



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

### UK, NEWRY, MAY 13 2011. LORRY ABANDONED ON A1 IN NEWRY WITH ILLEGAL FUEL

More than 25,000 litres of illegal fuel has been found in a lorry abandoned on the A1 in Newry. Police and officers from HM Revenue and Customs discovered the fuel in a tank chained to the floor of the lorry. It is believed it was being smuggled from the Republic of Ireland. There were no arrests and investigations are continuing. Mike Connolly of Customs said those involved showed no concern for the safety of other road users. "The fact that this 40ft lorry contained a large fuel tank simply secured by a few chains shows a total disregard for public safety and the safety of other road users," he said. "This seizure has prevented a significant quantity of illicit fuel from entering the market."

<http://www.bbc.co.uk/news/uk-northern-ireland-13361416>

### USA, CA, PITTSBURG, MAY 13 2011. MINOR TRAIN DERAILMENT CREATES HAZMAT SITUATION



A minor train derailment in Pittsburgh has resulted in a hazardous materials spill, a Contra Costa Hazardous Materials program spokesman said. The derailment was reported at about 12:30 p.m. in the area of Cornwall Street, said Randy Sawyer, the county's chief environmental health and hazardous materials officer. Sawyer said the train car that derailed was carrying waste from the Tesoro refinery that included sodium sulfide and sodium hydroxide. He said the mix is "very corrosive and very caustic," but that residents are not believed to be in danger. "It doesn't look to be that major at this time and we don't expect any off-site impacts, but there may be road closures in the area," Sawyer said. He said no shelter-in-place order has been

issued.

[http://abclocal.go.com/kgd/story?section=news/local/east\\_bay&id=8125590](http://abclocal.go.com/kgd/story?section=news/local/east_bay&id=8125590)

### USA, AK, ANCHORAGE, MAY 13 2011. REPORT FAULTS CAPTAIN IN TUGBOAT GROUNDING ON BLIGH REEF >> LACK OF CREW COMMUNICATION ABOUT BOAT POSITION, COURSE IS CITED.

casey grove



*The 136-foot tug Pathfinder is surrounded by a spill containment boom Dec. 24, 2009, after running aground on Bligh Reef.*

The captain of a tugboat that ripped open on Prince William Sound's Bligh Reef in 2009 was unaware of the boat's position when he put it on a crash course with the infamous and well-known navigational hazard, according to a Coast Guard report. Capt. Ronald Eugene Monsen changed the tugboat Pathfinder's course, increased its speed and was playing a computer game just before it ran aground the night of Dec. 23, 2009, the report says. The Crowley Marine Services tugboat spilled about 6,400 gallons of diesel fuel from tanks torn open in the grounding. Two decades earlier, the Exxon-Valdez oil tanker ran aground on the same reef, dumping more than 11 million gallons of crude oil. The environmental disaster that ensued -- the largest ever in United States waters until the 2010 Deepwater Horizon spill last summer -- led to increased safety patrols in Prince William Sound, including the ice-scouting runs by tugs like the Pathfinder. According to the Coast Guard investigation report set to be published this week, the Pathfinder was scouting for icebergs near Bligh Reef about 5 p.m. with the captain in control of the boat. Monsen told investigators he did not check the boat's location and did not look at its radar when assuming command between 5 and 5:30. The crew was under orders to give a report on any ice observed in the area at 6 p.m. Monsen turned control over to the second mate and went below to eat dinner between 5:30 and 5:45 without relaying the tug's location, direction of travel or speed, the report says. His failure to provide and log that information was one of numerous violations of company policy, according to the report. When he returned to the bridge, Monsen checked the boat's GPS, then moved to a computer that forced him to face the stern of the vessel. He told investigators he checked the weather, checked his email and resumed a game of either solitaire or hearts on the computer, according to the report. At about 6 p.m., the second mate gave the boat's final report on ice: There was none. They were cleared from the patrol and asked to return to Valdez. Monsen reached across the second mate, who was sitting at the operator's station, and pushed the boat's throttle to "all ahead full." He also changed their course and resumed playing hearts on the computer, the report says. "He admittedly didn't have an idea as to where they were prior to the course change," the report states. "The fact that he went to the computer to play video games after a course change further aggravates the situation and amplifies the lack of attention on the bridge between the Master and Second Mate." The Coast Guard said the captain was unclear in his orders about who would be in control of the boat for the

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



**Alliance Partner  
JOIFF**

[www.joiff.com](http://www.joiff.com)

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

**Associate Member  
ISCO**

[www.spillcontrol.org](http://www.spillcontrol.org)

voyage home. As the second mate attempted log their position, it appears he did not tell the captain about his concerns that they were not on the correct course. But it was too late: The tug soon rammed into Bligh Reef. Monsen was set to retire after 33 years in the industry and 10 on the Pathfinder, according to the Coast Guard report. Instead, the captain and an unnamed second mate were fired following Crowley's internal investigation, said the company's vice president of operations, Charlie Nalen, by phone from Valdez. Both men failed to follow basic navigational practices, Nalen said. They also violated company policies about communicating vital information with each other during the boat's operation, he said. "It's not what we're about," Nalen said. "That's not how Crowley operates vessels."

### **Related Stories**

- [Tug fuel spill put at 6,410 gallons](#)
- [Coast Guard runs two probes of tugboat's grounding](#)
- [Investigation into tugboat grounding on Bligh Reef begins](#)
- [Crews prepare to remove remaining fuel from crippled tug](#)
- [Damaged tug towed slowly from Bligh Reef to Port Valdez](#)

<http://www.adn.com/2011/05/10/1855776/report-faults-captain-in-tugboat.html>

**USA, OH, GREENE CO, BATH TWP, MAY 13 2011. TRACTOR-TRAILER CRASHES OFF I-675 BRIDGE ONTO OHIO 444**  
mark gokavi,

 **Watch the Video** <http://www.whiotv.com/news/27867509/detail.html>

 **Photo Gallery:**

<http://www.daytondailynews.com/news/dayton-news/tractor-trailer-crashes-off-i-675-bridge-onto-ohio-444-1158938.html>



*The driver of a semi-truck was killed when he ran off an Interstate 675 overpass and plunged onto Ohio 444 bursting into flames Thursday, May 12. The truck was fully engulfed when emergency crews arrived. Both roads were closed in all directions.*

A tractor-trailer truck went off Interstate 675, landed on its top on Ohio 444 and burst into flames, reportedly killing one person today. Troopers from the Xenia Post of the Ohio State Highway Patrol, Greene County Sheriff deputies, Fairborn Police and fire officials responded. Interstate 675 northbound lanes are open, but I-675 southbound and Ohio 444, in both directions, could be closed for several hours. The driver of the tractor-trailer is believed to be dead. By 1 p.m., hazardous materials crews gave the OK for the troopers, firefighters and the coroner to start investigating. The accident was reported shortly before 11 a.m. Thursday, according to a state patrol dispatcher. Lt. Marty Fellure of the Xenia Post of the state patrol said the preliminary investigation suggests the tractor-trailer was traveling south on I-675 when it went into the left lane, hit the guardrail and went over the top of the bridge. "He drifted off the left side of the road, from the left lane over towards the median, struck a guardrail. At that time, he kind of went airborne," Fellure said. Fellure said there were no break marks on I-675 just before where the vehicle went over the guardrail. He estimated the truck was going at least 55 or 60 mph. Greene County Sheriff's Deputy Franklin Hill was traveling on Ohio 444 at the time of the accident. He said he heard a scraping sound, turned his head to see where the sound was coming from and witnessed the tractor-trailer crashing onto Ohio 444 and bursting into flames.

<http://www.daytondailynews.com/news/dayton-news/tractor-trailer-crashes-off-i-675-bridge-onto-ohio-444-1158938.html>

**CANADA, ALTA, TILLEY, MAY 13 2011. TANKER COLLIDES WITH TRAIN AND EXPLODES**



*A plume of smoke rises above the crash site near Tilley.*

At least one person was severely injured after a tanker truck hauling crude oil collided with a train east of Tilley Thursday morning. Around 10:00 a.m., fire crews from Tilley saw an explosion come from an uncontrolled railway crossing on Scotts Lake Road (the old highway). They were already in the area, responding to a rollover crash on the Trans Canada Highway when it happened. Firefighters from Brooks, Rolling Hills and Patricia joined the crew to help put out grass and spot fires, but as of 11:30 the tanker was still burning. Fortis Alberta has been called to shut down a power line in the area as a precaution. Patrick Fabian, Fire Chief of

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



**Alliance Partner  
JOIFF**

[www.joiff.com](http://www.joiff.com)

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

**Associate Member  
ISCO**

[www.spillcontrol.org](http://www.spillcontrol.org)

Tilley, tells CJCY News this crossing is known for collisions. CJCY News will have updates on the fire and the condition of the truck driver as they become available.

### **Related Stories**

- [Driver missing after fiery crash between freight train, oil tanker in Alberta](#)
- [Train hits tanker truck](#)
- [Tanker Collides with Train and Explodes](#)

<http://cjcym.com/newscentre/local-news/tanker-collides-with-train-and-explodes-1707>

### **USA, TX, DALLAS, MAY 13 2011) EPA ORDERS SMITH AND SMITH PETROLEUM TO STOP DISCHARGING**



**Click-2-Listen** <http://www.epa.gov/region6/6xa/podcast/may2011.html>

The Environmental Protection Agency (EPA) has issued a cease and desist administrative order to the Smith and Smith Petroleum Company of Avant, Oklahoma, for violations of the federal Clean Water Act. The cease and desist order was based on an April 21, 2011, EPA inspection of the company's oil field production facility in Osage County, Oklahoma. EPA inspectors found an unauthorized discharge of oil field brine and wastewater generated by production activities into a tributary of Tucker Creek. The inspection also revealed that water located at the discharge point of entry into the tributary of Tucker Creek was contaminated from brine discharges and salts. Based on these findings, the Smith and Smith Petroleum Company has been ordered to cease all discharges of pollutants from the facility and remove all brine and contaminated soils from the flow path located between the facility and the tributary of Tucker Creek. The company has also been ordered to provide written certification to EPA within 30 days that these activities have been completed.

<http://www.epa.gov/aboutepa/region6.html>

### **JAPAN, ICHIHARA CITY - NATURAL GAS STORAGE TANKS BURN AT COSMO OIL REFINERY IN ICHIHARA CITY**



*Natural gas storage tanks burn at the Cosmo oil refinery in Ichihara city, Chiba Prefecture, near Tokyo March 11, 2011. The biggest earthquake to hit Japan since records began 140 years ago struck the northeast coast on Friday, triggering a 10-metre tsunami that swept away everything in its path, including houses, ships, cars and farm buildings on fire.*

<http://www.trust.org/alertnet/multimedia/pictures/detail.dot?mediaNode=50cde84c-27ff-443c-8ffc-1183be4ce4c2>

### **NIGERIA, DELTA STATE, WARRI, MAY 13 2011. WARRI FUEL FIRE EXPLOSION: PPMC, OTHERS COUNT LOSSES**

*emma arubi, warri*



Pandemonium took over the entire Warri Refining and Petrochemical Company, WRPC and its sister company, the Product and Pipeline Marketing Company, PPMC, both subsidiaries of the Nigerian National Petroleum Corporation, NNPC, Monday evening when like a tragic bolt from the blues fire explosion engulfed the loading Island of the PPMC depot. The PPMC is the marketing and distribution arm of the NNPC whose depot facilities supply petroleum products through fuel tankers and pipeline networks to various parts of Nigeria. The incident which took everyone by surprise started from the usually congested loading bay, according to sources, as a result of a spark from a tanker with battery problem. Another source told Vanguard Metro that it was caused by a tanker which in the process of trying to

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 711 Newsy Stuff

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

May 19 2011



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

reverse after loading, hit its rear against an iron rod, resulting in a spark that set the commercial centre on fire. Whatever is the immediate cause, one thing is certain: There was a spark that changed the course of event at the depot for almost five hours before the raging inferno was brought under control by men of the NNPC and SPDC fire services that excluded the fire service of nearby Chevron Nigeria Limited, CNL. In the confusion that ensued nobody was ready to speak, especially as they had no idea then what actually happened. Indeed, running for the safety of one's life was the main preoccupation at that moment, except for men of the fire service department who stood up to the challenge. Ultimately, at the end of the day, goods, services and products worth millions of naira had been consumed by the unfriendly visitor, not to talk of the lost of precious human lives. Speaking to Vanguard Metro, a top PPMC officer who does not want his name in print revealed that the PPMC lost the following to the inferno: Five of the PPMC loading arms were destroyed, half of the loading bay and its roof were burnt, while four petrol tankers were razed. He was, however, not emphatic on the number of persons who lost their lives, but stated that as far as he knows for now, only one of the truck boys died, while one truck driver was seriously burnt and is receiving treatment at an undisclosed hospital. But Delta State Police Public Relation Officer, PPRO, ASP Charles Muka told newsmen that two persons lost their lives while one was severely injured. Whatever is the case, the total cost of the destruction visited on the PPMC is no doubt enormous. Even then, what does the fire outbreak portend for Deltans? Fuel scarcity in the offing? Yes or no? The state Governor, Dr. Emmanuel Uduaghan who paid a visit to the depot and was conducted round the scene of the explosion after a thorough briefing by Mr. Sunday Edegbo, the depot manager and Joseph Edeamrere, Community Relations Officer, told Deltans not to engage in panic buying as the depot has enough products to meet their demands. Speaking through his Commissioner for Oil and Gas, Mr. David Ekerekosu, Governor Uduaghan assured that "there was no cause for alarm. The management has assured that supply of fuel would not be affected. We urge all Deltans not to panic over what has happened even if we cannot for now ascertain the cause of the fire outbreak. We want to assure all that there are sufficient products to go round. The good news is that there will be no scarcity of petroleum products. The depot will bounce back to full operation and there should be no panic buying". Truly, repair works on the damaged and affected area have begun as at Wednesday according to a top management staff who further disclosed that the corporation has set up various committees to investigate the remote and immediate cause of the ugly incident. Be that as it may, one question on the lips of everyone now is: Who pays for the damages incurred during the incident? Who takes responsibility for the four burnt tankers inside the premises of the PPMC as they are purely privately owned by independent marketers. No doubt, insurance companies and the management of the NNPC are expected to engage in some legal gymnastics when the real time for reckoning comes.

<http://www.vanguardngr.com/2011/05/warri-fuel-fire-explosion-ppmc-others-count-losses/>

#### USA, CA, OAKLAND, MAY 13 2011. TRUCK CARRYING 1,000 GALLONS OF FUEL CRASHES ON I-880

angela woodall

Crews are trying to stop biodiesel leaking from a tanker truck that crashed on Interstate 880 in Oakland on Thursday afternoon, backing up traffic for miles, according to the California Highway Patrol. Big rigs should use Interstate 580. The truck tipped over on its side about 12:45 p.m. and blocked the three left lanes of northbound traffic on I-880 near 23rd Avenue, CHP Officer Kevin Bartlett said. A Sig-alert was issued about 1 p.m., and lanes three and four reopened 15 minutes later. The other two lanes are still blocked. No injuries were reported, and the CHP is investigating. The tanker was carrying 1,000 gallons of biodiesel, but only 150 gallons have spilled onto I-880.

[http://www.mercurynews.com/breaking-news/ci\\_18050838?nclink\\_check=1](http://www.mercurynews.com/breaking-news/ci_18050838?nclink_check=1)

#### USA, PA, BLAINE TWP, MAY 13 2011. PIPELINE FIRM LINKED TO WV CREEK CONTAMINATION



MarkWest Liberty, the company which operates the cryogenic plant near Majorsville in eastern Marshall County, said it may be responsible for the foamy substance found in Buffalo Creek in Brooke County this week. Shown here is the mouth of the creek.

A natural gas pipeline company says it may be responsible for a contaminant that a Brooke County fishermen found in Buffalo Creek earlier this week. Bentonite - a clay-like substance used in drilling - was also found in the Ohio River. The Intelligencer reports that MarkWest Liberty Midstream & Resources issued a statement saying it's cooperating with regulators. MarkWest says it had notified Pennsylvania officials about cloudy water in Blaine Township near an area where a contractor had drilled a pipeline borehole. There had been no activity at the site since May 2, but MarkWest says it learned late

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



The DG-Hazmat Group is proudly supported by:

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 711 Newsy Stuff

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

May 19 2011



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

Tuesday that a foamy substance was reported several miles downstream. The company says it's committed to environmental responsibility. Meanwhile, state environmental officials are testing water samples for other possible chemicals.

#### Related Stories

- [Officials Still Investigating Strange Substance In Brooke Co. Creek](#)
- [Creek Contaminated With Unknown Substance](#)

<http://www.wvpubcast.org/newsarticle.aspx?id=20123>

### GREENLAND, NUUK, MAY 13 2011. ARCTIC NATIONS STEP UP COOPERATION ON SAFETY, OIL

andrew quinn



*A plane takes off from an ice runway near the Applied Physics Lab Ice Station to return to Prudhoe Bay in the Arctic north of Prudhoe Bay, Alaska March 18, 2011.*

Arctic nations agreed on Thursday to improve cooperation including on preventing oil spills as a thaw of ice and snow opens access to the remote region's rich mineral and petroleum resources. The Arctic Council, comprising eight countries that surround the Arctic and representatives of indigenous Arctic peoples, signed a deal to split up search-and-rescue responsibilities as far as the North Pole in case of shipwrecks or plane crashes. Officials said the pact, the first binding accord since the council was set up in 1996, could be a model for future deals on more contentious issues, including energy exploration in a region estimated to hold as

much as 25 percent of the world's undiscovered oil and gas reserves. "Arctic countries need enhanced cooperation on many future challenges in the Arctic, not least prevention, preparedness and response to oil spills," Swedish Foreign Minister Carl Bildt said after the one-day meeting in Nuuk, Greenland. Among oil majors eyeing the Arctic are Royal Dutch Shell Plc, ConocoPhillips, Exxon, Norway's Statoil and Russia's state-controlled oil group Rosneft. Environmental groups say Arctic nations should act faster to set up vital safeguards, ranging from shipping to fish stocks, as global warming causes a thaw that is threatening indigenous peoples' livelihoods and creatures such as polar bears. "The lack of forceful action on oil spill prevention and integrated conservation planning is disheartening," said Lisa Speer, of the National Resources Defense Council in New York. The ministers, including Secretary of State Hillary Clinton and Russian Foreign Minister Sergei Lavrov, pledged to study ways to prevent and handle future oil spills.

#### Oil Exploration

"At a minimum what we can probably do is to aim at getting to a set of best practices that can be used in oil and gas exploration and production in the Arctic region," Interior Secretary Ken Salazar said. The Arctic Council, which comprises the United States, Canada, Russia, Norway, Finland, Iceland, Sweden and Denmark, has often been criticized as toothless. Denmark handles foreign affairs for Greenland. Ministers said the search and rescue deal was a start. "The Arctic Council is showing for the first time that it can agree a binding deal," Norwegian Foreign Minister Jonas Gahr Støre told NRK public television. "This is very positive." The Gulf of Mexico oil spill that followed the explosion of BP's Deepwater Horizon rig has raised fears for the Arctic, where officials say any similar accident could have catastrophic consequences due to the remote region's brutal climate and lack of preparation. Clinton said there was no doubt that climate change was occurring and that humankind was to blame. "The challenges in the region are not just environmental," she said. "We know that the decisions we make now are going to have long lasting ramifications." Among other steps, the council urged the United Nations to work on a new "polar code" for ship designs in the Arctic and agreed to set up a permanent council secretariat in Tromsø, Norway. It also urged new steps to control short-lived pollutants such as soot and methane, which have a particularly strong impact on the Arctic. Clinton and her Arctic colleagues got a personal view of climate change, taking a boat tour on a pristine Greenlandic fjord dotted with blue icebergs. Puttering in a small touring boat shadowed by vessels carrying journalists and security, the foreign ministers stopped to view a threatened glacier -- a sign of retreating ice. "I can see the changes, I don't need to measure them," said boat captain Henrik Hansen, who said rising temperatures were most noticeable in winter but now clear year-round. Last week, an international study projected world sea levels would rise by between 3 and 5 feet by 2100 -- more than previously thought -- partly because of accelerating melt of Greenland and other Arctic ice.

<http://planetark.org/wen/62000>

### RUSSIA, MURMANSK, MAY 13 2011. WHITE SEA OIL SPILL NEARING RUSSIAN ARCTIC WILDLIFE PRESERVE

An [oil spill](#) in the White Sea is nearing a Russian wildlife preserve in a sensitive Arctic wetland, an environmental group said on Thursday. The main spill patch is between 2 and 5 millimetres thick, covers an area of about 20,000 square metres and is

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



The DG-Hazmat Group is proudly supported by:

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

May 19 2011



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

less than 2 kilometres from the Kandalaksha Nature Preserve, according to a statement from Bellona, an environmental group based in the northern city Murmansk. The oil was washed into the White Sea after spring flooding hit an oil terminal in the port of Vitino, near the city of Kandalashka, Interfax reported. If the spill reaches the nature preserve, it could damage or even wipe out populations of loons, eider ducks, clams and crayfish, Bellona said. A Russian [government](#) statement said local authorities and management from the oil terminal were taking steps to limit the spill. The Kandalaksha Nature Preserve is one of Russia's oldest wildlife protection reserves. It contains hundreds of islands, and its marshes are home to tens of thousands of waterfowl during summer months. Russia's Barents and White Sea shorelines have seen intensified development in recent years because of big [oil & gas](#) reserves in the northern Timan-Pechora regions. The Vitino terminal was completed in 2005.

[http://www.monstersandcritics.com/news/europe/news/article\\_1638727.php/White-Sea-oil-spill-nearing-Russian-Arctic-wildlife-preserve](http://www.monstersandcritics.com/news/europe/news/article_1638727.php/White-Sea-oil-spill-nearing-Russian-Arctic-wildlife-preserve)

### GIBRALTER, MAY 13 2011. THE OIL SLICK FLOATING OFF THE ROCK

José Luís Barbería



*The Rock of Gibraltar as seen from the Spanish enclave of Ceuta, on the other side of the strait.*

Widely practiced and encouraged by the authorities of the Rock, bunkering (ship refuelling), has caused extensive pollution in the Strait of Gibraltar. Calls from Madrid to respect EU rules are falling on deaf British ears. The wind that blows off the Strait wafts the stench of rotten eggs across Punto Europa at the southernmost tip of the Rock of Gibraltar. The smell comes from the boats anchored in the Bay of Algeciras, coupled together by large hoses. "The smell

comes from the gas that is released when the fuel barges pump the fuel oil into the vessels. It's unpleasant and penetrating, but they say it's not harmful," says a neighbour of the Rock. The Bay of Algeciras is an environmental time bomb, with its refinery, its chemical industry, its power station, the British submarine base; it is the place in Europe at greatest risk of oil spills and has the fourth highest volume of bunkering in the world. More than 106,000 ships, 5,000 of them oil tankers – ten percent of global shipping – pass through the Strait of Gibraltar every year. "What we have here is a silent black tide of continuous discharges," confirms Patricia Navarro, environmental prosecutor in Cadiz. Although the volume of fuel oils spilled in accidents [in the bay in the past] is huge, the major damage may actually be from fuel leaks during bunkering. "In terms of pollution, Gibraltar is acting with absolute irresponsibility. Here, there is no such thing as 'polluter pays'," Navarro charges. It is as if the Rock were calling out across the four winds and seas of Europe: "Come and try it out. We hawk marine fuel 20 percent cheaper and we pump it from ship to ship. Welcome to Gibraltar, a huge floating gas station between the Atlantic and the Mediterranean." The appeal has been undeniable. Ten years ago the volume of fuel bunkering in the bay was less than one million tonnes. By late 2009 that figure had jumped by well over five times. According to Greenpeace, two thirds of the crude oil is bunkered in waters off Gibraltar and the rest in Spanish waters. Dozens of fuel vessels capable of transferring up to 300,000 tons of fuel set anchor every day. A glance at the ship-tracking website [www.localizato.com](http://www.localizato.com) makes it clear that the Bay of Algeciras has become a rest stop for the endless armadas that file through the Strait.

#### British Place No Restrictions on Vessels that Violate European Regulations

On the screen there usually appear a few vessels, isolated and out of formation, approaching from the east and hugging the coast at very low speeds. These are the ships that are waiting their turn before the floating gas stations, and, while they wait, they wander between Spanish waters and the waters off Gibraltar, which claims jurisdiction over three miles on the eastern side of the Rock. The ships invoke what in admiralty law is called "innocent passage", which lets a vessel pass through the territorial waters of another state, so long as it does so quickly and without stopping, and without doing any harm to the coastal state. In view of the effects of the bunkering, it is doubtful that these vessels pose no potential harm to the towns of Algeciras, La Linea, San Roque, which are already heavily burdened by industrial pollution. However, as explained by the Chief Prosecutor of Algeciras, Juan Cisneros, whenever a Spanish Civil Guard patrol boat approaches a vessel that is invoking "innocent passage", a British vessel comes out to block its path. Under the terms of the Treaty of Utrecht, Cisneros argues, Gibraltar has no territorial waters. Yet the Rock acts as if it did have them, and in practice the Spanish authorities acknowledge the claim. "The big problem of pollution in the bay is called Gibraltar," he stresses. "In Spanish territory, we enforce greater control. The British place no restrictions on vessels that violate European regulations for the same reason they place no restrictions on money laundering: it brings the money in." Cisneros believes it would be preferable to deal directly with the United Kingdom, as "at least that country could be questioned within the EU framework."

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



The DG-Hazmat Group is proudly supported by:

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 711 Newsy Stuff

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

May 19 2011



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

#### Riding Roughshod over the Concerns of the Inhabitants

The message delivered on this subject by the Chief Minister of Gibraltar, Peter Caruana, is summed up in the claim that while the bunkering at anchorage does involve a hazard greater than that posed by refuelling from land-based facilities, the Rock "strictly complies with the law", both international and that of the EU. The Gibraltar minister argues that Spanish criticism conceals a hidden agenda to get into a debate on the sovereignty of the British territory. In fact, the EU has not banned bunkering, through it does require that it be carried out scrupulously adhering to established safety standards. It is at this point and over the lack of judicial cooperation where the Gibraltar authorities clash with the Spanish environmental prosecutors. The Gibraltar authorities plan on allowing a new area to the east of the Rock to be opened up to increase the trade in fuel. That this area belongs to the Natural Park of the Strait of Gibraltar, home to protected species, seems no obstacle. "Because they want to increase their capacity to supply up to 400,000 tonnes, they are now seeking to build a new seawall using the Dutch system to gain more area for refuelling at anchorage," explains Antonio Muñoz Secilla, founder of the [Verdemar Association](http://www.verdemar.org). This ecologist believes the initiatives from Gibraltar are part of a game the colony is playing to gain more space, more boats, more business and to consolidate control over the territorial waters it claims, which Spain does not recognise. Owing of the lack of environmental cooperation between the Gibraltar and Spanish authorities, the AGADEN environmentalists and the Ecologistas en Acción-Verdemar have been working closely with ecologists on the other side of the fence. Both say that, in Gibraltar and in Spain, economic and political interests ride roughshod over the concerns of the inhabitants.

<http://www.presseurop.eu/en/content/article/648661-oil-slick-floating-rock>

#### USA, LA, NEW ORLEANS, MAY 13 2011. LOUISIANA REFINERS PREPARE DEFENSES FOR FLOODS :FLOODING TO PUT LESSONS FROM KATRINA TO THE TEST

- Refiner prep includes sandbags, levee construction
- Generators elevated to protect from floodwaters



*Chloe Creech picks up crawfish from floodwaters while her brother Peyton approaches as they play near the rising Yazoo River, a tributary of the Mississippi, in Satartia, Miss.*

When hurricanes Katrina and Rita swamped many Gulf Coast refineries in 2005, operators learned valuable lessons that could pay off as Mississippi River flood waters rise in coming weeks. Scores of U.S. heartland rivers from the Dakotas to Ohio have flooded following a snowy winter and heavy spring rains, and they threaten nine Louisiana refineries as the rising waters move south down the Mississippi. During the 2005 storms, electrical power was a key vulnerability. Even after floodwaters receded, downed power lines stymied many refineries for weeks.

Flooding also rendered backup generators useless. Since then many refineries elevated backup generators to keep them dry, some as high as 20 feet (6 meters). "We've moved electrical equipment up higher so they would not be affected by floodwaters," said Bill Day, spokesman for Valero Energy Corp whose 185,000 barrels-per-day (bpd) St. Charles, Louisiana, refinery faces a flood threat. Refiners also brought in emergency pumping equipment to remove water. However, emergency generators aren't big enough to run entire refineries amid power outages. "The generators can run pumps and instruments," Day said. "There won't be enough back-up power to run a refinery." In St. Charles Parish west of New Orleans, floodwaters could pour over Mississippi levees 26 feet to 28 feet (7.92 meters-8.53 meters) high, the first line of defense for two Louisiana refineries -- Valero's St. Charles refinery and Motiva Enterprises' 234,700 bpd Norco plant. Officials were warning the U.S. Army Corps of Engineers that the Morganza Spillway north of Baton Rouge needed to be opened to divert flow to the Atchafalaya River and avoid flooding those plants. Louisiana Governor Bobby Jindal said on Wednesday that he expects the Army Corps to decide to open the key floodgate, possibly sometime between Saturday and Tuesday.

#### Sandbagging

At Exxon Mobil Corp's 504,500 barrel per day (bpd) Baton Rouge, Louisiana, refinery, the nation's second-largest, workers on Thursday turned to tried-and-true sandbags. "We've been sandbagging lots of areas in the refinery," said Exxon spokesman Kevin Allexon. Similar efforts were under way Thursday at other refineries along the swelling lower Mississippi between Baton Rouge and New Orleans. Alon USA Energy is building an additional levee at its 80,000 bpd refinery in Krotz Springs, Louisiana, to supplement existing levees to block out floodwaters. The company said the expected Morganza opening could disrupt incoming supply traffic or force the plant to shut down. But Gulf Coast refineries prepare for flooding like they prepare for hurricanes, with elevated electrical equipment and units able to withstand heavy winds. "You don't build a refinery next to a river without preparing for flooding," Valero's Day said. Many area refineries have levees around giant oil and refined products

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



The DG-Hazmat Group is proudly supported by:

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



**Alliance Partner  
JOIFF**

[www.joiff.com](http://www.joiff.com)

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

**Associate Member  
ISCO**

[www.spillcontrol.org](http://www.spillcontrol.org)

storage tanks to contain spills and block water coming in. Such preparations begin long before heavy rains or hurricanes, said Shane Pochard, spokesman for Marathon Oil Corp. The company's largest refinery, a 436,000 bpd plant, is in Garyville, Louisiana. "We drill on these events all the time so our employees know what to do," Pochard said.

<http://www.reuters.com/article/2011/05/12/refinery-floods-preparations-idUSN127155720110512>

### CANADA, ALTA, PEACE RIVER, MAY 13 2011. ALTA. OIL SPILL CLEANUP COSTS AT \$11M SO FAR

 **Watch the Video** <http://www.cbc.ca/news/business/story/2011/05/12/edmonton-pipeline-spill-costs-tour.html>

 **Photo Gallery** <http://www.cbc.ca/news/business/story/2011/05/12/edmonton-pipeline-spill-costs-tour.html>



The company is using skimmers to take the oil off the surface of the pond.

A crude oil spill from a northern Alberta pipeline has so far cost the pipeline's owner \$11 million in cleanup costs. "It's a pretty straightforward process, but it's laborious and painstaking," said Stephen Bart, vice-president of crude oil operations for Plains Midstream Canada, during a media tour of the site on Thursday. The company has cleaned up about 30 per cent of the oil that spilled from the 44-year-old Rainbow pipeline about 100 kilometres northeast of Peace River. About 150 workers per shift are working to clean up oil that spilled into a pond and along the pipeline's right-of-way. They are skimming and vacuuming oil off the pond and removing oily vegetation by hand. The leak, which was discovered April 29, spilled about 28,000

barrels or 4.5 million litres of crude oil. "We have the maximum number of people deployed and we'll continue with the maximum number of people deployed to see that it is cleaned up as quickly as possible," Bart said. The company is using a number of deterrents to keep waterfowl off the pond including scarecrows and audio of the cries of birds of prey. About three kilometres of fencing surrounds the site. The company is also doing 24-hour foot patrols to make sure wildlife is kept away from the area.

<http://www.cbc.ca/news/business/story/2011/05/12/edmonton-pipeline-spill-costs-tour.html>

### UK, HUNTINGDONSHIRE, MAY 13 2011. NO THREAT TO HEALTH FROM BUCKDEN PETROL STATION LEAK



*Shell Petrol Station, Buckden.*

Assurances have been given that the health of Huntingdonshire residents living near the site of a fuel leak is not at risk. Petrol giant Shell admitted to The Hunts Post that soil was contaminated during the refurbishment of the Great North Road petrol station in Buckden after a leak from an out-of-service fuel tank six months ago, but experts investigating the incident say there was no threat to drinking water. A site clean-up is due to take place shortly, but the incident has delayed the re-opening of the station indefinitely. It closed in November and was due to re-open in January with a new shop and larger service area. Residents say the nearest filling station is a seven-mile round trip to Brampton Hut. Eric Kearley, who lives in The Osiers, just metres from the petrol station, criticised Shell's lack of communication. He said: "The

whole thing has not been spoken about. We have had no communication, not even a board up there to say what's happening. It has just been closed for 20 to 30 weeks without a word. All the villagers used to rely on it." A Shell spokesman said: "The petrol station will remain closed while investigations are carried out. "This follows a release of water from an underground fuel storage tank. The site was under redevelopment at the time, with all the tanks having been taken out of service during the construction works. "Shell is working with the regulators and our contractors to investigate the issue and establish what remedial action may be needed. "We will conclude this process as quickly as possible so that the site can re-open. We would like to reassure local residents that health, safety, security and the environment are Shell's key priorities." An Environment Agency spokesman said its officers were aware of the incident. Analysis by Huntingdonshire District Council's environmental health team had uncovered no contamination of the drinking water. Residents would have been contacted only if there had been a risk. A spokesman said: "We have now agreed for the petrol station to reinstate new petrol tanks providing remediation of the contaminated soil takes place and additional monitoring is carried out at the site in future." Buckden Parish Council clerk John Chase said his members had received no communication from Shell.

[http://www.huntspost.co.uk/news/latest-news/no\\_threat\\_to\\_health\\_from\\_buckden\\_petrol\\_station\\_leak\\_1\\_890391](http://www.huntspost.co.uk/news/latest-news/no_threat_to_health_from_buckden_petrol_station_leak_1_890391)

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

### LIBYA NEWS VIDEO CLIPS – FUEL STORAGES

- **Fuel tank burns in Libya oil town (1:15)**

May 9 - Amateur videos show escalating violence in war-torn Libya. Jessica Gray reports

• **Watch the Video** <http://www.reuters.com/video/2011/05/09/fuel-tank-burns-in-libya-oil-town?videoid=208660110>

- **Fire burns Misrata rebel fuel depot (1:18)**

May 8 - Blaze in Libyan city of Misrata is a major blow to anti-Gaddafi forces. Andrew Raevn reports

• **Watch the Video:**

<http://www.reuters.com/video/2011/05/08/fire-burns-misrata-rebel-fuel-depot?videoid=207903094&videoChannel=1>

### USA, MS, LUMBERTON, MAY 14 2011. OIL TANK TRUCK ROLLS OVER NEAR LUMBERTON



First responders remained at the scene of an early-afternoon accident involving an oil tank truck that has blocked the southbound lane of U.S. 11 near Lumberton. James Smith, Lamar County emergency management director, said an 18-wheeler hauling crude oil had tried to maneuver around a construction vehicle about 1:40 p.m. where work is being done on the highway north of Lumberton. "He tried to go around, hit some soft dirt on the edge of the road and rolled it over," Smith said. "It's on its side." The area where the accident occurred already was closed to through traffic because of the road construction. "The only thing really affected is there at Hess Road and the Hunt refinery," Smith said. "The rest of it was all blocked off before." Smith said no oil had leaked from the tanker and that another 18-wheeler was en route to offload the crude. "Wreckers are there, and once they get about half

of it out, they'll get the truck back upright, and then offload the rest," Smith said. Smith said crews expected to have the scene cleared by 6 p.m.

<http://www.hattiesburgamerican.com/article/20110513/NEWS01/110513014/Oil-tank-truck-rolls-over-near-Lumberton?odyssey=nav/head>

### USA, WI, EAU CLAIRE, MAY 14 2011. FORMER EAU CLAIRE UNIROYAL EMPLOYEES REACH DEAL WITH OIL COMPANY >> THE WORKERS CLAIM THAT THEY ENDED UP WITH CANCERS LIKE LEUKEMIA FROM EXPOSURE TO BENZENE AT THE UNIROYAL PLANT.

An oil company has reached a tentative deal to resolve claims a group of former Eau Claire Uniroyal employees filed against it and other businesses. Attorney Mike Brose, who is among the lawyers representing the former workers, says Shell reached the tentative agreement. He says the workers claim that they ended up with cancers like leukemia from exposure to benzene at the Uniroyal plant. It was used as a solvent in the rubber-making process. Brose would not release details of the deal because it hasn't been filed in court yet.

[http://www.weau.com/news/headlines/Former\\_Eau\\_Claire\\_Uniroyal\\_employees\\_reach\\_deal\\_with\\_oil\\_company\\_121808739.html?ref=739](http://www.weau.com/news/headlines/Former_Eau_Claire_Uniroyal_employees_reach_deal_with_oil_company_121808739.html?ref=739)

### CANADA, ONTARIO, MARKHAM, MAY 14 2011. HOMEOWNERS GET \$125 BACK IN THE BANK WITH "RETIRE YOUR TANK" PROGRAM

Upgrading to a new, modern fuel oil storage tank is now even more rewarding thanks to an incentive program from the Canadian Oil Heat Association (COHA). The Retire your Tank cash-bank tank replacement program gives homeowners a \$125 rebate on the purchase of select models and runs May 15 to December 31, 2011. "Modern tanks come equipped with extra features that protect your home," says Veronica Yu, COHA President and CEO. "Twenty-first century oil storage solutions offer revolutionary improvements and provide worry-free options for consumers who heat with oil". The \$125 rebate is available on select models including:

- Steel double bottom tanks
- Double-walled or 2-in-1 polyethylene tanks
- Single- or double-walled fibreglass

Upgrading from an older, conventional steel storage tank to a superior storage option means homeowners can take advantage of longer equipment life, enhanced warranties of up to 30 years, versatile, space-saving designs and worry-free storage. "The insurance industry has also embraced this program and there may also be potential savings in house insurance premiums

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



**Alliance Partner**

**JOIFF**

[www.joiff.com](http://www.joiff.com)

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

**Associate Member**

**ISCO**

[www.spillcontrol.org](http://www.spillcontrol.org)

depending on the provider," says Yu. New tanks must be installed by a COHA GreenTECH(TM) Certified technician or by an installer who has attended COHA's tank installation Best Practices training. With a GreenTECH(TM) certification, homeowners benefit from specially trained professionals who are at the leading-edge of design, installation and servicing of energy efficient heating solutions, domestic hot water systems and fuel oil tanks. A list of participating installers is available at [www.retireyourtank.ca](http://www.retireyourtank.ca) "It is our goal to make this program as easy as possible for homeowners to participate," says Yu. "All paperwork will be filled out and submitted by the installer and the cheque will arrive by mail. It is as simple as that!"

### **About the Canadian Oil Heat Association:**

The Canadian Oil Heat Association was established in 1983 by a group of fuel oil dealers who knew the value of working collectively on matters that affected the oilheat industry. Since then, COHA ([www.coha.ca](http://www.coha.ca)) has grown into a national body boasting a membership of over four hundred oilheat professionals, including fuel oil dealers, major oil companies, manufacturers, wholesalers, contractors, trainers, and other professionals. A voluntary membership organization, COHA serves as the industry's voice to provincial and federal regulators and government decision makers on matters of policy, safety, and certification. COHA works with government and other stakeholders to foster a sustainable business environment for its members.

For more information, please visit [www.retireyourtank.ca](http://www.retireyourtank.ca) or contact your fuel oil dealer or installer.

<http://www.marketwire.com/press-release/homeowners-get-125-back-in-the-bank-with-retire-your-tank-program-1514321.htm>

### **USA, MA, BOSTON, MAY 14 2011. BOSTON CONSIDERS BANNING HAZMAT TRUCKS FROM STREETS**

**Watch the Video:**

[http://www.necn.com/05/13/11/Boston-considers-banning-hazmat-trucks-f/landing\\_newengland.html?blockID=521934&feedID=4206](http://www.necn.com/05/13/11/Boston-considers-banning-hazmat-trucks-f/landing_newengland.html?blockID=521934&feedID=4206)

The city of Boston is considering a plan to ban all hazardous materials trucks from city streets, according to the Boston Globe. It's the latest twist in a battle that began in 2006, when the city tried to ban those hazmat trucks from the North End during the daytime hours. However, federal officials reversed that ban last year. Now, a new study from the transportation security company "Batelle" is leading to discussion of an even wider ban. It would mainly affect trucks carrying hazardous materials to a fuel depot in Everett, Massachusetts. Instead of allowing trucks to cut through Boston streets, drivers would instead be diverted around the city on Route 128 and I-93. Mayor Tom Menino is promising to implement the study's recommendations.

[http://www.necn.com/05/13/11/Boston-considers-banning-hazmat-trucks-f/landing\\_newengland.html?blockID=521934&feedID=4206](http://www.necn.com/05/13/11/Boston-considers-banning-hazmat-trucks-f/landing_newengland.html?blockID=521934&feedID=4206)

### **SLOVENIA, LJUBLJANA, MAY 14 2011. MOL SLOVENIA AGREES TO BUY 19 TUS OIL PETROL STATIONS**

MOL Slovenia, a unit of Hungarian oil and gas company MOL, told MTI on Friday it signed an agreement to buy 19 TUS Oil petrol stations. The MOL group will operate 37 petrol stations in Slovenia after the transaction is closed, pending approval by competition authorities. The MOL group aims to boost its retail market share and achieve growth targets in Slovenia with the acquisition. The group aims to take at least 10% of Slovenia's vehicle fuel market in the coming several years, said MOL retail sales director László Piry.

[http://bbjonline.hu/business/mol-slovenia-agrees-to-buy-19-tus-oil-petrol-stations\\_57766](http://bbjonline.hu/business/mol-slovenia-agrees-to-buy-19-tus-oil-petrol-stations_57766)

### **USA, CO, BOULDER, MAY 14 2011. STUCK SEMI TRUCK CARRYING HAZARDOUS MATERIAL ON LOOKOUT ROAD FREED**



*A semi tanker-truck pulling hazardous materials got stuck along Lookout Road between 75th and 95th streets Friday morning.*

A semi tanker-truck carrying hazardous materials that was stuck in the mud along the side of Lookout Road near 79th Street has been freed and traffic is now flowing again, Boulder County sheriff's Deputy Chris Norcia. Norcia said he wasn't sure what was in the tanker, although dispatchers had referred to it as oil. The contents of the stuck tanker were first transferred to a second truck before the first truck was towed back onto the road, officials said. Crews from the Boulder Rural Fire Department, Boulder Emergency Squad and the sheriff's office were on hand to assist. Norcia said there was no public safety concern over the stuck truck, although sheriff's dispatchers initially had said there were fears the vehicle would tip over and

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



Alliance Partner  
JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member  
ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

dump its load onto the adjacent open space.

[http://www.dailycamera.com/boulder-county-news/ci\\_18056975?source=most\\_viewed](http://www.dailycamera.com/boulder-county-news/ci_18056975?source=most_viewed)

### CANADA, ALTA, BROOKS, MAY 15 2011. 1 DEAD AFTER OIL TRUCK HITS TRAIN, EXPLODES



*Firefighters monitor a burning train west of Suffield on Thursday morning. Volunteer firefighters from four communities battled the blaze, which was extinguished at about 12:30*

One person is dead after an oil truck hit a Canadian Pacific Railway train near Brooks and exploded. The incident happened Thursday at 9:40 a.m. at a rural level crossing about 40 kilometres southeast of the city. The truck exploded on contact, sending up huge plumes of smoke which were visible for kilometres. One person was found dead at the scene, RCMP said later Thursday. Crew members on the train were not hurt, but they were taken to hospital as a precaution. "CP does not know why the tanker truck was in the crossing as the train approached. Crossings in that area are well marked and that will obviously be a key question for the

investigation," said company spokesman Mike Lovecchio. RCMP said they are still investigating but that alcohol did not appear to be a factor. The name of the victim is not being released pending notification of family. There are 37,000 level crossings in Canada. About half have flashing lights and crossing arms. The train was not carrying any dangerous goods.

<http://www.cbc.ca/news/canada/calgary/story/2011/05/12/calgary-cp-brooks-explosion.html>

### USA, S.C, MYRTLE BEACH, MAY 14 2011. JUDGE: CLEANUP BILL GOES TO AVX IN MYRTLE BEACH DISPUTE >> BASE NOT RESPONSIBLE FOR CONTAMINATION

david wren



*In this 2009 file photo, Billie Cooke, a resident of Holly Park Circle in Myrtle Beach since 1955, checks on the drainage from a well in the back yard of her home near the AVX plant. "See that oil in the water?" She said referring to water running through a makeshift drain from a leaky valve on a well pump. "They've done the damage. Can you trust them anymore?"*

A federal judge ruled this week that AVX Corp. is 100 percent responsible for the groundwater contamination discovered on adjacent property and the manufacturer must pay all of the costs associated with cleaning that groundwater to safe environmental standards. AVX, during a trial earlier this year, estimated the cleanup will cost about \$6 million. AVX - which has a facility on 17th Avenue South in Myrtle Beach - had argued that at least some of the contamination came from the former Myrtle Beach Air Force base, which was adjacent to the

electronic components manufacturer. The manufacturer wanted a judge to force the military to pay for some of the cleanup. Judge Terry Wooten said in an order made public on Friday that groundwater from the Air Force base and former military properties does not travel in the direction of property owned by Horry Land Co., where contamination by an industrial degreaser called trichloroethylene - or TCE - was discovered. Wooten said groundwater does flow from AVX toward Horry Land and, therefore, the manufacturer can be the only source of the pollution. "The court finds the magnitude of TCE contamination directly attributable to AVX significant," Wooten said in his order. He added that any contamination "that may have been present on these [military] properties did not migrate to the Horry Land property." The ruling appears to bring an end to a 31/2-year legal battle over who should pay for cleanup costs at Horry Land's property, which is across the street from AVX. Kevin Dunlap, a lawyer who represents AVX, could not be reached for comment. Wyn Hornbuckle, a spokesman for the U.S. Justice Department, said, "We are pleased with the outcome." Saunders Bridges Jr., a lawyer who represents Horry Land, said he expects AVX will appeal the ruling. "I'm not surprised by the judge's ruling; I think it was an appropriate one," Bridges said. During the trial held this year, AVX reached a confidential settlement with Horry Land over claims that the pollution had halted Horry Land's development plans and ruined property values. The manufacturer, however, continued with a second phase of the trial to determine how cleanup costs should be divided between AVX and the military. It was the second phase of that trial Wooten ruled on this week. In addition, there are two pending civil cases in state court filed by other property owners who say contamination from AVX ruined their property values. Bridges, who represents a family that wanted to build a condominium project on land near AVX, said he is not sure how the federal ruling will affect that case. Gene Connell, who

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 711 Newsy Stuff

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

May 19 2011



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)


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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

represents property owners in a class action lawsuit filed against AVX, said the federal ruling is good news for his case. "The issue of whether the government is liable is resolved," Connell said. "This will help everyone who has TCE contamination on their property because the defense that the government did it is over. It's all AVX." No trial date has been set for either of the pending civil trials. Wooten, in his order, pointed to overwhelming evidence that AVX was the sole source of contamination on Horry Land's property. For example, trial exhibits showed an insurance company risk assessor told AVX in 1981 that as much as 6,200 gallons of TCE was being spilled into the ground each month at the 17th Avenue South facility. Another document showed that an underground tank and piping system used to store and pump TCE to the facility was faulty. The AVX system "has apparently been a source of releases of liquids to the environment through tank leaks and overflows, piping breaks and similar spill incidents over a period of many years of use," the document stated. Testimony by an AVX executive also showed that for years employees routinely dumped TCE waste into a ditch behind the manufacturing plant. It is estimated that TCE levels in groundwater at the AVX site reached 1 million parts per billion in the early 1980s. The federal government has set a maximum safe level of five parts per billion. TCE levels on the Horry Land site were as high as 18,200 parts per billion when first tested in 2006. Wooten also stated that expert witnesses called by Horry Land and the military were more credible and persuasive than those called by AVX, which he said in some instances "drew broad conclusions from more speculative evidence." Testimony and exhibits presented during the trial showed AVX officials knew as early as June 1981 that TCE was potentially spreading through groundwater from the manufacturer's site to adjacent properties, threatening city and private wells and the Pee Dee aquifer. Over the years, that contamination has spread to groundwater in a roughly 10-block Myrtle Beach neighborhood northeast of AVX's facility. Despite consultants' repeated warnings that testing was necessary, court testimony shows the company did nothing for decades to determine whether the pollution was a threat to its neighbors. When AVX finally told state regulators about the contamination in 1995, testimony showed the company downplayed the problem and said it was limited to the manufacturer's site. Much of the trial evidence showing AVX's attempts to hide the pollution from the public and regulators came from 1,500 pages of documents that AVX had tried to keep secret. Wooten, however, ruled last year that the documents had to be shared with Horry Land and the military. Federal regulators say TCE has been shown to cause cancer, but the S.C. Department of Health and Environmental Control does not consider the pollution on Horry Land's site and in the 10-block neighborhood to be a health hazard because it is not used for drinking water. Even though it is not a drinking source, the U.S. Environmental Protection Agency requires that the groundwater's TCE levels be reduced to no more than five parts per billion. A part per billion is a scientific measurement equivalent to 3 seconds out of a century. Experts disagree over how long it will take to clean up the groundwater near AVX. The company's consultants say it can be cleaned within five years, while Horry Land's consultants say a cleanup could take decades. AVX - which moved its world headquarters from Myrtle Beach to Greenville in 2009 - has been paying for studies to determine the best way to clean up the pollution and expects to use a process called enhanced reductive chlorination, in which a substance similar to molasses is injected into the groundwater. The molasseslike mixture creates bacteria that eat the TCE, breaking it down into harmless matter.

 Document [AVX ruling](#)

#### Related Stories

- [Judge rules AVX is responsible for pollution and cleanup in Myrtle Beach](#)
- [AVX responsible for Myrtle Beach contamination](#)
- [U.S. says AVX lacks proof military contributed to contamination](#)
- [Reports show AVX kept pollution migration secret since 1981](#)
- [AVX ruling to come at end of March; Military may share blame](#)

<http://www.thesunnews.com/2011/05/14/2157970/judge-cleanup-bill-goes-to-avx.html>

### USA, IA, DENISON, MAY 15 2011. SCHAU RECYCLING PERMIT REQUEST DENIED BY APPEALS BOARD >> PERMIT WOULD HAVE ALLOWED TRANSFER OF ETHANOL

*gordon wolf*

Two viewpoints came in conflict at the Denison Community Center Tuesday evening. Schau Recycling, located along Avenue C in Denison, wanted to use its rail spur to transfer ethanol from semi tankers originating from Quad County Corn Processors in Galva to rail tanker cars. Neighboring residential, commercial and industrial property owners who were at the Board of Adjustment meeting voiced their concerns that the risk of an accident, which co-owner Darin Schau pointed was small, was still too great. The Board of Adjustment's decision was to not allow Schau Recycling to transfer any hazardous materials, including ethanol. However, the permit that was approved will allow Schau to transfer inert materials using its rail spur. The vote was 3-0 by Board of Adjustment members Tom Brungardt, Sue Nelson and Kenneth Davis; Jerry Swanson, the

This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License. Click on the Icon to view a copy of this license.



The DG-Hazmat Group is proudly supported by:

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network

### Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

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

chairperson, abstained. The fifth board member was not present. Schau Recycling's permit already allows the company to transfer scrap metal using its rail spur. Darin Schau told the Denison Review that he respected the decision by the Board of Adjustment. He continued he plans to transfer inert materials with the rail spur but is not sure yet what type of inert materials. "I will be taking the city up on that," Schau stated. The Community Room was filled on Tuesday by those who own or manage property within the 1,000-foot ethanol spill evacuation zone and 2,500-foot ethanol fire evacuation zone, as determined by the 2008 Emergency Response Guidebook. Along with Darin Schau were Delayne Johnson, manager of Quad County Corn Processors; a representative of the ethanol industry; Don Stone, an environmental consultant; and others supporting Schau's proposal. Schau received approval to transfer ethanol from the State Fire Marshal's Office and the Department of Natural Resources (DNR). Schau's proposal had earlier gone to the city's Planning & Zoning Commission to consider if the use would be compatible with the 10-year land use plan. "Their (the P&Z's) answer was yes," said Denison City Manager Kevin Flanagan. Denison Fire Chief Cory Snowgren said he was directed to work with Quad County Corn Processors and Schau Recycling on the fire service concerns. An unmanned and manned hydrant were to be installed at the proposed ethanol transfer site along with ethanol suppression foam, at Schau Recycling's expense. During his comments, Snowgren stated that in event of a spill, he would probably request that Denison Municipal Utilities secure any electrical transmission in the area. A DMU substation is located adjacent to Schau Recycling. Flanagan commented to the Board of Adjustment and those in the Community Room, "What we need to ask ourselves is not the scientific items but how we would we feel if our home or businesses were in that location." Darin Schau, who also co-owns Schau Towing & Salvage near Ida Grove, said he came to Denison to try to do a lot of economic development. The business has been open in Denison since June 1, 2009. "We employ 13 people and want to add more," he stated. The proposal for ethanol transfer was brought to him by Quad County Corn Processors. Johnson, the manager of Quad County Corn Processors, stated that ethanol is currently trucked to Manly in Worth County, a distance of 170 miles, whereas Schau Recycling is 34 miles from the plant. Schau stated the chances of having an incident are one tenth of one percent and that he had the statistics to back that up. During the discussion he also said, "I'm not going to say we're never going to have an accident." The possibility of an accident caused some to speak out. Lyle Frazier pointed to four fires that occurred in the area within the past few years – at Denison Livestock, the Smoke Shop, Rice Trailer and his own business, Frazier Building & Supply. "Nobody started those. They were electrical fires. What if that happens?" he asked. Chad Steinkuehler said he lives within a block of Seventh Street, which intersects with Avenue C. "This is in my front yard. I'm right in the danger zone. We have kids. We have pets. We didn't ask for this," he commented. Maura Sailer, an attorney practicing in Denison, was asked to speak on behalf of Frazier and others, and presented a petition signed by 259 people asking that the transfer of ethanol not be approved. She commented on rail and ethanol accidents in other states and the impact of those accidents to people and property. She listed that two churches, 300 homes, 600 people and 58 businesses employing 2,000 people, including Farmland Foods, are in the evacuation radius. The evacuation process was also discussed Tuesday. It would involve the fire department, police department, emergency manager and Denison Public Works. Flanagan said the city would be looking at a huge mutual aid effort should a catastrophic event take place. Julie Riesenberger, safety manager for Farmland Foods in Denison, said the plant and the parking lot are in the evacuation radius and wondered how the plant would evacuate the 1,000 individuals that work there at one time. Jeff Bowden, general manager of Farmland Foods in Denison, said if power would be cut in case of a catastrophic event, the plant would lose every product. Some were concerned about an accident involving a rail car sitting on the spur rail. But Darin Schau said that only one rail tanker would be filled at a time and once they are sealed, they will not leak. He pointed out that the tankers are triple-walled. In the event of a leak, a catch basin would contain the ethanol. Flanagan stated, "Our biggest worry is human error during the time of a transfer (of ethanol)." A consultant with the ethanol industry said ethanol has a much higher flash point than gasoline and is less flammable. Prior to the vote, Flanagan was asked if the Board of Adjustment's vote was final. He said a decision could be appealed to the court system.

<http://www.southwesttowanews.com/articles/2011/05/13/denison/doc4dcd885be7cea839620707.txt>

**USA, CO, DENVER, MAY 15 2011. NATURAL GAS INDUSTRY REGULATORS, OFFICIALS SAY FRACKING CHEMICAL DISCLOSURE WON'T STOP SPILLS >> COGA CHIEF: 'DISCLOSURE DOESN'T ACTUALLY PREVENT GROUNDWATER CONTAMINATION'**



Colorado's top oil and gas regulator and the head of one of the state's leading industry lobbying groups both say federal legislation compelling disclosure of the chemicals used in hydraulic fracturing would not have prevented the state's worst cases of groundwater contamination. "Has the action of injecting at high pressure these fluids into the hydrocarbon formation, do we have evidence that that has

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)



## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

contaminated groundwater? No, we don't," said David Neslin, executive director of the Colorado Oil and Gas Conservation Commission, which regulates natural gas drilling for the state. "But I've also made no secret of the fact that, yes, there have been other operational aspects of oil and gas development such as pit leaks, pipeline breaks and in a couple of cases bad cement jobs that have leaked methane, which have impacted the environment." U.S. Reps. Diana DeGette and Jared Polis, both Colorado Democrats, are sponsors of the [Fracturing Responsibility and Awareness of Chemicals \(FRAC\) Act](#), which would require public disclosure of chemicals used in hydraulic fracturing, or "fracking." DeGette says it's necessary to disclose the chemicals and regulate the process under the Safe Drinking Water Act because of public fears and anecdotal evidence that fracking has contaminated groundwater supplies. The process has been exempt from the Water Act since the Energy Policy Act of 2005. Industry officials, however, say secrecy is necessary for proprietary reasons. They also maintain fracking — which involves the high-pressure injection of mostly water, sand and some chemical additives deep into natural gas wells to force open fissures and free up more gas — occurs so far below the surface that there's no way the chemicals, some of which are known human carcinogens, are contaminating much shallower groundwater supplies. "The main question that I contemplate is why the focus on disclosure?" said Tisha Schuller, executive director of the Colorado Oil and Gas Association (COGA). "Disclosure doesn't actually prevent groundwater contamination." Schuller also echoed Neslin's sentiments in [an article posted on the COGA website](#): "The two most important areas to prevent environmental effects are spills and proper well construction. Both of these areas are regulated by state law." But DeGette, the ranking member of the House Oversight and Investigations Subcommittee, has helped spearhead two recent congressional probes showing the [use of diesel fuel](#) in fracking, as well as up to [29 known human carcinogens](#). "We have all of this anecdotal reporting of hydraulic fracturing fluid harming people, but because [companies] don't have to report what's in it [under the Safe Drinking Water Act], then we don't have proof that that's what's harming people," DeGette said, "so I've suggested an interim remedy since the industry says there's nothing wrong with this fluid of reporting it." Her bill would only require companies to report the types of chemicals used in fracking, not the proportions. Current Colorado regulations require operators to keep a list of chemicals being used on site at drilling operations and to make it available to state regulators and emergency responders upon request within 24 hours. "But if the industry thinks, 'Well, gee, we should regulate these holding ponds and the casings and things like that,' what that is, that's my original bill that they really disagree with," DeGette said. "So they may not want to make that argument, because the issue of disclosure is sort of a medium-range issue." The [record state fine](#) for contamination of a drinking water well was leveled against Oklahoma-based Williams, the largest natural gas producer on Colorado's Western Slope. Ned Prather chugged benzene-laced water from his well near Prather Springs, prompting a \$423,000 fine for Williams and shattering the old mark of [\\$390,000 against Oxy USA](#) in the Cascade Canyon spill. "Would requiring the disclosure of the chemicals in the fracking fluid that was used for the well in question have better protected Mr. Prather from impact or prevented a leak of condensate from the pit? No, it wouldn't have," Neslin said. "A better lined pit and better monitoring and maintenance of the pit would have reduced the risks in question in the Prather situation and so that's what we should be focusing on." Lined holding pits are used to store fracking fluids for re-use, but they also hold condensate (hydrocarbons naturally present in the formation that come to the surface during drilling) and produced water (water naturally in the formation that's "produced" along with oil and gas). The [most famous case of groundwater contamination](#) occurred when a badly cemented well bore resulted in methane flowing into West Divide Creek in Garfield County. For years, that case held the record fine amount of more than \$370,000 leveled against EnCana. "The cement job that everybody thinks of is Divide Creek of course, and that didn't involve contamination by fracking fluids. It involved contamination by methane," Neslin said. "These are important issues, but we need to deal with them factually and deal with them specifically and deal with them in context." Neslin was accused by the nonprofit [Checks and Balances Project](#) of misleading the Senate Environment and Public Works Committee when he testified last month that hydraulic fracturing has never been found to have contaminated groundwater in Colorado. He later told the project's reporter that other aspects of drilling — bad cement jobs, pit leaks and pipeline failures — have caused contamination. "I don't view it as compartmentalizing," Neslin said. "I view it as our job as regulators to look at the different aspects of oil and gas development, try to understand the risks associated with those different operations or aspects of development and ensure that those risks are properly regulated and mitigated." But Democratic lawmakers, and even some Republicans, continue to make the argument that if hydraulic fracturing is so benign, then the industry should simply disclose the chemicals and no longer hide behind the Safe Drinking Water Act exemption for the process granted by Congress during the Bush administration in 2005. "It's a Catch 22 in that there's no reporting [of chemicals] and so they say there's no evidence [of fracking contaminating groundwater], so let's find out," House Minority Leader Nancy Pelosi told the Colorado Independent. "It may be that they're not in violation of the Safe Drinking Water Act and that they're going deeper or whatever it happens to be. But if there's so much natural gas that they want to get at, the public has a right to know." Neslin said that so far this year about 75 percent of the new natural gas wells in Colorado have been drilled by companies that are participating in or have committed to participating

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Un-ported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)





## Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 711 Newsy Stuff

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

**May 19 2011**



Alliance Partner

JOIFF

[www.joiff.com](http://www.joiff.com)

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

Associate Member

ISCO

[www.spillcontrol.org](http://www.spillcontrol.org)

in the state's new [voluntary disclosure website](#). He hopes that percentage will only increase over time. "I know that there have been concerns about the fact that [it's a voluntary website](#), but if you look on the website, it contains an impressive level of detail and information and in terms of accuracy there are ways that organizations involved can audit the information or have audits of the information done to hopefully provide even greater levels of credibility for that website," he said.

<http://coloradoindependent.com/87978/natural-gas-industry-regulators-officials-say-fracking-chemical-disclosure-wont-stop-spills>

### USA, AZ, TUCSON, MAY 15 2011. CONTRACTOR HELD IN CHEMICAL ATTACK >> LARGE CLOUD OF CHLORINE GAS CAUSED EVACUATION OF FORMER CUSTOMERS' NEIGHBORHOOD, FEDS SAY

tim steller



*In this file photo Northwest Fire District's Hazmat Team responds to a public hazard on the 2800 block of West Magee Road after a cloud of noxious fumes swept over the area. A Tucson businessman has been arrested in connection with the August 2009 incident.*

FBI agents arrested the owner of Burns Power Washing on Friday and accused him of launching a chemical attack against a couple who say they were his customers. On Aug. 2, 2009, someone sealed shut the doors of Myles and Karen Levine's home and ignited chlorine tablets mixed with a chemical in their front and back yards. The result was a chlorine gas cloud the size of a football field that caused the

evacuation of homes in the Levines' gated northwest-side neighborhood. Federal prosecutors alleged Friday that Todd Russell Fries, also known as Todd Burns, was the perpetrator. Fries appears in ads for his business that end with the slogan "Burns Power Washing ... right on the spot!" Agents arrested Fries on Friday morning at his home in the 5500 block of West El Camino del Cerro. A neighbor, Sparky Waters, said dozens of law-enforcement vehicles lined the road and the Pima County sheriff's bomb squad came, too. A federal indictment, unsealed earlier Friday, charges Fries with two counts of using a chemical weapon at the Levines' then-home in the 2800 block of West Magee road. After the attack in 2009, Myles Levine said the only people he knew of that had any dispute with them was a contractor. On Friday, Levine would not say whether Fries was that contractor, but he did acknowledge that he had been a customer of Burns Power Washing. "It feels really good that there's been an arrest made. We've been living pretty much under wraps," Levine said. The Levines' previous home also was attacked on Oct. 31, 2008, when they were living in Marana. In that attack, someone wrote anti-Semitic graffiti on their home and dead animals were left outside. In the 2009 incident, too, dead animals were left outside the Levines' home. At the time, the Levines said they thought the two attacks were connected, and they told Marana police they suspected the contractor in the first incident. Authorities have not accused Fries of carrying out the 2008 attack. Fries has been charged with misdemeanor crimes four times in Tucson municipal court, but all were dismissed. Three incidents in July and August 2008 led to two charges of shoplifting and one of assault, but all three were dismissed on March 16, 2009, said city prosecutor Baird Green. In 1996, Fries was charged with disorderly conduct, but that case, too, was dismissed. On Burns Power Washing's website, Fries says he started the business on Oct. 6, 1999. The company's Facebook page shows photos of several large jobs the company has carried out recently, including window cleaning at the Richard Jefferson Gymnasium on the UA campus. Waters said Fries was generally a normal neighbor who would park large trucks with his business's name in his driveway. The roll-down shades at Fries' house were always down, except after the FBI arrived Friday, Waters said. The most unusual thing Waters saw, he said, was that Fries would sometimes use a BB gun to shoot woodpeckers that pecked on his home. However, he said, FBI agents did come by several months ago and ask whether Waters' family ever smelled chemicals coming from next door. The Levines have felt terrorized for the last couple of years, Myles Levine said. Without knowing for sure who was targeting them, they moved to a more secure home and largely stopped leaving the house, said Levine, 63. "I had basically no contact other than some phone calls," Levine said. "We didn't know what was going on," he said. "We couldn't take the chance of it happening again. We were scared."

[http://azstarnet.com/news/local/crime/article\\_566dfcaf-7fdf-5181-a74e-e7c9a9078941.html](http://azstarnet.com/news/local/crime/article_566dfcaf-7fdf-5181-a74e-e7c9a9078941.html)

This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License. Click on the Icon to view a copy of this license.



**The DG-Hazmat Group is proudly supported by:**

 **Tanknology**  
[www.tanknology.com.au](http://www.tanknology.com.au)

  
**Franklin Fueling Systems**  
[www.upp.co.uk](http://www.upp.co.uk)