



## Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 949 Newsy Stuff

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

**April 18 2013**



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### USA, MA, CHARLTON, APRIL 5 2013. CHARLTON BUSINESS OWNER HIT WITH \$75K FINE FOR FUEL SPILL

*scott j. croteau*

In federal court Thursday in Boston, the owner of a Charlton welding company who failed to report a diesel fuel leak at his business that required an expensive cleanup by the state was fined \$75,000 and ordered to serve a year of probation. The sentence given to 43-year-old Larry McKissick II in U.S. District Court came after he pleaded guilty to a misdemeanor violation late last year of the Clean Water Act. The charge stemmed from a June 2010 diesel fuel leak from Mr. McKissick's business — Charlton Welding & Repair into the Cady Brook and nearby wetlands. Authorities estimated 3,200 gallons of diesel fuel spilled into the brook from a storage tank at the 11 Griffin Road business in Charlton. "I apologize for my actions regarding this incident," Mr. McKissick said to U.S. District Court Magistrate Jennifer C. Boal. "Hopefully we can get through it and move on." Mr. McKissick will serve 4 months of probation in home detention. He must have an apology for his actions published in a newspaper at his own expense. Federal records state Mr. McKissick did not notify any authorities when he responded to the leak and hosed off his property with water. Residents from a nearby condominium complex had reported a smell to police and fire officials, who discovered the source of the odor and leak. The cleanup took six months and cost the state Department of Environmental Protection more than \$680,000. Mr. McKissick's lawyer, Martin E. Levin, said his client did not know the extent of the leak until much later and his client found the storage tank tampered with when he responded to the fuel smell at his business. "This was an unfortunate incident," Mr. Levin said. As part of probation Mr. McKissick was ordered to undergo drug counseling, not gamble or go to casinos and not possess weapons. Federal records show that Mr. McKissick called federal probation officials in March to notify them he used cocaine days before he had a drug test. Officials increased the frequency of his drug testing.

<http://www.telegram.com/article/20130405/NEWS/104059728/1003/NEWS03>

### USA, VA, TROUTVILLE, APRIL 5 2013. TANKER TRUCK CRASH LEADS TO DIESEL FUEL LEAK IN TROUTVILLE LATE THURSDAY

*liana bayne*

About 1,000 gallons of diesel fuel have leaked at a gas station in Troutville right off Interstate 81's exit 150, according to the Botetourt Sheriff's department dispatcher's office. The dispatcher's office said the leak was the result of one truck hitting another truck. The truck that was hit was a tanker carrying the fuel. The dispatcher's office said that the accident happened around 11:25 p.m., and that fire and police officials from Botetourt and from the Virginia State Police were dealing with the accident. The dispatcher's office said the entrance to that gas station has been blocked off.

<http://www.roanoke.com/news/1831900-12/truck-crash-leads-to-diesel-fuel-leak-in.html>

### CANADA, WHITE RIVER, APRIL 6 2013. CP OIL SPILL IN NORTHERN ONTARIO LARGER THAN FIRST REPORTED

*nathan vanderklippe*

 **Watch the Video's:**

- [Canada's newest pipeline: the train](#)
- [Athabasca spill adds to Alberta oil's image problem](#)

A northern Ontario spill of oil from a derailed train is 100 times larger than Canadian Pacific Railway Ltd. initially reported. The company said Wednesday that only four barrels spilled. On Thursday, it said some oil had flowed beneath the snow and gone undetected. CP now estimates 400 barrels spilled, or 63,500 litres – a slightly greater amount than the company's spill last week in Minnesota. At about 7:50 Wednesday morning, 22 rail cars derailed about 10 kilometres west of White River, a small northern Ontario town. Two of those cars leaked light oil. "The original leaking car was secured. The second car ... showed no signs of the product around its base during initial assessments," CP spokesman Ed Greenberg said. When the leak was discovered under the snow, "CP constructed a berm and other containment and mitigation equipment is in place." The company said it does not believe the oil leaked beyond containment booms or into water, although testing is in place. Asked how CP could miss such a large amount of leaked oil, Mr. Greenberg said workers initially believed the leaking had stopped at the second car. "Appreciate the conditions that our crews are working in at a derailment site. ... In the second car it was difficult to assess its condition due to its position among the derailed equipment," he said. CP resumed service on its tracks near White River, a major company line, Thursday evening. The spill comes as pipeline shortages push growing volumes of oil onto trains. Rail tank cars are now moving oil across the continent from both the Bakken oil play in North Dakota and, increasingly, from both light and heavy oil fields in Canada. The advent of rail transport has sparked a debate about the



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relative safety of oil pipelines compared to trains. Industry statistics have shown that trains have more spills. The rail industry argues that its spills are smaller, and it therefore spills less than pipelines. Some statistics show otherwise, however, and pipeline companies have argued that buried pipe is the safest method. Backers of rail movements, meanwhile, have argued that heavy oil – the kind that flows from the oil sands – can be moved more safely on tracks. The oil and gas industry has faced intense scrutiny following major safety breaches in the Gulf of Mexico and Kalamazoo River. Subsequent pipeline spills – including a 12,000-barrel leak from an Exxon Mobil Corp. pipeline in Arkansas in late March – have provided fodder to critics who say new pipelines, including TransCanada Corp.'s Keystone XL project, are risky propositions. Industry, however, says it safely delivers more than 99.99 per cent of the barrels that move both through pipelines and on trains.

<http://www.theglobeandmail.com/report-on-business/industry-news/energy-and-resources/cp-oil-spill-in-northern-ontario-larger-than-first-reported/article10781522/>

### USA, OH, DAMASCUS, APRIL 6 2013. GAS STORAGE TANK EXPLODES IN DAMASCUS

An oil and gas storage tank exploded on Thursday afternoon near a property on Diagonal Road in Damascus. The Damascus Fire Department, along with Goshen Township Police responded to the incident behind a property at 13655 Diagonal Road. Detective Kevin Stratton, of the Goshen Township Police Department, said no smoke or fire broke out and it was still unclear on Friday morning what caused the blast, when the cap on the tank blew off, rupturing the tank. Stratton added that a large amount of oil was visible on the ground, which required clean-up. Property owners in the area reported a white plume of smoke, but none was visible when firefighters arrived, Stratton said. Landowners in the area also reported a loud noise. The incident comes after two similar incidents, one in Wayne County's Chippewa Township and another in Minerva, when storage tanks exploded in early March just days apart. In those instances, firefighters were called in to extinguish the flames. The Damascus Fire Department is currently investigating the incident.

<http://www.vindy.com/news/2013/apr/05/gas-storage-tank-explodes-in-damascus/?nw>

### NIGERIA, EDO STATE, UGBOGUI, APRIL 6 2013. OVER 60 DIE IN GHASTLY MULTIPLE CRASH

jethro ibileke



*An accident which occurred on Friday afternoon in Ugboqui, Edo state claimed the lives of about 50 persons.*

Over 60 persons were Friday afternoon burnt to death in a fatal multiple accident involving a trailer, an oil tanker and a luxury bus. Following the accident which occurred at Ugboqui village, along the Benin-Ore-Lagos Expressway, a heavy traffic gridlock resulted with commuters on the dual carriageway stranded for several hours. Three passengers of the luxury bus who were rescued were rushed to a nearby hospital. They were badly burnt. The driver of the trailer, his motor boy and 57 passengers in the luxury bus were among the dead. Witnesses said the accident occurred at about 1.30 pm, when a trailer loaded with cement reportedly had a burst tyre and rammed into a petrol tanker carrying fuel which hit the fully loaded luxury bus with the inscription "Young Shall Grow Motors." The luxury bus reportedly burst into flame upon contact. An official of

the Federal Road Safety Commission [FRSC], who confirmed the story but pleaded anonymity, explained that the trailer was coming from Lagos while the tanker and luxury bus were said to be travelling in the opposite direction. He said rescue operation had commenced, while fire fighters were yet to get to the scene of the accident at press time. In an interview, a spokesman for the FRSC, Jonas Agwu said 36 people were killed in the accident. "Thirty-six deaths confirmed" from the accident on the Benin-Ore highway at Igboqui village in southern Edo state, Jonas Agwu said.

#### Related Links

- [Over 60 Die in Ghastly Multiple Crash](#)
- [Fatal Accident between Truck, Tanker & Luxury Bus on Benin-Ore Expressway](#)
- [Tanker Fire Burns 24 Vehicles on Lagos & Ibadan Expressway](#)
- [A Fuel Tanker Crashes into a Commercial Bus at Odo Oba](#)
- [Many Die Scooping Fuel as Tanker Explodes](#)

<http://pmnewsnigeria.com/2013/04/05/nigeria-over-60-die-in-ghastly-multiple-crash/>



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### USA, CA, ROSEVILLE, APRIL 6 2013. ACID LEAKS FROM TANKCAR IN ROSEVILLE



Roseville HazMat teams stop a leak on a tankcar in the Union Pacific Railyard. On Thursday April 4th at 2:30 PM the Roseville Fire Department's Hazardous Materials team responded to the Union Pacific Railyard for a tankcar leaking a very powerful acid. The railcar's rubber lining had been compromised and the acid had eaten through the tanks steel shell. When crews arrived they found a 1 gallon per minute leak from the bottom of the car which required plugging. The product was Ferric Acid which is a commonly used chemical in industry for water treatment and other uses.. The railcar was loaded with 16,000 gallons of the product, however hazmat crews were able to stop the leak before a major release occurred, saving most of the product. The damaged railcar will remain in the Roseville railyard until it can be safely offloaded into another highway rail tanker. Because of the corrosive properties of the product, crews were required to wear protective equipment before entering the area to plug the leak. The

operation took several hours to complete. There were no injuries to civilians or first responders.

[http://www.rocklintoday.com/news/templates/community\\_news.asp?articleid=11516&zoneid=4](http://www.rocklintoday.com/news/templates/community_news.asp?articleid=11516&zoneid=4)

### USA, CA, SAN FRANCISCO, APRIL 6 2013. SHIP'S PILOT BLAMED FOR BRIDGE CRASH

carl nolte



*Damage is seen to the tanker Overseas Reymar following a collision with a tower of the San Francisco-Oakland Bay Bridge.*

A "chain of errors" by ship pilot Capt. [Guy Kleess](#) caused the tanker Overseas Reymar to crash into a tower of the Bay Bridge, according to an investigation by the state [Board of Pilot Commissioners](#), which suspended the pilot's license Thursday. The commission also plans to file a formal charge - called an accusation - that will result in a trial before a state judge. The Overseas Reymar, a 748-foot-long tanker, was proceeding to sea from an anchorage off San Francisco after discharging its cargo of crude oil at a Martinez refinery when it hit the base of the Echo tower of the Bay Bridge on Jan. 7. It was the second time in just over five years that a commercial ship has run into the Bay Bridge. In 2007, the container ship [Cosco Busan](#) also hit the bridge, spilling more than 52,000

gallons of fuel oil and killing thousands of birds. The pilot, Capt. [John Cota](#), was found to be responsible for the crash, lost his license and served time in prison. No oil was spilled in the January crash, but the result of the two crashes has been increased scrutiny on navigation by big ships in the bay. "This is a very serious incident, a very big deal," retired Rear Adm. [Frank Johnston](#) said of the Overseas Reymar crash. Johnston is vice president of the pilot commission and was chairman of a two-member investigation committee.

#### Distance Miscalculated

The committee held weeks of investigations and concluded that Kleess, a veteran pilot, had been involved in "a chain of errors" on the foggy morning when the ship sailed from its anchorage on Jan. 7. Kleess ordered the anchor weighed at 10:54 a.m., and the ship got under way. He had originally intended to take the ship to sea by way of what is called the Charlie-Delta passage between bridge towers. But he determined that a radar beacon at the center of the passage between the two towers was inoperable, so he decided instead to sail between the Delta and Echo towers. The Echo tower is closest to Yerba Buena Island, and the passage is 2,212 feet wide. Kleess ordered the ship to proceed at full engine speed and was making 12 knots. But he miscalculated, and the starboard quarter of the ship - near the stern - hit the Echo Tower at 11:18 a.m., only 24 minutes into the voyage.

#### Faulty Communication

Kleess made a number of errors, according to the commission investigation. Among them, the investigation said, was failing to communicate properly with the ship's personnel on the command bridge, including the ship's master, Capt. [Jeffrey Memarion](#), who was busy talking on a satellite telephone in the minutes leading up to the crash. Also, Kleess relied on only one of the ship's two radars, and though he brought along a laptop device called a portable pilot unit, he did not use it. In addition, the



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investigation said, Kleess "lost situation awareness," which meant "being aware of what's happening around you," said Capt. [Allen Garfinkle](#), the commission executive director. Another element, the report cited was what it called Kleess' "complacency." Garfinkle explained this as "a certain comfort level" that made Kleess "satisfied with the situation." "These actions, taken together, provide an evidentiary pattern which show that Capt. Kleess did not use ordinary care of an expert in his profession." Kleess did not attend the hearing and has not piloted a ship since the crash.

### Attorney's Response

[Rex Clack](#), Kleess' attorney, argued that Kleess had an excellent record and that the standard for piloting "is not perfection but reasonable skill." The charges against Kleess, Clack said, "are only allegations. Now we will proceed to trial." The commission has several days to draw up the formal accusations, and the case will go to a state administrative law judge this year. A [U.S. Coast Guard](#) investigation is also under way.

<http://www.sfgate.com/bayarea/article/Ship-s-pilot-blamed-for-bridge-crash-4410899.php#photo-4422794>

### AUSTRALIA, TASMANIA, LAUNCESTON, APRIL 6 2013. TIME FOR AUSTRALIA TO DECIDE IF IT WANTS OIL REFINING

*clayde russell*

Is Australia prepared to see all its ageing oil refineries closed down in the face of Asian competition or should the industry be deemed strategic and eligible for government protection? That's the question that should be asked after Thursday's announcement by [Royal Dutch Shell](#) that it would close its Geelong refinery in Victoria state and convert it to an import terminal if a buyer couldn't be found. Given the parlous state of Australia's refining industry, it seems closure and conversion is a far more likely outcome for the 55-year-old plant, which can process 120,000 barrels per day (bpd). If it does close, Geelong will be the fourth refinery to shut since 2003, reducing Australia's capacity by about 40 percent to just 408,600 bpd by 2015. The country consumed about 1 million bpd of crude in 2011, according to BP's Statistical Review of World Energy. This means that if Geelong does close, domestic refineries will be able to meet only 40 percent of 2011 demand levels, and likely considerably less of 2015 demand as consumption is expanding given the heavy use of diesel in remote mining operations. Shell has already closed the Clyde refinery in Sydney, a 90,000-bpd plant that was the nation's oldest and is now an import terminal. A similar fate awaits Sydney's other refinery at Kurnell, with owner Caltex Australia planning to convert the 124,500 bpd plant to an import terminal by the second half of next year. Exxon Mobil's Port Stanvac refinery in Adelaide stopped processing in 2003 and started complete demolition last year, thus ending any chance of its revival. This leaves BP Plc's two plants, at Kwinana south of Perth and in Brisbane, Caltex's Lytton plant in Brisbane and Exxon's Altona operation in Melbourne as refineries that may still be operating by 2015. The problem for all of these plants is their age and the need for significant investment for them to remain competitive with the complex, export-orientated refineries in India and Singapore, as well as the likelihood of increased Chinese exports of refined products. BP's 140,000-bpd Kwinana plant, the nation's largest, was commissioned in 1955 and its 90,000-bpd Brisbane operation in 1965. Caltex's 108,600-bpd Brisbane refinery started in 1965 and Exxon's 80,000-bpd Altona plant commenced operations in 1955. This means the youngest plants in Australia are about 48 years old, and while they have undergone regular upgrading, they are likely no match for the new mega-plants such as Reliance Industries two refineries at Jamnagar on India's west coast, which have a combined capacity of more than 1.2 million bpd. Although both BP and Exxon maintain they are committed to keeping their plants operating, it does appear that the oil majors would be willing to explore options for their Australian downstream operations. An Exxon executive, who declined to be identified as he is not authorised to speak to the media, told me they would love to sell the Altona refinery, but there aren't any suitable buyers around. It's entirely possible that Australia could meet all of its fuel needs from imports, but the question has to be asked whether this is a good idea. The obvious risk is geopolitical, with any crisis affecting sea lanes such as the Straits of Malacca outside Singapore likely to have an immediate impact on fuel availability. Once refineries are closed and converted to import terminals, they can't be rushed back into service in the event something goes wrong and building a new one would likely take too long in the event of a genuine regional crisis. So far the government of Prime Minister Julia Gillard seems quite sanguine about the refinery closures, with what little concern expressed being more about the loss of jobs than energy security. Former Energy Minister Martin Ferguson, who resigned last month after siding with attempts to replace Gillard with her axed predecessor Kevin Rudd, said at the time of the announcement of the closure of the Kurnell refinery that there was no threat to the nation's fuel supplies. If Geelong does close, and the threats of closure over other refineries come to fruition, it's hard to see how the government could remain so ambivalent about energy security. There was public concern when Singapore Telecommunications bought the number two Australian mobile phone operator Optus in 2001 amid fears that



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a strategic asset was falling into overseas hands. Imagine the concern when the public realises that they are reliant on refineries in Singapore for their petrol, and if the taps are turned off, Australia would have few options to secure supplies short of launching military action. Does this mean the government should be subsidising oil refineries similar to what they do for the car manufacturing industry? The government has in fact added to the burden of domestic refineries by subjecting them to the carbon tax, which doesn't affect their offshore competitors. The car industry has received almost A\$4.5 billion (\$4.3 billion) in assistance in the past 10 years, split between the three local manufacturers, namely General Motors' Holden unit, Ford and Toyota. While politicians from both the ruling Labor Party and the opposition Liberal Party talk up the benefits of having a car industry, the real motivator is keeping manufacturing jobs alive in an increasingly globalised industry. In many ways refining is far more sensible an industry to subsidise given its strategic nature, and any assistance could be tied to commitments to upgrade and modernise the facilities to give them a fighting chance against regional competitors. However, politicians rarely act until the crisis is real or perceived as such by the voting public, so the refining industry will have its work cut out trying to get something from the government, especially with a federal election due in September. The refiners will also have to figure out for themselves whether they are in Australian downstream operations for the long haul or whether they want to exit.

<http://www.reuters.com/article/2013/04/05/column-russell-australia-refineries-idUSL3N0CS0BZ20130405>

### USA, OK, WYNNWOOD, APRIL 6 2013. OKLAHOMA REFINERY FACES \$281,000 IN FINES AFTER FATAL BLAST IN 2012

 **Watch the Video** [Oklahoma Refinery Faces \\$281,000 in Fines](#)

 **Photo's [3]** [Oklahoma Refinery Faces \\$281,000 in Fines](#)



[OSHA report on Wynnewood Refining Co. fines](#)



Two workers, Billy Smith and Russell Mann, died in a boiler explosion Sept. 28 at Wynnewood Refining Co. in Wynnewood. The Occupational Safety and Health Administration announced \$281,000 in fines against the company Thursday.

The operators of a southern Oklahoma refinery repeatedly broke workplace safety rules and now face \$281,000 in fines following a boiler explosion last year that killed two workers, the Occupational Safety and Health Administration has announced. Many of the most serious citations involve repeated violations surrounding the engineering and hazardous use of a large boiler that exploded at the Wynnewood Refining Co. on Sept. 28, killing operators Billy Smith, 34, and Russell Mann, 45. The company had been cited for many of the same violations following another boiler explosion in 2008. "Failure to implement effectively

OSHA's process safety management regulations, which protects employees from potential hazards at high-risk facilities ... will not be tolerated," said David Bates, director of the agency's Oklahoma City-area office, which conducted the investigation. "If OSHA's standards had been followed, it is possible this tragedy could have been avoided." The September explosion caused some in the Garvin County town of about 2,500 residents to voice concerns about the refinery's new owner, a lax culture of safety and whether some of the 265 or so workers were reluctant to complain for fear of losing their good-paying jobs or seeing the 90-year-old refinery that serves as the town's lifeblood close. The company has 15 business days to comply with or contest the citations. A spokeswoman for CVR Energy Inc., the Sugar Land, Texas-based company that owns the Wynnewood refinery, issued a news release that said the company is reviewing OSHA's findings and working to address the agency's concerns. The company statement noted that many of OSHA's findings were consistent with an internal investigation the company shared with OSHA in December that identified the cause of the explosion as a combination of human error and inconsistencies in procedures and training.

#### Family Members Respond to Action

Kari Smith, widow of Billy Smith, disagreed, saying the OSHA and company reports aren't as consistent as CVR contends. Because of the serious nature of the hazards, OSHA placed the company in a program that focuses on "recalcitrant employers that endanger workers by committing willful, repeat or failure to abate violations." "They made big mistakes and they just really don't want that out there," said Kari Smith, of Pauls Valley. "My husband's gone because of it." Russell Mann's widow expressed anger that many of the problems with the boiler that OSHA cited in 2008 were never fixed. "Five years later, it



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caused two deaths," LeeAnna Mann said. Both widows believe the OSHA fine was too low. "If they appeal and get it lowered then it's going to be even less," Mann said. "That's sad. Just sad." Beverly Badgley, the mother of Billy Smith, said both she and another son are satisfied with the report's findings. "We have what we wanted," she wrote in an email. "God has taken it into his hands, smitten the refinery through OSHA and allowed Billy's death to count for something. What more can a mother and brother want?" Wynnewood Mayor Mike Perry said he doesn't foresee the OSHA penalties causing any long-term problems for the refinery or the town. "I think they can well afford the fine," Perry said. "I don't think it will shut them down or anything."

<http://newsok.com/oklahoma-refinery-faces-281000-in-fines-after-fatal-blast-in-2012/article/3779875>

### USA, ARK, MAYFLOWER, APRIL 6 2013. ARKANSAS OIL SPILL: TIMELINE

If this major incident is of interest to you you need to visit the [web site](#), below. It has full-on photographs and imbedded video's.

Don, Moderator - Dangerous Goods-Hazmat Group

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



*Emergency crews work to clean up an oil spill near Interstate 40 in Mayflower, Arkansas March 31, 2013.*

<http://rt.com/usa/arkansas-spill-oil-exxon-325/>

### USA, TX, HOUSTON, APRIL 6 2013. THIRD MAJOR OIL SPILL IN A WEEK: SHELL PIPELINE BREAKS IN TEXAS



Thousands of gallons of oil have spilled from a pipeline in Texas, the third accident of its kind in only a week. Shell Pipeline, a unit of Royal Dutch Shell Plc, shut down their West Columbia, Texas, pipeline last Friday after electronic calculations conducted by the US National Response Center showed that upwards of 700 barrels had been lost, amounting to almost 30,000 gallons of crude oil. By Monday, Shell spokespeople said inspectors found "no evidence" of an oil leak, but days later it was revealed that a breach did occur. Representatives with the US Coast Guard confirmed to Dow Jones on Thursday that roughly 50 barrels of oil spilled from a pipe near Houston, Texas and entered a waterway that connects to the Gulf of Mexico. Coast Guard Petty

Officer Steven Lehman said that Shell had dispatched clean-up crews that were working hard to correct any damage to Vince Bayou, a small waterway that runs for less than 20 miles from the Houston area into a shipping channel that opens into the Gulf. The spill was contained, said Lehman, who was hesitant to offer an official number on how much crude was lost in the accident. According to Shell spokeswoman Kim Windon, though, the damage could have been quite significant. After being presented with the estimate that said as much as 700 barrels were found to have leaked from the pipeline due to an unknown cause, investigators determined that 60 barrels entered the bayou. "That's a very early estimate--things can change," Officer Lehman told Dow Jones. Meanwhile, though, rescue works in Arkansas have been getting their hands dirty responding to an emergency there. A rupture in ExxonMobil's Pegasus pipeline late last week sent thousands of barrels of oil into the small town of Mayflower, around 25 miles outside of Little Rock. Authorities evacuated more than 20 homes in response, and by this Thursday roughly 19,000 barrels had been recovered. Another incident in Canada this week caused an estimated 400 barrels — or roughly 16,800 gallons — of oil to be compromised in northern Ontario when a train derailed. Originally, Canadian Pacific Railway Ltd said only four barrels were lost in the accident.

<http://rt.com/usa/shell-pipeline-oil-texas-409/>



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#### USA, TN, GRAINGER CO, APRIL 6 2013. GRAINGER COUNTY MAN ARRESTED IN ELABORATE FUEL THEFT SCHEME

*mona nair*



Investigators say they've arrested a man who constructed an elaborate contraption to steal thousands of gallons of fuel. Steven Poore has been arrested in the scheme. Parkway Market, a gas station in Thorn Hill and Volunteer Knot Apparel are among the victims. "I've never seen any type of structure built like this. I mean it's pretty ingenious," said Grainger County Sheriff Scott Layel, showing us the device. On the outside it looks like an ordinary trailer that Steven Poore would drive over underground gas tanks at gas stations like Parkway Market. "What they would do is pull this tank over the commercial in-ground storage unit. Then they would pull open this trap door," explained Sheriff Layel, showing us a trapdoor on the floor of the trailer. He says Poore would use a pump to suck up hundreds of gallons fuel. A hose would pour that fuel into two large 500 gallon tanks. Sheriff Layel says Poore would then sell the fuel for low

prices. "He was selling it on the black market for discounted prices. We've heard everything from \$2 a gallon, to \$2.50 a gallon," he explained. Authorities are pretty fascinated by the device that was being used for the operation. Although they say the combination of so much gas with such little ventilation was incredibly dangerous. "You have a rolling bomb more or less," Sheriff Layel explained. Today Steven Poore remains behind bars for his elaborate gas stealing scheme. Although the sheriff does give him credit for building a device like the one he did. "If you can put in this much time in building this system, then you can put that time in doing something much more constructive," he said. If you've noticed a gas station or some sort of commercial operation that had a large quantity of gas just disappear, contact the Grainger County Sheriff's Office. It's possible you could be one of Poore's victims.

<http://www.wate.com/story/21895560/man-arrested-in-elaborate-fuel-theft-scheme>

#### CANADA, EDMONTON, APRIL 6 2013. SUNCOR IGNORED PROTOCOL BY NOT NOTIFYING US IMMEDIATELY OF SPILL, FIRST NATION SAYS

*marty klinkenberg*



*The Suncor oilsands mine near Fort McMurray,*

The Fort McKay First Nation is complaining that it had to pursue officials at Suncor for information last week after 350,000 litres of industrial waste water spilled into the Athabasca River in the oilsands north of Fort McMurray. Fort McKay is the band nearest Suncor's base of operations, but band spokeswoman Dayle Hyde said Thursday that members had to learn about the March 25 spill from two other sources. They tried to contact the company, but were unable to reach officials designated in an emergency plan drawn up in 2011 after toxic water was discharged into the river for three days from a treatment pond at the same site. "Suncor is generally good to work with, but at the time we worked with them to develop a protocol because we felt we weren't properly notified," Hyde says. "Now two years later, we have had a second

incident — and the new protocol that was established wasn't followed." She said they will request a meeting with Suncor representatives to discuss the emergency protocol and other issues. The band has been trying since 2011 to find out what toxins were discharged in the river. "We have requested specifics of the incident numerous times, and we haven't got much information," Hyde says. "If you look at our history, you will see that we try to work in partnerships with oilsands companies. But in this case, we have serious concerns that have not been addressed." Sneh Seetal, a spokeswoman for Suncor, says community stakeholders were contacted the evening of March 25, and that the company has communicated directly with Fort McKay First Nation Chief Jim Boucher and with the band's sustainability department director and staff. But Hyde says those consultations occurred after the fact — and counter to the plan in place. Last week, Seetal said the leak was reported to the province about 1 p.m. on March 25, but Alberta Environment spokeswoman Jessica Potter said the province learned of the incident at 1:45 p.m. "There is a written protocol they are supposed to follow that calls for them to contact us within a



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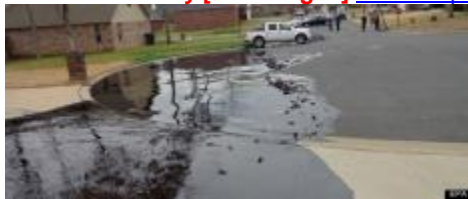
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reasonable time frame," Hyde says. "If they had time to contact other sources, why not us? We had to pursue them for information." On Wednesday, Daniel Stuckless, environmental affairs manager for the Fort McKay First Nation, said Suncor has followed the agreed-upon process for planned events that could affect the community, such as an increase in noise or odour, but has ignored the protocol for pipeline leaks and large spills. Employees of the band's sustainability department visited the spill site March 28, and have engaged an independent environmental consultant to test the river water. The company says tests already conducted by a third party downstream of the spill — including at the hamlet of Fort MacKay — found trace amount of oil and gas, total suspended solids and ammonia. Nikki Booth, spokeswoman for the Alberta Department of Environment and Sustainable Resource Development, said the department expects to get comprehensive test results back Friday from Suncor and will likely release the information next week. The spill occurred when a pipe carrying waste water from Suncor's oilsands operations became frozen and cracked. The company, which takes measures to keep pipes from cracking in extreme temperatures, is still trying to determine why and how the leak occurred. The spill has prompted more than 40 groups to petition Alberta Environment Minister Diana McQueen seeking details on both it and the discharge into the river in 2011. "There needs to be an immediate disclosure of information," Greenpeace Canada spokesman Mike Hudema says. "If government is trying to raise the bars on the industry's environmental performance, there is lots of room for improvement." Last week, the provincial Environment Development ordered Suncor not to use the treatment pond involved in the 2011 discharge until the company can identify what toxins were spilled. Suncor was acting in contravention of provisions within Alberta's Environmental Protection and Enhancement Act, a correction action notice issued March 28 says. The company found irregularities in regular monitoring downstream of the 2011 discharge site, and rainbow trout have died in 39 tests of waste water conducted from the treatment pond since then.

<http://www.edmontonjournal.com/business/Suncor-ignored+protocol+notifying+First+Nation/8201223/story.html>

**USA, ARK, MAYFLOWER, APRIL 6 2013. EXXON OIL SPILL PHOTOS FROM MAYFLOWER, ARKANSAS POSTED BY EPA**

 **Photo Gallery [108 images]** [Exxon Pipeline Mayflower Arkansas Oil Spill](#)



The [EPA's On Scene Coordinator website](#) has posted disturbing images of the [ExxonMobil pipeline oil spill in Mayflower, Arkansas](#). An estimated [84,000 gallons of crude oil spilled after a pipeline ruptured last week](#), resulting in the evacuation of dozens of homes.

View photos from the oil spill in the link, above...

[http://www.huffingtonpost.com/2013/04/05/exxon-oil-spill-photos-mayflower-arkansas\\_n\\_3024336.html?ir=Green](http://www.huffingtonpost.com/2013/04/05/exxon-oil-spill-photos-mayflower-arkansas_n_3024336.html?ir=Green)

**ENGLAND, MANCHESTER, STOCKPORT, STOCKPORT, APRIL 7 2013. WATCH SHOCKING MOMENT JOYRIDER, 24, SMASHED MUM'S SPORTS CAR INTO PETROL STATION SHOP AT 70MPH**

 **Watch the Video** [Joyrider, Smashes Mum's Sports Car into Petrol Station Shop at 70mph](#)

 **Photo's [4]** [Joyrider, Smashes Mum's Sports Car into Petrol Station Shop at 70mph](#)



*Cost: The crash caused £190,000 worth of damage.*

This is the shocking moment a joyrider lost control of his mum's sports car and smashed into a petrol station shop, narrowly missing a motorist filling up at the pump. The wheels of the Audi TT left the ground as David Elly, 24, mounted the kerb at 70mph and ploughed into the BP kiosk as a horrified worker stood behind the counter. Heart-stopping CCTV footage shows the convertible crashing through the forecourt, sending debris flying and missing a Renault Clio driver at the pump by mere inches. Pictures show the extent of the £190,000 horror crash, which left the Audi embedded in the glass front of the garage shop in Stockport, Greater Manchester. No one was injured in the smash, which happened as Elly lost control of the vehicle as he sped down Compstall Road, Romiley, Minshull Street Crown Court heard. The former grammar school pupil



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was spared jail but banned from the road as the court heard he could 'spend the rest of his life' trying to pay for the damage he caused. Elly admitted charges of aggravated vehicle taking, dangerous driving and driving without insurance at an earlier hearing. The court heard that Elly, a British Gas complaints advisor, had been left the keys to his mother's Audi TT when she went away to London. The vehicle was left in the car park of the Forrester's Arms in Romiley, Stockport, but Elly decided to move it when he learnt a function was to be held there. But, by the time he got behind the wheel on the evening of August 5, the court heard he had been drinking and rowing with his girlfriend. Lisa Boocock, prosecuting, said: "The man working behind the counter heard the car speeding towards the petrol station and then a loud crash – the car left the floor and embedded itself into the side of the petrol station shop." Elly suffered minor injuries and was found to be below the drink-drive limit at the time of the crash. Gwyn Lewis, defending, said Elly had 'good intentions' when he got behind the wheel. "He decided to move the car to a suitable place. It was a pleasant afternoon and I suspect in addition the opportunity to drive an Audi TT was something he was tempted by. "Clearly he did not think clearly enough at the time about what he was doing – he says he wants to make a genuine attempt to pay for the damage." Elly, who has no previous convictions, was sentenced to a 10 month prison sentence, suspended for two years. Sentencing, Judge Maurice Greene said he accepted that the incident was 'completely out of character', and that he did not believe he would come back before the court. "I have come to the conclusion, with much hesitation, that I do not need to send you immediately to prison – even though there was a considerable amount of damage and people's lives were put in danger," the judge added. Elly was banned from driving for 12 months, ordered to pay £25 costs, must complete 250 hours of unpaid work and attend a Probation Service 'New Direction Activity Requirement'.

<http://www.mirror.co.uk/news/uk-news/watch-shocking-moment-joyrider-24-1814761>

#### USA, CA, SAN FRANCISCO, APRIL 7 2013. CHEVRON REFINERY FIRE TIED TO LAX OVERSIGHT

jaxon van derbeken



*The August fire at the Chevron refinery sends black smoke billowing across the surrounding area.*

Federal accident investigators urged a complete overhaul of California's "patchwork" of oil industry regulations Friday at a state legislative hearing into the fire last year at Chevron's Richmond refinery. "This patchwork system of regulation has serious challenges," said [Don Holmstrom](#), who is leading the investigation for the [U.S. Chemical Safety Board](#), adding that California's ineffective regulatory efforts reflect weaknesses in federal and other state oversight programs. State Sen. [Loni Hancock](#) and Assemblywoman [Nancy Skinner](#), both Berkeley Democrats, heard testimony Friday from Holmstrom as well as local and state regulators about the lessons learned from the Aug. 6 fire, which imperiled 20 workers and sent 15,000 seeking treatment for breathing problems and other ailments. The blaze has been blamed on a heavily corroded pipe that leaked and later ruptured, triggering a massive vapor cloud that caught fire and spewed toxic vapor and black smoke over nearby communities. Holmstrom called for a "step increase" in oversight in California - with more and better-qualified inspectors exercising "more-thorough and robust" authority.

##### **Standards Called Lax**

The current system, he said, lacks sufficient reporting requirements and competent monitoring of state refineries. It relies on various agencies to oversee worker safety, air quality and industrial practices that react to events with different goals and responsibilities. "In the case of the Chevron refinery fire, the reactive system of regulation simply did not work to prevent what was ultimately a preventable accident," he said. "The whole system needs improvement." Cal/OSHA, the state worker safety agency most responsible for refinery oversight, spent a total of only about 150 hours on three planned inspections at

the Richmond plant before the fire. That pales in comparison to stepped-up federal enforcement efforts in other states that averaged 1,000 hours per inspection, said [Dan Tillema](#), the chemical board's investigator of the fire. Cal/OSHA Chief [Ellen Widess](#) acknowledged that her agency is short-staffed, with just seven inspectors to handle the state's 15 refineries and 1,600



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hazardous chemical plants. She noted that Chevron's problems were pervasive before the fire. "The problems really were systemic," she said, adding that so far the company has fixed 15 of the 25 problems identified in citations, despite Chevron having appealed the citations. Under state law, companies do not have to fix problems while a citation appeal is pending. She said one area still to be dealt with is the raft of makeshift clamps on leaks at the refinery.

### Unit Restarting

As a result of extensive review, she said, her agency just gave approval Friday for startup of the crude oil processing unit that was destroyed by the fire. The refinery's crude unit could open as soon as mid-month. Widdess said that new budget cuts called for by the federally imposed sequester could mean a loss of as much as 5 percent of her agency's federal funding. To help overcome the staff shortage, she said, the state will have to rely on better sharing of information by refineries. "We really need more timely information and reporting of identified hazards," she said. Such improvements, she said, would mean that regulators are "not left to depend on disasters and catastrophes to find out" about the kinds of problems that were ignored by Chevron, which she said knew as far back as 2002 about the corrosion danger on the pipe that ultimately failed. Skinner agreed. "We're here today because a company was aware of a problem since 2002 and didn't correct it," she said.

<http://www.sfgate.com/news/article/Chevron-refinery-fire-tied-to-lax-oversight-4414196.php>

### USA, KY, BRECKINRIDGE CO, APRIL 7 2013. STRETCH OF HWY 60 CLOSED AFTER OVERTURNED SEMI TANKER SPILLS GASOLINE

*kara mattingly*

A stretch of Highway 60 in Breckinridge County is closed on Saturday night after a semi carrying gasoline overturns, spilling a large amount of gas. The truck was carrying 3,200 gallons of gasoline. Crews are working to clean-up that spill the happened on Highway 60 about 3 miles west toward Owensboro in Breckinridge County. The Kentucky Transportation Cabinet says that road could be closed for another eight to nine hours. Traffic is being detoured onto KY 144 and KY 992.

<http://www.14news.com/story/21899184/stretch-of-hwy-60-closed-after-semi-spills-gasoline>

### ARGENTINA, BUENOS AIRES, APRIL 7 2013. LA PLATA: LARGEST OIL REFINERY OPERATIONS HALTED, FIRE PUT OUT

Emergency teams put out a fire at Argentina's largest oil refinery, but operations remained at a standstill at the plant owned by YPF, the state-controlled energy company said. The fire, which started late on Tuesday after a severe storm, forced YPF to shut down the 188,000 barrel-per-day refinery in the coastal area of La Plata, Buenos Aires province. No one was hurt in the blaze, which was caused by excess rainwater that triggered an electricity malfunction, YPF said. "At around 1pm the last source of fire was put out," said Gabriel Pocai, the chief firefighter on the scene. The company said it was implementing a plan to resume operations at the plant. YPF's shares fell 5.18 percent yesterday to close at 117.10 pesos. YPF's La Plata complex accounts for about 30 percent of Argentina's oil-refining capacity and its closure could disrupt diesel supplies during the corn and soybean harvest. YPF was renationalized last year as Argentina battles to reverse a long decline in natural gas and oil output. The company aims to boost oil and natural gas production 32 percent by the end of 2017.

<http://www.buenosairesherald.com/article/127830/la-plata-largest-oil-refinery-operations-halted-fire-put-out>

### USA, N.J, EWING TWP, APRIL 7 20-13. EMERGENCY CREWS KEPT BUSY OVERNIGHT BY CHEMICAL REACTION AT

*jon offredo*

Emergency crews, including hazardous materials specialists, responded to an alarm at a laboratory after a chemical reaction set off the sprinkler system, police said today. At about 11:55 p.m. last night, Ewing police were dispatched to Tyger Scientific, a chemical lab at 324 Stokes Avenue, after a burglar and fire alarm were set off. Emergency crews arrived to find water coming out from under the front doors, a police release said. Fire crews entered the building and found a laboratory filled with a vapor and a sprinkler head activated. A Hazmat crew was called to the scene and a representative from the Department of Environmental Protection determined a chemical reaction inside the lab set off the sprinkler and that everything was contained to that one room, the release said. There was no threat to the surrounding area, no injuries and no foul play was suspected, said the police. The scene was cleared around 4 a.m. on this morning. Tyger Scientific manufactures and distributes more than 5,000 synthetic and specialty chemicals, according to its website, and operates research and manufacturing facilities throughout the United States and China. The Ewing facility is the company's U.S. headquarters.

[http://www.nj.com/mercer/index.ssf/2013/04/emergency\\_crews\\_kept\\_busy\\_by\\_c.html](http://www.nj.com/mercer/index.ssf/2013/04/emergency_crews_kept_busy_by_c.html)



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### USA, OK, BROKEN ARROW, APRIL 7 2013. ACID LEAK AT BROKEN ARROW COMPANY BRINGS HAZMAT CREWS TO STOP REACTION

Hazmat crews called to BA acid leak - Tulsa hazmat crews were called in to help Broken Arrow fire crews on the scene of hydrochloric acid leak Saturday morning. Officials say the leak was stopped by a containment curb in the work area. No injuries were reported. The incident happened around 8 a.m. at an industrial building near 61st Street and Aspen Avenue in Broken Arrow. Broken Arrow crews called hazmat because there is an electrical charge involved in the process being ran at the time of the leak, officials say. Hazmat was able to turn off the electrical charge, stopping the chemical reaction, and turn on ventilation fans. The company will perform the cleanup, officials say. There is no word yet on how much acid was released

[http://www.kjrh.com/dpp/news/local\\_news/acid-leak-at-broken-arrow-company-brings-hazmat-crews-to-stop-reaction](http://www.kjrh.com/dpp/news/local_news/acid-leak-at-broken-arrow-company-brings-hazmat-crews-to-stop-reaction)

### INDIA, LUDHIANA, BEANTPURA, APRIL 7 2013. BLASTS AT CHEMICAL FACTORY LEAVE FOUR INJURED

A major tragedy was averted after a fire broke out at a factory manufacturing adhesives and other chemicals in Beant Pura, near Samrala Chowk, around at around 8am on Saturday. Drums full of chemicals caught fire and the cascading blasts thereafter made it difficult for the firefighters to douse the inferno. Four of the five workers present -Vishwanath, 43, of Janakpuri; Raja Mandal, 38, of Puneet Nagar; Santosh, 33, of Puneet Nagar; and Raj Kumar, 32, of Beant Pura - suffered burn injuries while the fifth escaped unhurt. The injured were rushed to the civil hospital by an '108 Ambulance'. Later, after an assessment of their condition, doctors referred them to the Christian Medical College. The condition of two was said to be critical. It took nearly seven hours for 14 fire tenders to control the blaze. Taking cognisance of the incident, the division number-7 police station registered a criminal case against the factory owner Praveen Aggarwal under Sections 337, 338, 427 and 285 of the IPC. A team of forensic experts has been employed to ascertain the reason behind the fire and to pin the responsibility of the incident. As per the testimony of the labourers, the fire was caused by short circuit in the power supply cables that set the chemicals in the factory ablaze. They said they tried, but failed to control the fire. People gathered around the factory called up fire station and ambulance. The blasts caused chemicals to seep out of the factory, around on the street, which further added to the woes of the firefighters, apart from the narrow approach lane to the factory. The inferno was so intense that firefighters had to breach the wall of the factory to throw water inside. Due to the fire and blasts, the surrounding buildings too developed cracks. Eventually, the fire was doused around 5pm. Additional deputy commissioner of police (ADCP) (city-4) NK Sharma, assistant commissioner of police (ACP) Dhruvan Nimbale, ACP Ramneesh Choudhary and ACP Jaswinder Singh reached the spot. A detachment of the quick response team (QRT) was also deployed on the spot to control the situation. Inspector Raj Kumar, station house officer (SHO) of division number-7 police station, said a case was registered against the factory owner and the police were trying for his arrest. The SHO said the police were also looking into whether the factory owner possesses a licence for storing chemicals.

<http://www.hindustantimes.com/Punjab/Ludhiana/Blasts-at-chemical-factory-leave-four-injured/SP-Article1-1038601.aspx>

### USA, CO, RIFLE, APRIL 7 2013. RESIDENTS MAKE IT CLEAR THAT THEY'RE WORRIED ABOUT BENZENE EXPOSURE >> ASSURANCES BEING GIVEN BY INDUSTRY, REGULATORS ABOUT REMEDIATION EFFORTS

*john colson*

Area residents made it clear on Thursday that they are worried about the toxic possibilities associated with a large plume of hydrocarbons near an oil and gas production plant up Parachute Creek. Representatives of the local gas drilling industry, as well as the industry's state overseers and Garfield County's oil and gas liaison officer, spent nearly two and a half hours Thursday evening assuring residents that the companies involved are doing all they can to keep the hydrocarbons from getting into Parachute Creek or causing other problems. Matt Lepore, director of the Colorado Oil and Gas Conservation Commission, admitted that the suspected leak, which has yet to be found, might be significantly older than had been assumed. "Was it a very slow, slow leak over a long period of time?" asked Lepore, speaking at the Garfield County Energy Advisory Board meeting at the Rifle branch library. "I don't know." Dave Keylor, vice president of Piceance Basin operations for Williams Midstream, admitted that the company on Jan. 30 had discovered a leaking gauge in the same area as a valve set that is suspected as a source of the plume leak. But that leak, he maintained, released less than 25 gallons of hydrocarbons, far less than would be required to create the plume. Still, he said, "Part of this investigation [into the plume leak] is, did we have more than one event? Did we have multiple events? We are continuing to investigate that." He explained that the company has been focusing on two pipelines — a 30-inch line that brings raw natural gas into the processing plant, and a four-inch line that carries natural gas liquids, including benzene, from the plant to a tank farm on the far side of Parachute Creek for storage. The



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four-inch line, he said, is buried beneath the creek, and carries a number of different compounds known generally as "hydrocarbons" or "volatile organic compounds" (VOCs) that flow up out of the ground alongside natural gas and oil. The source of a leak that could have created the plume, Keylor said, was not found in either line after "aggressive" testing. Retired engineer Bob Arrington, a member of the EAB, suggested that tests be conducted to see if last winter's severely cold temperatures had caused a crimp or small leak that might not be detected by high-pressure water testing. The uncertainty about the source of the leak was not received well by the public at the meeting. "It's time the corporations show that what they're doing is safe for the people," declared Benita Phillips, who said she is a registered nurse in the area. "I don't think that they really understand what they are doing." Another industry skeptic, Richard Votero of Carbondale, raised his voice as he delivered his message of anxiety and doubt. "My god, that could poison millions of people," he declared, referring to the potential contamination of Parachute Creek, which is a tributary to the Colorado River, source of water for the entire southwestern section of the U.S. "This is a very serious spill," he continued, still speaking loudly. "Am I the only one in here that is upset to [the point of] anger about this?" Votero's tirade was cut off by EAB chair Brent Buss of Rifle, who at the start of the meeting had cautioned participants that they would have only three minutes apiece to make any comments. The main message from industry and government representatives, though, was that the matter is being dealt with. "We've tested our pipelines, we've retested our pipelines," said Dave Keylor, vice president of Piceance Basin operations for Williams Midstream, the company mainly charged with finding the source of the plume and cleaning it up. "The number one thing is to protect the creek," Keylor continued. Two companies, Williams Midstream and WPX Energy, both were slapped with "notices of alleged violations" or NOAV last month by the Colorado Oil and Gas Conservation Commission (COGCC). The NOAVs were over the apparent leak — discovered by Williams workers on March 8 — which has created a plume of toxic compounds that initially was thought to measure 200 feet by 70 feet by 14 feet deep. The plume was found in a 40-foot right of way owned by Williams, but which crosses land owned by WPX. Although Williams reported no success in determining the exact makeup of the plume, testing of the groundwater between the plume and the creek has revealed extremely high levels of benzene, which is one of several compounds typically found in subterranean natural-gas and oil deposits. Benzene is a known carcinogen linked to leukemia and birth defects, and national poison-control guidelines call for anyone facing benzene exposure to wear protective gear to avoid contamination. The groundwater tests have revealed concentrations thousands of times greater than state and national safety standards for human exposure. Keylor noted that despite Williams having taken 143 barrels of hydrocarbons and more than 6,000 barrels of contaminated water out of the ground over the last several weeks, Parachute Creek still shows no sign of contamination from the leak. The tainted soil and water are being stored for eventual disposal.

<http://www.postindependent.com/article/20130406/VALLEYNEWS/130409941/1083&ParentProfile=1074>

### USA, ARK, MAYFLOWER, APRIL 7 2013. MAYFLOWER OIL SPILL DISASTER ZONE IN ARKANSAS

 **Watch the Video** [Mayflower Oil Spill Disaster Zone in Arkansas](#)

While the cleanup operation has entered its second week, there is still a lack of footage coming from the disaster zone. Nevertheless, Mayflower resident Chris Harrell, who's been in close contact with RT during the days following the accident, has provided a rare video of the cleanup effort. The film, shot on Thursday, shows muddied tarps strewn out across the streets where 22 homes were evacuated after an ExxonMobil pipeline ruptured last week.

#### Related Links

- [Arkansas Oil Spill: Timeline](#)
- [Exxon Wins Safety Award as Mayflower Sees No End to Spill Cleanup \(VIDEO\)](#)

<http://www.youtube.com/watch?v=ntwCikVZc4U>

### USA, KY, BRECKINRIDGE CO, APRIL 8 2013. A SECOND PERSON DIES FROM SATURDAY'S BRECKINRIDGE COUNTY FATAL

*kathy melvin*

A second person has died as a result of injuries from Saturday morning's accident in Breckinridge County. Tracy Glisson, 27, of Cloverport, died at University Hospital at 4:08 a.m. Sunday, where she was airlifted after the accident. The driver of the vehicle, her brother Justin J. Glisson of Irvington, was pronounced dead at the scene Saturday. The collision happened on US 60, about six miles west of Hardinsburg. Kentucky State Police say that Justin Glisson's 1977 Chevrolet Nova, crossed the center line and struck an eastbound tanker carrying about 9,000 gallons of gasoline. The truck slipped off the right shoulder, overturned and spilled about 4,000 gallons of gas. The driver of the tanker, Timothy M. Castlen, 49, of Maceo, KY, was also



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

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airlifted to University Hospital with serious, non life-threatening injuries. The fuel spill caused major traffic problems on HWY 60. Traffic was detoured onto KY 144 and KY 992. The roadway opened about 2:15 a.m. Sunday.

<http://www.wave3.com/story/21901312/a-second-person-dies-from-saturdays-breckenridge-county-fatal>

### JAMAICA, KINGSTON, APRIL 8 2013. MAN FOUND DEAD INSIDE CAR PARKED NEAR GAS PUMP >> SERVICE STATION SHOCK

corey robinson



*Funeral home workers remove the body of a man who was found dead in a car at a Texaco service station at the intersection of Waltham Park and Molynes roads.*

Taxi operators who use the Texaco service station at the intersection of Waltham Park and Molynes roads in Kingston were left in shock yesterday morning after they found the body of a man inside a motorcar parked near one of the pumps. Onlookers theorised that the man — a Rastafarian, believed to be in his late-50s — may have died during the pre-dawn hours. Yesterday, taxi operators who use the service station as a pick-up point said they became suspicious after they saw the car inside the gas station about 7:00 am. "He must have been there from about 4:00 this morning. I came here about six o'clock/seven, and when I came he was inside the car," said Julian Myrie, a taxi

operator who goes by the alias 'One and ready'. "Based on how the car did park it look like him never feel good and just pull off a di road. Him seat did all push back so it looked like him did a sleep," said the woman, who said other taxi operators began knocking on the car window in an attempt to wake the man. But repeated efforts were fruitless, the woman said, adding that one taxi operator decided to take a closer look inside the vehicle. It was then that they realised the man was not sleeping. "The taxi man start seh 'wake up nuh, Rasta' but nothing. Likkle after that him see seh the man finger dem curl up and dat him neva a breathe," she continued. "Same time the taxi man realise seh is a dead man him did a talk to all along," she said. As news of the incident spread and police arrived and cordoned off the scene, several residents filed into the service station to look at the man's body. At first, many thought it was a crime scene; however, that view changed as the taxi operators relayed their experience earlier in the morning. Yesterday, Andrea, a female attendant at the service station, said she was saddened by the death. She said, however, that it didn't affect operations at the station. "This morning, because of the police tape, we couldn't use this pump," she said, pointing to the pump closest to where the dead man's vehicle was parked. "But after dem finish and everything, things went back to normal," she said.

[http://www.jamaicaobserver.com/news/Service-station-shock\\_14012105](http://www.jamaicaobserver.com/news/Service-station-shock_14012105)

### BRAZIL, SAO SEBASTIAO, TEBAR, APRIL 8 2013. PETROBRAS OIL SPILL REACHES SAO PAULO BEACHES



Fluids from a terminal operated by state-controlled oil giant Petrobras have reached several beaches in Sao Paulo state, forcing authorities to close off the area, [Brazilian](#) officials said. The spill of unspecified petroleum derivatives, whose size is not known, occurred on Friday afternoon at the

Almirante Barroso Terminal, or Tebar, in the city of Sao Sebastiao. The municipal environmental agency asked citizens to stay away from nine area beaches, the city government said. Officials are still trying to determine the extent of the spill, which appears to be large, Sao Sebastiao Environmental Secretary Eduardo Hipolito do Rego said in a statement. "We do not know yet if it is crude, but we can confirm that it is a petroleum derivative. The spill is of large proportions, so much so that it affected several beaches. We cannot rule out that the product will spread to neighboring cities," the environmental official said. Transpetro, a Petrobras subsidiary, confirmed Saturday afternoon that a fuel spill occurred at Tebar, a marine terminal that handles nearly 55 percent of the petroleum consumed in Brazil, the Sao Sebastiao city government said.

<http://www.hispanicallyspeakingnews.com/latino-daily-news/details/petrobras-oil-spill-reaches-sao-paulo-beaches/23631/>

### INDIA, BHOPAL, APRIL 8 2013. TWO KILLED, 3 CRITICAL AFTER TANKER HITS CAR



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Two persons were killed while three others, including a woman sustained injuries in a road accident at Raksha Vihar in Parwaliya area here on Saturday afternoon. Police said the car in which the victims were travelling collided head on with a petrol tanker coming from the opposite side. The severity of the accident can be gauged from the fact that the car was entangled in the tanker to such an extent that gas cutters had to be used to pull out the victims, the police added. Deceased have been identified as Sunil Kathal and his driver Shabbir. Police said Sunil, a Sagar based businessman was travelling in the car along with driver and family comprising his wife Preeti and sons-Samarth and Sandharv when the accident occurred. While Sunil and Shabbir were killed on the spot, the condition of the other three remains critical. Police said the tanker was coming from Khajuri side. The family were going to Indore in connection with the admission of their son, Sandharv, the police added. The unidentified driver of the tanker abandoned the vehicle and fled from the spot. The injured victims were rushed to a private hospital from where they were referred to another hospital, the police added.

<http://timesofindia.indiatimes.com/city/bhopal/Two-killed-3-critical-after-tanker-hits-car/articleshow/19421975.cms>

### MEXICO, MEXICO CITY, APRIL 8 2013. 7 MODELO BEER WORKERS KILLED WHILE CLEANING TANK AT MEXICAN BREWERY



Seven workers were killed Sunday while cleaning a tank at a brewery in Mexico City for Mexico's Grupo Modelo, the parent company of Corona beer, the company and local authorities said. Few details about the accident were immediately released. Authorities in Mexico City have reported that the 7 workers died in a tank at a Grupo Modelo brewery. The workers were said to have been cleaning the tank, and it is thought likely that they may have died from toxic fumes, although investigators are still currently looking into the incident to confirm the cause of death. The deaths occurred yesterday morning in a tank that was undergoing maintenance and cleaning, a spokeswoman for owners Grupo Modelo said. A company statement said: "Modelo is deeply sorry for this incident and will support the affected families permanently." The deaths occurred yesterday morning in a tank that was undergoing maintenance and cleaning, a spokeswoman for owners Grupo Modelo said. A company statement said: "Modelo is deeply sorry for this incident and will support the affected families permanently." "Early in the morning of April 7, we had an accident at Cervecería Modelo in Mexico City, which occurred in a confined area in a tank in which

cleaning and upkeep works were being done," said Jennifer Shelley, a spokeswoman for Grupo Modelo. "Unfortunately the accident resulted in seven deaths." Building manager at the brewery, Francisco Lopez Bravo, has also explained that the 7 workers got locked inside the cistern as they went about cleaning the tanks. The company did not give details of how the workers died. The family-controlled Mexican brewer, maker of the No 1 imported beer in the United States. There is no remaining risk to the surrounding neighborhood, the environment or the rest of the plant and its personnel, Shelley said in the statement. The brewery is operating normally and production is not expected to be affected, she said in an e-mailed response to questions. Cervecería Modelo, with currently a total capacity of 11.1 million hectoliters, was the company's first plant and began operating in 1925. Grupo Modelo is in the process of being sold to Belgium's Anheuser-Busch InBev, but Grupo Modelo's name, identity, heritage and Mexico City headquarters will be maintained. The brewery has been in operation in Mexico City since 1925, and brews a number of popular beers including Corona. The brewery is also in the process of being sold to Anheuser-Busch InBev. The families of the deceased workers have been contacted, and officials at the brewery have said that it plans to support them through the difficult time. A statement released has said, "Modelo is deeply sorry for this incident and will support the affected families permanently." Grupo Modelo SAB (GMODELOC), Mexico's largest brewer

#### Related Links

- [Toxic fumes kill 7 at Mexican brewery](#)  
At least seven workers at one of Mexico's leading breweries died early Sunday after accidentally inhaling toxic fumes, a company representative said. In a press release, Grupo Modelo brewery Operations Manager Francisco Javier Lopez Bravo said the...
- [Seven Die In Brewery Accident At Grupo Modelo In Mexico City](#)  
Seven people were killed in an accident at a Grupo Modelo SAB de CV brewery in Mexico City Sunday.. Workers were carrying out routine cleaning of a tank at the brewery, when unidentified toxins contaminated the...
- [7 die in brewery: Workers die while cleaning brewery tank in Mexico City](#)



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Mexico City authorities say that seven workers died while cleaning a tank at a Grupo Modelo brewery in Mexico City. The incident happened early on the morning of Sunday, April 7, 2013....

<http://guardianlv.com/2013/04/modelo-beer-workers-killed-while-cleaning-tank-at-mexican-brewery/>

### USA, TX, PORT ARTHUR, APRIL 8 2013. LARGEST OIL REFINERY IN U.S. IS OWNED BY SAUDI ROYAL FAMILY AND ANGLO-DUTCH



At a time when the Obama administration and the petroleum industry are advocating for expanding domestic oil production, it is worth pointing out that the nation's largest refinery is not American owned. The [Motiva oil refinery](#), located in Port Arthur, Texas, is controlled by Royal Dutch Shell and Saudi Aramco, the largest oil company in [Saudi Arabia](#) and in the world. Motiva's owners recently sunk \$10 billion into expanding its capacity for processing gasoline, diesel and other petroleum products. The changes also make the refinery capable of handling lower-quality heavy crude oil that Saudi Arabia has been producing recently—oil that most refineries can't process. "The Saudis are securing a home for their heavy crude," Fadel Gheit, a senior oil analyst at Oppenheimer & Company, told The New York Times. Since Barack Obama became president of the United States, Saudi exports to the U.S. have [more than doubled](#), returning to a level last seen before the 2008 financial meltdown. U.S. exports to Saudi

Arabia have also hit record highs. Lawrence J. Goldstein, a director of the [Energy Policy Research Foundation](#), which is partly financed by the oil industry, said Motiva "guarantees the Saudis an important but subtle footprint in the United States, and they want to have some negotiating strength when geopolitical issues in the Middle East and elsewhere arise." But from the look of the refinery one would be hard pressed to know about its Saudi ownership. Inside the facility a visitor will find "a couple of Saudi Aramco coffee-table books on display in the executive offices and a pair of Saudi and Saudi Aramco flags inside the refinery's small museum," according to the Clifford Krauss of the Times. Little else reveals the Middle East presence behind the operation of the mammoth oil factory.

<http://www.allgov.com/news/us-and-the-world/largest-oil-refinery-in-us-is-owned-by-saudi-royal-family-and-anglo-dutch-130407?news=849663>

### USA, MI, DETROIT, APRIL 9 2013. MARATHON BUYS HOMES NEAR \$2.2B OIL PROJECT



*This April 3, 2013 photo shows the demolition of a home in the Oakwood Heights neighborhood of Detroit. Marathon Petroleum Corp. has bought two-thirds of the homes in an area of southwest Detroit where the oil company is carrying out a \$2.2 billion expansion, a newspaper reported Sunday.*

Marathon Petroleum Corp. has bought two-thirds of the homes in an area of southwest Detroit where the oil company is carrying out a \$2.2 billion expansion, a newspaper reported Sunday. The company announced in November 2011 that it wanted to create a buffer area between its growing refinery operation and residential areas. The area already had many vacant buildings and empty lots. Marathon has bought 205 homes so far, according to The Detroit News (<http://bit.ly/10FxO3O>), though it was unclear how much money the company had spent to purchase all of them. The company began

with a list of 296 homeowners, and 265 of them agreed to discuss terms for a possible sale. The company made offers to 258 of them. Marathon has said that it's offering a minimum of \$40,000 for owner-occupied homes. According to Marathon spokesman Jamal Kheiry, the average appraisal has been about \$16,000 and the company's average offer has been about \$65,000. "We consider it quite a success," said Kheiry. "The whole project was an opportunity to give folks who wanted to move an opportunity to do so in an economically viable way."

<http://www.themorningsun.com/article/20130407/NEWS03/130409644/marathon-buys-homes-near-2-2b-oil-project>



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### USA, ILL, CHICAGO, APRIL 8 2013. FREIGHT TRAIN DERAILS ON CITY'S SOUTHEAST SIDE >> 4 OF THE CARS WERE CARRYING ETHANOL



A freight train derailed late Sunday afternoon on the city's Southeast side. No one was injured when the train derailed around 4:30 p.m. in the 2000 block of East 95th Street. It was carrying denatured alcohol and a hazardous materials response by the Chicago Fire Department was called as a precaution. Upon arrival, nothing was found to be leaking from the rail cars. The cause of the derailment is under investigation.

<http://wgntv.com/2013/04/07/freight-train-derails-on-citys-southeast-side/>

### USA, OH, EUCLID, APRIL 8 2013. UPSTART PIPELINE COMPANY STAKING ITS FUTURE ON STOPPING HEAVY OIL CORROSION

*maria gallucci*

The oil industry knows heavy oil is more corrosive than sweet crude, and MesoCoat says it has pipe-coating technology to solve the problem. An upstart company in Ohio is aiming to disrupt the oil pipeline business with new technology that resists corrosion far more effectively than conventional pipe. MesoCoat, Inc. says its technology will become especially crucial as global oil production shifts to more sulfurous and heavier fuels like tar sands crude. It claims it can make pipelines safer from potential leaks and save oil companies hundreds of millions of dollars by reducing the frequency of replacing corroded pipes. At just six years old, MesoCoat is already attracting interest from major oil companies and research centers in Alberta, home of Canada's vast oil sands resources. It has won five [R&D 100 awards](#) for innovation, plus an award from the [National Institute of Standards and Technology](#), a U.S. agency. In the fall, [it took the top spot](#) in The Wall Street Journal's Technology Innovations Awards for manufacturing. The global attention is helping MesoCoat leap from startup to commercial company. But for Canada's tar sands industry, the attention appears to be coming at a less-than-opportune time, as it lobbies hard for approval of the Alberta-to-Texas Keystone XL pipeline. One of the main objections to the Keystone is the possibility that the tar sands oil it would carry is more corrosive to pipelines than ordinary crudes, with implications for oil spills. That concern deepened last week after [an ExxonMobil pipeline carrying bitumen ruptured and leaked at least 200,000 gallons of the tarry crude in an Arkansas neighborhood](#). Because bitumen is too thick to flow through pipelines, it is blended with natural gas liquids and turned into [diluted bitumen, or dilbit](#). Pipelines that carry dilbit operate at higher pressure and heat than those carrying conventional oil. Environmental and safety groups contend that far too little scientific evaluation has been done to be sure that pipes designed for regular oil are safe for dilbit. "There hasn't been much in the way of basic science that addresses the question of corrosion," said Anthony Swift, an attorney at the Natural Resources Defense Council (NRDC) who studies pipeline safety issues. Oil sands companies, and the Alberta and Canadian governments, say dilbit acts similarly to other crude inside a pipeline. In [a backgrounder on the topic](#) sent to InsideClimate News, the American Petroleum Institute, a trade association, said dilbit is "no more corrosive in pipelines than other heavy crude oils" transported by U.S. pipelines. A recent laboratory study by Natural Resources Canada, a government agency, tested the corrosivity of four types of dilbit—out of the dozens that exist—and seven other heavy oils. It found the dilbit samples to be among the least corrosive. The study didn't examine how any of the oils respond to higher temperatures. In the United States, a National Academies of Science committee is studying dilbit corrosion and will release its findings this summer. But the committee doesn't have access to proprietary industry data that is considered the most thorough and will base its report on existing research. Ross Kozarsky, a senior analyst at Lux Research Inc., a research and advisory firm that focuses on emerging technologies, says several dozen startups and university labs are competing with global manufacturing companies in search of technologies to reduce corrosion of metals. So far, MesoCoat is one of the leaders of the upstart pack, he said. Whoever ends up developing the winning technologies could inherit a huge market in the oil industry. According to estimates by the [National Association of Corrosion Engineers](#), a global trade group for the corrosion control industry, repairing or replacing corroded pipes costs oil and gas companies more than \$7 billion a year. When the costs of lost productivity and revenues—plus cleanup costs from spills or leaks—are factored in, the figure probably doubles, said Kevin Garrity, the association's recent past president. Those costs are expected to rise as the global oil market shifts to sour and heavier oils, which have higher sulfur contents and more



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corrosive properties than lighter, sweeter crudes, according to MesoCoat. At the same time, oil companies are using more intensive extraction techniques that involve salt water and acidic gases, including deep-sea drilling and enhanced recovery. Robert Miller, CEO of Abakan, Inc., which owns a controlling stake in MesoCoat, anticipates strong demand in the future for corrosion-resistant products in long-distance downstream pipelines like the Keystone. Dilbit "is more corrosive than sweet oil," Miller said in an interview, "although they strongly deny that, of course, in Canada." For now, MesoCoat is focusing on upstream pipelines—which everyone agrees corrode faster than other oil pipelines. These pipes transport a highly corrosive mix of raw bitumen, sand, hot water, sediments, acidic gases and chemicals from oil sands mines to nearby processing plants. There, the bitumen is separated and diluted with natural gas liquids for transport downstream to U.S. refineries.

#### **'You Wouldn't Win a Pipeline Bid Without It'**

In 2007, Andrew Sherman, MesoCoat's CEO and a former rocket scientist, spun MesoCoat out of his advanced materials firm Powdermet, Inc., where he remains chief executive. Both companies have the same goal: to replace the hazardous chemicals and short-lived coatings that are currently used to reduce pipeline corrosion with environmentally benign products that are longer lasting. Powdermet produces the metal and ceramic composites that MesoCoat uses. MesoCoat's technology is based on an infrared lamp developed years earlier at the federal Oak Ridge National Laboratories in Tennessee. In 2010, the company signed an exclusive licensing agreement with the lab for the lamp, which is now central to its "cladding" process. The robotically controlled lamp emits a superhot beam of light amplified by mirrors. When pointed at the metal surface, the beam permanently fuses corrosion-fighting materials to steel pipes and other metal infrastructure. Sherman likens it to "burning a bug with a magnifying glass." The company says upstream pipes produced using this process have a 60 percent lower corrosion rate than the industry norm and cost 20 percent less than existing products. They can also be produced faster. MesoCoat says oil firms currently order cladded pipe years in advance; the company aims to fill orders within months. Euclid, Ohio MesoCoat has been developing and testing its technologies at a pilot facility in Eastlake, Ohio, a suburb of Cleveland since the fall of 2011. In February, the company opened a \$6 million plant in the nearby town of Euclid for larger scale tests. The Brazilian oil giant Petrobras is helping to finance part of the project. Miller, the Abakan CEO who has invested in MesoCoat, said a business partner in Brazil first told him about MesoCoat. "If this technology works, within five years you wouldn't win a pipeline bid without it," Miller recalled his partner telling him.

#### **A Serendipitous Start in the Canada's Oil Sands**

Sherman said MesoCoat's entry into Alberta's booming market was somewhat serendipitous. At an oil and gas trade show in Houston in the fall of 2010, a research director at Syncrude Canada Ltd., one of the world's largest producers of oil sands crude, approached MesoCoat's booth. "We have a big problem" with corrosion on upstream pipelines, Sherman recalled him saying. A major oil sands developer like Syncrude can spend roughly \$100 million a year on anti-corrosion products for pipelines and lose about \$500 million a year from lost productivity and revenues, Sherman said. MesoCoat built prototypes for Syncrude, and after six weeks of lab testing, Syncrude decided that the technology met or exceeded the quality of existing products. Syncrude is part of a group of companies and institutions, including ExxonMobil's Imperial Oil and Alberta Innovates Technology Futures, that is collaborating with MesoCoat to build a \$4.7 million pilot plant and prototype testing facility in Alberta. Demand for anti-corrosion solutions will be high. Oil sands production is expected to triple by 2035 from 1.7 million barrels per day to 5.1 million, Canada's National Energy Board, an independent regulatory agency, [said in a report](#). More than [10,000 miles of new and repurposed downstream pipelines](#) are being proposed to pipe the oil across Canada and the United States to coastal ports for export. Sherman expects negotiations and funding talks on the Alberta prototype facility to wrap up by the end of this month. He said the first prototypes of cladded pipe could be delivered to participating oil companies within 14 months of the center's opening. MesoCoat also plans to open three separate manufacturing facilities in Alberta to apply its cladding technologies to pipes on a commercial scale. Construction on the first plant could begin at the end of this year. Miller of Abakan said MesoCoat eventually aims to bring its anti-corrosion technologies to long-distance oil pipelines "like the Keystone." "We're moving ahead ... to do this kind of protection that I think industry needs," Miller said. Sherman confirmed those plans. But he differed with Miller on the issue of dilbit corrosion in downstream pipes. "The likelihood is that it's not an issue," Sherman said in a separate interview. "There isn't any hard evidence that says [dilbit] is more corrosive than any other oil. ... There's no significant concern about transporting dilbit in existing pipelines."

#### **The Future: Deep-Sea Oil, the Persian Gulf and More**

Anti-corrosion technologies can be used for more than just pipelines. Cargo ships, heavy equipment and bridges need it, too, said Kozarsky, the Lux Research analyst, creating a global market in the multibillions. MesoCoat is already looking for business outside Canada. It has a two-year-old agreement with Petrobras to test and develop its cladding technologies for



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the salty deep-sea oil fields off Brazil's coast, and Sherman said it expects to break ground on a manufacturing facility in Brazil in 2014. MesoCoat is also eyeing the offshore gas industry in Indonesia, which is growing as that country's light, sweet oil reserves dry up. And in the North Sea and Persian Gulf, oil developers are pumping salt water into wells to tap hard-to-reach reserves. "The oil majors are really rooting for us, and the sooner we can get to market, the better for them," said Miller.

<http://insideclimatenews.org/news/20130408/upstart-pipeline-company-staking-its-future-stopping-heavy-oil-corrosion>

### USA, N.H., CONCORD, APRIL 8 2013. END IN SIGHT FOR MARATHON POLLUTION TRIAL AGAINST EXXON MOBIL

*lynne tuohy,*

Jurors in the longest state trial in New Hampshire's history will return to the courtroom this week after a nearly two-week hiatus to hear closing arguments in the state's groundwater contamination case against Exxon Mobil Corp. Lawyers for the state want jurors to hold Exxon Mobil liable to the tune of \$240 million to monitor and clean up wells and public water systems contaminated by the gasoline additive MTBE, or methyl tertiary butyl ether. Lawyers for Exxon Mobil counter that MTBE was used to comply with federal Clean Air Act requirements to reduce smog. They also blame any lingering contamination on third parties not named in the state's decade-old lawsuit.

#### Each Side Will Get Three Hours to Make its Case Monday.

If the court keeps to the schedule outlined last week, the jury won't begin its deliberations until Tuesday. That's when Superior Court Judge Peter Fauver plans to instruct the 15 jurors on the law and randomly select the three who will become alternate jurors before sending the panel of 12 behind closed doors. Lawyers who were in court last week hammering out final details made clear that the jury's verdict won't be the final word in the case. Both sides indicated they were laying the groundwork for an appeal. The trial began Jan. 14 and testimony ended March 27, making it the longest in state history. Court Clerk Bill McGraw said the Claremont school funding challenge of the 1990s - the trial's only rival in terms of duration and complexity - "pales by comparison." The jurors were chosen from a pool of 500 people who were sent 22-page jury questionnaires last October. The lawyers eliminated those whose principal source of drinking water is a well. McGraw said jury selection was biggest logistical challenge. "That was the cow the python had to swallow," he said of the number of prospective jurors brought in and the coordination needed to question them. The jury will have more than 450 exhibits to view in the deliberations room while it mulls the testimony of scores of witnesses - some of them on videotape. The jury will be asked to determine whether MTBE is a defective product and whether Exxon Mobil failed to warn its distributors and vendors about the characteristics and care needed in handling gasoline containing it. MTBE, experts on both sides agreed, travels farther and faster in groundwater and contaminates larger volumes of water than gasoline without the additive. If jurors find Exxon Mobil is liable for damages, they must then determine what was the oil giant's market share of all gasoline sold in New Hampshire between 1988 and 2005. The state contends it was 30 percent; Exxon Mobil says it's closer to 6 percent.

#### The state banned MTBE in 2007.

Lawyers for Irving, Texas-based Exxon Mobil claim state environmental officials knew or should have known about the contaminating qualities of MTBE. The judge refused to allow them to use a picture of two ostriches with their heads in the sand as a graphic during closing arguments. Exxon Mobil is the sole remaining defendant of the 26 the state sued in 2003. Citgo was a co-defendant when the trial began, but it began settlement negotiations with the state on day two and withdrew from the trial. Citgo ultimately settled for \$16 million - bringing the total the state has collected in MTBE settlement money to \$136 million. McGraw said last week the trial went more smoothly than anticipated and wrapped up earlier than expected. "I'm sure the jurors are happy not to be here through July," he said.

<http://www.komonews.com/news/business/End-in-sight-for-marathon-pollution-trial-against-Exxon-Mobil-201845761.html>

### SOUTH AFRICA, KWAZULU-NATAL, APRIL 9 2013. THRIVING TRADE IN STOLEN FUEL

*yogas nair*

A truck driver transporting 40 000 litres of diesel from KwaZulu-Natal to Johannesburg has fallen victim to highway bandits - thieves posing as policemen - who have been raking in millions of rand in recent months from stealing fuel. Drivers are also robbed of cash, bank cards and other valuables, while their vehicles parked overnight at truck stops have also been drained of fuel while they are asleep. Local policemen have been accused of accepting protection money to allow syndicates to store, transport and sell the stolen fuel between provinces. Some truck drivers have been working in cahoots with the syndicates, police said, explaining the stolen diesel is sold for around R8 a litre on the black market - R5 cheaper than the retail prices of R13 a litre. KZN police spokesman Colonel Vincent Mdungo confirmed that truck drivers travelling between Ladysmith and



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## Dangerous Goods - Hazardous Materials Group & Network

### Release 2013 – 949 Newsy Stuff

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

**April 18 2013**



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Van Reenen's Pass had become soft targets for the fuel thieves. At around 10pm on Friday night a truck driver travelling outside Roosboom, near Ladysmith, was held at gunpoint, handcuffed and forced to drink vodka to knock him out. Mark Pitout, co-ordinator of the Midlands e-Block Watch, a community support network, said the fuel tanker belonged to WM Tankers, a Johannesburg-based company. He said a white Toyota Corolla had forced the truck driver off the road. The suspects, who posed as policemen, were wearing reflector jackets. When the driver stopped, the suspects ordered him out of the truck. "When the driver got out, the suspects pulled out guns and handcuffed him," Pitout said.

One of the suspects drove the hijacked truck to a nearby truck stop, where another tanker was waiting. "The fuel, valued at more than R500 000, was pumped into the (tanker)." Pitout said the hijackers then forced the driver to drink a bottle of vodka, hoping he would pass out, but he did not. The hijackers then drove the truck, with the driver locked in the bunk compartment, to the Ladysmith CBD where it was abandoned. The driver's bank cards and his PINs were taken, Pitout said, adding that a patrolling police vehicle found him and promised to return to help after attending another complaint. "They never came back," Pitout said. "The driver somehow managed to phone another driver from his cellphone... (who) alerted a manager who activated the C Track – a satellite tracking system." The driver had been unable to reach the tracking device's alarm, Pitout said. "C Track assisted the driver and directed him to a place of safety – a nearby fuel depot." He said they were alerted around 7am on Saturday by the company and immediately contacted police. "A statement was taken from the driver and fingerprints were lifted from the truck." A police source said diesel was stolen daily from trucks travelling between Ladysmith and Van Reenen's Pass. "If the trucks are not hijacked, the fuel is drained while drivers are asleep. The syndicates are raking in millions of rands." He said some of the drivers worked with the syndicates and sold the fuel for as little as R4 a litre. The source said investigations had revealed that the stolen diesel was sold to some trucking companies in KZN and to people in rural areas. "There is a huge market for the stolen fuel. Investigations have also found that some policemen are working with the syndicates," he said. "By now, the 40 000 litres of fuel would have been packaged into 2 000 20-litre containers. It would have to be transported to the buyer or buyers," the source added. "The policemen are paid up to R5 000 a time to ensure the fuel is transported undetected." He said various depots in Ladysmith were used to store the stolen fuel. "The syndicate also generates false invoices to show they paid for the fuel. They are really up with their game." But with crime intelligence and surveillance, police were confident of closing in on the syndicate. Mdunge said an urgent intervention was in place to ensure the syndicate was brought to book. "Highway patrols have been stepped up. Police officers are equipped with high performance vehicles to ensure these thugs do not escape," he said. "Also, truck drivers are not allowed to sleep overnight on the side of the road. The police officers wake them up and send them to legitimate truck stops." He also confirmed some of the drivers were working with criminals. "They open false cases. But most times they have deliberately sold the diesel to criminals. If caught out, these drivers will be charged with defeating the ends of justice." Mdunge said he could not comment on claims that some policemen were also working with the syndicates and collecting protection money. "We have no proof of this," he said. "But, there is proof that the hijackers pose as police officers."

<http://www.iol.co.za/dailynews/thriving-trade-in-stolen-fuel-1.1497008#.UWNdb5P-GM4>

#### PAKISTAN, KARACHI, APRIL 9 2013. ATTOCK PETROLEUM BIDS TO ACQUIRE CHEVRON PAKISTAN

*farooq tirmizi*

After months of speculation that it would do so, Attock Petroleum – Pakistan's third largest oil marketing company – has announced a bid to acquire Chevron Pakistan, the fourth largest oil retailer in the country. The announcement came through a letter sent to the Karachi Stock Exchange on Monday, indicating that, after having conducted due diligence for the past four months, the board of directors of Attock Petroleum are ready to make a bid to acquire 100% of Chevron Pakistan. The company has not yet indicated any initial bid price. Attock appears to be the first of the three parties that had begun due diligence to make an actual bid. The other two are Byco Petroleum, an oil refining and marketing company, and the Nishat Group, a diversified conglomerate with interests in banking, textiles, cement, and power. Analysts view Attock as the strongest contender for Chevron's assets in Pakistan, which include 540 retail outlets that operate under the Caltex brand name. Chevron's share in the Pakistani market comes to about 5%, placing it in fourth place behind Pakistan State Oil, Shell Pakistan, and Attock Petroleum. It is the largest petroleum retailer not to be listed on the Karachi Stock Exchange. In addition to its retail outlets, Chevron has 12 storage depots with a capacity of about 12,000 tons, an 11% stake in a cross-country white oil pipeline, and a 12% stake in Pakistan Refinery. The company also has a relatively high market share of about 27% in the high-margin lubricants segment. For the financial year ending June 30, 2012, Chevron Pakistan had revenues of approximately Rs108 billion, up about 35% compared to the previous year. For the past three years, the company's revenues



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have grown at about 17% per year. Attock Petroleum is the third largest oil retailer in the country and owns about 350 retail outlets spread across the country, though mostly on highways and major thoroughfares close to industrial areas. In addition to bidding to acquire Chevron Pakistan, Attock is also investing aggressively in organic expansion by building more retail outlets of its own. For the financial year ending June 30, 2012, the company had revenues of Rs153 billion, up 39.7% compared to the same period in the previous year. The company is part of the Attock Group, the largest private-sector energy conglomerate in Pakistan by revenues. In addition to Attock Petroleum, the group owns Attock Refinery and National Refinery, and Pakistan Oilfields, an oil exploration and development company. It also owns Attock Cement, a construction materials manufacturer. Were Attock to be successful in its bid to acquire Chevron, it would be acquiring assets quite complementary to its own network. "Most of Chevron's retail outlets are in Sindh, whereas Attock has most of its outlets further up north. It would also be gaining access to outlets in prime retail locations," said Hussain Yasar, a research analyst at KASB Security, an investment bank. While a bid price has not yet been announced, analysts expect Chevron to accept bids between Rs15 billion and Rs17 billion. If the other two parties that have publically indicated interest go ahead with their bids, the price may rise to as much as Rs20 billion, especially since Total SA is rumoured to be interested in bidding as well. Chevron announced on March 13, 2012 that it was exiting the retail business in Australia, Egypt and Pakistan. The company did not offer much in terms of details, though the announcement seems to be part of the worldwide trend of the major global oil companies shedding their downstream assets – refining, marketing and retail sales – to focus on the more profitable upstream businesses, such as oil and gas exploration and development. The market's reaction to Attock's bid was somewhat muted. In Monday's trading on the Karachi Stock Exchange, Attock Petroleum's shares closed at Rs498.51, up just 0.34% for the day.

<http://tribune.com.pk/story/532936/mergers-acquisitions-attock-petroleum-bids-to-acquire-chevron-pakistan/>

## USA, CA, MISSION VALLEY, APRIL 9 2013. INVESTIGATION UNDER WAY INTO FLIPPED ETHANOL TANKER IN MISSION VALLEY

*jennifer jensen & marie corone*

 **Watch the Video's:**

- [Major Hazmat Clean-Up Effort](#)
- [Investigation Under Way into Flipped Fuel Tanker](#)



Authorities are investigating Monday why a fuel tanker carrying thousands of gallons of ethanol flipped on its side in Mission Valley. As of 4 a.m., Friars Road at Mission Village Drive was still closed due to the flipped tanker. But authorities tell 10News there is less danger Monday morning because most of the fuel was pumped into other trucks and cleaned up. About 3,000 gallons were off-loaded into other trucks, while about 6,000 gallons leaked to the ground. Out of the 6,000 gallons, 2,500 was pumped out of the storm drains. There are still 3,300 gallons unaccounted for. Dozens of San Diego firefighters converged where the tanker overturned near Qualcomm Stadium at about 7:30 p.m. Sunday. 10News learned that the tanker was trying to make a left turn onto San Diego Mission Road. As of 5 a.m., closures included San Diego Mission Road in both directions from Qualcomm Stadium to Interstate 15. Friars Road in both directions to Northside Drive was also closed. The west Friars Road offramp from north and south Interstate 15 reopened at around 5:30 a.m. The driver of the truck was treated and released from the hospital with minor injuries, as ethanol leaked from the truck. "When the tanker overturned it sprung two leaks," said Maurice Luque, spokesman for the San Diego Fire-Rescue Department. "There is a flammable liquid at this point spilling about 50 gallons a minute." Luque said the substance was making its way into at least one storm drain. The main fear was that the highly flammable liquid finds an ignition source, especially along the banks of the San Diego River, according to authorities. "The police have gone through the riverbed area getting transients out of there because they have fires and ...that fuel is like water and the fire itself would travel wherever that fuel has been leaking from," Luque said. No evacuations were made at the nearby condos to the east or west of Qualcomm Stadium. Clean up was expected to last three days.

<http://www.10news.com/news/investigation-under-way-into-flipped-fuel-tanker-in-mission-valley-incident-prompted-sig-alert-040813>



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