

Tank and Petroleum Use Mishaps

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By learning about the misfortunes of others, it is STI's hope to educate the public by creating a greater awareness of the hazards with storage and use of petroleum and chemicals. Please refer to the many industry standards and to the fire and building codes for further guidance on the safe operating practices with hazardous liquids. Thanks and credit for content are given to Dangerous Goods-Hazmat Group Network.

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

USA, MI, LANSING

FEBRUARY 28 2011.

**PRELIMINARY INVESTIGATION: SPARK CAUSED AMERICHEM CHEMICAL PLANT BLAST
COMPANY SET TO RESUME DELIVERIES MONDAY MORNING**

Susan Vela

Static electricity caused a catalytic spark that caused an explosion and fire Friday at an Americhem Sales Corp. building, according to a preliminary investigation.

"That's what we're saying right now," said Sgt. Robert Ott of the Ingham County Sheriff's Office and the county's Homeland Security and emergency management coordinator.

"When those guys are loading and unloading those trailers, they're supposed to be grounded to prevent any type of static. The driver said he was grounded. (However), there's nothing else out there that would have caused the spark."

Bruce Whetter, Americhem's president, maintains the tanker that entered the company's weighing facility around 3 p.m. Friday containing 500 gallons of mineral spirits most likely exploded, destroying the building.

"It's not likely we had a spark because everything is grounded," he said. "We're thinking it had to be some kind of an explosion. We've been doing this here 13 years the same way. I've been thinking about this for two days now and I'm not sure what could have happened."

Americhem's insurance company is scheduled to start its investigation Monday, when Whetter plans to continue doing business with customers.

Whetter expects cleanup to continue for a few more days. Employees were evacuated from Americhem, 340 North St., when the fire happened. No one was seriously injured.

Homeland Security is involved because of the chemicals stored at the site. Americhem is a Midwest chemical distributor and blender carrying a full line of industrial chemicals, solvents, oils and automotive fluids.

While the agency is investigating the matter because of the chemicals stored on site, Whetter added: "We are not a high-risk chemical facility as determined by Homeland Security.

"We do handle hazardous material, but not extremely hazardous material."

Whetter said the amount of damage at the site will be assessed Monday. Cleanup crews were out until Saturday morning at the site of the explosion. He added deliveries are scheduled for Monday.

"We wanted everything to get back to normal for the community as soon as possible," Whetter said. "This is my responsibility."

No one was seriously injured, but employees were evacuated as Mason firefighters brought the blaze under control.

Officials of the Ingham County Health Department, which monitored the blaze, determined there was no need to evacuate residents in the area. Neighbors reported hearing about three or four explosions. The blast could be heard more than a mile away at the Ingham County Fair.

Americhem Sales Corp. is a Midwest chemical distributor and blender that carries a full line of industrial chemicals, solvents, oils and automotive fluids.

<http://www.lansingstatejournal.com/article/20100808/NEWS01/101200003/0/GW05/Preliminary-investigation-Spark-caused-Americhem-chemical-plant-blast?odyssey=nav|head>

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AUSTRALIA, NORTHERN TERRITORY, GOVE

MARCH 1 2011.

POOR INSPECTION REGIME PUTS ENVIRONMENT AT RISK

OVER-RELIANCE ON SELF-REGULATION ALLOWED 75,000 LITRES OF PETROL TO SPILL FROM A TANK

Kristy O'Brien

The Environment Protection Authority's investigation into a spill at Rio Tinto Alcan's refinery has found the Northern Territory is exposed to risks of environmental damage because of inadequate site inspections.

The EPA has found the Department of Resources' over-reliance on self-regulation allowed 75,000 litres of petrol to spill from a tank at the alumina refinery in Gove last year.

The EPA's Andrew Tupper says the department did not inspect infrastructure at the site or ensure the company followed the Mining Management Plan.

"The bottom line is that a tank construction in 1968 hasn't been subject to rigorous monitoring and assessment and that's the fundamental cause of what happened," he said.

Following the spill, the EPA has recommended a number of changes to environmental compliance at Territory mining and processing operations, including greater transparency and harsher penalties for environmental breaches.

"We absolutely think that if you do regular inspections, you make the process public, you resource things properly and you make expectations on the operator clear, you will get better outcomes.

"So at the moment, it's very hit and miss."

Opposition environment spokesman Peter Chandler says the Government is not doing enough to protect land around mines.

"We need people with the correct skills backed up by a Government that gives the department adequate resources.

"\$160 million a year comes from the resources sector [but] how much is going back through this department to ensure that our environment is being protected?"

The Northern Territory Environment Centre's Stuart Blanch says mining companies could benefit from increased regulation.

"Regulatory certainty leads to business certainty," he said.

"If they know what's coming and what's expected of them it will mean that they know what their obligations are and reduce the risk of litigation by the courts, by government or by community groups."

<http://www.abc.net.au/news/stories/2011/03/01/3151619.htm>

USA, WA, LAKEWOOD

MARCH 1 2011.

FUEL TANKS EXPLODE

Stacia Glenn

Natural gas fueling tanks at a Pierce Transit facility in Lakewood exploded Monday afternoon, sending a large fireball into the sky but causing no injuries.

The 5 p.m. explosion at 96th Street and South Tacoma Way demanded a second alarm fire response, prompted an evacuation and temporarily shut down streets.

"Upon arrival, firefighters saw lots of fire (and) had to get back at least 300 feet," said West Pierce Fire & Rescue spokeswoman Hallie McCurdy.

"It was incredibly hot, and they could tell the fire was under a lot of pressure."

Tanks used to compress natural gas to power the buses exploded inside a 15-by-25-foot metal shed and caught fire, which spread to nearby mobile storage units.

Pierce Transit spokesman Lind Simonsen said no workers or vehicles were nearby and that no one was injured.

He said the metal building where the compressors are held is some distance from the transit administration building.

While 40 firefighters from Lakewood, University Place and Central Pierce Fire & Rescue doused flames, police closed off surrounding streets, and a Puget Sound Energy supervisor turned off the gas to the facility.

Firefighters suggested that people who live within a quarter-mile radius evacuate, but it's unclear how many left. It took roughly an hour for firefighters to control the blaze.

An exact cause of the fire had not been determined Monday.

Simonsen said the transit agency has contingency plans for fueling buses and maintenance folks are hard at

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work.

He suggested that bus riders check the Pierce Transit website this morning for any service disruptions.
<http://www.theolympian.com/2011/03/01/1561219/natural-gas-fueling-tanks-explode.html#ixzz1Ildlwj8B>

AUSTRALIA, QUEENSLAND, MACKAY

MARCH 1 2011.

FUEL STORAGE TANK BUCKLES

Mackay police and fire crews were at the Mackay Harbour this morning after the roof of a fuel storage tank partially collapsed. Crews received the call about 7.44am when it appeared that the roof of the diesel fuel tank had buckled in. A police spokesman said the Caltex terminal was expected to bring in engineers to determine why the damage occurred over the next few days. Fire and police crews were on stand-by to ensure there was no fuel leakages.
<http://www.dailymercury.com.au/story/2011/03/01/fuel-storage-tank-buckles/>

USA, VA, MANTUA

MARCH 4 2011.

RELEASE OF FUEL DETECTED AT TANK FARM

MANTUA RESIDENTS WANT TANK FARM SHUT DOWN AFTER 800 GALLONS OF UNIDENTIFIED FUEL RECOVERED FROM DRAIN.

Victoria Ross

More than 800 gallons of an unidentified petroleum product have been recovered in the past week from a drain at the Pickett Road Tank Farm.

It's the latest incident in a series of recent spills, leaks and accidents that have local residents and political leaders again demanding the permanent closing of the industrial site, which stores nearly 1 million gallons of petroleum on a 90-acre farm located on the eastern border of the City of Fairfax.

"Evidence of yet another spill highlights the need for tougher accountability at the tank farm," said U.S. Rep. Gerry Connolly (D-11), who lives in the nearby Mantua subdivision. Connolly has written to Environmental Protection Agency (EPA) Administrator Lisa Jackson, urging a full investigation.

"The tank farm has an abysmal record when it comes to oil spills and without some strong remedial action, we must continue to be concerned about a future incident that could pollute surrounding neighborhoods and the Accotink Creek watershed," said Connolly.

The recent incident came to light on Feb. 16, when personnel from TransMontaigne Operating Company, owners of most of the industrial property, observed a small area of sheen on the surface of a detention pond.

"Additional checks of the area were made throughout the evening and the product was seen to be accumulating at an increasing rate," said a Feb. 17 report by City of Fairfax Fire Chief David Rohr.

By 10 p.m. on Feb. 16, 20-30 gallons of residue had been recovered. "Preliminary testing shows that the specific gravity of the material is similar to jet fuel or kerosene," said Rohr's report. But Rohr noted that jet fuel has not been stored at the TransMontaigne facility for several years.

"While TransMontaigne have taken the lead on remediation, it is entirely possible that (their) terminal is not the source of the product Based on the characteristics of the product found yesterday, there is no indication of a current leak."

On Feb. 25, City of Fairfax Assistant Fire Chief Andrew Wilson sent out an e-mail updating Mantua community leaders and city officials on the product found at the tank farm. What caught the attention of some Mantua residents was this statement: "The contractor removing the product and water from the site reports that, after separation from the water, approximately 800 gallons of the material have been recovered over the last two weeks."

"Eight hundred gallons is a lot of product. For that to migrate to a well, there may have been a spill in the thousands," said John Jennison, a former president of the Mantua Citizens' Association. Mantua, a neighborhood of 1,500 homes, is located about a mile downstream from the tank farm in Fairfax County.

"The product found in this incident remains unidentified, and has physical characteristics that are not consistent with any currently stored at any of the terminals," Wilson said in the e-mail. He noted that additional testing would be done to determine the source of the product.

Mantua residents, along with local political and government leaders, have been lobbying EPA officials since an epic oil spill 20 years ago that continues to impact the groundwater in the area.

"The latest discovery of yet another petroleum product accident further evidences that the oil tank farm needs to be relocated to a more appropriate location," said Jennison. "The continuous series of accidents show that it is way
691, 692, 693, 694, 695, 696, 697

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past time to shut it down, clean it up and move it out.”

In the past year, there have been several accidents involving the 18-wheeler tanker trucks that transport fuel in and out of the tank farm. In August 2010, a tanker truck overturned at the corner of Pickett Road and Main Street/Route 236, leaking more than 4,000 gallons of oil into a local sewer drain. Earlier in 2010, an underground leak dispersed 14,000 gallons of diesel fuel into the ground.

“When the tanker overturned last August, the creeks were black with fuel, and you could smell it from our neighborhood,” said Scott Stephens, who has lived in Mantua for 14 years. “What concerns the neighborhood is the amount of tankers going in and out of there. We have schools, like Frost Elementary, that are just a mile from here. This is just a big accident waiting to happen. In this day and age, we have to think about the facility being a target for terrorist attacks.”

<http://www.connectionnewspapers.com/article.asp?article=348704&paper=63&cat=104>

CANADA, NORTHERN ONTARIO

MARCH 4 2011.

FUEL HAZARD ALARMS SACHIGO

Abandoned gold mine doesn't pose 'emergency situation' assures Ontario government

Removal of almost a million litres of fuel from an abandoned gold mine west of Sachigo Lake First Nation will wait at least one more year, despite long-standing environmental and safety concerns.

Since 2004, Sachigo Lake has unsuccessfully pressed mining companies with claims on the mine site and the province to remove the fuel, 48 kilometres away at Lingman Lake.

At least ten years earlier, when it commissioned an assessment of the site, the province had been aware of the fuel stored in steel tanks at a mine camp on the northwest shore of the lake and on a bog near the mine site 1.7 kilometres inland.

In the 1980s, Twin Lake Gold Mines conducted underground exploration at the Lingman Lake property, noted that report, and fuel was transported about 58 kilometres to the site by winter road from Red Sucker Lake First Nation in Manitoba to support that activity. It also warned: “One of the fuel tanks at the mine site has a leaking valve.”

Now the Ministry of Northern Development, Mines and Forestry (MNDMF, formerly MNDM) plans to have a contractor deal with hazards at the site, including the fuel, next winter. First, a contract will be awarded to assess how Aboriginal and treaty rights may be affected by a future winter road for hauling the fuel and by overall rehabilitation of the site. Once that impact study is complete, inventory of all mine hazards and scrap material at the site will be taken, and the most appropriate rehabilitation plan determined.

“At least after close to 20 years, something is moving right now,” Chief Titus Tait of Sachigo Lake said of MNDMF's current plan. “We've been fighting for someone to look after (the fuel).”

In the meantime, it will be another anxious year for the people of Sachigo Lake, Tait said, as they fret about the possibility of a major spill of fuel and contamination of a watershed that includes lakes and rivers of Opasquia Provincial Park. They'll worry too, as they do every summer, about what might happen if a forest fire ignites that much fuel so close to home, Tait said.

“You can imagine the anxiety every year that this might happen. There's always been talk things are going to blow up.”

Contributing to their concern is evidence fuel has leaked from at least four of 18 steel storage tanks at the site.

A consulting firm, Water and Earth Science Associates (WESA), inspected the tanks several times since 2006 for MNDMF.

“As indicated in previous reports for the site prepared by WESA, there are visual indications of leakage” from valves or flanges on four tanks, the consultant reported in 2009. One of those tanks showed a “relatively consistent decline” in liquid levels between 2006 and '09. A valve for another tank could not be inspected because it was flooded. “... (H)owever there did appear to be petroleum film on the water of the valve area.”

The same report concluded: “Although our most recent observations indicate relatively stable conditions between 2006 and 2009 for most of the tanks, it remains our opinion that action should be taken as soon as possible to prevent continued minor leakage and to avoid a potentially major spill should one or more of the tanks become compromised.”

In 2006, WESA noted there had been no tree growth between horizontal and vertical storage tanks at the mine site. “There is poor vegetative cover in this area as well and an odour of petroleum. It is speculated that this could be an indication that petroleum impacts have occurred in this area.”

WESA found that five horizontal storage tanks, at least some of them designed for underground burial but

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instead holding diesel fuel above ground, sat directly on the ground rather than on bases. As a result, the tanks showed signs of “differential settling” – one end settling more than the other.

“This creates a problem if the end that is settling is also the end which contains a valve or flange connection, because the connections are potential weak points.”

WESA described this as the main risk for future spills at the site.

“None of the tanks is considered to be in a state of potential catastrophic failure,” WESA stated. “However, the tanks should be emptied as soon as possible because of potential valve failure. Settling of the horizontal tanks is still occurring and leakage has occurred.”

Five years later, the fuel remains. WESA previously measured about 813,000 litres of diesel fuel in tanks at the mine site, along with about 30,000 litres of water containing some diesel fuel and gasoline. It found close to another 30,000 litres of diesel at the campsite, intended for use in nearby generators.

Asked last month for MNDMF’s assessment of the environmental risks to Lingman Lake and its watershed from the fuel and the potential impact of a major spill, ministry spokesperson Joanne Ghiz instead responded that rehabilitating the site as quickly as possible is the first priority. “We will continue to monitor the site until rehabilitation is complete,” she added from Minister Michael Gravelle’s office, citing past WESA inspections of the fuel tanks.

It’s MNDMF’s position, said Ghiz, that WESA’s inspection tests to date determined “the site is not yet in an emergency situation.”

Road clearing starts, stops

To Sachigo Lake First Nation, however, removal of the fuel is long overdue.

Even prior to WESA’s involvement, in 2002, Dennison Environmental Services conducted a detailed assessment of the site and reported to MNDM “the mining assets are in decay and some, such as the bulk diesel, present a current environmental risk.”

But most of the Lingman site is privately held, including all of the largest fuel storage tanks and more than 95 per cent of the fuel, Ghiz said this February. “MNDMF could not conduct any rehabilitation measures on the privately-held portion of the site without first meeting all of the legislative requirements of the Mining Act.”

In late 2005, after another site inspection, MNDM ordered Cool Minerals, as owner of mining claims at Lingman Lake, to clean up the site. “The Mining Act requires progressive rehabilitation of a site to prescribed standards,” the ministry wrote. It advised that the Timmins-based company’s top priorities should be addressing the fuel storage, and closing an uncapped mine shaft estimated to be 500 feet deep and a smaller vent opening.

Cool Minerals did not comply with requirements for rehabilitation and a mine closure plan, and it’s ability to do so “does not look promising,” an MNDMF official later wrote to Sachigo Lake.

It is MNDMF’s understanding the company still owns the claims at Lingman Lake even though the ministry apparently took over responsibility for rehabilitation in 2006.

In December that year, Alvin Beardy, then Sachigo chief, met in the Windigo First Nations Council boardroom in Sioux Lookout with Christine Kaszycki, the MNDMF assistant deputy minister now co-ordinating mining development in the Ring of Fire area northeast of Thunder Bay. He presented Kaszycki with a three-year plan for cleanup of the Lingman Lake site, starting with construction of a winter road between his community and the mine to remove the fuel for transport south on an existing winter road route “to an outside receiver.” Waste materials and a tanker truck would also be taken out.

Soon after, MNDM and Sachigo Lake reached an agreement for the First Nation to clear and prepare a right-of-way for the proposed winter road to Lingman Lake, for use during the following winter road season.

In April 2007, however, when the right-of-way had been cleared to within six kilometres of the mine, MNDMF ordered the work to stop.

During consultation required for an MNR work permit for that roadwork, Red Sucker Lake First Nation raised concerns about potential impact on the Aboriginal rights of its members.

The community noted one of its families holds an Ontario trapline licence for the Lingman Lake area, and the First Nation considers it part of its traditional land use area. It also expressed concern “they had not been adequately consulted regarding the project,” said Ghiz, and “they do not want a winter road to the site from anywhere other than Red Sucker Lake.

“At the start of the road construction, MNDMF was not fully aware of Red Sucker Lake’s asserted interests in the area,” Ghiz added. “Ultimately construction of the winter road stopped short of entering the area in which Red Sucker Lake has asserted its members’ rights.”

The ministry paid Sachigo \$440,250 for the road clearing work it did.

Now, Ghiz said, “MNDMF must meet its duty to consult with potentially affected First Nations.”

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As another MNDMF official put it in a letter to Chief Tait: "Ontario is required to balance the need to remediate the environmental concerns" at Lingman Lake "with the interests of ... First Nations."

Tait's take? "Somewhere along the way politics came into play and that stopped the whole thing. And right now there's still close to a million litres of fuel sitting there that's going to potentially have an impact on the health and safety of our communities, and to the environment."

Shared traditional territory

Moses Monias and his ancestors hunted and trapped in the Lingman Lake area long before Moses secured a trapline licence for the territory in 1947, said Chief Larry Knott of Red Sucker Lake.

The family's understanding of the terms of the licence is expressed in a written document, based on information from Job Monias, son of Moses.

"There will be no encroachment on the territory by others," it states. "The Monias family must give their consent to any development in their traditional territory before that development begins."

An accompanying map pinpoints the locations of trapper cabins on Lingman Lake from the late 1940s to the 1990s.

The Monias family states it should be compensated for the use of its traditional territory for "mining exploration done in 1988-91, the fishing that has been going on since the 1960s, and for the proposed winter road development."

At the same time, the family calls on Ontario to "ensure the cleanup of fuel and hazardous materials be done as soon as possible" at Lingman Lake.

Sachigo Lake First Nation, meanwhile, continues to hold commercial fishing rights to several lakes around Lingman, including Seeber Lake, said Tait.

Members of his community commercial fished the lakes in the late 1960s and '70s until it was no longer economically viable, he said. They sent their catches by float plane to a packing plant in Garden Hill, Manitoba.

"That's been our traditional territory too over the years," Tait said of the area around Lingman Lake. "In the '30s and the '20s, the local community dealt with the Hudson Bay post in Island Lake (Manitoba), and people kind of settled along the way.

"We share the land; everybody used that land. That was the practice years ago."

Today, four years after MNDM first said it needed to consult with Red Sucker Lake, "Talks have not progressed as far as we would like," Ghiz said.

"However, it is expected that consultation will be completed through the (upcoming) impact study."

Tait said his community has not met with Red Sucker Lake since the road clearing to Lingman Lake stopped.

"We tried talking to the chief and council there (but) they've always said, 'Well we've got nothing to do with it; it's the trapper who holds the trapline licence.' And you try and talk to that guy. We flew into there one time to check on some stuff there and a guy met the plane with a shotgun."

A Sachigo Lake advisor referred to this alleged incident in emails to the MNR and MNDM staff.

Chief Knott of Red Sucker said he is not aware of any such incident. The Monias family could not be reached for comment.

In 2009, the Ministry of Aboriginal Affairs "strongly recommended" to MNDMF that it hire an independent facilitator to assist both First Nations in working toward remediation of the Lingman Lake site.

MNDMF proposed this several times, said Ghiz, and Tait confirms the offer of mediated talks was made.

"We were open to that," he said. "I guess from the other end it didn't work out."

Asked why Red Sucker Lake hasn't had talks with Sachigo Lake given their shared interest in cleaning up the mine site, Chief Knott replied: "No comment there."

Last May, Minister Gravelle discussed the Lingman Lake site with Eric Robinson, deputy premier of Manitoba and the province's minister of Aboriginal and Northern Affairs. Gravelle later expressed support of Robinson's suggestion that the ministers meet with the chiefs of the two First Nations at the end of summer in Thunder Bay. The meeting failed to materialize.

Ghiz said the impact study ahead "requires the successful consultant to provide a facilitator to work with all potentially affected First Nations."

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Tait considered the prospect of the mine site finally being rehabilitated next winter, and the fuel hauled away. "The government is known to drop the ball on issues when it's most important and that's what's been happening here," he said. "I hope to hell we can get 'er done and stop all this crap.

"You can only imagine what impact it will have on the environment if this million litres of fuel starts leaking into the environment, the river system."

http://www.wawataynews.ca/archive/all/2011/3/3/fuel-hazard-alarms-sachigo_21166

USA, CA, SAN DIEGO

MARCH 10 2011.

MAN HURT IN OTAY MESA GAS TANK EXPLOSION

EXPLOSION REPORTED IN 7100 BLOCK OF OTAY MESA ROAD

The owner of an Otay Mesa business was injured Wednesday after a gas tank he was working near exploded and sparked a small fire. According to Maurice Luque of the San Diego Fire-Rescue Department, crews received a report of an employee at a business in the 7100 block of Otay Mesa Road who was burned in what was initially considered a chemical explosion. The incident happened shortly before 10 a.m. Luque told 10News the unidentified man was doing welding work on a gas saddle tank when one of the tanks exploded, causing a small fire and burning the man on the arm. The man was driven off the property, possibly to the hospital, according to Luque. The fire was put out before crews from the Fire-Rescue Department and hazmat crews arrived at the scene, Luque said. No chemical cleanup was required at the scene, Luque told 10News. There is no word on the condition of the injured man.

<http://www.10news.com/news/27134785/detail.html>

NIGERIA, LAGOS

MARCH 10 2011.

AS FUEL EXPLOSION CLAIMS ONE, RAZES DEPOT

Thursday of March 3, an illegal petroleum depot, situated directly behind the Integrated depot at Coconut area of Apapa Express way in Lagos, was razed by fire. It also claimed the life of an identified man who was suspected to be one of the attendants there and left many other hospitalised. Also burnt were two cars and two motorcycles.

The cause of the fire which started at about 2pm that same day was traced to illegal storage of petroleum products in drums and gallons. The products are usually sold to blackmarket retailers who in turn sell to cars and trucks. It was confirmed that the fire started following the overheating of the stored petroleum products.

When Vanguard Metro got to the scene of the incident, state fire fighters were busy battling to put out the fire. They were assisted by officials of a private fire agency from the integrated oil and gas depot who came to the rescue of individuals and succeeded in salvaging properties before they were destroyed by the raging fire.

But for the sympathizers who were wailing and lamenting the death of the attendant and others who escaped the explosion but had visible burns to show for their near-death experience, it was difficult to gauge the extent of the damage.

According to an eye witness, the affected persons sell petroleum products like kerosene, petrol, and diesel which he claimed the operators buy from tanker drivers. The drivers allegedly load full trucks at the depots and sell at 25 litres instead of 33 litres given to them in order to make their own gain.

But due to lack of storage facilities to store the products, they engage in the illegal business of storing these products in gallons and drums and then bury them in the ground.

The eye witness who also informed that the explosion was as a result of overheating from the stored fuels, noted that when petroleum products are stored in a gallon for too long, they cause temperature rise and if nothing is done, it results to an explosion.

He further noted that before the explosion, he saw one of them smoking under the shade where the fuels were stored but doesn't believe that was the reason for the fire incident. However, many are still left baffled by the fact that such operations will be going on right behind a major depot and nothing is done about it.

<http://www.vanguardngr.com/2011/03/as-fuel-explosion-claims-one-razes-depot/>

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USA, AZ, TUCSON

MARCH 10 2011.

LEAK AT GASOLINE STORAGE FACILITY

Firefighters are keeping an eye on at least 200 gallons of unleaded gasoline that spilled out of a large storage tank at the Kinder Morgan Tucson Terminal near Ajo & Dodge. Rural Metro firefighters were called to the facility after 8pm Wednesday evening for the leak. Crews have determined that the leak is confined to a holding tank that stores up to 600,000 gallons of unleaded fuel. Employees from Kinder Morgan plan to transfer fuel from the leaking tank to neighboring tanks via a fuel transfer system. Tanker trucks will be used to supplement the transfer after the fuel levels off inside of the tank. Emergency crews from the Davis Monthan Air Force Base fire department are assisting with keeping the spill covered in a blanket of foam to prevent any fire or explosion.

<http://www.kgun9.com/Global/story.asp?S=14222856>

USA, AK, ANIAK

MARCH 11 2011.

23,000 GL JET FUEL SPILLS FROM STORAGE TANK NEAR ANIAK

VALVE LEFT OPEN: DEC OVERSEES CLEANUP EFFORT BY OIL COMPANY.

Lisa Demer

An estimated 23,000 gallons of jet fuel leaked out of a storage tank near Aniak this week, possibly through a partially open valve, according to the state Department of Environmental Conservation, which is overseeing the cleanup.

"It is a very large spill. There is no question about that," said Bob Carlson, a Bethel-based environmental specialist with the DEC.

The spill at a tank farm owned by Crowley Marine Services Inc. occurred sometime between noon Monday and 12:15 p.m. Tuesday, when it was discovered, according to a DEC situation report. Aniak is on the south bank of the Kuskokwim River about 320 miles west of Anchorage. The tank farm is about a mile west of the village near the Kuskokwim River.

A worker making a routine inspection noticed fuel pooling outside the tank within a lined, secondary containment area, said Mark Miller, Crowley's Jacksonville, Fla.-based communications director. Crowley Petroleum Distribution Inc. operates the tank farm, he said.

Crowley has hired two contractors to clean up the spill, Miller said.

"We're there for as long as it takes," he said.

The fuel leaked from a 220,000-gallon tank that contained about 80,000 gallons before the spill, Carlson said. It is being collected in a low area and pumped into a recovery tank.

By the end of the workday Thursday, crews expected to have recovered 4,500 to 5,000 gallons, Miller said.

The containment area is surrounded by 8-foot-high berms. While the tank farm is within a few hundred feet of the river, there's no evidence any fuel escaped the bermed area or contaminated the river, Miller said.

Carlson said he plans to head to Aniak Friday to investigate.

"Apparently, it leaked out into the snow and was captured by the snow and hopefully stayed there," Carlson said.

Crowley says it is investigating the cause of the spill. One of its workers found a partially open valve on the tank and stopped the leak by shutting the valve, the DEC said.

"If it's human error, that's very unfortunate," he said.

<http://www.adn.com/2011/03/10/1748628/jet-fuel-spills-from-tank-near.html>

USA, CT, PRESTON

MARCH 12 2011.

FUEL SPILL IN PRESTON RELEASES A FLOOD OF RED INK

CLEANUP HAS COST \$585,000 SO FAR

Matthew I. Brown

The cleanup of a massive diesel fuel spill at the Southeast Area Transit District last summer continues, but the black mark the incident has left on the district's budget is only getting darker.

The strain the spill has put on the district's budget is being felt keenly by drivers. The district laid off five drivers Monday and will not fill one vacant position as a way to cope with a nearly \$740,000 budget deficit.

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Drivers angry about the layoffs say they tried repeatedly to tell district administrators about the strong smell of diesel at district headquarters off Route 12 in Preston, but were rebuffed.

Cleanup has cost the district \$585,405 so far, and certainly will go higher.

DEP spokesman Dwayne Gardner said about 12,000 gallons of the 20,000 to 30,000 gallons of diesel that spilled onto the ground and into groundwater has been cleaned up. DEP said the spill has not affected drinking water in the area.

The district's facility is owned by the state.

And Bill Drena, the district's finance manager, said neither the district's insurance, nor the state, which contributes about \$3 million to the district each fiscal year, will pay for the cleanup. Drena said the district has taken out a line of credit at People's Bank to pay for the spill.

Drena said the district would have had to lay off drivers even if the oil spill had never happened. As it is, the district will see a shortfall of about \$200,000 this fiscal year after the layoffs.

Still, the situation has drivers fuming.

Patricia Johnson, one of the drivers laid off Monday, said when drivers complained about the strong smell of diesel at the fueling facility, "they told us it was nothing. It was just the buses."

Bowman told The Bulletin last August that workers at the facility were unaware of the spill. She did not return calls seeking comment for this story.

But the smell got so bad that passersby began to complain. The spill was discovered by the town's road superintendent who went to SEAT to investigate citizen complaints.

Gardner said there's still oil in the groundwater at the site and "a substantial amount in the ground." He said the DEP doesn't have any fines pending against the district. The department "is more concerned about them doing the right thing to remove the product." Because the spill did affect groundwater, DEP has notified the U.S. Environmental Protection Agency, Gardner said.

<http://www.norwichbulletin.com/archive/x13267717/Fuel-spill-in-Preston-releases-a-flood-of-red-ink#ixzz1IlibxZ6K>