



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 731 Newsy Stuff

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

July 16 2011



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MALAYSIA, BUKIT KAYU HITAM, JULY 8 2011. ILLEGAL PETROL, DIESEL SEIZED

The Kedah Enforcement Division of the Ministry of Domestic Trade, Cooperatives and Consumerism detained four men and seized 34,000 litres of subsidized diesel and petrol worth RM63,000 during an operation at the industrial area, here today. State enforcement head Suhaimi Mat Sari said following a tip-off from the public, 10 officers from the division raided an illegal fuel storage yard at about 10am and found the illegal items. Upon inspection, the raiding party stumbled upon an underground tank containing 11,000 litres of petrol, another 8,000 litres petrol in a tanker lorry and 15,000 litres of diesel stored in a container. "We saw two workers with the premise owner and a lorry driver, all locals, who were in their 30s, busy transferring the fuel from a tanker. The owner was believed to have just completed an oil deal with a customer from Thailand. "The place had been operating for the past six months and investigations revealed that they obtained the petrol and diesel from petrol stations around Changlun and Alor Setar," Suhaimi told reporters here. "When we checked the records, the owner concerned did not have any licence to store petrol and diesel."

<http://www.mysinchew.com/node/60080>

USA, CO, DURANGO, JULY 8 2011. SEAN OGDEN, DURANGO MAN, INJURED AFTER MIXING FIREWORKS IN COFFEE GRINDER

ryan grenobl



Sean Ogden, a 19-year-old Durango resident, was seriously injured Monday after putting fireworks in a coffee grinder and attempting to mix them to create a larger firework. The mixture exploded. Ogden was taken to Mercy Regional Medical center and later flown to the University of Colorado for more extensive treatment. [The Durango Herald reports](#) the fireworks were purchased in or near Cortez, Colorado. Ogden likely decided the fireworks were too small and followed directions on the internet to dismantle and reassemble them into something

larger. Durango Fire & Rescue Authority's fire Marshal, Tom Kaufman, speculated that friction from the coffee grinder ignited the mixture. The ensuing explosion shook houses a quarter-mile away. Other Colorado metro areas also struggled with fireworks enforcement during the July 4th weekend. [Colorado Springs police responded](#) to 5,424 calls from July 2 through July 5, 766 of which were for fireworks.

http://www.huffingtonpost.com/2011/07/07/sean-ogden-fireworks-coffee-grinder_n_892367.html

USA, W.VA, CHARLESTON, JULY 8 2011. CSB INVESTIGATION FINDS 3 DUPONT ACCIDENTS IN BELLE, WEST VIRGINIA, RESULTED FROM NUMEROUS SAFETY DEFICIENCIES INCLUDING LACK OF SAFE EQUIPMENT DESIGN, INEFFECTIVE MECHANICAL INTEGRITY PROGRAMS, AND INCOMPLETE INVESTIGATIONS OF PREVIOUS NEAR MISSES >> PROPOSED RECOMMENDATIONS TO CALL FOR OSHA, INDUSTRY GROUPS TO TIGHTEN SAFEGUARDS FOR TOXIC GAS HANDLING



A series of preventable safety shortcomings -- including failure to maintain the mechanical integrity of a critical phosgene hose -- led to a string of three serious accidents that occurred over a 33-hour period on January 22 and 23, 2010, at the DuPont Corporation's Belle, West Virginia, chemical manufacturing plant, according to the draft report of the U.S. Chemical Safety Board (CSB) which was issued today. In one of the accidents, a worker died following exposure to phosgene, a gas used as a chemical weapon in World War I. The report makes numerous safety recommendations. Among them, DuPont is urged to enclose all of its phosgene production and storage areas so that any releases of phosgene will be contained. The CSB recommends that the Occupational Safety and Health Administration (OSHA) update its compressed gas safety standard to include secondary enclosures for toxic gases such as phosgene. A CSB-produced [animation](#) depicting

the sequence of events leading to the phosgene exposure was also released at a news conference in Charleston, West Virginia. The draft report and recommendations remain subject to change and final approval by a vote of the presidentially-appointed board of the CSB. That vote is expected to occur following a 45-day comment period which closes on August 22. DuPont's Belle facility occupies more than 700 acres along the Kanawha River, eight miles east of Charleston, the state capital. The plant produces a variety of specialty chemicals. The series of accidents began on January 22, 2010, when an alarm sounded leading operators to discover that 2,000 pounds of methyl chloride, a flammable gas, had been leaking

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unnoticed into the atmosphere for five days. The next morning, workers discovered a leak in a pipe carrying oleum, producing a fuming cloud of the sulfur trioxide. The phosgene release occurred later that day, and the exposed worker died the next day in a hospital. CSB Chairman Rafael Moure-Eraso said the three accidents particularly concerned CSB personnel given DuPont's longstanding reputation for a commitment to safety. Noting the company started as a gunpowder manufacturer in 1802, and became a major chemical producer within 100 years, Dr. Moure-Eraso said, "DuPont has had a stated focus on accident prevention since its early days. Over the years, DuPont management worked to drive the injury rate down to zero through improved safety practices." Dr. Moure-Eraso continued, "DuPont became recognized across industry as a safety innovator and leader. We at the CSB were therefore quite surprised and alarmed to learn that DuPont had not just one but three accidents that occurred over a 33-hour period in January 2010. CSB board member and former chairman John Bresland also spoke at the news conference: "These kinds of findings would cause us great concern in any chemical plant – but particularly in DuPont with its historically strong work and safety culture. In light of this, I would hope that DuPont officials are examining the safety culture company-wide." Member Bresland noted the CSB finding that the phosgene hose that burst in front of a worker was supposed to be changed out at least once a month. But the hose that failed had been in service for seven months. Furthermore, the CSB found the type of hose involved in the accident was susceptible to corrosion from phosgene. Team Lead Johnnie Banks said, "Documents obtained during the CSB investigation showed that as far back as 1987 DuPont officials realized the hazards of using the braided stainless steel hoses lined with Teflon, or PTFE. An expert employed at DuPont recommended the use of hoses lined with Monel, a strong metal alloy used in highly corrosive conditions. The DuPont official stated: 'Admittedly, the Monel hose will cost more than its stainless counterpart. However, with proper construction and design so that stresses are minimized...useful life should be much greater than 3 months. Costs will be less in the long run and safety will also be improved.'" In fact, the Monel hose was never used. Internal DuPont documents released with the CSB draft report indicate that in the 1980's, company officials considered increasing the safety of the area of the plant where phosgene is handled by enclosing the area and venting the enclosure through a scrubber system to destroy any toxic phosgene gas before it entered the atmosphere. However, the documents show the company calculated the benefit ratio of potential lives saved compared to the cost and decided not to make the safety improvements. A DuPont employee wrote in 1988, "It may be that in the present circumstances the business can afford \$2 million for an enclosure; however, in the long run can we afford to take such action which has such a small impact on safety and yet sets a precedent for all highly toxic material activities?" The need for an enclosure was reiterated in a 2004 process hazard analysis conducted by DuPont, but four extensions were granted by DuPont management between 2004 and 2009, and at the time of the January 2010 release, no safety enclosure or scrubber system had been constructed. CSB investigators concluded that an enclosure, scrubber system, and routine requirement for protective breathing equipment before personnel entered the enclosure would have prevented any personnel exposures or injuries. The CSB investigation found common deficiencies in DuPont Belle plant management systems springing from all three accidents: Maintenance and inspections, alarm recognition and management, accident investigation, emergency response and communications, and hazard recognition. CSB Team Lead Banks said, "The CSB found that each incident was preceded by an event or multiple events that triggered internal incident investigations by DuPont, which then issued recommendations and corrective actions. But this activity was not sufficient to prevent the accidents from recurring." The CSB draft report recommends that the DuPont Belle facility revise its near-miss reporting and investigation policy to emphasize anonymous participation by all employees so that minor problems can be addressed before they become serious. The CSB report also recommends the Belle plant ensure that its computer systems will provide effective scheduling of preventive maintenance to require, for example, that phosgene hoses get replaced on time. The CSB draft recommends that the DuPont Corporation require all phosgene production and storage areas company-wide have secondary enclosures, mechanical ventilation systems, emergency phosgene scrubbers, and automated audible alarms, which are at a minimum consistent with the standards of the National Fire Protection Code 55 for highly toxic gases. Industry groups have established various good practices for the safe handling of phosgene and other highly toxic materials in compressed gas cylinders. The draft report concluded that the most comprehensive guidelines are those set forth by the National Fire Protection Association, or NFPA. The draft report recommends that industry-organizations such as the Compressed Gas Association (CGA) and the American Chemistry Council (ACC) adopt the more stringent guidelines of the NFPA for the safe handling of phosgene and other highly toxic gases. The report recommends the Occupational Safety and Health Administration (OSHA) update its compressed gas safety standard to include modern safeguards for toxic gases such as phosgene. These improved safeguards include: Secondary enclosures for units using phosgene, mechanical ventilation systems, emergency phosgene scrubbers, and automated audible alarms. Chairman Moure-Eraso said, "Adoption of the CSB recommendations by OSHA, the Compressed Gas Association and the American Chemistry Council and, would greatly increase the safe handling of toxic gases nationally, and will protect workers from the deadly exposures." Dr. Moure-Eraso

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noted that he welcomes today's release of the draft report and invites public comment on it. "Comments concerning the draft report will be carefully considered following the public comment period, after which Board Members will vote on the findings and recommendations. The report is not final until the vote is taken." The CSB is an independent federal agency charged with investigating serious chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

www.csb.gov.

ISRAEL, NAHAL ZIN, JULY 8 2011. LEAK CAUSES NEGEV'S WORST EVER ENVIRONMENTAL DISASTER >> MINISTRY TAKES OUT WORK CESSATION ORDER AGAINST EILAT-ASKELON PIPELINE COMPANY, THEY IN TURN DISAVOW RESPONSIBILITY FOLLOWING JET FUEL LEAK THAT RAVAGED NAHAL ZIN NATURE RESERVE

yael darel



The damaged pipe.

The Environmental Protection Ministry estimated Wednesday that no less than one million liters of jet fuel leaked out of the Eilat-Ashkelon pipeline at the Nahal Zin nature reserve in the south causing the worst damage ever witnessed at an Israeli nature reserve. The ministry's southern region manager Guy Samet took out a work cessation order against the Eilat-Ashkelon Pipeline Company demanding that the company put together a revised emergency plan which would need to receive regional approval. "The work that the Eilat-Ashkelon Pipeline Company is carrying out along the pipeline is restoration and maintenance work of the old pipeline and of course it is our wish that this work continue," Samet said. "That said, a ministry inspection found that they didn't do everything that needed to be done according to their emergency plan which was

the cause of the magnitude of the damages," he added. The Environmental Protection Ministry and the Nature and Parks Authority estimate that the leak reached a depth of up to 5 meters in some places. As for the restoration process, current estimations see the need for the removal of tens of thousands of cubic meters of contaminated soil from the area. The Eilat-Ashkelon Pipeline Company said in response that "it should be mentioned that the company did not harm the pipeline which caused the damage. Nonetheless, as soon as the incident occurred the company worked to repair the situation. "Now as always, the Eilat-Ashkelon Pipeline Company works according to Environmental Protection Ministry guidelines. We intend to sue for reimbursement of all factors that damaged the pipeline or led to the damage in the line."

Related Stories

[Ministry orders EAPC to halt cleanup of massive oil spill](#)

['Negev oil spill: Israel's worst environmental disaster'](#)

[Tractor causes 1.5-million-liter jet fuel spill in Negev](#)

<http://www.ynetnews.com/articles/0.7340.L-4092220.00.html>

CHINA, BEIJING, JULY 8 2011. CHINESE OFFICIALS ADMIT TO A MASSIVE OIL SPILL, ONE MONTH AFTER THE FIRST LEAK STARTED



Click-2-Listen <http://fsrn.org/audio/chinese-officials-admit-a-massive-oil-spill-one-month-after-first-leak-started/8778>



Press conference in Beijing on 5 July showing the oil spill off China's eastern coast. In China's Bohai Sea, one of the busiest waterways in world, the full details of a major oil spill are slowly coming to light. The China National Offshore Oil Corporation and US oil giant, ConocoPhillips have finally admitted that two leaks occurred last month from their Penglai operation, one of the country's largest offshore oilfields. The Director of China's State Oceanic Administration said yesterday that the spills polluted an area of more than 300 square miles and that there are still small leaks. He said there will be a long-term impact on the marine environment but gave few details. This public admission comes more than a month after the first leak on June 4th. At a news conference yesterday ConocoPhillips said authorities were immediately notified when the accidents occurred. Carlon

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Robertson, executive vice president of ConocoPhillips China operations described how the second leak happened:

"On July 17th, there was an incident on platform C during the drilling of the well. The incident occurred when the pressure was high. The leak of oil and gas was observed during this time. A decision was made to pump cement in. The operation was safely performed and the well was secure within approximately 48 hours."

The company said the exact role of ConocoPhillips in causing the leak is still being investigated. Environmental groups have slammed the government for its lack of transparency and are demanding information about how much oil leaked, and its impact on the environment.

Related Stories

[Cover-up culture: China's hidden oil spill raises murky questions](#)

[ConocoPhillips May Have to Pay Up in China Spill](#)

[China's Silence Over Oil Spill Damages Its Credibility](#)

[Public outcry in China over oil spill incidents](#)

[Korea to Test Chinese Seafood After Oil Spill](#)

[Oil firm stands by leak response](#)

[Chinese oil spill half the size of London went unreported for a month](#)

<http://fsrn.org/audio/chinese-officials-admit-a-massive-oil-spill-one-month-after-first-leak-started/8778>

SATELLITE PICTURE OF BOHAI BAY OIL SPILL RELEASED



A U.S. environmental group on Tuesday released a photo of a massive oil spill in Bohai Bay, off China's eastern coast, to which China has belatedly admitted without, however, providing details. The picture released by SkyTruth integrates a satellite photo of the area taken on June 14 by NASA's MODIS-Aqua and a Google map showing the locations. The Chinese State Oceanic Administration said leaks occurred on June 4 and 17 from platforms B and C of the Penglai 19-3 offshore oilfield, polluting an area of 840 sq. km of water, about 1.4 times the size of Seoul. But the NASA photo was taken before the second spill, showing only an area of 314 sq. km covered with oil. SkyTruth estimate the amount of oil

shown in the picture at 314,000 liters, assuming that the slick is 1 μ m thick. Meanwhile, the state-run China National Offshore Oil Corporation and ConocoPhillips, the U.S. operator of the oil field, apologized for the first time since the disaster.

http://english.chosun.com/site/data/html_dir/2011/07/08/2011070800931.html

USA, OR, YAQUINA BAY, JULY 8 2011. COAST GUARD AIDS IN OIL SPILL CLEANUP

lynn terry



The Coast Guard is sending a team this morning to [Yaquina Bay](#) to check on a spill that was reported Wednesday evening. An anonymous tip from a passing vessel reported the pollution at 6:20 p.m., sending a local [Coast Guard team](#) to the harbor. The spill was red and smelled like diesel, according to James Schweitzer, operations specialist for the Coast Guard in Astoria. He said it was relatively small, measuring about 10 feet by 30, and was disappearing. "A small pill usually dissipates pretty quickly," Schweitzer said. He said the spill could have come from a fishing vessel, which was moored nearby at [Newport Dock No. 5](#) in the bay. The crew this morning will try to find the owners and ask them about the spill. They could face a fine if the spill was caused by negligence or the diesel was released on purpose. Schweitzer said it's

not clear whether the spill caused any damage or whether it will simply disappear.

http://www.oregonlive.com/pacific-northwest-news/index.ssf/2011/07/coast_guard_investigates_spill_in_yaquina_bay.html

U PHILIPPINES, MANILA, JULY 8 2011. CHEVRON PUTTING UP 20 NEW GAS STATIONS THIS YEAR

Oil giant Chevron Philippines Inc. said Friday it will build at least 20 new gas stations this year as part of an aggressive expansion plan to cement its position in the market. Country chairman Jim Meynink also said that the company has begun upgrading existing retail stations to carry its "new image." Meynink declined to give investment figures. But industry estimates show a service station would cost about P10 million to P100 million, depending on its size and location. Chevron, which markets Caltex fuels, lubricants and other petroleum products, recently opened two gas stations in Davao and Cavite

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provinces. "Our strategy for Caltex is to aggressively upgrade and expand our network and facilities in growth centers around the country," Meynink said. "Caltex also unveiled an all-new service station image, which is currently rolling out throughout the Asia-Pacific region. Forecourts are brighter and more contemporary, and the canopy lights are safer and more welcoming at night," he added. There are currently 850 Caltex service stations in the Philippines. Global brand manager Brian Fisher said they are committed to remain a key energy player in the country. "We are here for the long haul. Asia-Pacific is one of Chevron's strategic markets. The Philippines, in particular, is at the center of this market and we're looking at a brighter future here," he said. Chevron is among the country's largest investors, with more than \$2 billion in capital investments.

<http://www.abs-cbnnews.com/business/07/08/11/chevron-putting-20-new-gas-stations-year>

SA, CA, SACRAMENTO, RIO LINDA, JULY 8 2011. THIEVES STEAL HUNDREDS OF GALLONS OF GAS FROM UNDERGROUND TANK

 **Watch the Video** <http://sacramento.cbslocal.com/2011/07/06/thieves-steal-hundreds-of-gallons-of-diesel-from-underground-tank/>

Thieves have stolen hundreds of gallons of unleaded gas from an underground tank at a Rio Linda gas station. The theft was discovered when fire fighters driving in the area of E Street and Dry Creek Boulevard when they heard an alarm at the Valero Gas Station. The fire fighters went to investigate and found fuel spilled all over the ground. The station manager was alerted. When he arrived to clean up the mess, he found that more than 250 gallons of unleaded gas had been taken from underground tanks. It was originally reported that diesel fuel was stolen, but the owners now say it was unleaded gas. The thieves are still on the loose. But investigators hope surveillance cameras will provide them some clues.

<http://sacramento.cbslocal.com/2011/07/06/thieves-steal-hundreds-of-gallons-of-diesel-from-underground-tank/>

USA, MT, BILLINGS, JULY 8 2011. NEW OIL SPILL, FAMILIAR WORRIES IN WAKE OF EXXON'S YELLOWSTONE PIPELINE BREACH

steven mufson & juliet eilperin

 **Watch the Video:**

http://www.washingtonpost.com/business/economy/new-oil-spill-familiar-worries-in-wake-of-exxons-yellowstone-pipeline-breach/2011/07/06/gIQAfwFO1H_story_1.html

 **Photo Gallery [15]** [Yellowstone River swells after oil spill:](#)



Yellowstone River swells after oil spill: The river surpassed flood levels in Montana on Tuesday, raising fears of further damage and prolonged cleanup from the Exxon Mobil spill.

For 20 years, [Exxon Mobil's 12-inch Silvertip pipeline](#) lay buried beneath the waters and muddy bottom of the [Yellowstone River in Montana](#), and Friday it was feeding 39 barrels a minute to small refineries in the Billings area. Then at 10:41 p.m., the pressure in the pipeline dropped — the sign of a leak. Six minutes later, at the Exxon Mobil control room in Houston, workers used remote devices to shut down the pipeline's pumps, reducing the flow. A valve near the refinery was closed, reopened, then closed again. Finally, 55 minutes after the pressure drop, the crucial valve on the other side of the river was closed. [Exxon Mobil](#) estimates that in the interim as many as 42,000 gallons of crude oil spilled into the fast-flowing Yellowstone River, which is swollen with melted runoff from

heavy winter snowfalls. The river, surging over its banks, snakes its way through Montana into North Dakota and empties into the Missouri River. Suddenly, images familiar from last summer's much bigger [Gulf of Mexico spill](#) are back: Workers mopping up oil with absorbent pads and laying plastic booms near shorelines. Soiled grasses and breeding grounds. Apologies from a big oil company. And an angry governor. [Montana Gov. Brian Schweitzer \(D\)](#), who has a master's degree in soil science, vowed to "stay on this like smell on a skunk until it's cleaned up." He added: "Exxon Mobil? They're going to pay for it. I promise you this right now. Yellowstone is cleaned up when the state of Montana says it's cleaned up, not some bureaucrat from Washington or the state of Texas." If Exxon's estimate is correct, this spill would be just a fraction of 1 percent of the size of BP's spill in the gulf last year. But the company said it had already spread nearly 20 miles, and others said it stretched twice that far. Schweitzer said flooding had carried the oil into eddies and wetlands that he called "the health and wealth of a river." Moreover, the spill raises questions far beyond the banks of the Yellowstone River: How can the nation's 2.3 million miles of

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aging gas and hazardous-liquid pipelines be safely maintained? Exxon Mobil's pipeline subsidiary alone has 8,000 miles of lines. Was there sufficient regulatory oversight? And how can a big company make sure that decisions in far-flung corners of its bureaucracy don't end up causing a disaster?

Exxon now in Spotlight

In the wake of the BP spill last year, Exxon Mobil executives said the 1989 Exxon Valdez tanker accident off the coast of Alaska taught them to control risks. Yet environmental groups said Exxon had failed to take measures that might have prevented the Yellowstone River spill. The Transportation Department's Pipeline and Hazardous Materials Safety Administration said it is looking into Exxon's handling of the pipeline shutdown as well as its maintenance of the line's other river crossings. This past fall, officials from PHMSA had met with residents from the nearby town of Laurel because people there were worried that flooding from heavy snowmelt could erode the soil above the pipeline and expose it to damage from debris. In May, Exxon Mobil shut the pipeline for a day and reviewed data collected last year — including soundings from September and December that it said showed five to eight feet of riverbed above the line, said company spokesman Alan T. Jeffers. He said the company was responding to Laurel's concerns but concluded that the line was safe. PHMSA, however, said Exxon reported 12 feet of cover. "I was not aware of that shutdown," said Chris Hoidal, PHMSA's western regional director for pipeline safety. The company was not required by law to close the line in May. "What led them to shut that down, that is a focus of our investigation," Hoidal said. Jeffers also said the company ran an inspection device, known in the industry as a "pig," through the line in 2009, complying with regulations. The unfolding spill in Montana could complicate the [State Department's](#) decision about whether to approve the 2,000-mile TransCanada Keystone XL pipeline, stretching from Canada's tar sands to the Gulf Coast. Foes of the project — environmentalists, ranchers, farmers and residents along the proposed route — point to other recent pipeline spills, including a nearly million-gallon spill on the Kalamazoo River last year and several smaller accidents in the United States and Canada. "The Yellowstone spill makes it clear, yet again, that we have to have a better assessment of pipeline safety in the U.S. before we move ahead with the mother of pipelines in the Keystone XL pipeline," said Susan Casey-Lefkowitz, who directs the international program at the Natural Resources Defense Council. She said an existing Keystone pipeline has had 12 spills in its first year of operation. TransCanada spokesman James Millar said that the spills — which ranged from five to 16,800 gallons — came from ground pump stations, not underground lines, and that each was contained within TransCanada's property.

Spill Cleanup

At the Yellowstone River, the president of Exxon Mobil's pipeline unit, Gary Pruessing, said the company had received complaints of oil deposits from 36 landowners. He said Exxon had brought in 70,000 feet of boom and 3,000 absorbent pads, each 2 by 3 feet. Half the pads had been applied, he said. He said there was no new technology involved, "just hard work." Jim Martin, the [Environmental Protection Agency's](#) regional administrator, said the EPA was coordinating a team of 440 people seeking "oil and oily waste." Martin said flooding made some areas impenetrable, making it hard to determine if there is contamination south of Billings. "There's a tremendous amount of water moving at a very high velocity," Martin said in a phone interview. "There are some places we can't get to." He added, "We are going to be here for quite a while."

Related Links

[Exxon now in spotlight over oil spill](#)

[Exxon claims Mont. spill limited but governor doubtful](#)

http://www.washingtonpost.com/business/economy/new-oil-spill-familiar-worries-in-wake-of-exxons-yellowstone-pipeline-breach/2011/07/06/gIQA1wFO1H_story.html

USA, WASHINGTON, JULY 8 2011. INDONESIAN VILLAGERS CAN SUE EXXONMOBIL OVER ALLEGED KILLINGS, TORTURE

Eleven Indonesian villagers can sue oil giant ExxonMobil over killings and torture allegedly committed by security forces protecting one of the company's gas projects, US judges ruled overnight. The decision by the Federal Court in Washington reversed a 2009 ruling which held that the Indonesians had no right to sue Exxon in the United States, and was the latest twist in a decade-long court battle. The 11 anonymous villagers filed the suit in 2001, alleging that Indonesian soldiers working for Exxon committed torture, rape and murder while protecting the gas project in the country's resource-rich Aceh province. Aceh, on the northern tip of Sumatra island, suffered nearly three decades of conflict before the Indonesian government signed a peace pact with separatist rebels in 2005. Ruling in favor of the villagers, court said that they could sue in the United States under a 1789 law called the Alien Tort Statute (ATS). "Neither the text, history nor purpose of the ATS supports corporate immunity for torts based on heinous conduct allegedly committed by its agents in violation of the law of nations," federal judge Judith Rogers wrote in the ruling, which allowed the case to go forward in a lower court. The defendants in the lawsuit are

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ExxonMobil Corporation and two of its US affiliates, Mobil Corp and ExxonMobil Oil Corp, and its Indonesian subsidiary, ExxonMobil Oil Indonesia.

<http://www.heraldsun.com.au/news/breaking-news/indonesian-villagers-can-sue-exxonmobil-over-alleged-killings-torture/story-e6frf7k6-1226091154945>

BRAZIL, PORTO ALEGRE, JULY 8 2011. VIETNAM ERA WEAPON BEING USED TO CLEAR THE AMAZON



Agent Orange is one of the most devastating weapons of modern warfare, a chemical which killed or injured an estimated 400,000 people during the Vietnam War -- and now it's being used against the Amazon rainforest. According to officials, ranchers in Brazil have begun spraying the highly toxic herbicide over patches of forest as a covert method to illegally clear foliage, more difficult to detect than chainsaws and tractors. In recent weeks, an aerial survey detected some 440 acres of rainforest that had been sprayed with the compound -- poisoning thousands of trees and an untold number of animals, potentially for generations. Officials from Brazil's environmental agency IBAMA were first tipped to the illegal clearing by satellite images of the forest in Amazonia; a helicopter flyover in the region later revealed thousands of trees left ash-colored and defoliated by toxic chemicals. IBAMA says that Agent Orange was likely dispersed by aircraft by a yet unidentified rancher to clear the land for pasture because it is more difficult to detect than traditional operations that require chainsaws and tractors. Last week, in another part of the Amazon, an investigation conducted by the agency [uncovered approximately four tons](#) of the highly toxic herbicides hidden in the forest awaiting dispensation. If released, the chemicals could have potentially decimated some 7,500 acres of rainforest, killing all the wildlife that resides there and contaminating groundwater. In this case, the individual responsible was identified and now faces fines nearing \$1.3 million. According to a report from [Folha de São Paulo](#), the last time such chemicals were recorded in use by deforesters was in 1999, but officials say dispensing the devastating herbicide may become more common as officials crack down on the most flagrant types of environmental crime. "They [deforesters] have changed their strategy because, in a short time, more areas of forest can be

destroyed with herbicides. Thus, they don't need to mobilize tree-cutting teams and can therefore bypass the supervision of IBAMA," says Jefferson Lobato of IBAMA. While Agent Orange was originally designed to clear forest coverage in combat situations, its use became a subject of controversy due to its impact on humans and wildlife. During the Vietnam War, the United States military dispersed 12 million gallons of herbicide, impacting the health of some 3 million, mostly peasant, Vietnamese citizens, and causing birth defects in around 500 thousand children. Additionally, the chemical's effect on the environment have been profound and lasting. Last month, over three decades after Agent Orange was last used in Vietnam, the US began funding a \$38 million decontamination operation there. Meanwhile, in the Brazilian Amazon, the highly toxic chemical was being discovered anew and sprayed over the rainforest.

<http://www.treehugger.com/files/2011/07/vietnam-era-weapon-being-used-to-clear-the-amazon.php>

USA, HI, HONOLULU, WAIKIKI, JULY 9 2011. STATE FINES HAWAII PRINCE HOTEL WAIKIKI \$50K OVER 21-YEAR-OLD STORAGE TANK

The [Hawaii Department of Health](#) has fined the [Hawaii Prince Hotel Waikiki](#) \$50,000 for failing to report the installation of an underground storage tank more than 21 years ago. The department said Friday that the hotel installed a 4,000-gallon underground storage tank in April 1990 and failed to report it to the state within the required 30 days. At that time, the U.S. Environmental Protection Agency regulated the state's underground storage tanks, requiring that new and existing tanks be reported to either the agency or the state. The state took over the regulation of the underground storage tanks in 2000 and discovered last year that the hotel's tank had not been reported previously. The tank stores diesel fuel for back-up power, according to a spokesman for the Department of Health's Solid and Hazardous Waste branch. [Hawaii Prince Hotel Waikiki LLC](#) has requested a hearing to contest the fine. Company representatives could not be reached for comment. The Hawaii Prince Hotel Waikiki & Golf Club is Oahu's 18th-largest hotel, according to PBN research.

<http://www.bizjournals.com/pacific/news/2011/07/08/state-fines-hawaii-prince-hotel.html>

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UK, PETERBOROUGH, JULY 9 2011. DRIVER DIES FOLLOWING A605 TANKER CRASH

david seymour



Emergency services at the scene of a collision between a petrol tanker and a car on the A605 at Warmington.

A 61-year-old man who was seriously injured in yesterday's (7 July) road traffic collision on the A605 near Oundle has died of his injuries. Firefighters spent more than an hour cutting the man free from his grey Toyota Corolla after he was involved in the collision with a BP petrol tanker on the A605 between the Oundle and Warmington roundabouts just before 1.30pm. Officers investigating the incident are appealing for witnesses. The driver was taken to University Hospital Coventry with serious injuries to the head, chest, pelvis and legs. A passenger in the car and the driver of the tanker were unhurt in the collision and were out of the vehicles when emergency services arrived at the scene. The collision might have been a more serious one but for the fact that the tanker was not carrying any fuel at the time. The incident took place about half a mile from

the Warmington roundabout, near Elton. Northamptonshire Fire and Rescue Service was alerted to the crash at 1.34pm and called firefighters from Cambridgeshire. Crews from Stanground and Thrapston, attended the scene along with a technical rescue vehicle from Northampton and an initial intervention vehicle from Kettering. Officers from Northamptonshire Police and an ambulance crew from the East Midlands Ambulance Service added to the large-scale emergency response. Firefighters had to use specialist cutting equipment to remove the roof of the car to free the driver. The Warwickshire and Northamptonshire Air Ambulance was scrambled to the scene and landed in a field next to the road. Significant disruption was caused to drivers on the A605, a major route for drivers travelling to and from the West Midlands. It was closed in both directions between the roundabouts at Warmington and Oundle until about 5pm, causing long queues in both directions. Roadside restaurant Jem's Diner, situated near the Warmington roundabout, was among the businesses affected by the road closure. Kitchen assistant Darren Scott (28), of Bretton, Peterborough, said: "No one can go down the road. We have had no customers since it happened. He added: "I have not seen a car for two hours." A spokesman for Northamptonshire Police said the cause of the collision was as yet unknown. The force is appealing for witnesses to the incident to call 03000 111 222

http://www.peterboroughtoday.co.uk/news/local_2_17092/driver_dies_following_a605_tanker_crash_1_2844864

USA, IA, WAPELLO CO, BLAKESBURG, JULY 9 2011. MORNING EXPLOSION ROCKS BLAKESBURG

k.allsup

 **Watch the Video** <http://www.kcci.com/news/28485534/detail.html>

 **Watch the Video** <http://www.heartlandconnection.com/news/story.aspx?id=638388>



"I woke up and then I heard a huge boom." is how Mitzy Solis, age 12, describes being woke up this morning in Blakesburg. From there young Mitzy went and knocked on her grandma's door, "and she wasn't there", so Mitzy then knocked on another neighbors house. When she looked around, they had the driver of the truck on the ground. "2 guys were calling 911, then this lady was checking the guys pulse. From there, Mitzy stood with family until they were forced to evacuate to a safe distance from the fire. Mitzy says that she was pretty scared and that there was lots of smoke. Around 8:30 a.m. July 8th, the Sinclair petroleum tanker appears to have been offloading fuel to some storage tanks at the coop area when the fire started. Investigators are not yet commenting on what may have caused the fire that sparked the explosion. Other than rattling windows, none of the homes next to the coop appear to have suffered any damage. Not long after residents and children were once again seen walking

their neighborhood and talking about their experience. Blakesburg's 1st Assistant Fire Chief Jim Deevers said that, "We had a Sinclair truck that caught fire and blew everything all to hell, in a nutshell." Deevers said this with some laughter after a long day of fighting the 15 alarm fire. The fire was limited to the tanker, and a little shed the truck was parked near when the fire started. "We evacuated this whole town, from here to the fire department", Deevers stated about the precautions being taken to protect the residents. The fire department is nearly 6 blocks North of where the fire occurred. Firefighters were concerned

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that the 5500 gallons of fuel, only 35 yards away from the blaze, might have also caught on fire. Deevers stated that only the driver was hurt in the morning explosion and fire, and his condition is currently unknown at this time. The driver was transported from the scene of the fire by ambulance the 6 blocks north to the fire department, then air lifted from that point to a hospital. "We had 15 different departments here, about 100 different firefighters, police, and HAZMAT." Deevers said of the response to the fire they were already working. Blakesburg Fire started out by putting water on the flames, "the fire was growing pretty hot pretty quickly and we started backing up". As the fire starting working its way to the tank trailer itself, "We started backing people up 2 blocks. We backed up a couple of blocks, then reassessed what we were going to do." They regrouped and started fighting it from 2 different angles, "fought it with unmanned monitors that we could hook up and stand on the ground and we foamed them that way." Deevers said that, "We didn't have to have anybody up there close to it". Just like many local heroes, Deevers works a daytime job. So when his community needed him he left work at John Deere, drove the distance from Ottumwa to Blakesburg, and helped to fight the fire that threatened to be far worse. One firefighter did go down with heat exhaustion and was transported to Ottumwa Regional to be looked at.

<http://oskynews.org/?p=26151>

USA, WASHINGTON, JULY 9 2011. WITNESSES BLAST EPA'S E15 DECISION

lynn grooms

This week in a hearing held by the Energy & Environment Subcommittee, representatives from Congress, the American Petroleum Institute, and other organizations argued that EPA's decision to permit the use of E15 could be extremely costly to consumers. The debate over E15 rages on. This week in a hearing held by the Energy & Environment Subcommittee, representatives from Congress, the American Petroleum Institute, the Outdoor Power Equipment Institute, the National Chicken Council and other organizations argued that EPA's decision to permit the use of E15 could be extremely costly to consumers. These representatives criticized the scientific and technical evaluations used by the EPA in making the decision, reported the Committee on Science, Space and Technology. Bob Greco of the American Petroleum Institute said, "EPA improperly used data from the DOE Catalyst Durability program to draw conclusions about E15 related to certain effects for which the DOE Catalyst Durability program clearly was not designed to evaluate." But Margo Oge, director of the EPA's Office of Transportation and Air Quality, said EPA's decision came after only "extensive and strong" analysis. Strangely, no representative from the ethanol industry was invited to testify at the hearing. Therefore, the Renewable Fuels Association (RFA) sent a [letter](#) to Reps. Andy Harris (R-MD), chairman of the subcommittee, and Bran Miller (D-NC), ranking member on the subcommittee, to make sure the industry's voice was heard. "We believe EPA's decision is sound, based on the most robust test program ever conducted by the federal government . . . and finalized only after a lengthy public rulemaking process in which the auto industry provided no data demonstrating a single emissions, materials compatibility or driveability problem associated with the use of E15," the RFA wrote. On July 5, Congressman Jim Sensenbrenner (R-WI) released responses from U.S. automakers regarding the effect of E15 on vehicle engines. Here are highlights from these responses:

- Chrysler:** "We are not confident that our vehicles will not be damaged from the use of E15.¼ The warranty information provided to our customers specifically notes that use of the blends beyond E10 will void the warranty."
- Ford:** "Ford does not support the introduction of E15 into the marketplace for the legacy fleet.¼Fuel not approved in the owner's manual is considered misfueling and any damage resulting from misfueling is not covered by the warranty."
- Mercedes-Benz:** "Any ethanol blend above E10, including E15, will harm emission control systems in Mercedes-Benz engines, leading to significant problems."
- Honda:** "Vehicle engines were not designed or built to accommodate the higher concentrations of ethanol. There appears to be the potential for engine failure."
- Mazda:** "The record fails to demonstrate that motor vehicles would not be damaged and result in failures when run on E15."
- Toyota:** "Toyota cannot recommend the use of fuel with greater than E10 for Toyota vehicles currently on the road. Our policy remains that we will not provide warranty coverage for issues arising from the misuse of fuels that exceed specified limits."
- Nissan:** "We are not at all confident that there will not be damage to MY 2001 and later vehicles that are fueled with E15. In our view the record fails to demonstrate that motor vehicles . . . would not be damaged and result in failures when run on E15."

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- Volkswagen:** "Volkswagen agrees that the EPA did not conduct an adequate test program when E15 was considered and then approved for use in conventional vehicles. Our current warranty will not cover problems stemming from the use of E15."
- Volvo:** "The risks related to emissions are greater than the benefits in terms of CO2 when using low-blend E15 for variants that are designed to E10."
- BMW:** "BMW Group engines and fuel supply systems can be damaged by misfueling with E15. Damage appears in the form of very rapid corrosion of fuel pump parts, rapid formation of sludge in the oil pan, plugged filters, and other damage that is very costly to the vehicle owner."
- Hyundai:** "The EPA tests failed to conclusively show that the vehicles will not be subject to damage or increased wear."
- Kia:** EPA testing failed to determine that vehicles will not be subject to damage or increased wear."
- Complete reports from the car makers are available at sensenbrenner.house.gov. Car makers, however, have not responded with their own or other third-party information on this issue.
- <http://farmindustrynews.com/ethanol/witnesses-blast-epa-s-e15-decision>

USA, CT, WALLINGFORD, JULY 9 2011. FUEL LEAK AFTER TANKER CRASH >> DRIVER HAS MINOR INJURIES

• **Watch the Video** http://www.wtnh.com/dpp/traffic/traffic_news/fuel-leak-after-tanker-crash

• **Watch the Video** <http://www.youtube.com/watch?v=hQ4bUvqTVh8>

A truck rollover has closed lanes on I-91 South at exit 15 in Wallingford. The accident has closed the right and center lanes. The truck was carrying diesel, up to 1,000 gallons, and it is leaking from the container. The tanker will have to be emptied before it can be removed from the scene. The driver sustained minor injuries.

http://www.wtnh.com/dpp/traffic/traffic_news/fuel-leak-after-tanker-crash

USA, CT, WINDSOR LOCKS, JULY 9 2011. FAA PROPOSES A \$689,800 FINE AGAINST FEDEX

mike m. ahlers



Story Highlights

- The FAA says the company violated rules governing the shipment of hazardous materials
- FedEx says the packages in question never posed any danger
- The company is asking the FAA for an informal conference to discuss the proposed fine

The Federal Aviation Administration is proposing a \$689,800 fine against FedEx for violating federal rules governing the shipment of hazardous materials on cargo planes. An inspector who conducted an audit in 2009 found a FedEx cargo facility in Connecticut violated regulations 93 times in a three-month period that year, the FAA said. In 89 of those instances, FedEx failed to notify pilots about

the nature, quantity or weight of hazardous materials on their aircraft. In the remaining four cases, FedEx accepted packages that shippers had not accurately described or certified in documents, the FAA said. The alleged violations occurred at the company's facility at Bradley International Airport in Windsor Locks, Connecticut. "Pilots must know they are carrying dangerous goods so they can take all necessary safety precautions," FAA Administrator Randy Babbitt said in a statement. "Shippers and airlines must follow the rules so they are able to move these materials safely." A FedEx spokeswoman told CNN all of the cases involved "errors in documentation" -- paperwork errors that did not endanger the aircraft. "All of these packages traveled through the FedEx system safely and never posed any danger to our aircraft or crew members," said spokeswoman Sally Davenport. Davenport said FedEx is asking the FAA for an informal conference to discuss the proposal, and will ask the agency to reconsider the fine. FedEx currently has 688 aircraft, ranging from Boeing 777s to Cessna turbo-props, and has 10 hubs and a network of smaller facilities, including the Bradley Airport facility. The company handles about 3.5 million packages a day. Davenport said shippers of dangerous goods are responsible for identifying the goods, and trained specialists at FedEx review the shipments and enter 30 different elements of information into an internal system. FedEx does not know if some errors cited by the FAA resulted from a lack of information or misinformation on the paperwork, or whether a FedEx employee make a mistake, she said. Hazardous materials incidents aboard cargo planes, while infrequent, have occurred in recent years. In 2004, a fire broke out in a container being loaded on a FedEx MD-11 in Memphis, Tennessee,

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causing \$20,000 in damage. Investigators blamed the incident on unapproved packaging used by the company that shipped the product -- lithium-ion batteries. In 2006, the pilot of a UPS DC-8 landed at Philadelphia International Airport after a fire broke out on board. The crew sustained minor injuries, but the airplane and most of the cargo were destroyed by the blaze after landing. The source of the fire was not determined. In perhaps the most famous incident involving hazardous materials, a ValuJet Airlines passenger plane crashed in the Florida Everglades in 1996, killing 110 people. The National Transportation Safety Board blamed the crash on the actuation of oxygen-generating canisters being improperly carried as cargo, and the failure of the manufacturer to properly package the chemical-filled generators.

<http://www.cnn.com/2011/POLITICS/07/08/taa.fedex/>

USA, MD, BALTIMORE, JULY 9 2011. WWII SHIPWRECKS COULD THREATEN U.S. COAST >> FUEL, CARGO TANKS CORRODING

frank d. royance

On the evening of Feb. 2, 1942, an unarmed tanker with 66,000 barrels of crude oil on board was steaming in the Atlantic, about 90 miles off [Ocean City](#). Without warning, it was struck by German torpedoes. The attack set the W.L. Steed ablaze, and sank it; only a handful of the crew of 38 survived. As [World War II](#) unfolded, the Germans had moved part of their sub pack west to attack shipping along the coast. By the time the [Nazis](#) withdrew the subs in July to focus on convoys crossing the North Atlantic, they had sunk 397 ships in U.S. coastal waters. That wartime legacy has become a new environmental problem, raising concern about leaks from the W.L. Steed's sunken fuel bunkers and cargo — and from many others like it. The [National Oceanic and Atmospheric Administration](#) is taking an inventory of more than 30,000 coastal shipwrecks — some of them casualties of the 1942 Battle of the Atlantic — and identifying those that pose the most significant threat. "We're starting to see significant corrosion. Vessels that weren't totally torpedoed didn't break apart and may have intact fuel tanks," NOAA's Lisa C. Symons said. It's not just the ship's own fuel bunkers, either. Many, like the W.L. Steed, sank with holds filled with crude oil, fuel oil, diesel fuel and explosives. Leaks of those products "could devastate coastal communities and coastal environments," Symons said. So far, the worst-threat list has been narrowed to 233 vessels, said Symons, damage assessment and resource protection coordinator for NOAA's National Marine Sanctuaries office in Silver Spring. The final list will be submitted by year's end to the Coast Guard. Once priorities are established, efforts to remove the oil from the wrecks could begin, paid through the Oil Spill Liability Trust Fund, which is supported by the oil industry. While NOAA's risk assessments are not complete, Symons did identify five sunken ships — four within 60 miles of the coast — that could make the list as environmental threats to [Maryland](#). They include:

- [John Morgan](#), a Liberty ship built in 1943 at the Bethlehem-Fairfield Shipyards in Baltimore. In June 1943, on its maiden voyage, it collided with another vessel off Cape Henry and sank with a cargo of fighter planes, tanks, arms and ammunition. Sixty-seven crew members and armed guards perished.
- Marine Electric, a coal carrier out of Norfolk, Va. With 3,600 barrels of fuel oil in its bunkers, it foundered in heavy seas and sank 30 miles east of [Chincoteague](#) Inlet in February 1983. Thirty-one of the 34 crew members died in the frigid water.
- Varanger, a Norwegian tanker. It was torpedoed on Jan. 25, 1942, while carrying 12,750 tons of fuel oil. As the crew took to lifeboats, the Germans fired three more torpedoes. The ship sank 28 miles southeast of [Atlantic City](#), N.J., but the lifeboats were spotted and fishing boats towed them to shore.
- India Arrow, an oil tanker. On Feb. 5, 1942, the tanker, carrying 88,369 barrels of diesel fuel, was torpedoed 20 miles southeast of [Cape May](#), N.J. Nine officers and 29 crew abandoned ship, but only 12 survived.

Spills from wrecks are a global threat, with the highest concentration of ships lying in the western Pacific. But the U.S. coastline, too, is littered with vessels sunk by Japanese and German submarines, in collisions or storms. NOAA is using a \$1 million appropriation secured last year by Maryland [Sen. Barbara A. Mikulski](#) and Rep. [Elijah E. Cummings](#) to inventory wrecks and identify environmental threats. Part of NOAA's task has been to comb through ship manifests, naval records, reports of sinkings, insurance documents and survivors' accounts to determine which ships burned and which probably went down with their fuel and cargo. From that, the agency can work to identify those posing the greatest risk of leaking, and those offering opportunities for salvage operations to recover the oil or other cargo before it becomes a costly spill. Some are already leaking. The most famous example is the 608-foot battleship USS Arizona at Pearl Harbor, Hawaii. Sunk Dec. 7, 1941, during the Japanese attack, it went down with 1,177 sailors on board, and 1.1 million gallons of fuel. About half of that fuel remains on board and continues to leak into the harbor. At a Baltimore conference last month, David L. Conlin of the National Park Service said his study of the leak found that previously intact fuel compartments are still corroding, rupturing and releasing their

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contents. While Conlin's study concluded there is "no pressing need" for "invasive" procedures to enter the ship — which is a war grave — to recover the fuel, it also suggests how long these 70-year-old wrecks may remain environmental concerns. "Three hundred sixty years from now, in the core part of the USS Arizona, the oil bunkers here will still have significant structural integrity," he said. Another example is the SS Jacob Luckenbach. A freighter carrying military supplies, it left San Francisco in July 1953, headed for Korea, when it struck another vessel in fog. It sank just 17 miles off the coast, settling in 180 feet of water with 457,000 gallons of bunker fuel on board. In the early 1990s, Californians began to notice mysterious, intermittent oil spills on their beaches. Over the next decade, more than 51,000 shorebirds were covered with oil and died. Oil and tar balls floated onto the beaches. Investigators sampled the goo and tried to match it to fuel in the bunkers of passing ships. "But we couldn't figure out where it was coming from," Symons said. It wasn't until 2002 that the state's technical dive community — recreational divers who used advanced technologies to reach more challenging sites — came forward and said they knew a shipwreck in the area that had been leaking oil for years, Symons said. It was the Luckenbach. Cleanup and wildlife rehabilitation cost \$2 million. Salvage of 100,000 gallons of the ship's oil eventually cost another \$20 million, said Dagmar Schmidt-Etkin of Environmental Research Consulting. The rest remains on board. Identifying wrecks that pose a serious risk of leaks and extracting the fuel before an incident occurs is costly, she said. But there is a cost to doing nothing, too: the economic losses to fisheries and tourism; monitoring wrecks for signs of spills; maintaining the personnel, equipment and supplies needed to respond when needed; cleaning the shoreline and oiled wildlife; and disposing of the oil. Her study estimated the costs of dealing with an oil spill from a shipwreck at \$1 million to \$5 million for a small spill at a protected location, to \$20 million to \$100 million for a big, complex spill recovery in a difficult, or open-water location. Symons said there are many more ships like the Luckenbach off North Carolina, Virginia and Maryland, "and all the way up the seaboard, with the potential for having significant pollutants on board. We can wait until one of these vessels breaks apart, or we can try to be proactive." Scott Wahl, public information officer for the New Jersey beach town of Avalon, said at the conference that his town has just 2,000 year-round residents. But its beach economy is dependent on clean and healthy beaches. "Every job along the beach is dependent on clean beaches," he said. "Without that sand on the beach, we don't have an economy. Without a clean environment, we don't have an economy." Preventing spills from shipwrecks, he said, "is not a cost; it's an investment."

<http://www.baltimoresun.com/news/maryland/bs-md-shipwreck-oil-20110708,0,4311687.story>

USA, CT, NEW HAVEN, JULY 9 2011. UNDERGROUND PIPELINE LEAKS OIL INTO THE GROUND AND IN NEW HAVEN HARBOR

The U.S. Coast Guard says a leak from a patch on an underground pipeline has dumped thousands of gallons of oil into the ground and in New Haven Harbor. The Coast Guard says contractors from New Haven Terminal on Friday located the underground oil leak on Alabama Street. The oil flow to the pipeline was immediately stopped. Clean up crews recovered about 20,000 gallons of oil that had spilled into monitoring wells and a trench that was dug alongside the pipeline. A vacuum truck crew removed an additional 200 gallons of oil from the boomed containment area in New Haven Harbor. New Haven Terminal has assumed responsibility for the full cost of the recovery operations. Coast Guard pollution experts and state environmental officials were involved in the cleanup operations.

<http://www.greenfieldreporter.com/view/story/676e1eec68fd40ad80c3657f1b8caf35/CT--New-Haven-Oil-Leak/>

USA, TN, RHEA COUNTY, DAYTON, JULY 9 2011. FLAMMABLE LIQUID SPILL AT PLANT IN DAYTON

• **Watch the Video** <http://www.newschannel9.com/articles/spill-1002796-flammable-plant.html>

• **Watch the Video** <http://www.wrcbtv.com/story/15046819/hazardous-material-spill-at-film-plant-in-dayton>



Multiple emergency responded to a chemical spill in Dayton around 7:30 Friday morning. 900 gallons of a highly flammable liquid has been safely contained at the Fuji Hunt plant. Employee, Jared Gurley, says "we were told we can't go back in the building." The clean up is welcome news to dozens of employees, like Gurley, who were supposed to start work at 8 this morning. Most were either evacuated from buildings or not allowed on the property. Manufacturers Road was blocked off in both directions while crews worked. Plant manager Mark Nale says the safety precautions were taken to protect workers from flammable vapors. "We're letting our line 1 people employees go back to work, that's away from the incident area and office area people back in. We're going to hold people out of the the main office area because it's a little bit closer to the spill area," said Nale. Trained, in-

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house crews responded to clean up the mess in building 6, where film is made. City and county emergency responders stood by, including hazmat crews from Hamilton County. Nale says the spill posed no imminent danger to the community. "We should be fine. We don't have any flammability issues right now. The monitors say everything is OK, it's just a matter of getting cleaned up and find out what happened." That clean up lasted more than 3 hours. Luckily, no one was hurt. The floor of building 6 was built for containment purposes, so Fuji is prepared for spills like this one.

<http://www.newschannel9.com/articles/spill-1002796-flammable-plant.html>

USA, WASHINGTON, JULY 9 2011. HUNDREDS OF THOUSANDS OF ILLEGAL FIREWORKS CONFISCATED

thomas warren

By the time fireworks lit up the sky on the Fourth of July, the D.C. fire department had already been busy with another holiday tradition: confiscating illegal fireworks. "We have retrieved hundreds of thousands of pieces of fireworks," says Pete Piring, fire department spokesman. "A couple of days before the Fourth of July, a couple of days after." Piring says he doesn't have a definite number of how much they retrieved because they're still collecting fireworks. On WTOP's Ask the Chief Program, D.C. Police Chief Cathy Lanier said her department made two arrests, issued 13 citations and collected nearly 20,000 illegal fireworks during the holiday weekend. Piring says the fire and police departments work closely weeks before the holiday to educate the public on fireworks safety. Vendors in the city are allowed to sell certain types of fireworks, as long as they stay within the lines of the law. "We closed down a few illegal stands because they weren't licensed, and they had some illegal products for sale," Piring says. Lanier says illegal fireworks continues to be a major problem within the district. "I'm amazed each year, with the type of illegal fireworks that get in here that more people aren't seriously injured," Lanier says. All fireworks are illegal in Montgomery County. What the police confiscate is kept in the police evidence lab, or is destroyed. The county's fire department says during the holiday weekend, there were no reports for fireworks related injuries. A spokesperson says what the fire department collects is used in demonstrations on fireworks safety. In Fairfax County, a family turned in fireworks they found inside their new home. Other than that, they received zero calls of illegal fireworks usage. In Prince George's County, the fire department confiscated about \$200 dollars worth of illegal fireworks. Those will be disposed by the county's bomb squad. The department relies on multiple resources to track down illegal fireworks. "We rely on citizen generated complaints as well as fire and police observation," says Mark Brady, a fire department spokesperson. The department says use of illegal fireworks has greatly reduced over the years, and it credits the level of information available to the public. "Media plays a large role in helping us to keep everyone informed," Brady says.

<http://www.wtop.com/?nid=41&sid=2451469>

UK, WORCESTERSHIRE, JULY 9 2011. POLLUTER PAYS THE PRICE FOLLOWING TANK SPILL

Whilst the heating oil industry is used to severe penalties being applied as a result of fuel spills, this week a Worcestershire manufacturer of bakery products got a stark reminder that oil storage regulations don't just apply to heating oil, but to all kinds of oil - including vegetable oil. On Thursday, at Worcester Magistrates Court, Dawn Foods Limited pleaded guilty to two charges that resulted in the pollution of the River Avon in June 2010. Dawn Foods Limited, based in Worcestershire, were fined £23,500 and ordered to pay £7,950 in costs on Thursday following a vegetable oil spill which affected the River Avon. The charges were brought by the Environment Agency under Environmental Permitting (England & Wales) Regulations 2010 and Control of Pollution (Oil storage) Regulations 2001. On 6 June 2010, Environment Agency officers attended a report of oil on the River Avon near to Sankey Marina, Evesham. Oil was present in large patches across the width of the river which was between 30 and 35 metres wide. The Environment Agency placed a pollution control boom on the river in order to collect and contain the spill. Investigations confirmed that Dawn Foods Limited of the oil spill. Dawn Foods Limited reported a spill of approximately 5,000 litres of rapeseed oil at their premises at Worcester Road to the Environment Agency. They indicated that a bund in place around the oil tank had not contained the leak. As a result, approximately 800 litres entered the River Avon. Upon investigation, Environment Agency officers noted that the oil had escaped from a storage tank via a flexible pipe, fixed in place with a jubilee clip, which had become detached. The use of a jubilee clip is not an industry recognised practice. The oil had leaked into company's surface water drains and discharged into the surface sewer and ultimately into the River Avon. Up to two miles of the River Avon was affected by the oil slick between the premises of Dawn Foods Limited and Fladbury. Two swans and a duck had to be removed and treated by Bishopswood Swan Rescue for oil contamination. The duck was so badly oiled it couldn't fly. A representative of Dawn Foods Ltd attended formal interview under caution on 16 July 2010. The company admitted that the oil in the river was their vegetable oil from their storage tank. In passing sentence, the Court took into account the fact that the company had no previous convictions, they cooperated fully with the Environment Agency, they had borne the clean up costs and had pleaded guilty at an early opportunity. Speaking after the case, an Environment

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Agency spokesperson said, "This incident could have been avoided if the company had properly considered the environmental risks associated with their business activities. Dawn Foods Limited had poor knowledge of their own site drainage. They did not have a plan of what to do in the event of a spillage at the site and unfortunately this resulted in the pollution incident and today's court appearance." Businesses need to be aware of the potential costs to the environment, their finances and reputation should a pollution incident such as this occur. Having an Accident or Pollution Incident Management Plan detailing the actions to be taken in such circumstances, will help to minimise impact of the environment.

<http://www.oilfiredup.com/site/news/item/1320>

USA, WASHINGTON, JULY 10 2011. BRP ENGINEER TESTIFIES ON DANGERS OF E15

Jeff Wasil, emissions certification engineer for Bombardier Recreational Products' Evinrude Marine Engine division, testified Thursday on behalf of the National Marine Manufacturers Association at a congressional hearing titled "Hitting the Ethanol Blend Wall: Examining the Science on E15." The hearing, held by the Energy and Environment Subcommittee of the House Committee on Science, Space, and Technology, was to examine the scientific and technical issues related to the EPA's recent waiver decisions permitting mid-level blends of as much as 15 percent ethanol in gasoline and receive feedback on draft legislative language. In his testimony, Wasil outlined the technical reasons that ethanol is incompatible with boat engines and other non-road engines, as well as concerns that the EPA's gas pump label will not do enough to prevent consumers from misfueling. He also endorsed draft legislation that calls for a National Academy of Sciences survey of scientific information related to the effects on engines of ethanol blends greater than 10 percent. Wasil also testified that the warning label the EPA has proposed for placement on gasoline pumps is "completely inadequate. The label they propose will not properly warn and inform consumers about problems associated with E15, and it is almost certain to result in massive misfueling and subsequent engine damage." Wasil also discussed concerns that the EPA is not requiring that E10 continue to be available. "There is no need to rush E15 into the marketplace. Let's have a strategic pause while more testing is done to determine the effects of E15 on various kinds of engines and to see whether there might be alternatives to ethanol, such as butanol," he added.

 **Document** [Testimony of Jeff Wasil, Evinrude Marine Engines, Sturtevant, Wisconsin](http://www.tradeonlytoday.com/home/514971-brp-engineer-testifies-on-dangers-of-e15)

<http://www.tradeonlytoday.com/home/514971-brp-engineer-testifies-on-dangers-of-e15>

USA, S.C, ANDERSON CO, GREENVILLE, JULY 10 2011. LEAKED GASOLINE CLEANED UP AT SITE OF ACCIDENT IN WILLIAMSTON AREA

mike ellis

 **Watch the Video** <http://www.independentmail.com/news/2011/jul/09/authorities-responding-accident-belton-highway/>

 **Photo's[15]** <http://www.independentmail.com/news/2011/jul/09/authorities-responding-accident-belton-highway/>



Firefighters keep watch on a leaking gas tanker that overturned on S.C. 20 on hot Saturday afternoon.

A gas tanker truck ran off S.C. 20 near Williamston on Saturday afternoon, landing on its side and spilling part of its load into an empty field. Gasoline slowly leaked out of several holes in the tanker, but the holes were not on the ground, so responders used buckets and trays to collect the gas. The gas was placed in a special, lined pool from which it was later pumped into a second tanker. S.C. 20, also known as Belton Highway, was closed in both directions

for at least seven hours as the deliberate, slow cleanup unfolded. The accident happened around 2:30 p.m. when the truck was approaching stopped traffic while being driven by Robert C. McKee, 48, of Honea Path, according to Cpl. Bryan McDougald of the South Carolina Highway Patrol. The tanker overturned near Boiter Road in front of the entrance to a self-storage facility, about a mile east of Williamston. A woman told Independent Mail coverage partner WSPA News Channel 7 that she was waiting to make a left turn when the tanker approached from behind and instead of hitting her veered off the side of the road. McKee has been charged with driving too fast for conditions, McDougald said. McKee suffered injuries and was taken to AnMed Health Medical Center in Anderson, said Anderson County Fire Chief Billy Gibson. No other vehicles were involved in the crash, McDougald said. The area of S.C. 20 where the accident happened is the site of three large tank farms where tankers fill up before heading to gas stations, Gibson said. "We tend to have tanker incidents a couple of times a year," he said. "This is the first one in six to eight months or so." Tankers like the one involved in the accident Saturday can hold about 8,500 gallons of gas, and the tanker was believed to have been full when it ran off the road, Gibson said. Besides pumping the special pool of gas into the second tanker, the recovery included hooking up the two tankers so the remaining

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gas in the overturned tanker could be pumped into the intact one. The recovery of the gas from the wrecked tanker was further delayed Saturday evening by a severe storm alert for the Williamston area, Gibson said. "It takes a long time to clean it up, but it's a very safe way to do it," he said. The gas recovery process had started by Saturday evening. As of 9 p.m., the road remained closed, Gibson said, but officials planned to reopen it late Saturday night. State patrol troopers set up a detour around the accident. At least six fire departments, 55 firefighters, about a dozen troopers, several emergency medical services workers and hazardous materials responders went to the accident scene. With so many firefighters available, they were able to rotate in and out, which was necessary because of the high temperature - 92 - and high humidity along with the heavy, insulated gear they were wearing. The accident resulted in no reported fires, and a single home would have been evacuated, but officials could not find a resident at it, Gibson said. Officials from the South Carolina Department of Health and Environmental Control responded to the crash to monitor safety and assist with the cleanup. The health department officials also will likely remove some soil that was contaminated by gas, Gibson said. Most of the leaking gas was contained, but firefighters sprayed a foam mixture on some patches of the field where gas had spilled in the crash or before officials began to collect leaked gas, Gibson said. In case a fire had started, several tools - including an old-fashioned looking but high-tech dry chemical fire extinguisher on giant wheels and a tanker with hundreds of gallons of foam mixture - were on hand, the chief said.

<http://www.independentmail.com/news/2011/jul/09/authorities-responding-accident-belton-highway/>

USA, CA, SAN DIEGO, JULY 10 2011. 27-MILE OIL SHEEN SPOTTED OFF SAN DIEGO COAST IN JUNE >> AS WITH PREVIOUS LARGE-AREA SPILLS, COAST GUARD SAYS SOURCE STILL UNKNOWN

dave maass



Coast Guard images of a sheen from 2010

A US Customs and Border Protection helicopter spotted a 27-mile-long bluish-green oil sheen southwest of Point Loma on June 29, the latest in a string of large-area spills observed off the coast of San Diego in the last 12 months. The sheen was 1,000-feet wide, running east to west starting 15 miles from Imperial Beach, which, according to US Coast Guard Sector San Diego, indicates it was leaking from a boat either leaving or approaching San Diego. Ships are required to report spills immediately, but no ship operators have come forward in the case and the investigation has produced no leads, Lt .Anthony Baird of Sector San Diego's Incident Management Division tells CityBeat. "We couldn't really pinpoint anything that was close enough to the area at the time to directly tie it to the sheen," Baird says. Last year, CityBeat reported on three other large spills, starting with a 15-mile

sheen sighted off the coast of Imperial Beach in August. The next month, a 2-mile-by-quarter-mile sheen was documented 20 miles east of San Clemente Island followed a few days later by a 5-mile-by-half-mile sheen 33 miles west of Oceanside. The responsible parties were not caught. With this latest case, the Coast Guard Cutter Sea Otter arrived on scene for initial observations and determined the color of the sheen was consistent with diesel fuel. No clean-up was deemed necessary after the National Oceanic and Atmospheric Administration determined the sheen would not make landfall. A Coast Guard helicopter sent out six hours later could not find the spill, which was presumed to have evaporated. "Typically with diesel, oil response cleanup techniques are not always entirely effective," Baird says. "Typically diesel will evaporate over time and that usually is the most optimal method unless you have a concentration...but when it spreads out like that in a sheen there's not a lot you can do to collect it." Baird says it is possible that the spill was intentional. Ship operators responsible for sheens like this can face civil penalties and fines for discharging oil in a U.S. Naval waterway. It's difficult to gauge the environmental impact of sheens, since a single cup of diesel will spread out substantially over the surface of water. "Oil is a hodgepodge, a Frankenstein with several hundred different compounds that can be in it," San Diego Coastkeeper staff scientist Jen Kovecses told us [last year](#). "If you're a duck sitting in the middle of this sheen, it's possible to get some of that oil on you. If you're a fish, you might get some exposure of your gills, but it depends on the size of the sheen and how long that organism sits there."

<http://www.sdcitybeat.com/sandiego/blog-418-27-mile-oil-sheen-spotted-off-san-diego-coast-in-june.html>

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