-road.html>



Foam is sprayed on the burning truck. A crash involving a tanker carrying 8,000 gallons of ethanol and a tractor trailer containing paper products occurred in the early morning April 15, 2011. Interstate 99 in both directions in the Shiloh Road area is closed.

A crash involving a tanker carrying 8,000 gallons of ethanol and a tractor trailer containing paper products has closed Interstate 99 in both directions in the Shiloh Road area this morning. PennDOT at 3:30 p.m. said both northbound lanes and one southbound lane of I-99 had reopened, and all detours have been lifted. The southbound travel lane was expected to remain closed for a few more hours between the Shiloh Road exit (exit 76) and the Bellefonte/Route 150 exit (exit 78). One person, the driver of the tanker carrying ethanol, is presumed dead in the crash. The

cab of the tanker was fully ablaze, and there was no indication the driver had escaped, Centre Region Fire Director Steve Bair said at the scene this morning. Firefighters for hours were pouring about 1,000 gallons of water per minute on the tanker to control the fire, which was burning away the ethanol fumes, Bair said, as 12 to 13 tankers shuttled more water to the scene. Six Centre County fire companies and companies from Huntingdon and Mifflin were at the scene. "We're just waiting to queue up resources, and then we're going to start a foam attack," Bair said. At mid-morning, firefighters began spraying the tanker with foam, and eventually doused the fire. At that point, however, Bair said firefighters had to wait for the ethanol to cool before attempting to transfer it to a waiting tanker, and begin clearing the scene. The state Department of Environmental Protection is on the scene, working to contain any runoff, from the ethanol or foam, and keep it from running into nearby Spring Creek. Bair said the crash, which happened at 3:20 a.m., occurred when the tanker containing the ethanol rear-ended the truck carrying paper products. The tanker burst into flames. The driver of the tractor-trailer containing paper products was unhurt, and following the crash, he pulled over to the side of the highway and called 911. Heavy backups of traffic are reported throughout

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the day on I-99 north of the state Route 150/Bellefonte exit, as well as on Route 150/Benner Pike in both directions from the Shiloh Road intersection. Bair is urging all motorists to find alternate routes that avoid the Shiloh Road area.

<http://www.centredaily.com/2011/04/15/2650338/i-99-closed-between-shiloh-road.html>

MEXICO, MEXICO CITY, APRIL 16 2011. PEMEX EVACUATES 638 WORKERS FROM LEANING DORM PLATFORM

laurence iliff



Pemex said Tuesday it evacuated 638 workers from a semi-submersible dormitory platform after it began to lean to one side when water entered a pontoon. Pemex said in a statement there were no injuries as a result of the sudden inclination of the Flotel Jupiter platform housing the workers about 80 kilometers (48 miles) off the coast of Ciudad de Carmen, Campeche state. Since the platform is used only for housing and not for production, Pemex added, the morning incident didn't cause any leakage of hydrocarbons. "Pemex reiterates that neither production nor other activities in the area were affected," the statement said. The evacuated workers, Pemex said, were taken by transport ships to the Abkatun-Alfa platform. Divers were sealing the affected pontoon on the Jupiter and Pemex said it expected the platform to be stabilized shortly and moved to an inspection area.

http://www.rigzone.com/news/article.asp?a_id=106100

USA, ME, BANGOR, APRIL 16 2011. TANKER CARRYING THOUSANDS OF GALLONS OF DIESEL FUEL ROLLS OVER

carolyn callahan

A tanker truck carry 6,000 gallons of diesel fuel rolled over on I-395 in Bangor Friday afternoon. Fire officials tell us the R.H. Foster rig rolled on its side by the Route 202 exit. The Department of Environmental Protection and Orono Fire Department's Haz Mat team were called in to deal with what we're told is a minor fuel spill. Crews quickly had the leak under control, but transferring the fuel from the crippled tanker to another one is a lengthy process. "A number of different holes are going to have to be drilled into each cell, then have that product removed into another tanker," said Vance Tripp, assistant chief with the Bangor Fire Department. The driver was taken to the hospital with minor injuries. The ramps to Route 202 from I-395 were closed for the clean-up.

<http://www.wabi.tv/news/19462/update-tanker-carrying-thousands-of-gallons-of-diesel-fuel-rolls-over>

USA, DE, DELMARVA, APRIL 16 2011. 2 GAS STATION OWNERS FINED FOR STORAGE TANK VIOLATIONS

DNREC issues \$36,250 penalty order to JB & CAL Inc. for underground storage tank violations Department of Natural Resources and Environmental Control Secretary Collin O'Mara has issued a Notice of Conciliation Proceedings, Administrative Penalty Assessment, and Secretary's Order to JB & CAL Inc. for violations of Delaware's underground storage tank regulations. The order includes a cash penalty of \$36,250 and an additional \$5,437 as cost recovery reimbursement for DNREC's expenses associated with its investigation. DNREC's Tank Management Branch conducted a compliance inspection of the underground storage tank systems at the Village Market Citgo gas station in Claymont owned by JB & CAL, Inc., on March 18, 2009. At the time of the inspection, JB & CAL Inc. failed to demonstrate that it had conducted required internal inspections of lined tanks; certified their automatic tank gauge as required; conducted routine inspections as required; and also failed to demonstrate that it had financial responsibility documentation to pay for the cleanup or third-party damages associated with a potential release from their underground storage tanks. JB & CAL Inc. corrected three of the four violations but remains out of compliance with the tank liner inspection requirement for its kerosene tank. The Tank Management Branch issued a delivery prohibition tag to the kerosene tank on August 16, 2010. The kerosene tank must be maintained per DNREC regulations, properly closed in place, or removed within 60 days of receipt of this order. If JB & CAL conducts this work within in the required timeframe, DNREC will suspend payment of the \$36,250 penalty.

DNREC Issues \$31,500 penalty order to Merit Oil of Delaware for storage tank and air quality violations. Department of Natural Resources and Environmental Control Secretary Collin O'Mara has issued a Notice of Administrative Penalty Assessment and Secretary's Order to Merit Oil of Delaware, Inc. for violations of the state's underground storage tank and air quality rules and regulations. The order includes a cash penalty of \$31,500 and an additional \$4,725 as cost recovery reimbursement for DNREC's expenses associated with its investigation. DNREC's Tank Management Branch conducted a compliance inspection of underground storage tank systems at a Hess gas station on Kirkwood Highway owned by Merit Oil of

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Delaware on April 8, 2009. At the time of the inspection, Merit Oil of Delaware failed to demonstrate it had proper financial responsibility documentation to pay for the cleanup or third-party damages associated with a potential release from the company's underground storage tanks. Merit Oil of Delaware, remained out of compliance for a year before submitting the required financial responsibility information in March 2010. Also, on August 27, 2009, during a routine stop at the gas station, the Tank Management Branch observed that permitted gas pumps had been replaced without Merit Oil modifying its vapor recovery system permit as required by law. DNREC issued a Notice of Violation letter on January 20, 2010. It was several months before Merit Oil of Delaware submitted the necessary permit applications and to correct this problem underground piping had to be reconfigured and thoroughly tested to ensure that they met Delaware's leak detection requirements. On November 23, 2010, DNREC issued the permits. Merit Oil of Delaware Inc. has 30 days to request a public hearing.

<http://www.wgmd.com/?p=22414>

USA, MO, POLK COUNTY, APRIL 16 2011. OILY RESIDUE IN TOWN BRANCH FROM OLD OIL STORAGE TANK

charlotte marsch

An oily residue that was discovered Wednesday afternoon flowing into Town Branch in Bolivar came from residue left in an empty, unused oil tank, according to Larry Archer, division information officer for the Missouri Department of Natural Resources. "The residue was from a previous life as an automotive shop," he said. "There was a light sheen on the water." Jason Parsons, owner of Jason's Glass Shop on East Maupin Street, where the residue originated, said Thursday afternoon that an oil storage tank in the basement had not been used in 18 years. It had been pumped dry after its last use. The problem came when the basement flooded and the bottom of the tank rusted, he said. When he realized the basement was flooded Wednesday afternoon, he started running the sump pump. "The tank was empty, but apparently there was some residue on the sides," he said. "I'm doing everything DNR wants me to do. We are containing it and disposing of it properly." Parsons said he was not aware of the situation until Thursday morning, and he and his employees started helping with the cleanup. He hired Sunbelt Environmental Services to finish the cleanup. "Then we're going to get rid of the tank," he said. Steve Welch, whose property borders Town Branch on the north and a drainage ditch on the east, was mowing his lawn at that intersection at about 4 p.m. Wednesday when he smelled the oil. When he realized it was in the water, he called E-911. The residue flowed north from Maupin Street down a ditch that drains into Town Branch. Bolivar Fire Department installed an underflow dam downstream Wednesday evening to contain the spill, according to Assistant Chief Shane Duncan. Because petroleum-based products float on top of water, pipes were placed beneath the water to allow the unaffected water to continue flowing through the creek while the dam stopped further flow of the oil. Archer said the dam had been effective in containing the oil to a small portion of the stream. "Once cleanup is completed, there shouldn't be any long-term issues," he said. Leaks from petroleum storage tanks — especially older, unused tanks — are everyday occurrences in Missouri, Archer said, though they more commonly are from underground tanks. "Once tanks are no longer being used properly, they should be removed," he said.

http://bolivarmonews.com/news/article_Offcc92a-66f8-11e0-ba34-001cc4c002e0.html

USA, LA, NEW ORLEANS, APRIL 16 2011. AP ENTERPRISE: EXPERTS FEAR ANOTHER OIL DISASTER



This Sunday, April 10, 2011 picture shows a rig and supply vessel in the Gulf of Mexico, off the coast of Louisiana. With everything Big Oil and the government have learned in the year since the Gulf of Mexico disaster, could it happen again? Absolutely, according to an Associated Press examination of the industry and interviews with experts on the perils of deep-sea drilling.

With everything Big Oil and the government have learned in the year since the Gulf of Mexico disaster, could it happen again? Absolutely, according to an Associated Press examination of the industry and interviews with experts on the perils of deep-sea drilling. The government has given the OK for oil exploration in treacherously deep waters to resume, saying it is confident such drilling can be done safely. The industry has given similar assurances. But there are still serious questions in some

quarters about whether the lessons of the BP oil spill have been applied. The industry "is ill-prepared at the least," said [Charles Perrow](#), a [Yale University](#) professor specializing in accidents involving high-risk technologies. "I have seen no evidence that they have marshaled containment efforts that are sufficient to deal with another major spill. I don't think they have found ways to change the corporate culture sufficiently to prevent future accidents." He added: "There are so many opportunities for things to go wrong that major spills are unavoidable." The worst offshore oil spill in U.S. history began with an explosion April 20, 2010, that killed 11 workers aboard the Deepwater Horizon rig. More than 200 million gallons of crude

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spewed from the well a mile beneath the sea. Since then, new drilling rules have been imposed, a high-tech system for capping a blown-out well and containing the oil has been built, and regulators have taken steps to ramp up oversight of the industry. But deep-sea drilling remains highly risky. The effectiveness of the much-touted containment system is being questioned because it hasn't been tested on the sea floor. A design flaw in the blowout preventers widely used across the industry has been identified but not corrected. And regulators are allowing companies to obtain drilling permits before approving their updated oil-spill response plans. After a months long moratorium, the Obama administration resumed issuing drilling permits earlier this year amid great pressure from the industry and lawmakers seeking to protect communities and workers whose livelihoods depend on drilling. A petroleum industry group is creating a center for offshore safety in Houston to address management practices and improve industry communication. And the agency that oversees offshore drilling now bars inspectors from regulating a company that employs a family member or friend. Also, inspectors who join the agency from the oil industry cannot perform inspections of their former employers for two years. BP says it is poised to become a much safer company. It ousted several key figures during the disaster — including CEO [Tony Hayward](#) — and created a powerful unit to police company safety. BP spokesman [Daren Beaudou](#) said that because of advances made during the crisis, "the capability exists to respond to a deep-water well blowout." Similarly, Chevron spokesman [Russell A. Johnson](#) said his company is "confident of our ability to prevent an incident similar" to the Gulf oil spill. Whether any of that translates into better protection remains to be seen. "I'm not an oddsmaker, but I would say in the next five years we should have at least one major blowout," Perrow said. "Even if everybody tries very hard, there is going to be an accident caused by cost-cutting and pressure on workers. These are moneymaking machines and they make money by pushing things to the limit." After the Deepwater Horizon explosion, oil producers including BP were criticized for errors in their federally required oil-spill response plans, such as severely underestimating the time it takes oil to reach shore. Several of the biggest oil producers told the AP they have updated their response plans but are still waiting for them to be approved. The [Bureau of Ocean Energy Management, Regulation and Enforcement](#) said it is operating under a 2002 federal regulation that allows two years to approve such plans. In the meantime, companies are allowed to proceed with their drilling applications and obtain permits as long as they certify in writing that they can handle a spill, said agency spokeswoman [Eileen Angelico](#). The agency "is taking the oil companies' word for it that they can handle a spill," said [David Pettit](#), a senior attorney for the [National Resources Defense Council](#), one of the nation's leading environmental groups. "This is the same kind of deference to claimed oil company expertise that led directly to the BP Deepwater Horizon disaster." Regulators, however, point out that operators have to provide significant supplemental data before permits are approved. To bolster their case for safer drilling, the companies can point to a new system developed by industry titans including Exxon Mobil, Chevron, Shell and ConocoPhillips to contain oil spills. The system includes a cap and a series of undersea devices — including cables, a riser and a piece of equipment that would pump dispersant. Lines would be hooked up to vessels on the surface. Oil companies say the system is capable of quickly containing a blowout 8,000 feet under water and capturing as much as 60,000 barrels of oil per day. By comparison, at the height of the Gulf spill in mid-June, BP's well was spewing some 57,000 barrels a day at a depth of 5,000 feet. Michael Bromwich, director of the [U.S. agency](#) that regulates offshore drilling, recently acknowledged that the system was not tested in a dynamic situation — meaning in the ocean or during blowout conditions. He said such testing would be ideal, but he was still confident the system would work. Martin W. Massey, CEO of the [Marine Well Containment Co.](#), the consortium of companies that built the system, told the AP that components of the system were tested on land in Houston in a controlled environment, with government officials monitoring and approving it. He suggested that ocean testing was not necessary. "We're quite confident," he said. "We're ready to respond. The system is ready to go." The consortium has said an expanded network capable of plugging a well at more than 10,000 feet below the surface and collecting 100,000 barrels of oil per day won't be ready until early 2012. Another piece of equipment that has come under new scrutiny is the blowout preventer. In a report last month, a firm hired by the government to test the 300-ton device made by Houston-based Cameron and used with BP's ill-fated well said the device failed to pinch the well shut in part because of a design flaw that prevented it from cutting through a drill pipe that had been knocked off center. Cameron is one of the biggest manufacturers of blowout preventers, so the finding has raised concerns that the devices may have to be overhauled across the board. No design changes have been announced since the finding, and a Cameron vice president defended the integrity of the blowout preventers at a federal hearing this month. If oil reaches the surface and threatens land, response companies today would still rely on the same equipment and technology that failed to quickly protect land during the BP spill. Floating booms, for example, would still be put in place around sensitive marshes and beaches. Bromwich said recently that some oil and gas companies continue to tell him they believe the Deepwater Horizon was an aberration belonging to one party — BP — and it could not happen to them. "In my judgment, this is as disappointing as it is shortsighted," Bromwich said. "Our view is this was a broad problem."

<http://www.seattletpi.com/news/article/AP-Enterprise-Experts-fear-another-oil-disaster-1337205.php>

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SCOTLAND, ABBEYHILL, APRIL 16 2011. GARAGE SHUTS DOWN AFTER FUEL LEAK SCARE

rory Reynolds



The Shell petrol station on Montrose Terrace is currently fenced off.

A petrol station has been closed and stripped down after it was hit by a series of fuel leaks. The busy Shell station in Abbeyhill shut down suddenly last week after reports of leaks in pipes beneath the forecourt. The Montrose Terrace garage is currently fenced off and contractors have been brought in to investigate and clean up the site. Local businesses said they believed it may be closed for good, with rumours that more than £1 million of repairs are needed. Shell insisted it will reopen the site but would not comment on the bill. This week, tank decommissioning crews from Lees Industrial Services could be seen working on the site. Andrew Armour, 25, who owns Eastside Bikes opposite the garage, said: "We are worried that it will

result in significantly fewer people using the street and people will not know we are here. "Shops in the area will be concerned that fewer people will use their services because many cars only use this street because of the garage. "It has been closed a few times before, usually for two or three days at a time. "One of the staff came in here just last Monday and said they were closing down because of the fuel leak. "He said it would cost a huge amount to carry out work under the garage and that it was cheaper to close it down." Local councillor Angela Blacklock said it was unfortunate that the area had lost another local business. Shell said investigations were being carried out and reassured residents that their health and safety was the main priority. A spokesman said: "The Shell Abbeymount service station will be closed for the foreseeable future whilst investigations are carried out into a leak of product beneath the site. "We apologise to all our customers for any inconvenience this may cause. "Shell is working with the regulators and our contractors to investigate the issue and establish what remedial action may be needed. "We will conclude this process as quickly as possible so that the site can reopen. "We would like to reassure local residents that health, safety, security and the environment are Shell's key priorities."

<http://news.scotsman.com/scotland/Garage-shuts-down-after-fuel.6751621.jp>

USA, LA, SHREVEPORT, APRIL 16 2011. TANKER TRUCKS ON FIRE AT GAS WELL SITE IN WEST SHREVEPORT

 **Watch the Video** <http://www.ksla.com/story/14454735/trucks-equipment-on-fire-at-gas-well-site>

 **Watch the Video** <http://www.ksla.com/story/14455652/well-site-fire-contained>



Emergency crews are at the scene of what they're calling a major fire in Caddo Parish. KTBS-TV in Shreveport says crews are battling the flames of several tank trucks that caught fire at a gas well site near Rice Road. Officials said several trucks used to haul water were parked at the site of a Chesapeake gas well Friday, and that one of those trucks somehow caught fire. The fire then quickly spread to the eight other trucks parked nearby. Large, black plumes of smoke were seen miles away. Nearly two dozen first responders are taking part in bringing the blaze under control. There are no reports of injuries or evacuations.

<http://www.greenfieldreporter.com/view/story/4cf7420fb15d45da959f1a093e318ac1/LA--Gas-Site-Fire/>

USA, WASHINGTON DC, APRIL 17 2011. OIL INDUSTRY THREATENS OBAMA ADMIN OVER CLEAN WATER ACT GUIDANCE FOR WETLANDS

paul quinlan

Some of the biggest names in the oil industry -- Exxon Mobil Corp., Marathon Oil Corp. and the American Petroleum Institute - have waded into the fight to stop the Obama administration from strengthening Clean Water Act regulation of streams and wetlands. The three oil heavyweights met with White House officials last month and threatened legal warfare if the administration proceeds with issuing new guidance on Clean Water Act rules that would increase the number of wetlands and streams subject to federal pollution regulation and permitting. The oil industry adds significantly to the pressure already being applied by the homebuilding, agriculture and mining industries -- all of which dispatched lobbyists to the White House in January -- to back off a proposed policy they say exemplifies the sort of onerous regulation that President Obama recently pledged to eliminate. "The limits of Clean Water Act jurisdiction is a complicated and contentious issue that has been subject

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to decades of litigation," the American Petroleum Institute (API) said in a [memo](#) (pdf) its representatives delivered to the White House Office of Management and Budget. The proposed guidance is "not the correct approach and will lead to even further litigation and confusion," it added. The pressure appears to be having some effect. The Obama administration has fallen weeks behind schedule in releasing its draft of the Clean Water Act guidance, causing nervous environmental and conservation groups to wonder about the cause of the delay. "I can only speculate regarding the holdup and would rather not," Jan Goldman-Carter, wetlands and water resources counsel for the National Wildlife Federation, said in an email. U.S. EPA said the draft guidance, which was due out last month, remains under review at the White House Office of Management and Budget. "We are committed to a transparent process for developing this guidance that includes the opportunity for public review and comment, and intend to release the draft packages for comment as soon as possible," the agency said in a statement. The message Exxon Mobil, Marathon Oil and API took to the White House in their March 1 meeting was that issuing guidance -- essentially, a reinterpretation of a provision in the 1972 law -- is "inappropriate" for clearing up widespread legal and regulatory confusion over which waters, streams and wetlands are subject to federal pollution protection. Both industry and environmentalists are urging EPA to undertake the longer, more difficult process of writing an entirely new regulation, although environmental groups are supportive of the guidance as an essential interim step to immediately begin boosting Clean Water Act protections. Of course, the two sides have a very different end game in mind: Environmental groups ultimately want to see new water protection regulation that would cement in place any clean water protections achieved in the new guidance. Industry groups want EPA to skip the guidance -- which they would undoubtedly litigate -- and move into the rulemaking process, where they will make a case that strengthening federal regulations will result in far more cost and economic drag than benefit to the environment.

Long-Running Confusion

The oil industry's stake in the debate centers on laws governing oil storage and spills -- which dictate liability and spill prevention requirements -- that rely on the Clean Water Act's definition of what constitutes federally protected "waters of the United States" -- the very definition that the Obama administration's guidance or rulemaking would seek to clarify. "Our basic concern really comes down to the basics of what are 'waters of the U.S.,'" said Khary Cauthen, director of federal relations for API. "The confusion that this new guidance throws into the mix, with a clearly broadened definition of 'waters of the U.S.,' will make our operations more difficult." In its memo to the White House, API said: "If EPA chooses to pursue rulemaking, it will be imperative to ensure that it is adequate and appropriately considers all pertinent benefits and costs/impacts as inadequate rulemaking would be equally problematic." The legal and public debate over what waters deserve federal protection grew out of two difficult-to-interpret Supreme Court decisions -- SWANCC v. U.S. Army Corps of Engineers in 2001 and Rapanos v. United States in 2006 -- that industry says placed limits on federal jurisdiction and that environmentalists say created confusion that only regulators or Congress can clear up, with either legislation or new rules. Repeated attempts at a legislative fix have failed to advance, prompting EPA to move forward with its guidance policy, which was sent to the White House for review in December ([E&ENews PM](#), Nov. 16, 2010). The guidance would supplant two previous Clean Water Act guidance policies the George W. Bush-administration EPA issued in 2002 and 2008. Critics say those dovetailed with the Supreme Court rulings to roll back pollution protections on 20 million acres of wetlands and tens of thousands of miles of streams -- all of which flow into and have the potential to poison much larger water bodies and drinking water aquifers. EPA has said the confusion stemming from the Supreme Court decisions and Bush-era guidance policies has forced it to delay or drop hundreds of water pollution investigations, even as pollution rates have risen. The agency's Clean Water Act criminal enforcement stats have steadily nosedived ([Greenwire](#), Oct. 25, 2010).

Supporters Weigh In

Arguments that new guidance would be an "inappropriate" mechanism for clarifying the legal definition of U.S. waters do not wash with Ben Grumbles, who led EPA's water office during the George W. Bush administration when the previous guidance policies were released. "There's a need for greater predictability and consistency that rulemaking and legislative clarification can provide. But in an area as complicated as 'waters of the U.S.' jurisdiction, there is a need for some type of guidance -- interim guidance or something -- because it's very easy to get conflicting interpretations and to get lost in the weeds and to come out with contrary views," said Grumbles, who now heads the Clean Water America Alliance, a coalition of water industry leaders aimed at solving the nation's water problems. "My view is that some form of guidance is necessary." Environmentalists and hook-and-bullet groups have likewise lobbied the White House, delivering a [letter](#) (pdf) to administration officials in December. More recently, they have pointed to overwhelming public concern for clean water: A March 28 Gallup poll shows Americans worry most about threats to clean water among nine major environmental issues, outranking air pollution, species extinction and global warming. Fourteen senators led by Maryland Democrat Ben Cardin urged President Obama to move forward with the new Clean Water Act guidance in a [letter](#) (pdf) sent March 31, after the White House review deadline for the

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new policy lapsed and nothing had been released. "It is critical that the guidance developed and approved by your Administration provide strong protection for our nation's waters and restore the ability of the Federal agencies to enforce the Clean Water Act," the senators wrote. "We hope that the actions the administration will propose will provide needed clarity and certainty so that the ultimate goals of the Clean Water Act can be met." Opponents, however, warn of the dire economic consequences that would stem from an Obama administration Clean Water Act guidance. The Waters Advocacy Coalition -- a group of agriculture, homebuilding and mining interests opposed to the policy -- told EPA Administrator Lisa Jackson and Jo-Ellen Darcy, assistant secretary of the Army for civil works, that "such an overly broad view of jurisdiction would create significant problems," in a [letter](#) (pdf) sent April 4. "It would almost invariably be a hindrance if not an outright barrier to economic growth," the letter said. "It would almost certainly result in both a permitting and enforcement tangle. It would switch the burden from the government to the individual to demonstrate that a particular feature is not a 'water of the United States.' And given the history of the CWA [Clean Water Act], it would undoubtedly increase litigation and expenses for the regulated community and regulatory agencies."

<http://www.nytimes.com/gwire/2011/04/15/15greenwire-oil-industry-threatens-obama-admin-over-clean-96759.html>

USA, N.C, CHARLOTTE, APRIL 17 2011. HAZMAT CREWS CALLED TO CHARLOTTE AIRPORT FOR FUEL SPILL

chris dyche

Charlotte Firefighters and HazMat crews were called to the Charlotte-Douglas International airport early Friday morning for a fuel spill. Firefighters said a flight was bound for Charleston, SC, was being refueled when a leak occurred at the gate. HazMat crews were called to the airport to clean up the spill. Charlotte firefighters told WBTV the spill was cleaned up. No one was injured during the incident.

<http://www.wbtv.com/Global/story.asp?S=14452465>

USA, ME, BANGOR, APRIL 17 2011. FUEL TRUCK ACCIDENT SNARLS TRAFFIC ON I-395 IN BANGOR

[Watch the Video](#) <http://www.wabi.tv/news/19462/update-tanker-carrying-thousands-of-gallons-of-diesel-fuel-rolls-over>

jamison cocklin & eric russell



A Bangor firefighter sprays foam on the wreckage of an R.H. Fosters semi tanker that rolled over on the Route 202 westbound on ramp from I-395 on Friday, April 15, 2011. The Orono/Old Town hazmat team was on scene to handle the spilled fuel oil.

An 18-wheeler hauling 6,000 gallons of diesel fuel rolled over Friday afternoon and crashed through a guardrail on the Interstate 395 offramp to U.S. Route 202, forcing the ramp to close and prompting a cleanup effort expected to last into Saturday. The impact of the crash punctured the attached tanker the truck was hauling and an estimated 700 gallons of the fuel was unaccounted for, according to Darian Higgins, who was on the scene for the [Maine Department of Environmental Protection](#) to assess the situation and monitor the cleanup effort. It was unclear what caused the accident. Although the R.H. Foster truck was mangled from the crash and lying on its side in a ditch just off the ramp, the driver was uninjured and managed to crawl from the wreckage. He was awaiting first responders when they arrived on the scene, according to Capt. Dennis Nadeau of the Bangor Fire Department. No other vehicles were involved in the incident.

Officials did not release the name of the driver. At around 6 p.m., crews from Clean Harbors, a local cleanup contractor, were working to raise the tanker onto its wheels with a large excavator in order to remove any fuel still left inside. Police and fire officials, along with the Orono Regional Response Team, a local hazardous materials crew, and representatives from the [Maine Department of Environmental Protection](#) went to the accident scene. An empty tanker truck was brought to the scene to offload 5,300 gallons of fuel from the wrecked tanker. Higgins estimated that around 700 gallons were unaccounted for, with some remaining in the truck's fuel tanks and the rest having seeped into the ground. The Orono Regional Response Team assisted DEP crew members in cleaning up a small amount of contaminated soil and fuel on the ground's surface. The next step will be to remove the contaminated soil surrounding the crash site and then backfill the area with clean soil, Higgins said. Primary cleanup efforts are expected to take place early Saturday, and Higgins said he expects them to be complete sometime the same day, which will allow the offramp to reopen. According to Robert Tracy, executive vice president of R.H.

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Foster, who was also at the scene, the truck was headed to Hampden when the accident occurred. He did not know how much of the salvaged fuel still could be sold because it was contaminated with water during drilling to pump fuel from the wrecked tanker. Tracy said his primary concern was for the safety of the driver and getting the spill contained as quickly as possible. He said the driver was taken to the hospital as a precaution and since has been released. The incident also closed the ramp from Route 202 onto I-395 and affected westbound traffic on I-395. Crews were expected to have the truck removed from the ditch late Friday evening.

<http://new.bangordailynews.com/2011/04/15/news/bangor/fuel-truck-accident-snarls-traffic-on-i-395-in-bangor/?ref=mostReadBox>

USA, LA, GRAND ISLE, APRIL 16 2011. COAST GUARD STILL FIGHTING OIL IN MARSHES

nikki buske

 **Watch the Video**

<http://www.fox8live.com/news/local/story/Critics-challenge-Coast-Guard-clean-up-efforts-in/b4fyoMdgOk69F0h67BZZng.cspix>



Cleanup contractors sift and wash sand searching for tar balls Thursday on Grand Isle beach.

The U.S. Coast Guard and contractors are still working to remove tar mats and oil from barrier-island beaches and marshes in Barataria Bay, Bay Jimmy and Pass a Loutre. S. Coast Guard Deputy Incident Commander Dan Lauer spoke to reporters and residents as workers toiled behind him on the beach at Grand Isle Thursday morning to detail the ongoing efforts to pick up oil as the one-year anniversary of the spill approaches. But their presence bothered some Grand Isle residents, who said they rarely see cleanup crews and machines on the beaches these days. "How come we don't see this every day?" asked Grand Isle resident Dean Blanchard during the news conference. "We live here. This is for the cameras, man." Lauer said the Coast Guard is employing new techniques, including sonar, to help locate

tar mats hidden in the sands and surf. The oil continues to break up and wash ashore on coastal beaches and could re-emerge during this year's hurricane season. Heavy machinery and cleanup workers patrolled the beach immediately behind the news conference, sifting sand for small balls of oil and tar balls. Workers dug through piles of sand with rakes, washing the sand in the surf and placing the small tar balls that turned up into buckets. Blanchard, owner of Dean Blanchard Seafood, a Grand Isle seafood processing company, said his best shrimping grounds, such as Bay Jimmy, still remain heavily oiled. "It's all on Grand Terre, it's behind my office," Blanchard said. Gesturing to the cleanup work, he said, "this only ever happens when the press is here." Lauer said the machines were on hand as a "demonstration" of continuing cleanup efforts. Gary Petrae, a scientific support coordinator with the National Oceanographic and Atmospheric Administration, said tar mats lodged in the surf offshore are causing "chronic re-oiling" on some shorelines. The largest tar mat found was about 100 feet long, located off Pensacola, Fla. Lauer said they're being found sporadically in all shapes and sizes off the coast. Environmentalists have expressed concerns that the tar balls still washing up could prove toxic to wildlife like birds. Melanie Driscoll, Audubon's director of bird conservation for the Gulf, said Wednesday that tar balls collected on Grand Terre, a neighboring barrier island, tested positive for levels of oil toxins that could be harmful to wildlife. But Coast Guard officials said Tuesday that the tar mats didn't pose a risk to human or animal health because much of the polycyclic aromatic hydrocarbons, or PAHs, potent pollutants in oil that federal scientists test for, had evaporated. Most are "80 to 90 percent sand," Petrae said. The tar mats, caused when oil floated in, mixed with sediments in the surf and then sunk, can sometimes be picked up by workers when the tide is low. In areas with clearer waters, snorkelers are sent out to identify and clean them. Lauer said he hopes bringing in the new technology, including side-scanning sonar used in marine-debris removal after hurricanes, can help them locate the remaining mats by creating a profile of the sea floor. Beaches on Grand Isle and Fourchon are open, Lauer said. Beaches on Elmer's Island are still closed, and will be opened at the discretion of the state, Lauer said. Clean up is still being done in oiled marshes, including some in Barataria Bay, Bay Jimmy and Pass a Loutre. In Barataria Bay, Lauer said the Coast Guard found that in some cases outer marshes were oiled and the grass died. When it did, it folded over oiled areas and protected the oil from weathering. In those areas, large devices, "almost like hedge trimmers," are being employed to cut out the dead grass so the remaining sticky oil can be removed. The Coast Guard is also using sonar to find the abandoned anchors that held boom in place for months during the spill because they can pose hazards for boaters. Lauer stressed that as long as oil continues to wash up, the Coast Guard will remain in the area on clean-up duty. He said the Coast Guard will be especially vigilant through

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hurricane season, sending Shoreline Cleanup Assessment Teams out regularly to scout for new oil. Lauer said the Coast Guard still has 2,000 people on the ground, including BP contract workers and personnel from other agencies, in Louisiana. "We are mandated to clean up this Deepwater Horizon spill," Lauer said. "We will be here."

<http://www.houmatoday.com/article/20110415/ARTICLES/110419655/1211/news01?Title=Coast-Guard-still-fighting-oil-in-marshes&tc=ar>

UK, CUMBRIA, BARROW, APRIL 17 2011. BARROW 'GAS EXPLOSION' CAUSED BY PETROL IN DRAINS

It is now believed that an explosion in a Cumbrian town was caused by petrol in the drains. Police and fire crews were called to the junction of Shakespeare Street and Dryden Street in Barrow on Friday night following reports of a gas explosion. The area was cordoned off, and United Utilities also attended. The fire service said petrol or a similar substance was likely to have been the cause. The road will remain closed until Monday.

<http://www.bbc.co.uk/news/uk-england-cumbria-13104051>

USA, N.J, NEWARK, APRIL 17 2011. GAS STATION OPERATOR FACES ENVIRONMENTAL FINE

Department of Natural Resources and Environmental Control Secretary Collin O'Mara issued a Notice of Administrative Penalty Assessment and Secretary's Order to Merit Oil of Delaware, Inc. for violations of the state's underground storage tank and air quality rules and regulations. The order includes a cash penalty of \$31,500 and an additional \$4,725 as cost recovery reimbursement for DNREC's expenses associated with its investigation. DNREC's Tank Management Branch conducted a compliance inspection of underground storage tank systems at a Hess gas station on Kirkwood Highway, east of Newark, owned by Merit Oil of Delaware on April 8, 2009.

<http://www.newarkpostonline.com/articles/2011/04/16/news/doc4da8f0f2d75a2596205404.txt>

USA, TX, BEAUMONT, APRIL 17 2011. HIGHWAY 124 CLEARED AND REOPENED AFTER TRAIN CARRYING ISOPRENE STABILIZED DERAILED ON FRIDAY

teresa mioli

 **Watch the Video** <http://www.kfdm.com/articles/road-42444-hwy-down.html>

 **Photo Gallery** <http://www.kfdm.com/articles/road-42444-hwy-down.html>



Update: At about 2 a.m. Saturday, both rail cars that had derailed were returned to the railroad track with the assistance of heavy equipment and removed from the area, Deputy [Rod Carroll](#), public information officer at the Jefferson County Sheriff's Office, reported. According to dispatch, everything has been cleared and Highway 124 has been reopened.

Update, 8:48 p.m.: The evacuation order for residents within a half mile of a train derailment on Highway 124 has been lifted. The order was lifted as of 8:48 p.m., according to Deputy Rod Carroll with the Jefferson County Sheriff's Office. Carroll said that authorities ask the returning residents to continue to shelter in place. The highway is still closed to through traffic from Gaulding to Smith roads until the rail car is returned to the tracks, according to Carroll. The Beaumont Fire/Rescue Hazmat team inspected the rail tank car and did not note

any damage to it, according to Carroll. It appears the container is sealed. The team is monitoring the area for any leaks, according to the [Beaumont Fire Department](#). Crews will turn the car upright within the next five hours and the roadway should be reopened by 2 a.m., according to Carroll.

Update, 8:03 p.m.: A derailed train carrying a highly flammable substance is not leaking as far as authorities can tell. The Beaumont Fire-Rescue Hazmat team is using monitors to detect a leak. The monitors have not shown that the substance is leaking, said Deputy Rod Carroll with the Jefferson County Sheriff's Office. However, Carroll advised that there is always a possibility that a leak occurred on the side of the train that is on the ground. The monitors might not be able to detect it if that was the case. There are four pipelines in the vicinity and crews are exercising caution not to harm them when moving the train upright, said Carroll.

Update: A train carrying a highly flammable substance has derailed along Highway 124 behind the Goodyear plant in Jefferson County and landed above two pipelines. Of the seven cars making up the train, only one has actually derailed, and one is leaning over. The other five cars are on the track, according to Capt. [Brad Penisson](#) with the Beaumont Fire

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Department. There is no leak of the highly flammable substance, Isoprene Stabilized, as far as authorities can tell, Penisson said. Isoprene Stabilized has a flash point of -65 degrees. The derailed car landed above two pipelines. One is a 12-inch natural gas line operated by DCP Midstream and the other is a 4-inch butadiene gas line operated by [TPC Group](#), Pennisson said. Butadiene gas is flammable. It is unknown how deep the lines are in the ground. Both gas companies are in the process of shutting down the lines. Homes and businesses within half a mile of the derailment area have been evacuated. The Goodyear plant has not been evacuated at this time. No injuries have been reported and it is unknown how long it will take to remedy the situation. The JCSO, Labelle-Fannett VFD and Beaumont Fire Rescue Hazardous Material team are on the scene. The China and Hampshire volunteer fire departments are sending tankers to assist with the water supply, said Penisson.

Previous Coverage: A train has derailed near Highway 124 and the Goodyear plant in Jefferson County. The Jefferson County Sheriff's Office was notified at about 4 p.m. and units have confirmed that the derailed tank car is carrying Isoprene Stabilized, a highly flammable substance, according to a news release from the JCSO. Isoprene Stabilized has a flash point of 65 degrees. Highway 124 is closed between Smith and Gaulding roads, according to the JCSO. The Labelle-Fannett [Volunteer Fire Department](#) and Beaumont Fire-Rescue Hazmat are on scene and an incident command is located at Smith Road and Highway 124. Authorities evacuated businesses in the area which were already closing for the day. Nearby residents have also left the area.

<http://www.beaumontenterprise.com/news/article/UPDATE-Highway-124-cleared-and-reopened-after-1339290.php>

USA, WI, EAU CLAIRE, APRIL 17 2011. CREWS CLEAN UP AFTER GASOLINE SPILL IN EAU CLAIRE



After gasoline spills at an Eau Claire gas station, crews work to clean it up in a nearby stream. The spill was discovered Saturday morning at the Mobil Direct Oil station on Patton Street. An Eau Claire firefighter near the scene was unsure how it happened. For hours, the neighborhood smelled of gasoline. City police and fire officials closed off nearby streets to traffic, as the public works department opened fire hydrants to flush the spilled gasoline out of the storm sewer system. Crews identified where the sewer system empties into a stream off State Street. They've set booms and sponges to collect the gasoline. WQOW News 18 will have more on this spill and the cleanup Saturday on our six and ten o'clock newscasts.

<http://www.wqow.com/Global/story.asp?S=14458941>

USA, CA, LOS ANGELES, APRIL 17 2011. JURY FINDS FOR SHELL IN BENZENE WRONGFUL DEATH CASE

A Los Angeles jury has found for Shell Oil Co. in a case brought by the family of a man who claimed that he died from leukemia stemming from his exposure to benzene in the company's products, according to an attorney representing the company. The jury in the Los Angeles County Superior Court returned a defense verdict after a 17-day trial on claims for strict liability design defect, strict liability failure-to-warn and fraudulent concealment, the attorney said. The plaintiffs dismissed their claims for negligence and negligence per se prior to trial. According to court documents, William Head was a salesman and manager at Pemaco Petroleum Inc., a Shell chemical product distributor, during the 1980s and early 1990s. He claimed that he developed acute myelogenous leukemia in 2006, allegedly caused by exposure to benzene in products at Pemaco and on the premises of the company's mostly print and auto shop customers. That year, William filed a personal injury suit in state court. After he died, his widow and six children filed survival and wrongful-death claims against numerous companies, including Shell. The plaintiff alleged the defendants' chemical products were defective because Shell failed to warn that they contained benzene and could cause cancer. All defendants settled prior to trial except Shell. During the trial, the plaintiffs focused on Head's exposure to 13 solvent products that Pemaco bought from Shell, including mineral spirits, naphtha and xylene, according to Shell's defense attorney. With Judge J. Stephen Czuleger presiding, the plaintiffs argued that Shell could have reduced its solvents' benzene content at a reasonable cost, the attorney said. Additionally they alleged the company consciously disregarded the rights of Head and others by not by reducing the benzene content since it has been generally known since at least the early 20th century that benzene caused bone marrow-related cancers, including AML. Shell argued that its hydrocarbon solvents, even with small concentrations of benzene, do not cause any form of cancer in humans,

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according to the company's defense attorney. In support, the company cited data from the U.S. National Toxicology Program and the Environmental Protection Agency. Shell also said it did not provide a cancer warning on its solvents because it did not believe that they cause cancer, the attorney said. The company noted that Head's AML was among the 12,000 new cases of the disease every year for which no cause is known. The plaintiffs sought millions in compensatory and punitive damages. After one day of deliberations, the jury found for Shell, the attorney said. Head et al. v. Shell Oil Co., No. BC358265, jury verdict returned (Cal. Super. Ct., L.A. County Feb. 10, 2011).

http://westlawnews.thomson.com/California_Litigation/News/2011/04_-_April/Jury_finds_for_Shell_in_benzene_wrongful_death_case/

USA, OK, MULDROW, APRIL 17 2011. I-40 REOPENED AFTER TANKER SPILL

 **Watch the Video** <http://www.4029tv.com/r/27569673/detail.html>

 **Slideshow** <http://www.4029tv.com/slideshow/news/27569691/detail.html>

Oklahoma Highway Patrol said a tanker overturned into the median on Interstate 40 at 4:23 a.m. on Saturday. The tanker caused a spill on Interstate 40 that shut down the highway from Muldrow to Sallisaw. Traffic was being detoured through Muldrow. Sequoyah County Sheriff Ron Lockhart said the tanker was filled with diesel and gasoline. Deputies estimated about 1,500 gallons were spilled onto the highway. Oklahoma Highway Patrol deputies reopened the interstate at about 2 p.m. after a crane was brought in to lift the tanker upright. The driver was taken to an area hospital. There was no word on the extent of his injuries.

<http://www.4029tv.com/r/27569673/detail.html>

USA, MI, WHITE OAK TWP, APRIL 17 2011. SOURCE OF GAS LEAK FOUND

 **Watch the Video:**

http://www.wilx.com/news/headlines/Crews_Find_Source_of_Gas_Leak_in_Ingham_County_120125434.html

 **Watch the Video** <http://www.wlns.com/Global/story.asp?S=14466188>

Officials find the source of a gas leak in Ingham County. The 5 day search for that leak officially ended. Authorities say it's been sealed off. The gasoline spill was discovered seeping into a creek in White Oak Township. That's between Stockbridge and Dansville. Now officials with the Wolverine Pipeline Company are assessing the damage. Sgt. Robert Ott: "This is the tank that's in question right here on the tank." Sergeant Robert Ott with Ingham County's Emergency Management Center sums up the 5 day period that forced workers to act fast, dig deep and find the source of a gas leak. Sgt. Robert Ott: "Everything went very smooth." Ott says numerous man hours led emergency workers to the area where a gasket on an underground pipe began leaking. Sgt. Robert Ott: "These are buried underground about 6 to 8 feet, and you know, nature's going to take its course and things are going to happen." Officials say Dawn Speer made the initial emergency call to the Wolverine Pipeline Company after spotting a leak and gasoline floating in the creek. Utility workers responded and shut the tank down. They say the distance from its faulty gasket to the creek is about a mile long, which leaves the question, just how much gasoline escaped? Scott Evilsizer, Wolverine Pipeline Co.: "We don't know how big it is. It doesn't appear to be terribly big because we would see more going into the drain than we are." Ott says water wells in the area have been tested for contamination and, at this time, all the wells seem to be safe. As for the immediate area between the creek and the failed gasket... Sgt. Robert Ott: "What is contaminated is going to be removed and going to be replaced with fresh soil." He says this is a part of the recovery phase which could take the county and utility company a considerable amount of time to complete. Officials with Ingham County say they will continue to monitor waterway contamination over the next 24 hours. Wolverine Pipeline Company has handed over the cleanup effort to the Marathon Pipeline Company.

<http://www.wlns.com/Global/story.asp?S=14466188>

CHINA, GUANGDONG PROVINCE, ZHUHAI, APRIL 17 2011. TANKERS CRASH NEAR MACAO, SPILLING OIL INTO SEA

Two oil tankers crashed Sunday off China's southern coast, spilling about 2 tonnes of light diesel fuel into the sea, the Zhuhai maritime authorities said. No casualties were reported. The oil tankers, Guochang and Jiangzhou No. 1, rammed into each other face-on at about 8 a. m. on the sea close to Macao's airport. The hull of Guochang was left with a cleft from where the diesel flowed until it was plugged by rescuers by 10 a.m. Authorities said they had put the spill under control and it had limited impact on the environment. Most of the spilled oil has been skimmed. An investigation of the crash is underway.

<http://english.cri.cn/6909/2011/04/17/1781s632491.htm>

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