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Release 2012 – 893 Newsy Stuff

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October 27 2012



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USA, MD, HAVRE DE GRACE, OCTOBER 12 2012. CLEANUP CONTINUES FROM DIESEL SPILL AT I-95 BRIDGE IN HARFORD

bryna zumer



Cleanup from an estimated 4,000-gallon diesel fuel spill at the I-95 Tydings Bridge near [Havre de Grace](#) continued Wednesday and was expected to take until at least Thursday to complete, a spokesperson for the Maryland Department of the Environment said. Although traffic was flowing smoothly on the interstate highway Wednesday, major delays were experienced by northbound travelers Tuesday, after a loaded fuel tanker truck overturned just after 8 a.m. near the entrance to the bridge over the Susquehanna River between Harford and Cecil counties. The northern [Harford County](#) stretch of I-95 did not fully re-open until 6:05 p.m. Tuesday, as clean-up crews spent almost 10 hours dealing with the spill, removing the rest of the truck's load to other trucks and removing the

wreckage. A contractor was still cleaning up around the spill area Wednesday, a Maryland Transportation Authority spokesperson said, again necessitating the closure of one northbound lane until at least 6 p.m. Northbound motorists spent most of the day Tuesday dealing with long delays, as the highway was completely closed to them for about seven hours, forcing all vehicles to exit at Route 22 in [Aberdeen](#). Southbound traffic got moving at 9:15 a.m. Tuesday, about an hour after the accident, which [Maryland State Police](#) say involved only the truck, owned by Pilot Flying J. Two of the three lanes for northbound traffic on I-95 were re-opened by about 3:45 p.m. Tuesday, Maryland Transportation Authority spokesperson Kelly Melhem said, but the third lane was still shut down for almost three additional hours. The detour also caused major delays along Route 22 and Route 40, where traffic was directed before getting back onto I-95 in [Cecil County](#) beyond the Hatem Bridge. The heavy traffic on the local roads also prompted Harford County Public Schools to advise parents of students attending schools in the Aberdeen and Havre de Grace areas to expect afternoon homebound school bus delays, according to the HCPS website. On a Typical Tuesday, more than 29,000 vehicles travel northbound along the stretch of I-95 where the accident occurred, MDTA spokesperson Kelly Melhem said Wednesday, citing figures from October 2011.

Tanker Ran Off Road, Overturned

Maryland State Police initially said the tanker truck had been in a minor accident with a passenger vehicle. Wednesday, however, State Police spokesman Sgt. Marc Black said only the truck was involved. Citing "eyewitnesses," Black said the tanker was traveling in the northbound middle lane when it crossed into the right lane and overturned. According to photographs at the scene, the truck came to rest along the northbound shoulder, just before the entrance to the bridge. Black said injuries to the driver, who has not been identified, were "minor." "There have been fuel spills that have shut down [the highway], maybe not to this extent," Black said. Black said the accident investigation is being handled by the State Police JFK Barrack in Perryville which patrols I-95 from Harford County to the Delaware line. Maryland Transportation Authority and the [Environmental Protection Agency](#) responded to the crash, as did the Maryland Department of the Environment, Susquehanna Hose Company of Havre de Grace and Harford County Hazmat. The Coast Guard also responded.

Minor Damage

Some minor collateral damage was reported. "There was no immediate damage to the roadway, but the diesel will impact the asphalt in the long-term. We anticipate scheduling work to mill and repave that area, but not in the immediate future," Melhem said. "We currently have the right lane closed in that area so MDE/EPA can remove contaminated soil," she added. "This lane closure is off-peak, and the lane will reopen before [Wednesday] evening rush hour." "Before northbound I-95 was re-opened, the roadway was swept, dried and swept again," Melhem said. "Minor guardrail repairs also were made yesterday [Tuesday] evening." "The Tydings Bridge sign also was damaged," Melhem said.

Spill Cleanup

The Maryland Department of the Environment said Tuesday that it believed none of the diesel fuel spill got into the river, but placement of containment booms and other measures were taken just in case. Pilot Flying J, the truck's owner, hired Lewis Environmental, from Delaware, to conduct clean up in the area, MDE spokesman Jay Apperson said Wednesday. Earlier, Apperson had said "the responsible party" would be paying for the cleanup and any associated costs. About 4,200 gallons of fuel was "unaccounted for," Apperson said, an increase from an earlier MDE estimate of 3,500 gallons. The contractor said it is still possible some diesel made it to the Susquehanna, Apperson said, "but we still don't see any indication that any fuel got to the river and we don't believe that any got there." The truck had about 7,800 gallons of diesel on board, he said. Soil



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excavation is continuing on the shoulder, where the diesel went into a grass swale and concrete culvert that feeds into a stormwater basin, Apperson said. That process will take about two days and the soil will be taken to a handling facility in Pennsylvania or New Jersey, he said. "There is an outfall from that basin that goes into a wooded floodplain that is about 90 feet below," Apperson continued. "It is a difficult area to access. Apparently you need a boat." The contractor placed about 900 feet of maritime boom as a precaution, he said. When the soil excavation is completed, the contractor will flush out the culvert and any fuel will go into the stormwater basin, where it will be vacuumed out, Apperson said. The basin will then be periodically checked for any more fuel, he added. According to its website, Pilot Flying J of Knoxville, Tenn., operates truck and travel stops and is a bulk fuel supplier. The company operates the Pilot Travel Center at the I-95/Route 222 interchange in Perryville, on the other side of the bridge from where Tuesday's accident occurred.

<http://www.baltimoresun.com/explore/harford/neighborhoods/bel-air/ph-ag-tydings-crash-followup-1012-20121010.0.3987397.full.story>

USA, TX, SHERMAN, OCTOBER 12 2012. TANKER WRECK CLOSES SPUR 1417

william c. wadsack



A tanker truck carrying natural gasoline, a flammable by-product of propane production, rolled over on its side Tuesday morning, causing Spur 1417 to close between U.S. Highway 82 and S.H. 56. The driver, who was backing out of a driveway when the wreck occurred, was treated for back pain at the scene and released.

An overturned tanker truck closed Spur 1417 in Sherman for most of the morning Tuesday as local emergency agencies worked to clear the roadway. The Sherman Fire Department received a call about the overturned truck at around 5:30 a.m. Tuesday. The tanker was loaded with natural gasoline, a by-product of propane production, but did not spill any of the flammable liquid in the accident. "The driver was pulling out of his business, backed into the ditch

and the vehicle overturned," SFD Chief J.J. Jones said. "We secured a half mile radius around the truck and had a crew come in and offload the material. It was all evacuated from the truck, loaded on another truck and removed from the scene." SFD, with the assistance of the Texas Department of Transportation and Texas Department of Public Safety, had Spur 1417 closed from U.S. Hwy. 82 to Mitchell Road until about 1 p.m. Tuesday. The driver of the truck complained of some back pain after the low speed impact, but was treated at the scene and released.

<http://heralddemocrat.com/sections/news/local/tanker-wreck-closes-spur-1417.html>

USA, FLA, MELBOURNE, OCTOBER 12 2012. SPILLED SODA BLAMED AFTER WOMAN CRASHES INTO GAS PUMPS



Melbourne police said a spilled soda distracted a driver, who then rolled into a gas pump.

A car rolled into a gas pump Wednesday, sending one woman to the hospital. Melbourne police said a driver was backing out of a parking space at the 7-Eleven on Aurora Road near Mosswood Drive just before 8:30 a.m. Deanna Smith had just bought a drink that spilled. The spill distracted the 20-year-old, and her car rolled into one of the gas pumps. Rhiannon Mock was pumping gas on the other side. The pump struck Mock in the head. Mock, 30, was taken to Holmes Regional Medical Center with a laceration, and is expected to be OK. Smith was cited with failure to use due care. Officers estimate the damage to the pump at \$10,000.

http://www.cfnews13.com/content/news/cfnews13/news/article.html/content/news/articles/cfn/2012/10/10/spilled_soda_causes_.html



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RUSSIA, ORENBURG, OCTOBER 12 2012. RUSSIAN MUNITIONS EXPLODE

anna smolchenko

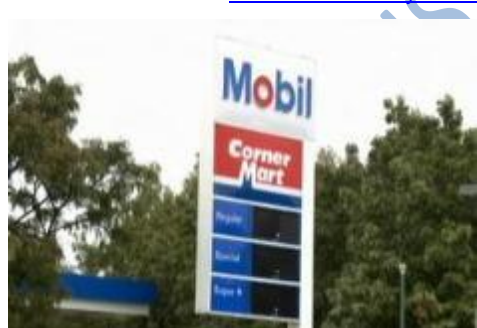
Four thousand tonnes of old munitions blew up at a military site in central Russia on Tuesday, releasing a plume of white smoke into the sky and sending panicked locals fleeing for their lives. The Donguz military range 30 kilometres (18 miles) south of the city of Orenburg in the Ural mountains region caught fire after the old munitions unexpectedly exploded, the emergency and defence ministries said. A total of 4 000 tonnes of outdated munitions including 400 tonnes of aerial bombs and more than 1 300 tonnes of shells exploded, a spokeswoman for the chief military investigative directorate, Yevgeniya Maltseva, told AFP. The defence ministry and the regional government said no military personnel or local residents had been injured. Television footage showed a white mushroom cloud rising above the area. "It was mostly residential areas close to the military range that sustained damage," the regional legislature said in a statement, adding that the force of the blasts also shattered windows of schools and kindergartens. Witnesses from nearby villages described scenes of chaos. "First there was a first explosion. We got scared. We ran out of the house at once. Then a second explosion followed, then a third one. It was terrible," one resident Yelena Churikova said in televised remarks. "Glass flew around. Everything started falling from the upper floors. A neighbouring house cracked in half. You can't imagine that sight. Everyone ran outside, everyone is yelling. No-one understands what is going on." The Russian military has a huge stockpile of outdated munitions that are poorly maintained and frequently explode, causing casualties and deaths. Last July, more than 20,000 people had to be evacuated and dozens were injured when a fire at a munitions depot in the Volga region of Udmurtia triggered a succession of explosions and sent a fireball blazing into the sky. The regional government said officials were assessing the damage from the blasts in three villages close to the military range as well as in Orenburg. A spokesman for the regional emergencies ministry, Vladislav Zubchenko, did not say how many people were evacuated from the affected area, which is home to several thousand people. Officials were conducting aerial reconnaissance and several ambulances and psychologists had been dispatched to the area. A defence ministry commission flew down to the military range to look into the accident, ministry spokesman Igor Konashenkov said in televised remarks. The governor of the Orenburg region, Yury Berg, was forced to leave early from a meeting in the Kremlin chaired by President Vladimir Putin following reports of the blasts. "Yury Alexandrovich, do you have to leave?" the state RIA Novosti news agency quoted Putin as asking Berg at the meeting. "Yes, thank you," the governor responded before making his exit. The regional legislature was planning to appeal to construction companies for help with clearing up the aftermath of the accident.

<http://www.iol.co.za/news/world/russian-munitions-explode-1.1399616#.UHQcfcVOQrU>

USA, MD, FORT WASHINGTON, OCTOBER 12 2012. DRIVERS STALLED BY WATER CONTAMINATION AT GAS STATION IN FORT WASHINGTON

jenny doren

 **Watch the Video** [Drivers Stalled by Water Contamination](#)



An unexpected roadblock left about a dozen drivers turning to each other for help. They each fueled up at a Fort Washington Mobil gas station on Livingston Road off Indian Head Highway. Minutes later, their cars stopped running. After Tony Powell had problems with his truck, a tow truck driver told him that he saw a trend. "He asked me 'did you stop and get gas down the street...over across the street.' I said 'yes.' He said 'well you got 10 other cars with the same problem who just came out of that gas station.'" The station's general manager spoke with me on the phone. Andre LeBlanc works for Petroleum Marketing Group, which owns, operates or supplies gas to more than 350 stations. He says the tank the fuel came from had been tested for water contamination when it was last filled Monday morning and there was not a problem. But sometime after the last test, a ventilation pipe connected to the underground tank cracked

when the concrete shifted. LeBlanc says this is extremely rare and as soon the problem was detected the station shut down. About 8 inches of rainwater had drained into the tank, contaminating the gas. The gas station is asking anyone who stopped there Monday between 5:30 a.m. to 4:30 p.m. and had car troubles to fill out an incident report. You can do so in person at the station - 11800 Livingston Road, Fort Washington - or by calling the Petroleum Marketing Group at (703) 494-5800. LeBlanc



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said if your car is looked at by your insurance company or a reputable mechanic and was damaged by contaminated gas from his station, the station will cover the repair costs. Contractors have been on site since Monday afternoon, clearing out the contaminated gas, cleaning tanks and lines, and putting in a new ventilation tube. The Maryland Department of the Environment was also called in. The gas station is continuing repairs and testing with the goal of opening safely, once the work is completed.

<http://www.wjla.com/articles/2012/10/drivers-stalled-by-water-contamination-at-gas-station-in-fort-washington-80862.html>

AUSTRALIA, VICTORIA, MELBOURNE, OCTOBER 12 2012. EXXON SLAMS LNG COSTS, VIC FRACKING DECISION

The Australian head of Exxon has hit out at the Victorian state government's moratorium on hydraulic fracturing, and warned that the soaring costs of doing business threaten the nation's much-anticipated liquefied natural gas (LNG) boom. A suite of new LNG projects worth an estimated \$180 billion is set to make Australia one of, if not, the world's largest LNG supplier. The local head of the world's largest petroleum company cited the explosion of unconventional shale gas production in the United States as something Australian investors should be worried about. The dominant view of energy companies has been that the cost of getting the LNG from North America to Asia makes it too uneconomic to threaten Australia's projects. The importance of those projects increases if the recent slowdown in iron ore and coal demand does not rebound soon. "Whether that resources makes it to Asia depends on how it fares in the US," Mr Dashwood told a Melbourne business lunch on Thursday. "But if you have a snapshot today it is said LNG could make it to Asia for less cost than you can from Australia's north-west shelf which we ought to be alarmed or worried about." The discovery of massive gas finds off southeast Africa also threaten Australia's projects, with global companies such as Exxon Mobil still able to scale back and divert funds to Africa, he said. Exxon Mobil has a share in the Gorgon and Papua New Guinea LNG projects, but is still considering the economics of the Scarborough field project off WA with partner BHP Billiton, including a possible floating plant. A decision before the second half of 2013 was unlikely, Mr Dashwood said. He said it was tough to attract investment in Australia because of high costs, including labour structure and shortages and other costs including the carbon tax. "The most competitive wins," he said, adding Australia was still attractive because of its stable legal, fiscal and tax regimes. He also called the assumptions that led to the Victorian government's moratorium on hydraulic fracturing "baseless". The Australian Financial Review reports. According to the newspaper, Mr Dashwood said assumptions including that the era of fossil fuels was over, or that coal seam gas production destroyed farmland were hampering the Australian industry's efforts to increase production of gas to meet rising energy demand while also limiting greenhouse gas emissions. Expert engineers and geoscientists were being ignored while environmentalists running emotive arguments based on flawed assumptions were affecting policy, he said. Opponents to fracking – or hydraulic fracturing – say the practice contaminates drinking water with chemicals and causes other hazards such as seismic activity.

<http://www.businessspectator.com.au/bs.nsf/Article/Exxon-hits-out-at-Vic-fracking-moratorium-pd20121011-YY6G3?OpenDocument&src=hp19>

USA, N.J, NEWARK, OCTOBER 12 2012. DELAWARE COMPANY WORKING TO CLEAN UP SPILL LEFT FROM I-95 WRECK

jane bellmyer



A Delaware company is still looking for half of the diesel fuel that spilled Tuesday morning when a tanker truck flipped near the Tydings Bridge on Interstate 95. "There is 4,200 gallons unaccounted for," said Jay Apperson, spokesman for the Maryland Department of the Environment. According to Apperson, the northbound truck owned by Pilot/Flying J was hauling as much as 7,800 gallons when the driver lost control, left the road and flipped over the guardrail. The driver only suffered minor injuries, but the bridge was closed for eight hours, reducing traffic in the area to a snail's pace. Maryland State Police reported Tuesday that drivers taking other routes around the scene found the same backups. Lewis Environmental, hired by the trucking company to handle the remediation, immediately went to work Tuesday placing barrier materials in the Susquehanna River and in a nearby drainage culvert to prevent the spread into the water table. "The contractor told us (Wednesday) that possibly 100 gallons got into the Susquehanna," Apperson said. "The focus right now is the soil by the road," he added. Diesel-soaked soil will have to be



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removed and taken to a disposal facility. Tests will determine how deep and wide that excavation will become. "They'll remove a foot to two-feet down," he said. Recent rain and the clay soil should work in favor of the crews. "It might not be that deep." Apperson said the excavation project should take two days, meaning the lane closest to the scene would be closed to traffic. Kelly Melham, deputy director of communication for the Maryland Transportation Authority, said a damaged road sign would be repaired immediately but damage to the section of Interstate 95 is not so urgent. "Over time (the diesel fuel) eats into the asphalt," Melham said. "We'll make plans to do a milling and overlay in the future. "There's no need to be doing it now," she added. Apperson said Lewis Environmental will also conduct periodic testing of the site and send results to MDE.

http://www.newarkpostonline.com/regional/article_0103dc6c-1320-11e2-adb3-001a4bcf887a.html

USA, MI, MARSHALL, OCTOBER 12 2012. EPA WORRIES DILBIT STILL A THREAT TO KALAMAZOO RIVER, MORE THAN 2 YEARS AFTER SPILL

david hasemyer



A field technician cleaning oil from the Kalamazoo River on Aug. 4, 2010.

Enbridge needs to dredge accumulating oil from 100 acres of the river's bottom, EPA says. The work could take up to a year and cost tens of millions more. The hidden, long-term effects of the 2010 pipeline accident that spilled more than a million gallons of heavy Canadian crude oil into Michigan's Kalamazoo River became public last week when the EPA revealed that large amounts of oil are still accumulating in three areas of the river. The problem is so serious that the EPA is asking [Enbridge Inc.](#), the Canadian pipeline operator, to dredge approximately 100 acres of the river. During the original cleanup effort, dredging was limited to just 25 acres because the EPA wanted to avoid destroying the river's natural ecology. The additional work could take up to a year and add tens of millions of dollars to a cleanup that has already cost Enbridge \$809 million. The EPA notified Enbridge of its proposed order on Oct. 3, saying the additional clean-up is "critical" and the

work "should be conducted in an expeditious manner" to remove the oil before it re-contaminates the river. "The increased accumulation demonstrates that submerged oil is mobile and migrating, evidencing that submerged oil removal is warranted to prevent downstream migration ...," Ralph Dollhopf, the EPA's on-scene coordinator and Incident Commander, said in the letter notifying Enbridge of the agency's findings. In June an [InsideClimate News investigation](#) revealed that the cleanup of the Kalamazoo has been unusually difficult, because the pipeline that ruptured was carrying [dilbit](#), a mixture of heavy Canadian bitumen that has been diluted with liquid chemicals, some of them toxic. Bitumen, also known as tar sands oil, has the consistency of peanut butter and is too heavy to flow through pipelines without being thinned with chemicals. When Pipeline 6B split open, the chemicals began evaporating and the reconstituted bitumen began sinking to the river's bottom. "More than two years after the spill of diluted bitumen, this proposed order demonstrates that EPA is still tackling the problem of how to remove the heavy oil from the Kalamazoo River," said Sara Gosman, an adjunct professor of environmental law and policy at the University of Michigan Law School. The EPA's determination that more cleanup is needed was based on the findings of a year-long survey of nearly 6,000 locations along the 40 miles of river contaminated when pipeline 6B ruptured in July 2010. Enbridge has until next week to request a conference with the EPA to discuss the additional work and 30 days to submit written comments. [Steve Hamilton](#), a Michigan State University professor who was among the experts who worked on the study, said the recommendation for dredging was driven by concern that during flooding the pools of oil could break loose and recontaminate parts of the river that have already been cleaned—or flow downriver into areas that were never touched by the goopy oil. "We will never get all of the oil out [of the river]. It's impossible," Hamilton said. "The challenge is to determine when do you get to a point of diminishing returns where the eradication is too environmentally destructive to warrant the removal." A spokesman for the EPA said the agency would not have any comment beyond the information contained in [its proposed order](#) and the [letter it sent to Enbridge](#). The EPA acknowledged in the proposed order that Enbridge had conducted substantial cleanup since the pipeline ruptured, but "despite these response actions, oil remains in the Kalamazoo River." Enbridge did not respond to requests for comment for this story. But in [an Aug. 24 letter to the EPA](#), the company said it did not believe that more dredging—especially in the area near the Ceresco Dam—was necessary. "Enbridge's position is that we have reached a point of diminishing returns where further invasive activities would do more harm than good," Richard Adams, Enbridge's vice president of field operation in the United States, said in the letter. "In fact, we strongly believe that such action solely for the



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purpose of aesthetics would both negatively impact the riverine environment and create a significant disturbance and inconvenience to local landowners and other river users." The company also disputed the EPA's concern that oil is still pooling in the river, especially near the Ceresco Dam. "[T]he most significant evidence of submerged oil has been sheen which, when collected, has amounted to a volume of less than 1 gallon of product in total during 2012," Adams wrote, referring to the area around the dam. Deb Miller, who lives near the dam in the community of Ceresco said she sees rainbow sheens of oil floating on the surface when she walks along the river near the carpet store she and her husband own. Recently she ran a garden rake along the river's bottom and said that marble-sized globs of oil popped to the surface, accompanied by the sour whiff of petroleum. "It's insane how much oil is still here," said Miller, who has testified before Congress about the spill's impact on her life.

Dilbit: the Unknown Factor

The National Transportation Safety Board [blasted Enbridge](#) in July for a "complete breakdown of safety" in the 2010 disaster, which is considered the largest inland oil pipeline spill in U.S. history. [The report criticized the company](#) for failing to make repairs despite knowing of the defects five years before the rupture. The Department of Transportation also imposed a record \$3.7 million civil penalty. [Enbridge paid the fine](#) last month. Enbridge has proposed replacing the entire 210-mile length of 6B from Indiana to Ontario, Canada, at a cost of \$1.3 billion. But the project has faced [resistance from landowners](#) who are fighting the company's efforts to condemn their land and from lawsuits claiming Enbridge hasn't complied with all state and local regulations and environmental laws. The study of the contaminated 40-mile section of the Kalamazoo that resulted in the EPA's directive began in 2011 and ended in August. The EPA enlisted 14 federal, state and local organizations—including the U.S. Fish and Wildlife Service, the U.S. Geological Survey, and the Michigan Department of Environmental Quality—to perform the study as part of a Net Environmental Benefit Analysis to ensure the ongoing cleanup was sufficient and further ecological damage from the spill would be minimized. Hamilton, the Michigan State University professor of ecology and environment, joined the team as a representative of the [Kalamazoo River Watershed Council](#). He has done extensive research on the river and its flood plain and spoke to InsideClimate News not as a representative of the EPA but as one of the individual scientists who worked on the investigation. Hamilton said the study relied on a technique called poling, where a long pole is used to churn up the bottom of the river to see if oil or residue floats to the surface. He said the poling identified about two dozen sections of the river where enough oil remained to be of concern. With those areas in mind, the scientists used a model of the river to simulate floods equal to the high water marks of the last 100 years, five years and the highest flood mark since the spill. They were particularly attentive to the hundred year flood levels despite the statistical improbability of such a flood occurring. "With climate change it might be more possible than the record might indicate," Hamilton said. The recommendation for dredging was based on factors beyond aesthetics, Hamilton said. One of the scientists' primary worries was that not much is known about dilbit. "This kind of crude oil is a complex mix of hundreds of compounds—some known to be toxic—that has not been studied much," he said. "We just don't understand the consequences well enough." Congress has ordered a study, which is being conducted by the National Academy of Sciences, to determine whether dilbit is more likely than conventional oil to corrode pipelines. The study isn't expected to be finished until the summer of 2013.

3 Areas at Risk

The investigators decided that "sheen management"—a technique that uses booms to contain oil floating to the surface—was appropriate for most of the sections where they found pools of oil. But they concluded that dredging was the only solution for three areas of the river between Marshall and Kalamazoo, Mich. The vulnerable areas are upstream of Ceresco Dam, upstream of the Battle Creek Dam in the Mill Ponds area, and in the delta upstream of Morrow Lake. Together, they cover about 100 acres, an area about the size of 75 football fields. Near the Ceresco Dam, the investigators discovered the area of submerged oil had increased from 20 acres to 23.5 acres and that oil globules were floating to the surface, according to the EPA's proposed order. Because that area was subjected to what the EPA called "highly effective" dredging in 2010, the agency concluded that additional dredging would prove successful. The earlier dredging project lasted about three weeks and crews carted away 5,500 cubic yards of oil-soaked sediment from the river bottom, enough to fill 27 semi-trailers. An estimated 14 million gallons of water was decontaminated and returned to the river. Mill Pond, the second section of the river cited for intense cleanup, presented more of a quandary for the EPA. Some sections shouldn't be dredged, the agency decided, because the digging and scraping would do too much damage to the sensitive ecology and because the submerged oil wasn't likely to move down river. At the third proposed cleanup site, the Delta just upstream from Morrow Lake, the investigators discovered a "substantial expansion" of the submerged oil, with the plume now covering most of the two-mile length of the delta, an area of about 55.5 acres. Hamilton said the scientists decided dredging was needed, because floods might dislodge



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the submerged oil and allow it to flow into a part of the Kalamazoo River unblemished by the spill. "It would be wise to get at it now when it's practical before it either becomes lodged in small backwater areas or migrates into areas where oil has not been previously discovered," he said.

<http://insideclimatenews.org/news/20121011/epa-dilbit-enbridge-6b-pipeline-kalamazoo-river-cleanup-tar-sands-oil-sands-keystone-xl-landowners-environment>

PAKISTAN, JAND, OCTOBER 12 2012. OIL TANKER CATCHES FIRE IN JAND

An oil tanker caught fire while its driver was stealing oil from it. As per details Niaz r/o Pari Pindigheb parked his oil tanker No GLTA 5911 near Sooka bridge and was trying to take out crude oil from it. During the process the tanker caught fire resulting in blockage of Pindi-Kohat road for almost two hours resulting in a big traffic mess. The fire brigade reached the spot and extinguished the fire, while police have registered a case against the driver.

<http://www.thenews.com.pk/Todays-News-2-137004-Oil-tanker-catches-fire-in-Jand>

USA, MISS, ST CHARLES CO, ST PETERS, OCTOBER 12 2012. TANKER TRUCK DRIVER KILLED IN ONE-VEHICLE CRASH NEAR ST. PETERS

susan weichsweich

A truck driver was killed Wednesday afternoon when his tanker truck overturned on a ramp of Highway 79 near St. Peters, police said. According to the Missouri Highway Patrol, the crash happened about 3:15 p.m. Arthur A. Johnson, 58, of Louisiana, was killed. Troopers said he lost control of the tanker on the entrance ramp to 79 and overturned, landing on the passenger side. He was wearing a seat belt. No other vehicles were involved in the crash.

http://www.stltoday.com/news/local/crime-and-courts/tanker-truck-driver-killed-in-one-vehicle-crash-near-st/article_1ba61602-34a8-5174-80ea-7b0aa8dcb17c.html

SPAIN, A CORUNA, OCTOBER 12 2012. REPSOL A CORUNA REFINERY FIRE EXTINGUISHED

carlos ruano & fiona ortiz

A fire burned for an hour and a half before being extinguished at a Repsol refinery in the northern Spanish city of A Coruna, the company said on Wednesday. A Repsol spokesman said it was not clear yet how production was affected by the fire, and that the cause is under investigation. The company said the fire broke out at 6:20 p.m. local time (1620 GMT) in the refinery's fluid catalytic cracking unit. The A Coruna refinery is the smallest of Repsol's five refineries in [Spain](#), with a capacity of 120,000 barrels a day.

<http://www.reuters.com/article/2012/10/10/repsol-refinery-fire-idUSL6E8LAOEX20121010>

NETHERLANDS, THE HAGUE, OCTOBER 12 2012. NIGERIAN VILLAGERS TAKE SHELL TO COURT

ivana sekularac & anthony deutsch



Representing farmers and fisherman from Nigeria, (from left) Alali Efanga, Friday Alfred Akpan, chief Fidelis Oguru, Eric Doooh and Chima Williams of Environmental Rights Action took Shell to court in The Hague for polluting their land.

Four Nigerian villagers took Royal Dutch Shell to court yesterday in a landmark pollution case that campaigners said could open the door to more compensation claims against international companies. The fishermen and farmers, together with the Friends of the Earth campaign group, accused the oil major of polluting land and waterways around their homes in the Niger Delta. Shell has denied responsibility, saying the leaks were caused by sabotage. The villagers launched their claim in a civil court in The Hague, where Shell has its joint global headquarters. It was the first time a Dutch-registered company had been sued in a Dutch court for offences allegedly carried out by a foreign subsidiary. Friends of the Earth said the claim, if successful, could open up a new way for plaintiffs to take on multinationals – by suing their parent companies in their home countries. The villagers, who appeared in court, want unspecified damages, saying Shell and other firms were responsible for pollution from three oil spills between 2004 and 2007. "My community is a ghost land as a result of

the Earth said the claim, if successful, could open up a new way for plaintiffs to take on multinationals – by suing their parent companies in their home countries. The villagers, who appeared in court, want unspecified damages, saying Shell and other firms were responsible for pollution from three oil spills between 2004 and 2007. "My community is a ghost land as a result of



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the devastation. We had good vegetation. Today people have respiratory problems and are getting sick," said one plaintiff, Eric Dooh, from the Goi community, which lives between two pipelines. "Shell is aware of the whole devastation. I want them to pay compensation, to clean up the pollution so we can grow our crops and fish again," he said before the hearing. Shell said the pollution was caused by thieves breaking into pipelines to steal the oil, and believed it had played its part in cleaning it up. "The matter has been resolved as far as we are concerned and we do not properly understand why Friends of the Earth has submitted the case," Allard Castelein, Shell's vice-president for environment, said before the hearing. The biggest pollution problem in the Niger Delta was caused by thieves who stole oil from Shell's installations, he said. About 150 000 barrels of oil were stolen daily in the delta, That is worth about \$6 billion (R52bn) a year. Friends of the Earth said other companies could face similar claims in EU cities if it won the case. "It opens up a range of possibilities for people from poor countries to use the legal system to seek compensation from companies," said Geert Ritsema, the international affairs co-ordinator at the group. The Nigerians' lawyer, Channa Samkalden, told the court Shell failed to maintain pipelines, clean up leaks and prevent pollution. "It was insufficient maintenance, not sabotage, that was responsible for the leaks... Shell did not operate as a conscientious oil company," she said. With about 31 million inhabitants, the Niger Delta is one of the world's most important wetland and coastal marine ecosystems. It is an important source of food for the poor, rural population. Last year, the UN said in a report that the government and multinational oil firms, particularly Shell, were responsible for 50 years of oil pollution that had devastated the Ogoniland region, part of the Niger Delta. The government and oil firms have pledged to clean up the region and other parts of the delta, but residents say they have seen little action. Shell Petroleum Development is the largest oil and gas company in Nigeria, with capacity of more than 1 million barrels of oil equivalent a day. Three judges are expected to deliver their verdict on the case in the new year.

<http://www.iol.co.za/business/companies/nigerian-villagers-take-shell-to-court-1.1401404#.UHpbp8VOQrU>

USA, TX, DALLAS, OCTOBER 12 2012. CAR RAMS TANKER TRUCK FULL OF FUEL

alice wolke

 [Watch the Video Car Slams into Fuel Tanker](#)



Clean-up crews spent the morning transferring fuel from one tanker truck to another after an early-morning accident in West Dallas. Shortly after 3 a.m., police say a man driving a black Nissan Sentra smashed into the rear of a Dupre tanker truck on Singleton Boulevard at Westmoreland Road. Emergency crews had to use the jaws of life to rescue the car's driver from the crumpled vehicle. The force of the impact pushed the tanker's rear axle forward, causing the truck to be undrivable. That driver was not injured in the crash. At least one empty beer can was spotted on the car's floorboards, so police are investigating whether alcohol was a factor in the accident.

<http://www.myfoxdfw.com/story/19791933/car-rams-tanker-truck-full-of-fuel>

NIGERIA, ABUJA, OCTOBER 12 2012. PETROL TANKER CRASHES, BLOCKS ABUJA ROAD



A tanker loaded with gasoline is lying on its back along Minister Hills–Mabushi highway in Abuja. The tanker somersaulted last night as its driver lost control of the vehicle as he descended the hill. No casualty was recorded in the accident. The tanker somersaulted two times and fell and then blocked part of the road. The driver and other occupants of the tanker escaped unhurt. However, this afternoon fuel began gushing out of the tanker posing serious danger to road users and residents in the city. The accident has already caused a busy traffic snarl along Kubwa road this morning. Policemen, Firefighters and Federal Road Safety officials were seen at the scene of the accident preventing the residents from scooping fuel and making an effort to safely discharge the content of the tanker. A police officer on the scene said that they are making an effort to get Julius Berger construction company to vacate the tanker and move it from the



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way to end the blockade caused by it. Scores of Nigerian have been killed in fires caused by explosion from petrol tankers.

<http://www.osundefender.org/?p=41370>

AUSTRALIA, VICTORIA, GEELONG OCTOBER 12 2012. GEELONG COMPANY FINED \$A80K AFTER PUB DEATH >> CARBON DIOXIDE

A Geelong company has been convicted and fined \$80,000 following the death of a worker who was overcome by carbon dioxide gas in the cellar of a Birregurra hotel. Hillcrest Private Nursing Home Pty Ltd, which operated the Royal Mail Hotel, was found guilty at the Geelong Magistrates' Court to one offence of failing to provide a safe system of work under section 21(1)&(2)(a) of the Occupational Health and Safety Act 2004. The charge related to an incident in March 2011, when a 54-year-old man collapsed and died while moving empty beer kegs which were connected to carbon dioxide cylinders in the hotel cellar. WorkSafe's investigation into the incident found a cylinder containing carbon dioxide had leaked resulting in a significant increase in the level of gas in the cellar when the man entered. Following the incident, WorkSafe directed the Royal Mail Hotel to install a cellar alarm system to warn workers of carbon dioxide leaks before they enter. Cylinders storing carbon dioxide and nitrogen – which are used to carbonate beer and soft drinks – can be dangerous if they develop leaks, particularly when stored in enclosed spaces like cellars and cool rooms. Leaks can also occur at other points in the system, for example pipe fittings. An appropriate alarm system alerts people to the presence of a gas leak and warns them not to enter the area. WorkSafe's Regional Director, Adam Rogers, said it was a timely reminder of the risks of working in confined spaces. "With or without a gas leak or chemical exposure, limited means of entry and exit, poor circulation, and working in confined spaces, is dangerous," he said. "This isn't just an issue for pubs and clubs – small and large organisations across industry have a responsibility to make sure workers are safe. "It's essential that appropriate controls and training are in place to manage these risks, because if they're not, the risk of death or serious injury is high.

PDF Document [WorkSafe's guidance, Cellar & Cool Rooms - Beverage Gas Leaks:](http://www.worksafenews.com.au/index.php?option=com_k2&view=item&id=271:geelong-company-fined-after-pub-death&Itemid=117)

http://www.worksafenews.com.au/index.php?option=com_k2&view=item&id=271:geelong-company-fined-after-pub-death&Itemid=117

USA, LA, NEW ORLEANS, OCTOBER 12 2012. LA. SINKHOLE, BUBBLING GAS LINKED TO TEXAS COMPANY

cain burdeau

A collapsed wall of an abandoned underground salt cavern where a Texas company had operated is being blamed with causing a sinkhole and contaminating an aquifer in a sparsely populated area of swampland west of New Orleans. The [Louisiana Office of Conservation](#) said new data shows that a series of problems — natural gas bubbling up in local bayous and a growing sinkhole that's swallowed about 4 acres of swamp forest — are linked to the collapse of a side wall of an underground salt cavern that Houston-based [Texas Brine Co.](#) LLC operated. The company extracted brine and piped it to nearby petrochemical facilities. Late Thursday, Conservation Commissioner [James H. Welsh](#) ordered Texas Brine to make sure the collapsed cavern does not worsen and to do more testing, monitoring and analysis to understand what is happening underground. "We have a sense of what happened, now we're trying to figure out what is still happening," said [Patrick Courreges](#), a spokesman for the [Louisiana Department of Natural Resources](#). In August, the sinkhole opened up near a community along Bayou Corne in Assumption Parish, about 60 miles west of New Orleans. Residents in the area had reported strange bubbling in their waterways and tremors before the sinkhole opened up. Officials then issued a voluntary evacuation order to about 350 people living near the sinkhole. Extracting brine from salt domes is a common practice in Louisiana, where there are 75 active brine wells. Brine is used to make chlorine, an important building block for petrochemical and plastics manufacturers. Sonny Cranch, a Texas Brine spokesman, said the company has not finished its own analysis of what happened but that it would comply with the Office of Conservation's order. The company has acknowledged a relationship between the sinkhole, the breached cavern and gas and oil found in both. But the company has suggested geologic tremors in the area may have caused the cavern breach. State officials say probes of the cavern and surrounding area reveal that a side wall of the cavern collapsed. When that happened, natural gas and crude oil that had been trapped underground began seeping to the surface, the state said. Natural gas and crude oil has seeped into a nearby aquifer too, state officials said. The aquifer is not used for drinking water but some businesses rely on it. Texas Brine stopped using the cavern in June 2011 after pressure readings indicated possible problems with the cavern, which the company had planned to expand, Courreges said. Texas Brine has not been fined. The company, however, may face fines for groundwater and surface water contamination.



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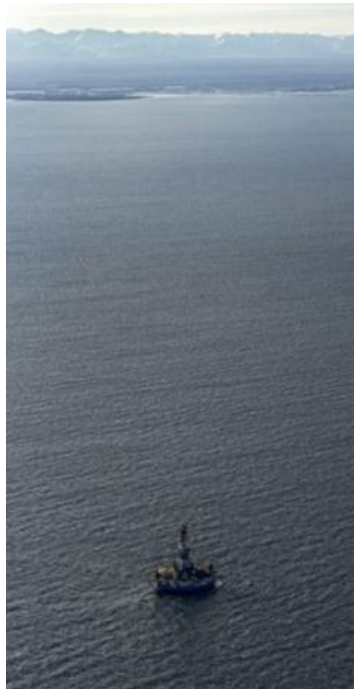
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The company is paying residents in the evacuation zone near the sinkhole \$875 a week in compensation. [Wilma Subra](#), a chemist working with the Louisiana Environmental Action Network on monitoring the Bayou Corne sinkhole, said it appeared that the cavern was mined too close to the edge of the salt dome. She said more should have been done to figure out if the cavern was prone to collapsing when problems were discovered in 2010. Wells are being installed to vent natural gas in the aquifer. Texas Brine has proposed injecting more brine into the cavern to force out whatever oil and gas is in there, but the state has not approved that plan yet. Courreges said the state needs more data to figure out what future steps need to be taken to get the sinkhole and gas and oil releases under control. Residents are worried and some are asking to be relocated. "My wife no longer feels safe here. She wants to get bought out," said [Nick Romero](#), a 64-year-old retired postal worker. He said he lives just under a mile from the sinkhole. "The gas is our biggest concern, when the gas started bubbling around us in the bayous," he said. "We've got bubbling in the water five houses down from where I live." He said the company and officials so far have told the community not to worry. "They say it's not harmful to the fish, to the water, to humans. But I'm skeptical."

<http://www.sfgate.com/news/article/La-sinkhole-bubbling-gas-linked-to-Texas-company-3944628.php>

USA, AK, OCTOBER 13 2012. FIRST PHOTOS OF SHELL'S ARCTIC RIG ADD PERSPECTIVE TO DRILLING DEBATE

douglas fischer



I don't think the public has realized how close it is. - Gary Braasch, photographer.

A photojournalist charts a flight to see just how close Shell's offshore rig is to the protected Arctic National Wildlife Refuge. Turns out a photo is worth a lot more than a bunch of GPS coordinates. The general public has not seen images of Shell Oil Co.'s Arctic drilling rig, the Kulluk, on site off the coast of Alaska, and a sense of the rig's proximity to protected lands has been hard to grasp. Until now. Oregon-based photographer Gary Braasch flew to Alaska, chartered a plane in the town of Deadhorse, far above the Arctic Circle, and flew out to the rigs. His [photographs](#) provide, for the first time, a sense of perspective of the Kulluk rig in its environment, 12 miles offshore of the Arctic National Wildlife Refuge. "The location has been published for years in Shell's permits," he said in a phone interview. "We just went out there and, sure enough, there it was. But having the landscape just behind it was so amazing, and I don't think the public has realized how close it is." The photos show the circular rig alone in the water. In the not-to-distant background of several images is the refuge's flat coastal plain, an area thought to be oil-rich but that has remained, so far, off limits to drillers. The Canning River Delta, part of the refuge that has been protected from drilling in many Congressional battles, is visible just beyond the rig. A second rig, the Noble Discoverer, is in the Chukchi Sea, 70 miles off Alaska's northwest coast north of the Bering Strait, too far to be seen from land. Shell has spent six years and \$4.5 billion pioneering America's offshore Arctic oil production. The rigs arrived this summer, beset by construction delays, permit problems and stubborn sea ice. With the short drilling season quickly closing, Shell announced last month it would not drill for oil off Alaska this year. But the company did not pull its rigs, which will remain over their federal lease sites until Oct. 31 doing preliminary work. Shell doesn't have the final permit to drill for oil in part because it has yet to convince federal authorities it can clean up a spill in the frigid Arctic waters. Almost a dozen environmental and Native Alaskan groups are suing the government for more stringent permit requirements, citing the rigs' air

pollution impacts and risks associated with a spill. Braasch has been visualizing climate change for years on his website, [World View of Global Warming](#). The story, as told through Braasch's lens, is on the photo site, along with other images of the Arctic coast and other parts of the story of oil drilling, environmental dangers, climate change, and Alaska. The site and much of Braasch's environmental journalism – is supported by the marketing of his photography as well as individuals and foundations interested in climate change and conservation.

<http://www.dailyclimate.org/tdc-newsroom/2012/10/arctic-drilling-rig-photos>



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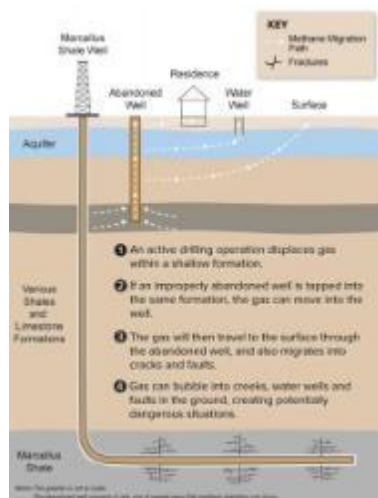
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USA, TX, AUSTIN, OCTOBER 13 2012. HOW ABANDONED WELLS CAN CAUSE EXPLOSIONS AND CONTAMINATION

elizabeth trovall



This infographic shows how new wells can cause water contamination when they're drilled in the same formation as old abandoned wells. Abandoned wells in Pennsylvania are putting landowners at risk for drilling-induced explosions and water contamination, according to a new investigative series by our fellow State Impact reporters in Pennsylvania. After a methane geyser erupted in the Pennsylvania countryside last year, State Impact Pennsylvania is now looking into the dangers of abandoned, aka "orphaned," wells in their Perilous Pathways series. Laurie Barr lives in Pennsylvania and remembers reading those reports about the geyser earlier this year. "I thought, whoa, what the f—?" Barr recalls. "Can you imagine stepping out to shovel snow, and your whole house goes poof?" Now she's made it her mission to find where the orphaned wells are and what danger they pose. Texas also is home to abandoned wells, as we reported earlier this year. Over 7,869 orphan wells scatter across the oil and gas fields of Texas, which cost millions of dollars to plug. StateImpact Pennsylvania reports that there are probably around 200,000 abandoned oil and gas wells in the state. "We know where just a slim fraction probably four per-cent of these wells are," they write. "The information gap is a problem, because abandoned wells are dangerous." Some of them can lead to methane migration when new wells are drilled for hydraulic fracturing, aka "fracking," causing water contamination. You can read more about orphan wells and what is being done to identify and reduce their threat at StateImpact Pennsylvania.

<http://stateimpact.npr.org/texas/2012/10/12/how-abandoned-wells-can-cause-explosions-and-contamination/>

USA, VA, ALBERMALE, OCTOBER 13 2012. GREENWOOD: EPA LEAVES SUPERFUND SITE 27 YEARS AFTER FATAL DISASTER

lisa provencelisa

The most obvious disturbance to the bucolic setting of Mt. Zion Baptist Church is the sound of constant traffic zooming from Interstate 64. Less obvious, but way more disturbing about the location of the little country church: Its next door neighbor is Albemarle's only Superfund site, the designation the Environmental Protection Agency gives the most polluted, most toxic places in America. Twenty-seven years after an explosion and fire killed more than half the workers at a chemical plant near the village center, there's finally some good news out of Greenwood. The federal government has handed control over the Superfund site to the Virginia Department of Environmental Quality, which will manage the toxic aftermath of one of the most dangerous chapters in Albemarle County history. You'd never know it to look at it now. A sign behind the chainlink fence on Newtown Road reads "Greenwood Chemical ground water treatment system," but it gives little hint of the disaster that took place on April 18, 1985. On that day, an explosion killed four of seven workers at what was then Greenwood Chemical Company.

'Buildings had Exploded'

"It was the first time I'd seen anything as devastating," says Steven Meeks, then a reporter with a now-defunct Crozet newspaper, The Bulletin. "I'd seen house fires," says Meeks, who's president of the Albemarle Charlottesville Historical Society. "But here, buildings had exploded." Long before chemical manufacturing began in western Albemarle, Greenwood was better known for attracting millionaires like Chiswell Dabney Langhorne, who settled and built gracious estates like Mirador along what's now U.S. 250. The cool mountain air prompted the 1894 opening of Summer Rest, a resort where working-class Richmonders could escape the heat, according to [Phil James in the Crozet Gazette](#). "I carried baggage and made \$25 a day," recalls Charles White, 71, who worked there as a boy along with his mother. "That was good money in tips." Construction of I-64 brought about the demise of Summer Rest in 1965, and White bought part of the property on Newtown Road across the street from the house where he was born. He says he paid \$416 for two acres in the early '70s. Down the road was Cockerille Chemical, a firm making chemicals for industrial, agricultural, pharmaceutical, and photographic processes. It was founded in 1947 by a DuPont chemist named F. O. "Neil" Cockerille. "He smelled so bad from the chemicals," says White. "He blew himself up several times." Fires and explosions would, unfortunately, become a recurring theme even after Cockerille Chemical became Greenwood Chemical— a change that happened in 1968, according to an EPA



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report. "The plant caught on fire often, often," says White. And the plant manager would go put it out, he says, because "you couldn't put it out with water. We were on pins and needles." White's house on Newtown Road stands about a half mile and up a hill from the plant. "You could smell the chemicals all the way up here," says White. The chemical plant's presence was also felt at some of the fancy estates along Rockfish Gap Turnpike. Lang Gibson, 71, grandson of Gibson Girl Irene Langhorne and artist Charles Dana Gibson, grew up at Ramsay and remembers back 60 years ago. "One time our creek was bright red," he says. "Another time it was green."

Proximate Toxins

Greenwood Chemical lies next to a small, historic African-American community called, like the road, Newtown. "It's a very dubious distinction for a community to have an EPA Superfund site next door— literally," Scott Peyton tells a reporter at his house on Greenwood Station Road, about two miles as the crow flies from the chemical plant. Peyton is another Greenwood native. He grew up at Seven Oaks, the strawberry-producing estate his family sold in 1999 to music/real estate magnate Coran Capshaw. Peyton is very much aware of Greenwood Chemical Company's cloudy history. He says Neil Cockerille lived near him on Greenwood Station Road and kept chemicals in his shed. After the first wave of American environmental legislation in the '70s, Greenwood Chemical would be cited for "continuing to operate in a manner demonstrably to the peril of the local community," according to Peyton who mentions chemical-holding lagoons that overflowed and killed fish and livestock in Stockton Creek. Peyton notes that most of America's Superfund sites are in rural communities, where well-paying jobs and solid information about the risks are hard to find. "I think the people who worked there," says Peyton, "were not aware of the risks they were exposed to on a daily basis." But it was a spill from a hot vat of the solvent toluene that started arcing and sparked the disastrous explosion, according to fire officials in an contemporary account in the Daily Progress. Volunteer firefighters from Crozet complained of eye irritation, and neighbors would report suffering fever blisters, sore throats, coughs, and sore eyes after the explosion. "That was the crowning blow of a less than stellar history fraught with previous accidents and loss of life," says Peyton, who, like Charles White, knew the men who died. Two years after the disaster, the EPA put Greenwood Chemical on its National Priorities List. Five hundred barrels of oozing, leaking drums of toxic chemicals were found buried on the site, according to a 1989 EPA report. Hazardous waste had been dumped into seven lagoons and unlined pits. The [EPA found more than 20 hazardous substances](#), including arsenic, cyanide, benzene, and trichloroethylene— found in the soil— and in the groundwater. "Chemicals worry Greenwood residents: Neighbors want firm closed," reads the April 24, 1985, Daily Progress headline. "Chemical Co. President: 'There is no basis for any fear!'" was the May 8, 1985, headline in The Bulletin. Across the street from the plant, Greenwood Chemical Company's Al Cereghino was telling citizens assembled at the Newtown Community Center that the firm spent \$1,500 to dig a well to check pollution and found no toxic chemicals. The community's fears were not assuaged. Decades before the explosion, the Greenwood Citizens Council formed, says Peyton. The group was able to get a grant to hire its own independent environmental consultant to assess the EPA's findings and help the citizens where "100 percent" of the community depended on groundwater for its drinking water. "We realized we had a tiger by the tail that far exceeded our ability to handle it," says Peyton, noting that the company's assertion that no contaminants travelled offsite "insulted our intelligence."

27 years Later

The EPA would eventually spend in excess of \$30 million cleaning up Greenwood Chemical, including the removal of contaminated soil, tearing down buildings, and carting off sludge and sediments from the disposal lagoons. The biggest ongoing project— and one that still continues— is constantly pumping out and cleaning up groundwater, and monitoring 25 wells on site as well as 12 surrounding residential wells, according to Kevin Greene, the Virginia Department of Environmental Quality program manager for state Superfund sites. On March 16, 2012, the DEQ took over full operation of the Greenwood Chemical Company site. "It marks an evolution," says Greene. Federal requirements stipulate that if a site meets certain criteria after 10 years of EPA operation and maintenance, it's turned over to the state, explains Greene. It's now going to cost Virginia about \$400,000 annually to maintain and repair the system that pumps out contaminated groundwater, captures it before it leaves the property, treats it by running it through granular activated carbon, and then discharges it at stream water quality, according to Greene. "We've seen no impact to 12 residential wells around the site," says Greene. "Our primary objective is to contain the contamination. That's why we're pumping so hard to contain the plume." Last year, more than 19 million gallons were pumped, treated, and released into streams after more than 55 pounds of contaminants were removed. In addition to [volatile organic compounds](#), the most worrisome contaminants, Greene says, may be [carbon tetrachloride](#), "a probable carcinogen," which causes damage to the liver, kidney, and central nervous system. When the EPA transferred the site in March, it noted that the property is safe for recreational and industrial uses. As for a seal of approval on its groundwater,



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there's no date in sight. "I never say 'never,'" says Greene, "but there's no projected timeline. Fifteen, 20, 30 years– we'll do it as long as we need to."

Sick Neighbors

"That plant used to explode all the time," remembers neighbor Janet Sims. "You'd see all these silver things in the air." Sims was home the day of the explosion, when she watched four men engulfed in flames run from the chemical company, and she believes her family's problems began when they moved into a nearby house on Summer Rest Lane in 1967. Both her parents died from cancer, she says, and a brother now suffers from bone cancer. "Too many people in this neighborhood come up with disease," says Sims, 65, who has sarcoidosis, an inflammation of the lungs primarily found in African Americans and Scandinavians, and is more likely to be found in women. While no one is sure exactly what causes this immune system disease, some believe that toxins or allergens in the environment could be a cause, [according to the American Lung Association](#). "I had a lung transplant," says Sims, "because that was the only thing that would save my life." She's not the only one with this little-known disease. "My son was born in that house," says Sims. "He has it." So does her cousin, who also lived in the Summer Rest house and in the community. She lists three other neighbors not related to her who died of sarcoidosis. "[The EPA] claimed there was no danger to our health," says Sims. "I think it was. But I can't prove it. All the people up there had health problems. My whole family got something."

Would You Drink It?

Six houses stand on Summer Rest Lane adjacent to the chemical site, and three are empty. A woman at one house moved there seven years ago, and says she doesn't know about anything about the Superfund site just down the road. She declined to give her name. Across the street from the former plant, another relatively new resident who's home to meet his sons at the bus stop says he's not concerned about the water. Nor is Connie Alexander, a member of Mt. Zion Church. She says the church gets regular reports on its water quality. Alexander has lived on Newtown Road all her life, and says she's not worried about her well because its elevation is above the chemical plant. "That was a sad day," she says of when the fatal explosion occurred. Charles White drinks the water. "I'm too far up the hill," he echoes what several other residents told the Hook. White takes care of the house on Summer Rest Lane belonging to Don and Mildred Nobles, who now live in Florida. "They're trying to sell their property," says White. "People are afraid of the chemical plant." White, too, is a Mt. Zion member, and says the church has 16 to 20 acres it would like to sell. He acknowledges its proximity to the plant is a problem. Two miles away, Scott Peyton also drinks the water, but he's skeptical about the site being okayed for recreational purposes. "I wouldn't care to go there and kick a soccer ball," he says. "I wouldn't want my kid there, digging in the dirt." Observes Peyton, "You're never going to get the site clean again. Cleaner, sure." As a realtor, he says he's regularly asked whether potential buyers in the area should be concerned, and he responds, "I can't answer that. It's not my place to speak on a technical level. I'm a lay person." He does advise, "Any prudent buyer should do whatever due diligence they need to reach their comfort level on any property, Greenwood Chemical aside." As the years have passed, Peyton understands that extensive work of the EPA and DEQ "has substantially allayed some of the concerns of those in the community." He also points out that a younger generation in its 20s and 30s doesn't have the base of personal experience that he does. "Had there not been government involvement, it would be a highly contaminated site that would continue to leach into the soil and groundwater," he says. "That being said, if I lived right next door to that chemical company, I'd be deeply concerned."

<http://www.readthehook.com/107511/27-years-later-greenwood-superfund-site-moves>

USA, WYO, RAWLINS, OCTOBER 13 2012. ENVIRONMENT: EPA HITS WYOMING REFINERY WITH \$378,000 FINE >> EPA INSPECTION FINDS MULTIPLE VIOLATIONS OF ENVIRONMENTAL REGULATIONS

bob berwyn



The Sinclair refinery in Sinclair, Wyoming.

Sloppy operations, maintenance and record-keeping have cost a Wyoming refinery \$378,000 in fines, according to the EPA, which this week announced a Clean Air Act settlement with the [Sinclair Wyoming Refining Company](#). Along



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with the fine, Sinclair will update operating procedures, perform required training to workers, improve maintenance of equipment and perform integrity tests on pressure vessels and piping that will reduce the possibility of an accidental release of hazardous chemicals at its refinery in Sinclair, Wyoming. Hazardous substances of concern used at the Sinclair refinery include large quantities of propane, butane, and flammable hydrocarbon mixtures. Under the Clean Air Act, facilities that utilize hazardous and flammable substances above specified thresholds must develop and submit a risk management plan to assist with emergency preparedness, chemical release prevention, and minimization of releases that occur. In June 2010, an EPA inspection found that the facility had not adequately implemented those regulations. "Sinclair has had several accidents and releases of hazardous substances over the past several years that relate to process equipment," said Mike Gaydos, director of EPA's enforcement program in Denver. "This settlement will help ensure the company is operating in accordance with industry standards to protect the environment as well as residents of nearby communities." Among other things, the inspection showed that Sinclair failed to replace rusted out pipes and didn't test and replace pressure relief valves at the facility. The company also was far behind on required inspections and maintenance procedures, according to the EPA. The consent decree was lodged in U.S. District Court and is subject to a 30-day comment period and final approval by the court. A copy of the consent decree is available on the Department of Justice website at: http://www.usdoj.gov/enrd/Consent_Decrees.html.

<http://summitcountyvoice.com/2012/10/12/environment-epa-hits-wyoming-refinery-with-378000-fine/>

USA, N.Y, NEW YORK, OCTOBER 12 2012. MYSTERIOUS CROTON RIVER "OIL SLICK" >> WHAT APPEARED TO BE SOMETHING LIKE AN OIL SLICK WAS SPOTTED IN THE CROTON RIVER NEAR VAN CORTLANDT MANOR.

christopher michael mchugh



A report of an oil slick in the Croton River has led to more questions than answers. Police got a call about what appeared to be an oil slick in the river on the morning of October 2. The person calling about the slick said it was seen near Van Cortlandt Manor. The Croton Police Department headed to that location around 9 a.m., after receiving the call. When they got there, authorities say they also saw what appeared to be some type of oil or chemical spill. "After confirming that there was reason to believe that there was some kind of spill, the Coast Guard... was notified," said Croton-on-Hudson Detective Sergeant John Nikitopoulos. "They in turn wanted the county boat to respond—which they did. The DEC was also notified." Croton Police say the slick appeared to be coming from the Hudson River and going up the Croton River. Investigators were not able to determine the source of the slick. Patch called the New York State Department of Environmental Conservation about the incident. But no one

from the agency was able to return our call by the time that this article was published. Patch will bring you more information as it become available from the Department of Environmental Conservation.

<http://ossining.patch.com/articles/mysterious-croton-river-oil-slick>

TRINIDAD & TOBAGO. OCTOBER 13 2012. COPS BUST FUEL SCAM >> 2 CAUGHT IN TRUCK WITH HIDDEN TANKS

WHAT was believed to have been a well organised fuel bunkering operation was stopped in its tracks on Thursday night with the arrest of two men, TV6 News reported last night. Police seized two large containers used to transport the fuel to a waiting tank carefully hidden in the Matura forest. Police said around 11.30 p.m. two officers from the Matura Police Station, who were on mobile patrol, stopped and investigated two trucks parked along the Eastern Main Road in the Salibia/Matura area. When the officers, PC Prakash Maharaj and Curtis Kheerai, stepped out their vehicle to examine the trucks both drivers ran out. They were held by the police and questioned as to why they ran and they attempted to explain that they were simply transporting gravel. When officers examined one of the trucks, however, they found a 22 feet by eight feet tank hidden in its trailer and covered over with gravel. The other truck also contained a large tank as well. Both tanks contained diesel. Officers also followed a hose leading out of the truck and found three 1,000- gallon tanks, two of which were filled with diesel, while the other 1,000-gallon tank and a 500-gallon tank were empty. The men who are said to be in their mid-30s were taken to the Matura Police Station where they were questioned further. Officials from National Petroleum, the Energy Ministry and the Customs and Excise Division were also called in to assist in the investigation of the case.

http://www.trinidadexpress.com/news/Cops_bust_fuel_scam-173979921.html



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USA, WA, TACOMA, OCTOBER 13 2012. TANKER TRUCK ROLLS OVER ALONG I-5 IN TACOMA



A gasoline tanker truck went off southbound Interstate 5 and rolled over in Tacoma Friday morning. Chopper 7 showed the front part of double-tanker rig on its side just off the freeway at South 70th Street. "SB I-5 is backing up past the King/Pierce county line. Tanker truck in the median at 70th distracting," tweeted wsdot_traffic at 7:49 a.m.

<http://www.kirotv.com/news/news/tanker-truck-rolls-over-along-i-5-tacoma/nSbjx/>

USA, IN, SHELBY CO, FAIRLAND, OCTOBER 13 2012. I-74 SECTION REOPENS DAY AFTER TANKER CRASH

Highway crews worked through the night to replace pavement on Interstate 74 in central Indiana after a tanker carrying diesel fuel crashed and burned. The fire badly damaged the road surface, causing authorities to close I-74's eastbound lanes about 15 miles southeast of Indianapolis near the Shelby County town of Fairland. Crews repaved the section and it reopened Friday morning. The trucker was found dead after Thursday afternoon's crash, which state police say happened when the tanker overcorrected after crossing the centerline and flipped onto its side. The truck driver wasn't immediately identified.

<http://www.fox28.com/story/19805358/i-74-repair-work-continues-day-after-tanker-crash>

USA, TN, KNOXVILLE, OCTOBER 13 2012. TRAIN CARRYING ETHANOL DERAILS IN KNOXVILLE



Two tanker cars that came off the rails are lying on their sides.

A couple of train cars carrying ethanol derailed Friday morning in a Knoxville rail yard. Authorities say there does not appear to be any immediate danger posed by the derailed cars, which came off their tracks around 8 a.m. Two tanker cars that came off the rails are lying on their sides. Knoxville Fire Department spokesman Brent Seymour said a small leak appeared around the valve of one of the tanker cars, but the spill was quickly contained. "The cars were carrying denatured alcohol," said Seymour. "Once our crews investigated, they found a very minor leak coming from around a valve. That leak has been contained. At no time was there any danger to the community or any businesses surrounding the yard." The train derailed on tracks near Heiskell, off North Central Street and I-275, in the area of the former Coster Shop. Seymour said warehouses directly beside the tracks are used for train repair. Workers were either trying to move the cars or bring another one in when the derailment happened. An investigation team is continuing to look into the exact cause.

<http://www.wate.com/story/19802716/train-carrying-ethanol-derails-in-knoxville>

USA, VA, FAIRFAX CO, OCTOBER 13 2012. TANKER TRUCK FIRE CLOSSES LANES ON I-495

A tanker-truck fire closed multiple lanes of Interstate 495 on Friday morning (Feb. 8). At 9:34 a.m., Virginia State Police Trooper T.V. Sullivan was called to the westbound lanes of I-495 near Exit 167 in Fairfax County. A tanker-truck was traveling west on I-495 when the driver noticed smoke coming from the rear of the vehicles tractor. The driver immediately pulled off onto the right shoulder. The driver attempted to unhitch the tractor from the trailer, but was unable to because of the intensity and spread of the fire. Once the fire was put out, a Virginia State Police Motor Carrier Trooper inspected the vehicle and determined the fire started in a brake drum in the tractors right rear tandem. The tanker was empty. The tanker-truck was returning to Virginia from a delivery in Maryland at the time of the fire. The driver was not injured in the incident. No charges will be placed as the fire was ruled accidental. Eastbound lanes of I-495 and three lanes on the westbound side were reopened by 11:09 a.m. The remaining westbound lanes were reopened by 12:11 p.m.

<http://alextimes.com/2012/10/tanker-truck-fire-closes-lanes-on-i-495-2/>



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