



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 726 Newsy Stuff

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

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NEW ZEALAND, TARANAKI, JUNE 25 2011. ALL HANDS TO PUMP FOR CLEANUP

leighton keith



Damage Control: Adam Bubbins, of Transpacific Industrial Solutions, uses a vacuum hose to suck the spilt oil.

Awakino residents woke yesterday to find a toxic black oil slick making its way down the river. The slick was left after a truck carrying 24,000 litres of waste rolled in the hazardous Awakino Gorge on Wednesday and spilt its cargo. Warning signs were still up at the site where the truck rolled, while puddles of oil sat in the gutter and the smell of oil tainted the air. The oil had stained vegetation along the river's banks. Stevie Cross, of the Awakino Hotel, said the first thing that hit her was the stench. "We could smell it as soon as we arrived at work," she said. "It was a shock walking down and seeing the river. I was just shocked

because you are so used to seeing your river and now it's all shiny and black." The community was concerned about the effect the spill would have on the environment. "As you do – we love our little community," Miss Cross said. "It is a bit scary, how is it going to affect the whitebait, because it goes off out here during the whitebaiting season." Daniel Stewart was not sure how the spill would affect the wildlife and environment. "These fellas are cleaning it up, I guess we will see how it goes," Mr Stewart said. Sarah Lewis was shocked when she read about the spill. "Look at all of the shiny stuff in the river, it is horrible," she said. Waikato Regional Council and Department of Conservation staff, along with Massey University wildlife experts, were at the scene yesterday. Although most of the oil was believed to have been flushed out to sea overnight, a floating boom was used to trap the remaining slick at the Awakino boat ramp so it could be sucked up by Transpacific Industrial Solutions' vacuum trucks. WRC group manager Chris McLay said an inspection by council and DOC staff found the spill had not had a major effect on the environment near the river mouth or nearby coastline. "Hopefully this is a sign that most of the oil has been flushed out to sea and hasn't caused any major impacts on wildlife," Mr McLay said. "However, we plan to continue to monitor the coast in the short term in case oil is washed back on to the shoreline." However, there was oil contamination in riverside vegetation stretching at least three kilometres upstream, he said. DOC officers and staff from Massey University planned to carry out a more detailed environmental assessment of the spill's impact on wildlife. "There is some concern that birds living in riverside reeds may have been harmed. If any animals or birds need particular care, arrangements are in place to evacuate them to Palmerston North," Mr McLay said. Transpacific Industrial Solutions managing director Tom Nickels said the truck was carrying lubricant oil from cars, trucks and boats when it rolled. "It is potentially an issue for the environment but our information is not complete yet. Early indications are the environmental impact won't be too bad," Mr Nickels said. The company had six vacuum trucks on site and the oil recovered from the river would be taken to the company's main processing plant in Mt Maunganui. Mr Nickels said the company was taking the incident very seriously. The oil extraction would continue overnight and the situation would be assessed again today. "Agencies have worked really well together to respond to this spill. We are hopeful that environmental impacts will be limited. But we want to make sure we carry out a thorough analysis tomorrow to ensure we make the right decisions about the future management of this incident," Mr McLay said.

<http://www.stuff.co.nz/national/5186396/All-hands-to-pump-for-cleanup>

USA, PA, WEST MIFFLIN, JUNE 25 2011. CHEMICAL SPLASHES ON PEOPLE, CLOSES LEBANON CHURCH RD >> HAZMAT CREWS CALLED TO WEST MIFFLIN

 **Watch the Video** <http://www.wtae.com/alleggheny/28348342/detail.html>

A corrosive substance leaked from a truck, prompting a hazmat response that shut down part of busy Lebanon Church Road on Friday afternoon in West Mifflin. Channel 4 Action News' Ashlie Hardway reported that the truck was carrying crude coal tar oil, some of which splashed on a vehicle behind it near a Wendy's restaurant. "We was coming down the road and pulled up next to the tractor-trailer," Thomas Korp said. "Next thing you know, a big old splash came up, covered the front of my van and everything else. We had to go up to the car wash to try to get it all off. It was everywhere." Korp said the chemical splashed on his hand, and his sister got some on her arm. "It's just a little tingling sensation, like it was burning," Korp said. Korp, his sister and three other people went to a hospital to be checked for possible inhalation of the material, and their skin was thoroughly rinsed with water. "Really, if they're not on top of the products and breathing deep breaths and just move away to fresh air, they'll be fine," Allegheny County EMS Chief Alvin Henderson said. Hazmat crews and firefighters were called to the scene. Dikes were laid on the ground to prevent the spilled material from getting into the sewage system. "That chemical, or liquid, is

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actually absorbing into the roadway," Henderson said. "We have put down some DrySorb material to contain that liquid so it will not run off into the storm sewer. No evacuations were necessary.

<http://www.wtae.com/allegheeny/28348342/detail.html>

USA, PA, ERIE COUNTY, JUNE 25 2011. ERIE COUNTY OFFICIAL: HARBORCREEK PLANT OWNER SHOULD HAVE REPORTED CHEMICALS BEFORE FIRE

kevin flowers



Lee Akerly, owner of American Biodiesel Energy Inc. and North American Powder Coatings, talks on June 10, about a recent fire at the plant on May 14. Akerly, 80, spoke with Erie Times-News reporter Tim Hahn about future plans for the company.

Erie County's emergency management chief said the owner of a Township plant heavily damaged by fire May 14 ignored state and federal law by failing, before the blaze, to report the various hazardous materials stored and used there. The plant's owner denies that, insisting that county officials received information long ago about the chemicals and substances at his business. Dale Robinson, county government's emergency management coordinator, said that Lee Akerly, owner of American Biodiesel Energy Inc. and North American Powder Coatings, could

face fines of up to \$5,000 per day over the issue from Erie County's Local Emergency Planning Committee. Akerly's businesses are located at 4680 Iroquois Ave. It took about 100 firefighters from across the region more than 10 hours to control and extinguish the blaze May 14 and 15. The fire's cause remains under investigation, and Akerly has vowed to rebuild and reopen his biodiesel business. Robinson said that when emergency officials initially responded to the blaze, they were unsure which chemicals were inside the complex, as well as whether Akerly's businesses fell under state and federal statutes mandating that facilities report the chemicals they use and store to the local officials. But Robinson said in the weeks since the blaze ripped through the 56,000-square-foot facility, emergency management officials have determined that Akerly's businesses stored and used potentially dangerous chemicals in amounts that mandate such hazardous materials reporting. "This was definitely what we call a 'Tier II' facility that was not compliant," Robinson said. "And they should have had a hazardous materials response plan as well." Before the May 14 fire, the businesses "were not on our radar screen," Robinson said. "But if you have certain chemicals, you have to report it to us. That did not happen in this case." Akerly, according to emergency officials, identified to Department of Environmental Protection and Hazmat officials nine chemicals that were inside the building: vegetable oil, glycerin, ethanol, methyl hydroxide, toluene, sulfuric acid, dry lye, powder coating and sodium methoxide. Fairfield Hose Co. Chief Jim Hawryliw said it wasn't until the day of the fire that his department was informed of the chemicals inside the plant, via a list that Akerly provided at the scene. Robinson said the "acids" and sodium methoxide are most troubling to local officials. "The amounts of sodium methoxide alone should have been reported," Robinson said. "We found 36 (containers) of that stuff in there. We have mom and pop shops, small businesses, who comply with these laws." Todd Geers, Erie County's public safety director, said such reporting of hazardous materials is crucial because it lets firefighters and others eliminate guesswork about potential dangers when responding to an emergency, so that "the proper Hazmat response" can be safely launched. Akerly told the Erie Times-News this week that his business, in August, filed hazardous materials plans required of his operation with the Erie County Emergency Management Agency. His business paid roughly \$5,000 -- and supplied a hand-drawn blueprint -- to a company that developed a computerized blueprint and took photographs of the inside of the plant, Akerly said. That company, Clarion-based Harris Environmental Inc., also drew up a list of chemicals that were on-site, Akerly said. Harris Environmental was hired by Akerly to draft a preparedness, prevention and contingency plan compliant with federal Environmental Protection Agency regulations; a spill prevention, control and countermeasure plan; and a spill prevention response plan, according to a letter that Harris Environmental mailed to various state and local officials in August. Akerly gave the Times-News copies of that letter. In the letter, Harris Environmental official Stan H. Sowl stated that the plans were on file at the Erie County Emergency Management Office, located within Erie County's 911 complex in Summit Township. The letter indicates it was also sent to the Pennsylvania Emergency Management Agency; Presque Isle State Park Manager Harry Leslie; Erie City Clerk Jim Klemm; and officials in Chautauqua County, North East Borough and North East, Fairview, Harborcreek and Girard townships. Officials in Harborcreek, where the biodiesel plant is located, said Wednesday that they had no record of receiving such a letter. Erie County's Local Emergency Planning Committee is expected to discuss the May fire -- and whether to take action against Akerly -- at its Sept. 8 meeting at the county's 911 center in Summit Township, said Jessica Brown, the committee's chair. Under state and federal law, each of

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Pennsylvania's 67 counties is required to have an LEPC, composed of local elected officials, emergency responders and industry representatives, among others. The LEPC has authority to take civil action -- and impose fines -- against businesses that fail to provide information about on-site hazardous chemicals. "We talk about every significant event, and this was certainly a significant event," Brown said. "We'll check our files, see what the business reported and what it did not, and determine whether there were obligations that were not met."

<http://www.goerie.com/apps/pbcs.dll/article?AID=/20110624/NEWS02/306249957/-1/news>

USA, MD, ROCKVILLE, JUNE 25 2011. FIRE OFFICIALS BLOW STUFF UP TO DEMONSTRATE ILLEGAL FIREWORKS DANGER

david pierce

 **Watch the Video**

<http://www2.insidenova.com/news/2011/jun/24/6/prince-william-regional-fire-marshals-start-illegal-ar-1131343/>

Fire officials from around the Washington region headed to Maryland this week to talk about their annual campaign to keep illegal fireworks off the street. And they blew some stuff up. The yearly blitz, dubbed "You Light it, We'll Write it," centers on educating the public about the dangers that surround the use of illegal fireworks in the region as the Fourth of July approaches. The National Fire Protection Association said that in 2009, fireworks accounted for over 18,000 reported fires that resulted in \$38 million in direct property damage. Of the fires, the NFPA said there were no reported deaths, but about 30 civilians were injured. Prince William Fire & Rescue Assistant Fire Marshal Capt. Curt Brodie made the danger of fireworks clear. "Leave the fireworks to the professionals," Brodie said. At the Montgomery County fire and rescue training academy in Rockville, fire officials also set off various illegal and legal fireworks to demonstrate their danger. One firefighter shot what appeared to be a series of small flame bursts out of a Roman Candle — a device that is illegal in Prince William. The first shell out of the firework shot out, bounced off of pavement in the parking lot and continued to fly over 30 feet away. The second shot landed in a nearby bale of hay, which caused it to quickly engulf in flames. Officials also blew up a "quarter stick," a dynamite-like illegal firework that sent a watermelon at the demonstration flying over 15 feet in all directions. Brodie said that his office will be continuously checking area fireworks stands as part of the campaign to ensure that vendors are not selling illegal fireworks. Those who do face a Class I misdemeanor punishable by up to \$2,500 in fines, as well as up to one year in jail, Brodie said. Brodie acknowledged that area residents might be in possession of forbidden fireworks that they might want to safely get rid of them to comply with the law. He said that they could call the Fire Marshal's office, at 703-792-6360, to have officials come to confiscate the devices. Nobody will be ticketed, or fined, if illegal fireworks are turned in, Brodie said. Brodie said that the legality of fireworks varies by jurisdiction. While various fireworks, such as sprinklers, snakes and fountains are allowed in Prince William, other localities, such as the City of Alexandria, as well as Montgomery and Prince George's counties in Maryland, forbid all fireworks from being used.

<http://www2.insidenova.com/news/2011/jun/24/6/prince-william-regional-fire-marshals-start-illegal-ar-1131343/>

USA, WA, RENTON, JUNE 25 2011. FEDERAL AGENTS IN RENTON DEMONSTRATE DANGERS OF ILLEGAL FIREWORKS

tracey compton

 **Slideshow** http://www.pnwlocalnews.com/south_king/ren/news/124517903.html

A man purchases a firework that would usually be used in a professional show. It comes in non-descript packaging, with no warning labels. He lights it with the quick fuse made of string loaded with black powder. The firework takes off on the ground toward the man's feet. He kicks it away and with a loud boom his feet are now gone and he is toppled over on the ground. Luckily, this man was a mannequin propped up into position to illustrate the real dangers of using fireworks and illegal improvised explosive devices. Bureau of Alcohol, Tobacco, Firearms and Explosives agents demonstrated the threat posed by the improper use of fireworks and illegal fireworks at a media event Friday morning at the Renton Fire Department's training center. The demonstration was done in advance of the retail sales of fireworks which begin Tuesday, June 28. In 2010 there were 575 fireworks incidents reported to the state [Fire Marshal's Office](#). This includes 162 injuries, of which 50 were children under the age of 14. Every legal firework must meet a certain standard, said Jerry Farley, who represented the fireworks industry. Those standards usually make for a huge difference in appearance between legal and illegal fireworks, he said. Usually illegal fireworks don't have a safety label and aren't colorfully packaged. They look very basic and primitive. Brennan Phillips, who is an explosives enforcement officer with the ATF, demonstrated the most common illegal fireworks his agency encounters. The most common is the sparkler bomb. When set off, this mass of 56 sparklers blew the mannequin in half. They

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get hundreds of calls on these types of injuries because they are the easiest illegal device to make, said Phillips. In King County last Fourth of July season someone was killed as a result of using a sparkler bomb. Another man was killed in Spokane in October for using an illegal firework known on the street as a cricket. Crickets are small and made out of metal, which can injure and kill with the disbursement of its fragments. They also come with a 10-year federal penalty for possession and 30 years if they are used in a crime. Phillips also demonstrated the destruction of tennis ball bombs, cardboard tube devices known as M80s, M1000s, etc., aerial fireworks and fireworks intended for sale to professional shows. The prevalence of illegal fireworks changes over time, "but it's a steady drum beat of tennis ball bombs, the M80s and that sort of thing remain relatively consistent," said Phillips. The ATF has had pretty good results in going after the manufacturers; they primarily focus on the manufacturing level and those that distribute them. "[Indian reservations] is typically where we see most of the illegal diversion, is one or two of the stands at one of the tribal areas are typically the bad actors," said Phillips. The ATF sees less sale of illegal fireworks at state-run stands. Of concern to state fire officials last year were 18 residential fires totaling \$1.4 million in loss. Four of the fires were caused by illegal devices, one by a legal device and 13 were caused by an unknown type of firework device. State Fire Marshal Chuck Duffy said there are a number of things people can do to avoid injury. He stressed the residents need to know whether use personal fireworks is [allowed](#) in their city or in unincorporated areas. For example, private use of fireworks is banned in Renton. Family members should talk about fireworks safety prior to use, only adults should light fireworks and they should be stored securely. Also, before using fireworks, adults should check with local authorities for restrictions and bans in the area. Fireworks should be used as intended, away from dry grass, with a bucket of water or a hose near by and they should always be cleaned up after.

http://www.pnwlocalnews.com/south_king/ren/news/124517903.html

CANADA, ONT, PETERBOROUGH, JUNE 25 2011. IN COTTAGE COUNTRY, JERRY CANS ARE THE NEW GAS PUMPS

kim mackrael



Last summer, Dave Murray pumped what was left of the gasoline at his dockside station into his boat, and closed the valve on the gas tank for the last time. Fifty-eight years after opening Nahma Lodge Marine on Balsam Lake, northwest of Peterborough, Ont., Mr. Murray is out of the gas business for good. Squeezed by a combination of price-conscious buyers and the cost of keeping up with safety and environmental standards, many marina operators in [Ontario's](#) cottage country are closing down their fuel pumps, leaving some boaters with little choice but to lug gasoline to the water in jerry cans. "We're having a terrible dilemma with it right now," said Al Donaldson, executive director for Boating Ontario, an association of marine operators. Mr. Donaldson

said he's seen dozens of marinas close their gas bars in recent years, and knows of at least 20 more operators who are seriously considering doing the same now. Despite a slow start to Ontario's boating season driven by rainy weather, marina operators say there's no reason to think there will be fewer boaters on the water this summer than in previous years. Soaring gas prices – which reached new highs in May – don't seem to be a deterrent so far for people who spend their summers on the water. But seeing the difference between the [price of gas](#) on the highway and the price on the lake can give some boaters pause. Marina gas typically costs at least 10 cents more than gas sold on the road – and sometimes much more than that – a premium operators say they need to charge to cover the cost of transporting gas to the water, paying an attendant to pump it, and, in most cases, buying gas that does not contain ethanol, which boaters say damages their engines. Gas bars also face the ongoing cost of repairing and upgrading old equipment to remain in compliance with rules set by the Technical Standards and Safety Authority, which oversees fuel suppliers in Ontario. While the rules governing marine gas operators haven't changed in recent years, Mr. Donaldson said he believes they are being enforced more strictly than they once were. And as operators' equipment gets too old to meet the standards, the cost of replacing it can be prohibitive for some. Peter Johnston, co-owner of Ed Huck Marine Ltd. in the 1,000 Islands region, spent about \$20,000 upgrading the pipes for his gas bar last year. "There are a lot of capital costs that go with trying to keep up with the safety standards," he said. "Which is all good. If you're pumping gas around the water, you want those." But a growing number of inland marina operators seem to be making the same calculations Mr. Murray made last year. "My bookkeeper said, 'Why are you selling gas? You aren't making a cent off it,'" said Mr. Murray, who still offers winter boat storage and runs a store. "Finally, I just decided that, after all those years, there was just too much red tape and risk." Jim Killer, who operates Killer's Cove Marina on Harrison Lake, east of Vancouver, said his gas bar doesn't make him enough money to justify the expense of maintaining it. "Right now I'm in the position of

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applying for more moorage," he said, adding that if he gets enough to compensate for the gas he sells now, he'll likely leave the fuel business behind. His gas bar is the only one on Harrison Lake. Fred Pohler, owner of Freddy's Marine Services north of Trenton, Ont., said he considered installing gas pumps a few years ago at his marina on the Trent-Severn Waterway, but balked when he heard it would cost upwards of \$100,000 to install and license the pumps with the TSSA. "It was really too much money to invest, personally," he said. It's about a 25-kilometre ride along the river from Mr. Pohler's marina to reach the next gas bar. Where gas isn't readily available on the water, or when boaters want to avoid paying higher prices at a marina, they pick it up at roadside stations. It's less common to find big marinas on Alberta's southern lakes, so most people haul their boats around on trailers and fuel them up while they're getting gas for their cars, said Greg Beauchamp, who owns Alberta Marine, which sells and services boats. In Ontario's cottage country, where many people leave their boats on the water, boaters often fill up jerry cans at a roadside station, haul them down to the water and pour the gas into the tanks themselves. On Balsam Lake, Mr. Murray estimates at least half of his former customers have switched to transporting gas in jerry cans to avoid the six-kilometre trip to the closest marine gas station. But the practice has some people worried about environmental consequences. While gas attendants are trained to handle hazardous materials and usually have spill prevention kits on hand, "none of that exists when a boater takes five jerry cans down to the dock and starts putting [gas] in a boat," said Mr. Donaldson of Boating Ontario. Mike Hendren, executive director of Kawartha Heritage Conservancy, said he knows from experience with his own boat that it's not easy to pour from a jerry can without spilling. "It's definitely an issue," he said. "We'd much rather see people filling up at the marina gas stations than [using jerry cans]." Mr. Murray says he's taken a little flak from local boaters for his decision to close, but adds, "When I tell them why, most of them say, 'If I was in your position, I would have done the same thing.'" But there are some traditions Mr. Murray and his wife, Aileen, aren't yet prepared to give up. They're still selling little brown bags of candy to the local kids – they just see a few less of them now that their fuel pumps are empty.

<http://www.theglobeandmail.com/news/national/ontario/in-cottage-country-jerry-cans-are-the-new-gas-pumps/article2075661/>

CANADA, ALBA, FORT McMURRAY, JUNE 25 2011. DERAILED TRAIN CARRIED SULFUR

trevor howlett

RCMP blocked traffic along Highway 881 outside of Fort McMurray Thursday afternoon as a result of a six-car train derailment, near mile marker 268 roughly eight kilometres from Anzac. The derailment occurred around 12:30 p.m. on a southbound CN train. CN officials responded immediately and the cause of the derailment is under investigation. No injuries were reported in the derailment. The cars were carrying sulfur, some of which leaked at the scene, but a CN representative says they aren't aware of immediate risk to the public. In addition to CN, regional emergency services responded on scene, as did a helicopter from Alberta Sustainable Resource Development, and representatives from Alberta Environment.

<http://www.fortmcmurraytoday.com/ArticleDisplay.aspx?e=3186921>

USA, CO, ASPEN, JUNE 26 2011. THREE YEARS LATER, FINES FOR GARDEN GULCH DRILL SPILLS



The Roan Plateau

In early 2008, two separate releases of hundreds of thousands of gallons of chemically laced hydraulic fracturing fluid and other natural gas drilling fluids spilled into Garden Gulch on the Roan Plateau north of Parachute, forming a spectacular frozen icefall of contaminated water. Nearly three and a half years later, the Colorado Oil and Gas Conservation Commission (COGCC) – the state regulatory agency that oversees oil and gas drilling to protect public health and the environment – has finally struck a deal with the two companies responsible for the spills and will likely levy fines at a hearing next week. There was never really a question of which companies spilled the fluids (both Berry Petroleum and

Marathon Oil admitted responsibility), nor was the seriousness of the situation ever in doubt (chemicals flowed into Parachute Creek and ultimately into the Colorado River, prompting concern from ranchers and state wildlife officials). The only real question is why it took so long for fines to be handed down. "The bottom line here is justice delayed is justice denied because the fines are inconsequential to most of the companies," said Steve Torbit, regional executive director for the National Wildlife Federation. "Whose interest is served by delay, delay, delay? Is the public interest served? Absolutely not. So I would argue that the COGCC is not doing its job. They are not protecting the variety of public interests and it works to industry's advantage." Torbit argues the initial outrage sparked by Garden Gulch faded over time as media coverage waned, allowing oil and gas operators to quietly strike backroom deals with state regulators that are largely off the public radar. "Delaying the

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justice distracts and makes the public picture very fuzzy so the public is out of the loop to a large degree and unable to say [the COGCC] is serving the public interest," Torbit said. "People lose track of things; it's quietly resolved." But even industry representatives were caught off-guard by the amount of time it took the state to resolve these fairly straight-forward enforcement actions. "We were a little surprised to receive the (hearing) notice after more than three years had lapsed since we last communicated with the commission," Davis O'Connor, Berry Petroleum vice president and general counsel, [told the Grand Junction Daily Sentinel](#) last month. While [testing by the companies](#) and regulators did not find dangerous levels of chemicals resulting from the spills – more than 100,000 gallons of drilling fluids by Berry and more than 1.2 million gallons of hydraulic fracturing fluid by Marathon – those tests came more than two months after the initial spills and were conducted during peak spring runoff. Still, the companies admitted their guilt and took steps to mitigate the impacts. And unlike the case of Prather Springs, in which local outfitter Ned Prather guzzled benzene-laced water from his cabin's drinking water well, the Garden Gulch spills didn't require extensive investigation to determine which operator was responsible. Prather Springs, also in 2008, resulted in a record [\\$423,000 fine against Williams](#), breaking the old state mark of \$390,000 levied against Oxy USA last year in the Cascade Canyon spill. COGCC Executive Director David Neslin last week declined to discuss specifics of the deals worked out with Berry and Marathon, including possible fine amounts, but did say he hopes to release the terms of proposed final settlement agreements later this week. He said the Garden Gulch spills have taken so long to resolve because of an overall backlog of enforcement matters, not the complexity of the investigations. "It's a question of working through other matters in the queue," Neslin said. "Enforcement cases generally involve significant effort to investigate the alleged violations, to negotiate with the operators, to prepare necessary documentation. They're time-intensive, so I don't think it was a question of these two cases being particularly difficult but these two cases being part of a backlog of enforcement matters that have consumed substantial time and effort in the past year." In an [interview with the Colorado Independent last year](#), Neslin said the backlog was unacceptable and that steps had been taken to resolve old cases as quickly as possible. Neslin in the past said staffing shortages were at least partly to blame, but he added that changes had been implemented to make enforcement the agency's top priority in 2010. In an interview in April, Neslin set a target of resolving all enforcement cases more than one year old by the end of June. At the beginning of the current fiscal year (July 1, 2010) the COGCC had 48 enforcement cases that were more than a year old – some of them dating back to 2006. As of the last hearing in May, 31 of those cases had been dealt with, and Neslin said the agency hopes to resolve five more – including the two Garden Gulch cases – at the June hearing. That leaves 12 unresolved cases that are more than a year old, and Neslin said the COGCC hopes to resolve eight of those by the August meeting. "I agree that we need to make better progress and we need to be more timely in our enforcement actions where we can, and that's something we're working hard at doing," Neslin said. "I think we've made good progress over the past year. We're not yet where we want to be, but we're much closer than we were a year ago." Neslin says focusing on enforcement and prevention of spills – including pit liner and pipeline leaks and faulty cement casings of natural gas wells – will [do more to protect the environment](#) than proposed federal legislation that would require national disclosure of the chemicals used in hydraulic fracturing, or fracking. That's been a push by Colorado Congresswoman Diana DeGette and her Fracturing Responsibility and Awareness of Chemicals (FRAC) Act.

<http://www.relaspen.com/article/678/Three-years-later-fines-for-Garden-Gulch-drilling-spills>

USA, CT, DARIEN, JUNE 26 2011. POST ROAD RAILROAD BRIDGE SNAGS TANKER TRUCK >> THE 18-WHEELER BECAME LODGED UNDER THE LOW-HANGING OVERPASS FRIDAY EVENING.

john davisson



The Post Road was closed in downtown Darien Friday evening as a tanker truck became stuck under the railroad bridge that runs just north of Tokeneke Road. The truck, an 18-wheeler, was traveling north at the time when it was stopped by the low-hanging overpass. The bridge — [no stranger to such incidents](#) — has a clearance of 10'9", too low for the typical tractor-trailer. Firefighters and Darien police were on the scene. There were no reported Metro-North disruptions as a result of the accident.

<http://darien.patch.com/articles/post-road-railroad-bridge-snags-tanker-truck>

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USA, MI, AUGUSTA, JUNE 26 2011. NEW METHOD IN KZOO RIVER OIL CLEANUP Z>> CREWS STIRRING UP OIL FROM BOTTOM OF RIVER

tony tagliavia

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

 **Watch the Video** http://www.woodtv.com/dpp/news/local/kalamazoo_and_battle_creek/New-method-in-Kzoo-River-oil-cleanup



Enbridge crews continue to clean the Kalamazoo River from the 2010 oil spill. They stood on fanboats, wearing white protective suits and using "stingers" to spray water along the bottom of the Kalamazoo River northeast of Augusta. The goal: to stir up submerged oil from last year's massive Enbridge spill near Marshall and send it to the surface. Crews have been using the technique for about a week now, according to an Enbridge spokeswoman. The oil gets collected in absorbent boom, pads, skimmers or other tools. "We actually empower the crews to decide what the best technique is," Enbridge spokeswoman Becky Haase told 24 Hour News 8. About 250 people are working on the submerged oil recovery process now, she said, and that number will grow. The effort is set to happen at about 200 sites where crews have identified signs. The chosen sites are places where stirring up the oil won't cause more problems than it solves, said U.S. Environmental Protection Agency incident commander

Ralph Dollhopf. Serena Gay, who lives along the Kalamazoo River in Augusta, said that if it is not going to further disturb the natural way of the river, "then yeah, if we can get the oil out of there, that would be great." Living just feet from the river, Gay said one of the toughest things for her family has been being forced to stay out of it. "It's hard to look out there when it's hot and know that we can't go in yet," she said. Gay has seen signs of the scale of the cleanup. Part of her property was used as a staging area. The entire cleanup effort involves about 400 people on the ground, Haase said. Past work has focused on oil on the surface on the water and the river banks. And that work continues in places where problems still exist, Dollhopf said. After each round of work, there is a reassessment, he said. And that's what prompted the effort to remove submerged oil. So how much of all the oil has been removed? Dollhopf said he figures it could be 90-95% or more. The EPA has set an August 31 deadline for the submerged oil cleanup. Even once the oil is gone, the state of Michigan will continue looking for any long-term contamination that could be left behind, he said. But there is no deadline for the entire cleanup process to be completed. "We're here until it's cleaned up and the agencies have determined that most of the oil is gone," said Haase, of Enbridge. "And then beyond that, we'll be monitoring the site for years to come, to make sure we did get it all. And if any spots do rise, we're there and prepared to take that on and clean it up."

http://www.woodtv.com/dpp/news/local/kalamazoo_and_battle_creek/New-method-in-Kzoo-River-oil-cleanup

USA, TX, BAYTOWN, JUNE 26 2011. TANKER TRUCK EXPLOSION IN CHAMBERS COUNTY >> MAY HAVE HAPPENED NEAR OR INSIDE REFINERY

john perera

A tanker truck was reported to have exploded near or inside a Chambers County refinery Friday afternoon. The explosion occurred near FM 1405 and FM 2354 and was first reported around 4:20 p.m. Baytown Police are assisting officials combating the fire. So far, there are no reports of injuries.

<http://www.myfoxhouston.com/dpp/news/local/110624-tanker-truck-explosion-in-baytown>

USA, CT, HARTFORD, JUNE 26 2011. LAWSUIT AGAINST DRAKE PETROLEUM A SYMPTOM OF LARGER CONTAMINATION PROBLEM

Jeff Fulcher has spent \$70,000 on legal fees and expert witnesses trying to get Drake Petroleum to clean up pollution that has crept from the Xtra Mart gas station in Westbrook to the business that Fulcher runs with his wife. So forgive Fulcher if he takes a narrow, David vs. Goliath view of his dispute with Drake, which has employed three law firms to fight Fulcher in court. But the issue in Westbrook is actually part of a larger, statewide problem that is slowing or complicating cleanups of hundreds of contaminated sites in Connecticut. A fund to reimburse gas stations and individuals for the cleanup of leaking underground tanks is empty. There's a backlog of \$70 million in reimbursement applications waiting for a hearing by the fund's board. There are also \$13 million in claims that have been approved by the board, but haven't been paid – because there's not enough

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money. The claims involve thousands of underground tanks. The federal government lets Connecticut use the tank fund in place of requiring gas stations to get expensive leaking-tank insurance. The fund used to get \$10 million a year from a portion of the gross-receipt tax on fuel wholesalers. But the state has been funneling money away from the fund, to the horror of gas-station trade groups. In 2010, the allocation was cut to \$3.1 million; this year, it's down to \$1.7 million. In 2012, it may go down to as low as \$250,000 available for reimbursements and remain at the level through 2013. The legislature may be forced to restore a substantial amount of the funding before the 2014 fiscal year or face possible decertification of the fund by the federal government. For now, the paucity of the fund has ramifications: It is making cleanups more burdensome, particularly for smaller gas-station companies, and may force more lawsuits like the one the Fulchers are pressing when there are disagreements over who should do the cleanup. Three years ago, the Fulchers could have paid for their own environmental expert and cleanup equipment and gotten reimbursed from a fund containing millions of dollars. Now, the couple has to go to court to fight for that. Drake, which owns dozens of gas stations around the state, has applied to the fund for \$644,000 to clean the Westbrook site. The company has been awarded just shy of \$100,000 so far, according to state records. For its gas stations statewide, Drake has received \$2.2 million for cleanups but has \$4.3 million in claims pending before the tank fund's board, records show. In addition to the Westbrook Xtra Mart site at 130 Boston Post Road, the state Department of Environmental Protection has issued air, water, or soil compliance orders for Drake stations in Plainfield, Hebron and Mansfield, all since 2009. The Fulchers and their residential and business neighbors on that stretch of the Post Road drink city water. That means that the groundwater contamination on Fulcher's property doesn't constitute a human-health emergency because he's not drinking it, said the DEP. This means that Fulcher's situation, which is common across Connecticut for neighbors of gas stations, often results in a drawn out response from the DEP. It's not serious enough for emergency action by the DEP's spill and remediation divisions — which feature crews in protective suits, bottled water and water filters for the neighborhood, and possible criminal or civil sanctions — but it's still pressing enough for the DEP to cite Drake for violations. The first notice of violation came in 2008, when the DEP determined Drake had been "dragging its feet" in cleaning up contamination, first discovered back in the early 1990s, on and around the Xtra Mart property, said Peter Zack, the DEP's director of the spill division. But after that 2008 citation, three years passed before the DEP would issue an order compelling Drake to clean up the contamination. The January order says Drake's "failure to contain and remediate the contamination at the Westbrook site has contributed to offsite migration of petroleum contamination." The order says Drake's operation has polluted soil and groundwater with benzene and other gasoline constituents and that Drake is "maintaining a facility or a condition which has created, or reasonably can be expected to create, a source of pollution to the waters of this state." The order gives Drake 60 days to produce a remediation plan and to start work, or face fines and further court action. Drake is appealing the order, and the first hearing before a DEP hearing officer is scheduled for later this month. Fulcher, however, thinks the DEP's words have a hollow ring. He says three years is way too long to wait for the state's environmental regulators to get serious about a documented pollution problem. "Where was the DEP in the 1990s when the property was polluted?" Fulcher said. "Where were they in 2004 when Drake set up a vapor extraction system that never worked? Why didn't they follow up on the notices of violation in 2008? Why did it take our lawsuit (filed in Superior Court in [Middletown](#) in July 2010) before Drake started to pay attention?" Zack acknowledged that Drake first set up extraction equipment in 2004 "but apparently never turned it on." He acknowledged that the agency at certain times felt the same way Fulcher does about Drake's operation of the Westbrook gas station. "That was our gripe, too, that Drake was doing all these studies, but they weren't starting any remediation system," Zack said. Patrick Bowe, head of the DEP's remediation division, said the agency filed the Jan. 21, 2011, order against Drake because it felt the company had failed to comply with the 2008 notice of violation. But Zack, Bowe and Robert Bell, assistant director of the remediation, said that the agency may not have been able to justify more intensive or decisive action against Drake beyond what has already been done because the situation at the Westbrook Xtra Mart did not rise to the level of a human-health emergency. Bowe said virtually every gas station in Connecticut that has been around for any length of time has pollution on its site, and that in many of those cases, the contamination has spread beyond the property borders. He said that when the underground tank fund had millions of dollars in it, the contamination on these sites wasn't as pressing an issue as it has become. Bowe said that the DEP has to act "judiciously" when it comes to non-emergency contamination problems because the agency doesn't have enough staff to take every violator to court. "The immediate hazards — those we can address. It's the longer road that can be cumbersome," said Bowe. "We've got to balance the level of risk at the site, the cost of defending the order, and the degree of deterrence that we want to exert." But at the same time, the officials agreed that the agency has to take a stand even in some non-emergency cases in order for the laws to mean anything. "You know, Paula and I are actually helping the DEP by trying to hold Drake accountable. But I don't get the feeling they see it that way," said Fulcher.

<http://www.courant.com/news/breaking/hc-polluted-sites-0617-20110618,0.6556968.story>

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USA, TX, JEFFERSON CO, JUNE 26 2011. REFINERY FIREWATCH SUES OVER EXPOSURE TO TOXIC SUBSTANCES

kelly holleran



A Jefferson County man claims his work as a firewatch for Valero caused him to be exposed to hydrogen sulfide, resulting in serious personal injuries. Derrick Collins filed a lawsuit June 21 in Jefferson County District Court against Echo Maintenance, The Premcor Refining Group, doing business as Valero Port Arthur Refinery, and Texas Mutual Insurance Co. In his complaint, Collins claims he was exposed to and inhaled hydrogen sulfide and other toxic substances during his work as a firewatch on Feb. 28. In addition to his injuries, Collins lost earnings and his earning capacity, experienced pain, suffering, physical impairment and physical disfigurement and lost his ability to enjoy life because of his exposure, according to the complaint. Collins blames the defendants for causing his injuries, saying they negligently failed to provide him with a safe environment, failed to inspect the work site to make sure it was safe and failed to remedy the condition on the premises, the suit states. In his complaint, Collins seeks a judgment in excess of the minimum jurisdictional limits of Jefferson County District Court, plus pre- and post-judgment interest, costs, attorney's fees and other relief the court deems just. John Werner of Reaud, Morgan and Quinn in Beaumont will be representing him. Judge Milton Shuffield, 136th District Court, has been assigned to the case.

<http://www.setexasrecord.com/news/236516-refinery-firewatch-sues-over-exposure-to-toxic-substances>

USA, LA, KROTZ SPRINGS, JUNE 26 2011. KROTZ SPRINGS REFINERY WORKERS BURNED ON THE JOB

herbie smith



In Krotz Springs, two workers at an oil refinery were hospitalized today after being burned on the job. This happened around noon-time on Saturday at the Alon facility on South Levee Road. It's still unclear exactly what happened but the company's spokes-person, Blake Lewis says two workers received burns after handling extremely hot petroleum products that apparently, were not properly contained. One employee suffered burns to his chest and arms, while the other who was nearby had much less severe injuries. "The refining process involves heating crude oil up to a higher temperature, these materials must be handled safely," said Lewis. One worker has been released. The company is now trying to find out exactly what happened. Lewis says it may take a day or up to a week to get answers.

<http://www.katc.com/news/krotz-springs-refinery-workers-burned-on-the-job/>

INDIA, VARANASI, JUNE 26 2011. COPS' RESCUE OPERATION TRIGGERS MAJOR CYLINDER EXPLOSION

Loud explosions ripped the air in Mehdiganj, under [Mirzamurad police station](#), when around 200 LPG cylinders exploded one by one between 3.30 am and 5 am on Saturday. The cylinders caught fire when some policemen tried to cut the iron grills of a truck with gas cutters to save the life of a cleaner. Two trucks were reduced to ashes while, despite massive efforts by police, even the mortal remains of the killed cleaner could not be recovered for postmortem. SP (rural) Harish Kumar, CO Badagaon, SDM and police force from several police stations rushed to the incident site to ensure diversion of traffic. Natives of Rakhanua village were asked to evacuate the village. SP (rural) Harish Kumar said the police and fire fighters had no option but to wait until the explosions stopped. Eyewitness said the cylinders could be seen going high up in the air up to 500 metre while their parts were strewn in a radius of about one kilometre. The fire fighters had to exercise till late in the morning to extinguish the fire. The SP (rural) said the movement of vehicles on GT Road was thin and so a major tragedy was averted. Had the incident taken place during rush hours, possibility of a higher number of casualties would not have been denied. According to eyewitness and police, a truck (HR 63 A 3549) carrying computer printer ink was heading towards Bangladesh from Rajasthan. After reaching Mehdiganj, the driver stopped the vehicle along the highway to check tyres. In the meantime, a truck loaded with LPG cylinders (UP 70 AT 7815), which was heading towards the godown of Shubham Gas Agency Chiraigaon, under Chaubeypur police station, from Naini (Allahabad) based bottling plant of Bharat Gas, also arrived there. The driver of cylinder-laden truck, Vimal of Jigna (Mirzapur), lost control on the steering wheel and hit the ink-laden truck from the rear side. Though Vimal survived the accident, truck's cleaner Karan Pasi (18), who was also his nephew and a native of Dehat Kotwali (Mirzapur), was trapped between the iron grills of the two trucks. Vimal and the driver and cleaner of the other truck raised an alarm. Soon, Mirzamurad police arrived there with a highway ambulance. As separating the trucks was impossible, the policemen tried to rescue Kamal by cutting the iron grills with the help of a gas cutter that the ambulance provided. But, in this bid, the ink caught fire. The policemen, Vimal and other persons assembled there to help in the rescue operation had to flee from the place to save their life. On receiving information of the incident, fire fighters arrived at the incident site. Before they could succeed in extinguishing the fire completely, the LPG cylinders also caught fire, which was

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followed by massive explosions. About 200 cylinders exploded while 100 cylinders loaded on the truck were damaged badly. The fire fighters swung into action again after the explosion in cylinders stopped. The high intensity of fire melted engines and even chassis of both the trucks while other parts were reduced to ashes. The body of Kamal was also burnt completely as, despite continuous efforts, police could not succeed in searching out his mortal remains for autopsy.

<http://timesofindia.indiatimes.com/city/varanasi/TNN25v-lpgtimCops-rescue-operation-triggers-major-cylinder-explosion/articleshow/8993080.cms>

USA, CA, KETTLEMAN CITY, JUNE 26 2011. LIGHT AT BOTTOM OF ONE TOWN'S TOXIC WATER WELLS

bill mcewen

The big obstacles removed, Aletha Ware's dream is coming into view. The Arkansas native has lived in unincorporated Kettleman City for 43 years. She has spent a goodly chunk of this time trying to bring clean and safe drinking water to the Kings County community. "It's yellow, and it smells like eggs," says Ware, 78, of water from the town's two wells. The water contains high levels of arsenic, benzene and lead, according to state health officials, who, nonetheless, didn't link the water to a cluster of birth defects that made tiny Kettleman City a national story. Now, after winning a fight against the state bureaucracy, residents could turn on their taps -- instead of buying bottled water -- as early as the end of next year if plans stay on track. bout that David vs. Goliath battle: in December, the state Department of Health told Kettleman City leaders that a \$3 million grant was contingent on drilling a new well. This made no sense to residents seeking a surface-water treatment plant and storage tanks, with water coming from the California Aqueduct. "Why waste the money on another well?" Ware says. "Everybody knows we're going to find the same thing." After state officials heard the protests and studied the costs, they reversed course: build, don't drill.

<http://www.fresnobee.com/2011/06/25/2441818/light-at-bottom-of-one-towns-toxic.html>

ISRAEL, JERUSALEM, JUNE 26 2011. TWO OIL SPILLS STRIKE EILAT BAY OVER WEEKEND

sharon udasin



Two oil spills tainted the waters off Eilat this weekend – one on Friday morning, and another on Saturday morning. Saturday's spill was caused by a Turkish-owned Panamanian ship, while the source of Friday's remains unknown, but it is suspected to have come from the same source, the Environmental Protection Ministry said on Saturday. Friday morning's spill of light fuel oil was discovered in the Coral Beach area, located between the Tur-Yam Marina and the border of the protected coral reserve, while Saturday's leakage was pinpointed as emanating from a ship docked in the port of Eilat, which was carrying the Panamanian flag, but under Turkish ownership, according to the ministry. The ship was detained and investigated by the Environmental Protection Ministry's Marine and Coastal Environment Division, a statement from the ministry said.

Workers from the ministry's Marine Pollution Prevention Station in Eilat joined members of the Nature and Parks Authority – as well as volunteers from the Eilat Field School and others from the Eilat-Eilat region – to stop Friday's spill using a special device owned by the ministry. The mess was cleaned by Friday afternoon and contamination amounted to about five tons of light fuel oil. According to the statement, 20 barrels of oil and another six cubic meters worth of absorptive materials were pumped out. Saturday's spill was treated by the same collaborative team, and by the time of publication had extracted an estimated five tons of oil from the leak, but the extraction was ongoing, according to the ministry. An assessment of the situation would continue until late in the evening, a statement said, until the situation returns to normal. In reaction to the spillages, MK Dov Henin (Hadash), chairman of the Knesset's Environment and Health Committee, lambasted those opposed to the enactment of amendments to the 1952 Petroleum Law, which would provide for protections against such oil crises, his spokesman said. "In the current situation, an oil disaster in Israel is only a question of time," Henin said at a public hearing in Nahariya on Saturday. "During the deliberations of the subcommittee on oil dangers in the Gulf of Eilat, we discovered an alarming picture of neglect and an inability to cope." "Oil drillings planned in the Mediterranean Sea bring with them new risks," he continued. "The Mediterranean cannot handle a disaster such as that of the Gulf of Mexico. The obsolete Petroleum Law of 1952, which doesn't include any environmental protection measures whatsoever, is no longer suitable for Israel, and we must repair it urgently and add the environmental protection measures that we have proposed."

<http://www.jpost.com/NationalNews/Article.aspx?id=226547>

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USA, AK, ANCHORAGE, JUNE 26 2011. OIL SPILL PREVENTION TECHNOLOGY CENTER PLANNED FOR UAF >> ARCTIC RESEARCH: SCHOOL IN UNIQUE SPOT TO COORDINATE LEARNING.

alan bailey

The University of Alaska Fairbanks is planning the formation of a science and technology center for oil spill prevention and preparedness in the Arctic, Mark Myers, vice chancellor for research at UAF, told Petroleum News June 15. While the various challenges associated with oil spill risks present the biggest single hurdle to moving forward with oil and gas development in the Arctic offshore, UAF is in a unique position to research, develop and coordinate a wide range of state-of-the-art technologies for addressing the particular challenges that the Arctic presents, Myers said. "This is something where the university can really contribute," Myers said.

Arctic Challenges

With challenges that include severe winter weather, sea ice, a scarcity of ice-capable ships, the lack of a deepwater port, a lack of a logistical support infrastructure and a shortage of environmental information, the Arctic offshore would present a very different oil spill response situation from a region such as the Gulf of Mexico, Myers said. There is also a need to understand how the impacts of climate change on the Arctic environment affect oil spill response strategies, he said. Myers was the director of Alaska's Division of Oil and Gas under governors Tony Knowles and Frank Murkowski, and he led the U.S. Geological Survey between mid-2006 and early 2009. The new center would work with stakeholders and experts in Arctic oil spill prevention and research to monitor oil spill technologies being researched, developed and implemented, and to identify gaps in Arctic oil spill knowledge. The center would help fill those gaps by sponsoring research into Arctic oil spill related technologies. The center could assemble and feed information to organizations responsible for oil spill response operations, said Nettie LaBelle-Hamer, UAF associate vice chancellor of research, who will be the director of the new center.

Many Partnerships

UAF is in the process of negotiating potential partnerships with several organizations that have major roles in Arctic oil spill research, including oil companies; NOAA; the Bureau of Ocean Energy Management, Regulation and Enforcement; the U.S. Bureau of Land Management; and the North Slope Borough. The university has also been talking to North Slope oil spill response co-op Alaska Clean Seas, to the Sound Oil Spill Recovery Institute in Cordova, and to SINTEF, the Norway-based consortium of companies involved in offshore Arctic oil spill response research, Myers said. "We have really stepped out to make sure that we aren't doing this on our own, that we're doing this with partners," Myers said. UAF is making a pre-proposal to the National Science Foundation, seeking funding of \$5 million per year to support the new center, and will also seek funding from other partners.

New Technologies

Rather than duplicating research already in progress on traditional oil spill response technologies such as oil skimmers and booms, the new center will particularly focus on new, small-scale technologies that have the potential to transform people's abilities to deal with Arctic oil spill challenges, Myers said. Example technologies include unmanned aerial vehicles with optical, infrared, radar and other sensing systems; unmanned underwater vehicles; surface radar systems with portable power supplies; and the remote sensing of ice conditions through cloud cover using radar technology. Research could target issues such as gaining an understanding of water currents under sea ice, and questions about the potential impacts of spilled oil on the Arctic ecology. And on the spill prevention front, the university's expertise in Arctic engineering can provide support in the design of oil and gas facilities capable of withstanding the onslaughts of the harsh Arctic environment, Myers said.

<http://www.adn.com/2011/06/25/1936344/oil-spill-prevention-technology.html>

USA, FLA, TREASURE CAST, JUNE 27 2011. NEW ETHANOL-BLENDED GASOLINE LIKELY PROBLEMATIC FOR BOATS, OLDER VEHICLES, SMALL EQUIPMENT

ed killer



Rick Rowthorn, of Crystal River, fills up his 22' NauticStar boat with fuel at the Citgo gas station at the intersection of County Road 510 and U.S. 1. Prior to filling up the boat with gas containing ethanol, Rowthorn adds fuel treatment to prevent the deterioration of the fuel lines caused by moisture in the fuel. He also added that keeping the tank topped off is a good way to prevent problems with ethanol, as there is less air in the tank.

An outboard motor that won't start during an offshore fishing trip could end in tragedy. Thousands of dollars worth of a small business owner's lawn equipment could be sent to the junk pile. More drivers of older vehicles might wind up stalled in the middle of busy roads. Worst-case scenarios, perhaps, but possible outcomes say opponents of a federal

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decision to approve an increase in the amount of ethanol blended into gasoline. E-15 Fuel — gasoline containing a 15 percent blend of ethanol in it — is on its way to gas stations if an October 2010 ruling by the Environmental Protection Agency withstands several legal challenges. Treasure Coast business owners, fuel suppliers, boaters and marine interests are keeping tabs on E-15's likely arrival, estimated to occur as soon as September, according to one national pro-ethanol trade organization. Small business owners like Dan Graff and Dave Artigas already are seeing the damaging effects of ethanol in gasoline even though it is just the E-10 formulation containing 10 percent ethanol. In Stuart, Graff's team of service technicians at Crump's Lawn Equipment Center work on maintenance and repairs for a wide variety of lawn care equipment ranging from mowers to string trimmers to edgers and more. In Vero Beach, Artigas' staff at Boats 'N Motors tends to all major manufacturers of outboard motors for boats. Service technicians for both businesses work daily with machinery that has been damaged by E-10 fuel. Since the late 1970s, gasoline containing a small percentage of ethanol has been available to consumers. In the past few years, the government has attempted to reduce the nation's dependence on foreign oil, which has meant a shift toward alternative fuels. However, the regular use of E-10 gasoline has resulted in increased maintenance and repair frequency, increased repair costs and decreased performance. "We've measured decreases in power and fuel mileage and increases in fuel consumption since E-10 became about the only gas you can get on the street," said Artigas, who has owned Boat 'N Motors since it opened in 1983. "Because of lost power, we've had to install new (propellers) on a few boats in the minimum power range." Graff is even more concerned because the simple act of "misfueling" — mistakenly using E-15 fuel in a lawn mower or chain saw — could completely ruin the machine's engine. "All the information we're being sent from manufacturers like Briggs and Stratton, Kawasaki, Honda and Echo, say their equipment simply won't run on E-15 fuel," Graff said. The EPA's decision, labeled a partial waiver, only approves the use of E-15 fuel in 2007 model year or newer cars and light trucks. No other engines are approved for use by E-15, including outboard motors on boats, small 2-cycle and 4-cycle engines like those used in lawn equipment, off-road vehicles like ATV's, motorcycles and older model year vehicles. Trade groups that represent engine manufacturers and fuel retailers have filed legal challenges. They argue marketing circumstances could result in retailers choosing not to carry E-10 fuel anymore and instead offering only E-15. They also warn there might be a misfueling rate as high as 15 percent. Groups that support ethanol production maintain that an increase in ethanol production and use will reduce greenhouse gas emissions, support local economies where ethanol plants are constructed, provide demand for farmers' crops such as corn, which most ethanol is made from, and reduce the nation's dependence upon foreign oil. After reviewing all sides of arguments for and against the decision, the EPA is expected to make its final ruling early next year. The only thing protecting a consumer will be a small warning label affixed to the side of the pump. Earlier this month, the White House signed off on the label design and language. As a result, and despite the challenges, the pro-ethanol trade group Growth Energy has announced E-15 fuel could be sold at the corner gas station by summer's end. Graff said lawn maintenance business owners and homeowners who care for their own lawns have seen their repair needs double in recent years thanks to E-10 fuel. Part of the problem with ethanol-blended gasoline, Graff said, is it only has a shelf life of about 30-45 days. Ethanol also absorbs moisture, even through a gas tank. What's left in the tank are a layer of water topped by a layer of ethanol with the gas floating on top. "It causes the fuel to go stale," Graff said. "It's even worse when equipment or gas tanks are stored in a hot equipment trailer, storage shed or even one's garage that can get up to 125 degrees in the day and cool down to 80 degrees at night." Coming out of this season's cool, dry winter Graff said an estimated 90 percent of his business was addressing fuel system issues on equipment. Mike Gearhardt, operations manager for Port Consolidated in Fort Pierce, a fuel distributor that delivers to dozens of area gas stations and marinas, said he has received no word yet as to whether his company has any plans to distribute the new blend anytime soon. "They're going to have to make adjustments slowly because cars and trucks built before 2005 really don't run well even on E-10 fuel," he said. "I have a 2005 Chevy pickup truck and I've had to replace all the fuel injectors thanks to ethanol in the fuel." Owners of boats on trailers that fill up at roadside stations need to avoid mistakenly filling up with E-15 when it comes to market. Roje Gonzalez of Fort Pierce said he has stayed vigilant with fuel line maintenance for his 24-foot center console, but is uncertain how a mistake with E-15 fuel could effect his outboard motor. "I was fishing offshore when the first time I ran into an ethanol-related engine problem," he said. "My fuel line wasn't maintaining its pressure, and I discovered my filter was clogged. At St. Lucie Outboard, they showed me what the problem was and what to look for." Gonzalez said the EPA decision is going to require more education on the part of boaters like himself. Because of the problems with E-10, wholesale fuel distributors provide nearly all marinas on the Treasure Coast with ethanol-free gasoline sometimes called Rec 90 for 90 Octane. Graff said he tells his customers to avoid ethanol-related issues by buying fuel at marinas, if they can. Butch Bayley, owner of Sailfish Marina in Stuart, said he has a surprising number of gas buyers who carry their cans to the end of his fuel dock for the ethanol-free gas, even though it costs more than E-10 available streetside. Gearhardt said he doesn't think boaters have anything to worry about. "The outboard motor manufacturers like Yamaha, Mercury and Evinrude are too powerful to allow for the ethanol-free gas to

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become discontinued by distributors," he said. Gonzalez has another alternative that might work. "It might be time to get myself a diesel-powered boat," he said.

Forms of Ethanol

Ethanol-blended gasoline has many forms:

- E-10: This commonly available blend of 90-percent gasoline and 10-percent ethanol represents 75 percent of all the fuel sold in the U.S. Approved for use in any make or model vehicle sold in the U.S.
- E-85: This 15-percent gasoline and 85-percent ethanol is usable by more than 8.5 million Flex Fuel Vehicles in the U.S., but pump availability is scarce. FFVs can operate on any gasoline up to 85-percent ethanol.
- E-15: This 85 percent gas, 15 percent ethanol fuel could be on the market in the U.S. as soon as September.
- Other blends: Pro-ethanol organizations are working on technical and regulatory hurdles to receive clearance for E20, E30 and even E40.

Source: *American Coalition for Ethanol*

Benefits

- Lessen U.S. dependence upon foreign sources of oil
- Higher demand and price for crops used to make ethanol like corn, helping farmers
- Construction of ethanol plants creates temporary and permanent jobs
- Present U.S. ethanol production capacity of 13 billion gallons could displace one-third of oil dependency

More: www.ethanol.org

Problems

- Reduced performance and mileage
- Absorbs moisture adding water to gas tank
- Solvent properties "clean" films left behind by petroleum fuels, allowing for impurities to clog fuel system
- Dissolves some linings and components of some fuel systems found in small motors
- An estimated 400 million engines in the U.S. have reduced performance.

<http://www.tcpalm.com/news/2011/jun/26/new-ethanol-blended-gasoline-coming-soon-likely/>

INDIA, MUMBAI, JUNE 27 2011. FOUR OF FAMILY DIE AFTER CAR RAMS TANKER NEAR NAVSARI

Four members of a family died on the highway to Mumbai when their Wagon R car rammed a chemical tanker around 1.30 pm on Sunday. The car owner's 18-year-old son was probably at the wheel when the accident happened on the outskirts of Astgam, near Navsari. Both vehicles were heading towards Mumbai and the accident happened when the car swerved from the third lane to the first lane to overtake the tanker but lost control. The front portion of the car was trapped under the tanker and got dragged for some distance. Soon after the car came off from the tanker, it caught fire. It was running on CNG. The four in the car were Hitendra Solanki, 45, his wife Daksha, 40, both school teachers, and their sons Parth, 18, and Karan, 15. They were going to Valsad. According to the police, one of the sons was driving as the body of Hitendra and his wife were recovered from the rear seat. The police is yet to identify who was driving the car as the bodies are charred beyond recognition.

http://articles.timesofindia.indiatimes.com/2011-06-27/surat/29708359_1_chemical-tanker-car-rear-seat

INDIA, KASHMIR. GANDERBAL, KANGAN, JUNE 27 2011. MAJOR DISASTER AVERTED NEAR KANGAN: GOVT

An oil tanker that was left unattended after it turned turtle in Kangan in north Kashmir's Ganderbal district on Sunday could have proved disastrous for the residents of the area had not the disaster management team which on way from Sonamarg in the district noticed it, government said here. "A 9-ton LPG tanker had been abandoned on the narrow road in a heavily inhabited area on Margund. There was every apprehension that the LPG could leak from the loaded tanker, as it was dangerously tilted and in case it would catch fire, the entire area of around 5 square kilometres would have got affected," Coordinator Disaster Management Kashmir, Aamir Ali, who was part of the disaster management team, told Kashmir Dispatch. Fearing that the tanker may explode the driver and the cleaner of the truck had fled from the spot after their vehicle turned turtle. A rescue operation was launched immediately and traffic police were immediately informed and they were joined a large number of local people who supported their efforts, he said. In the absence of traffic policemen at the spot, the locals, police and civil defence volunteers regulated the traffic and the heavy rush of tourists, Yatries and convoys, Ali added. Meanwhile, the exemplary show of courage on the part of the rescuers has been appreciated by Divisional Commissioner,

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Kashmir, Dr Asgar Hassan Samoon who has announced cash award for the rescuers, including the Sarpanch & the crane driver.

<http://www.kashmirdispatch.com/headlines/26064194-major-disaster-averted-near-kangan-govt.htm>

INDIA, MANGALORE, JUNE 27 2011. BIKE - TANKER ACCIDENT CLAIMS LIVES OF TWO MRPL EMPLOYEES

In yet another accident on city roads, two young employees of MRPL, Mangalore died near Suratkal when their bike collided with a tanker, on Saturday June 25 evening. Manjesh Kumar (30) and Ramesh S (27) were riding from MRPL office to Suratkal, when the Bullet Tanker also plying in the same direction tried to overtake the bike. The tanker brushed against the bike, and the rider lost control. Both Ramesh and Manjesh fell on the road and the tanker ran over them. It is reported that both Manjesh and Ramesh died on the spot. Manjesh hails from Bangalore, while Ramesh hails from Bidar. Both were close friends and regularly travelled together. Ramesh was riding the bike, and came to Suratkal to drop Manjesh, who was to catch the bus to Bangalore. A friend of Manjesh told daijiworld that Manjesh was leaving for Bangalore to see a girl for marriage proposal. Since he did not get the ticket for the night bus, he decided to leave by the evening one. The accident occurred at around 4.30pm on the Bajpe - Suratkal road here. People have always complained about speeding heavy vehicles and also erratic parking on this stretch of road. A case has been registered at Suratkal police station.

http://www.daijiworld.com/news/news_disp.asp?n_id=106512

USA, IA, SIOUX CITY, JUNE 27 2011. MAN TAKEN TO HOSPITAL AFTER GAS TANK EXPLOSION

tim gallagher

A Sioux City man was taken to a local hospital after an explosion rocked a Morningside neighborhood late Friday. Officers and paramedics were dispatched about 9:25 p.m. Friday to a report of a man burned by an explosion at 2604 South Cornelia St. Police identified the man as Angel Curiel, 27, Sioux City. Sioux City Police Sgt. Mike McCormick said it appeared a gas tank exploded while the man was lighting his grill. Neighbors said they heard the explosion from at least a block away. Witnesses said Curiel suffered burns on both arms from his elbows to his wrists. Police said Curiel's burns were not life threatening. He was treated at a Sioux City hospital and released.

http://www.siouxcityjournal.com/news/article_5cc154fa-d727-5a2e-8858-40e03d441183.html

UNITED ARAB EMIRATES, ABU DHABI, JUNE 27 2011. FIRE BREAKS OUT AT WESTERN OIL REFINERY

essam al ghalib



The Technical Rescue and Quick Intervention Section of AD Police and Civil Defence's Emergency and Public Safety Department controlled and contained a fire in the boiler section number 8 of western Umm al Nar refinery in Abu Dhabi. No casualties were reported.

A fire broke out at the western Umm al Nar oil refinery yesterday morning. Specialists from Abu Dhabi Police and Civil Defence helped the refinery's firemen to extinguish the fire, which broke out in boiler section number eight shortly before 11am. No one was injured. "The flames, which began at the boiler, reached the boiler's fuel tanks but firefighters' efforts kept the situation from becoming more serious," said Lt Col Sultan Al Hosany, the head of the police's technical rescue and quick intervention section. It took 45 minutes to extinguish the flames and a further hour to cool the boiler. The cause of the fire is being

investigated.

<http://www.thenational.ae/news/uae-news/fire-breaks-out-at-western-oil-refinery>

USA, GA, AUSTELL, JUNE 27 2011. FIREFIGHTERS DECONTAMINATED AFTER EXTINGUISHING AUSTELL CHEMICAL FIRE >> COBB FIREFIGHTERS PUT OUT A SMALL FIRE AT A DRY CLEANING BUSINESS AND WERE SUBSEQUENTLY DECONTAMINATED BY COUNTY'S HAZMAT TEAM.

kiri walton

After extinguishing a chemical fire in Austell late Thursday, Cobb County firefighters had to be decontaminated. The cleaning supplies at Lance Alliance and Textile Company, which provides dry cleaning services, near Six Flags Drive caught fire a little before midnight on Thursday, firefighters explained. It was a small fire, which the firefighters put out quickly, according to [this](#)

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[report from WSB TV](#). However, some of the firefighters had come in contact with burning chemicals, which is when the county's hazardous materials team was called in. The cause of the fire is still under investigation.

<http://southcobb.patch.com/articles/firefighters-decontaminated-after-extinguishing-austell-chemical-fire>

TURKEY, SANLIURFA PROVINCE, KARAKÖPRÜ, JUNE 27 2011. TWO KILLED IN LPG EXPLOSION IN SOUTHEAST TURKEY

Watch the Video <http://www.hurriyetdailynews.com/n.php?n=explosion-in-a-gas-station-2011-06-27>



An explosion in a gas station in the southeastern province of Şanlıurfa has killed two people and injured six, according to a statement from the local governor. The blast occurred early in the morning at a gas station in the Karaköprü area; investigators believe the explosion might have been caused by fuel stored in the area. The effect of the blast smashed windows in surrounding buildings and burned several cars. Many ambulances and fire engines were dispatched to the scene to rescue victims and douse the flames. Firefighters are continuing their efforts to extinguish the blaze caused by the blast. Police closed off and evacuated people from the scene, as well as closed the Şanlıurfa-Diyarbakır road to traffic in one direction. Police also made an announcement that people should not use mobile phones in the area. The explosion was not a terrorist attack according to early investigations but there were complaints from people smelling gas, said Şanlıurfa Governor Nuri Okutan. "It's not possible to say something clear about the explosion right now. But people were complaining about a gas leak about a week ago and the technical boards investigated but couldn't find a leak. Our first impression is that it's not a terrorist attack, just a liquefied petroleum gas leak," he said.

http://www.sundayszaman.com/sunday/newsDetail_getNewsById.action?newsId=248640

UK, NORFOLK, BACTON, JUNE 28 2011. SHELL UK LIMITED FINED FOR WASTEWATER PLANT EXPLOSION >> THE FINE IS EQUIVALENT TO \$1.6 MILLION IN U.S. DOLLARS. THE 2008 EXPLOSION CAUSED NO INJURIES.

A British judge has fined Shell UK Limited £1 million and added £242,000 in costs -- for a total sum equivalent to \$1.6 million in U.S. dollars -- in connection with a February 2008 explosion and fire in the wastewater treatment plant at its Bacton gas terminal in Norfolk. Experts from the Health and Safety Executive said it was lucky no one was seriously injured. It happened around 6 p.m., when day shift workers were returning to offices to prepare for shift handovers, according to HSE. The explosion blew the concrete roof off a buffering tank at the plant. HSE and the Environment Agency jointly prosecuted the firm over safety, environmental control, and pollution prevention failures that at the plant leading to the explosion. A corroded metal separator vessel failed, allowing water contaminated with a highly flammable condensate to enter a concrete storage tank, where it was heated by an electric heater. The heater's elements were exposed within the tank, raising the surface temperature significantly and causing the explosion and fire, according to HSE. Bacton is operated by several energy companies and houses gas processing plants along with the Interconnector system feeding gas between Britain and Europe. Because large quantities of hazardous substances are on site, Shell Bacton is classified as a top tier site under the Control of Major Accident Hazard (COMAH) regulations. More than 850 tonnes of fire water and firefighting foam flowed into the North Sea because Shell UK failed to close the sea gate until about an hour after the fire started. It also did not notify the Environment Agency as required, HSE said. The company pleaded guilty to seven charges covering safety, environmental, and pollution prevention failures at the plant. HSE Inspector Steve Johnson said Shell UK "neglected basic maintenance leading up to the explosion. Our investigation found key components had been failing for some years and the company knew this, yet there had been no appreciation of the potential for an incident such as this. In particular, there had been no attempt to assess the risk that arose from condensate entering the water treatment plant, despite the fact that the plant was not designed to handle highly flammable liquids like condensate. "The investigation revealed significant failings in the safety management system operating on the plant, and hopefully other operators will take note of the outcome of this incident and maybe review their own procedures."

<http://ohsonline.com/articles/2011/06/27/shell-uk-fined-for-wastewater-plant-explosion.aspx?admgarea=news>

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