

Tank and Petroleum Use Mishaps

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

UK, NORTHAMPTONSHIRE

JULY 29 2008.

CHINESE TAKEAWAY BIODIESEL MAN IN GARAGE EXPLOSION HORROR - OUT OF THE FRYING PAN INTO THE FIREBALL

Lewis Page

A Northamptonshire man destroyed his garage and badly injured himself at the weekend while attempting to make biodiesel from used cooking oil. A devastating explosion leveled the makeshift reprocessing plant on Saturday afternoon, when sparks from an electric drill being used to mix ingredients ignited explosive vapours.

Firemen hastened to deal with the smoking wreckage, in Middleton Cheney, and the unnamed thrifty motorist was airlifted to hospital with 20 per cent burns.

"Firefighters would like to urge members of the public to take extreme caution if undertaking such chemical mixtures in their own homes," said a statement from the Oxfordshire fire brigade, quoted by the BBC.

The injured biodiesel fancier reportedly made motor fuel from used cooking oil obtained from his local Chinese takeaway. Such oil can often be used in diesel vehicles without preparation, but this will typically knacker the engine in short order. It is normal to treat the oil with alcohol and other ingredients before use, and this process was apparently underway when the mishap occurred.

The explosion would most probably have been caused initially by alcohol fumes building up in the garage, a process likely enhanced by the hot weather this weekend. Open-air - or at least better-ventilated - biodiesel manufacture might have been wiser.

Home biofuel making is legal and tax-free to the amount of 2,500 litres per annum. With so much of the pump price of fuel being duty, such an effort is becoming more and more worthwhile to motorists as fuel costs soar. Quite apart from the risk of a devastating garage or garden-shed explosion, however - and the chance of then being mistaken for a terrorist - care is needed to avoid engine damage.

http://www.theregister.co.uk/2008/07/28/takeaway_biodiesel_fireball_horror

USA, CT, SOUTHTON

JULY 31 2008.

UNDERGROUND FUEL SPILL CAUSES WATER WELL SHUTDOWN

Leslie Hutchison

An underground fuel spill on High Street early Wednesday morning caused the Water Department to shut down one of its drinking water wells.

Demolition crews accidentally punctured an underground tank at about 7 a.m. at the Water Department's old headquarters at 65 High St. The puncture spilled a few hundred gallons of fuel, according to water Superintendent Thomas R. West.

"The well was shut down as a precaution," West said. The punctured underground tank is about 500 feet away from Well No. 1, which produces about 750,000 gallons of drinking water per day.

An emergency response crew from Environmental Services Inc. of South Windsor was called in to remove the remaining fuel in the 1,500-gallon tank and empty a second nearby tank.

"We're treating it as the worst-case scenario," said Paul Grzeika, environmental services supervisor.

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The second fuel tank had not been unearthed as of 1:30 p.m., but Grzeika said he expects it could hold 2,500 gallons or more. "We filled up a truck with 3,200 gallons and hauled it off." A second truck was on hand to remove the remaining fuel from the second tank.

West said the tanks were not shown on any map and the department doesn't know how long they were in the ground. "If we knew they were here, we would have pulled them out in the '80s." He said one tank contained unleaded gasoline and the other held diesel fuel.

By state law, when a fuel spill occurs, the state Department of Environmental Protection must be informed along with the local fire department.

The Fire Prevention Unit of the Southington Fire Department responded to the leak, said Fire Chief Harold L. "Buddy" Clark.

The Fire Department will be involved with the tank removal, Clark said, and will inspect the soil around the tank. "Once they remove the (tank), we'll go in and inspect where the tank was and see if it's contaminated," he said.

The tank removal work was expected to be finished by Wednesday evening, Grzeika said. Soil sampling could start on Thursday and if contaminated soil is found, he said it will be dug up and put it in a lined metal container for disposal.

Standard Demolition Company of Stamford has been on site since mid-June working to clear the 3.2-acre lot and demolish the nearly 65-year-old Water Department buildings.

A few weeks into their work, the demolition company punctured a water main at the High Street property, causing the water pressure to drop in the area of High and Mill streets. "We lost a lot of water real quick and had pressure problems," West told the Board of Water Commissioners on July 10. "They dug a test pit 20 feet in the wrong direction and ripped through a 12-inch water main."

So many water customers called the department about the pressure problem, West said, that the phone system crashed. "We had 500 calls in 10 minutes. It literally shut the phones down."

The Water Department moved to new headquarters on West Queen Street in January 2005 after the state Department of Public Health and the DEP said that the headquarters were too close to Well No. 1, which needed more protection. The well was built in 1942 and is one of the department's oldest.

In March 2005, West told the Record-Journal that too much traffic and truck activity was occurring at the site. "Our trucks and equipment were constantly going in and out, leaving oil and grease around. They (the state) didn't like it."

Wednesday's fuel spill probably didn't affect the nearby groundwater, or the well, West said. "In the summer, the groundwater is so low." He said GZA GeoEnvironmental Inc. of Bloomfield, who is the department's environmental consultant, will guide them on the soil cleanup if it's found to be necessary.

"There will be a cost associated with the removal," West said, but he didn't yet know how much. The demolition work will continue, he said, with the project scheduled to be finished in spring 2009.

http://www.zwire.com/site/index.cfm?newsid=19879853&BRD=2755&PAG=461&dept_id=583618&rfi=8

USA, MA, MILFORD

AUGUST 3 2008.

MILFORD DIESEL SPILL A RARE MISHAP

With investigators examining a 15,000-gallon diesel leak at a Milford gas station, local and state underground storage tank experts say such spills have become increasingly rare thanks to regulation changes and equipment upgrades.

"There haven't been a whole lot of discharges in recent years," said Hopkinton Fire Chief Gary Daugherty, whose department helps inspect town storage tanks. "Everything is fairly new in town."

The Milford spill occurred at Gibbs Service Station on East Main Street, with the diesel leaking from an outdated - but legal - single-wall tank installed in 1983. According to a database maintained by Department of Fire Services, the tank was equipped with an approved internal gauge to monitor the fuel level.

"There was a question whether that was operating or working properly," said Compliance Officer George Nice of the state fire marshal's office, which is conducting an investigation amid a separate state Department of Environmental Protection inquiry.

Last week, Milford Fire Chief John Touhey told selectmen that employees at the gas station noticed small amounts of missing fuel before the leak turned "catastrophic" but failed to notify authorities.

Under state law, all underground tank owners are required to track how much fuel they have at the day's beginning and end, then compare the numbers to the amount dispensed. If the numbers don't match, owners must

417, 418, 419, 420, 421, 422, 423, 424, 425, 426

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contact the local fire department. Owners are also required to use one of three leak detection systems: inventory tracking paired with an interior gauge, an automatic alarm between the inner and outer tank of a double-walled unit, or an in-tank leak detection system.

Although inventory records are only subjected to random spot checks, Nice said, local fire departments examine underground tanks in their jurisdictions once a year, with qualified third-party inspectors sent in beforehand at the owner's expense to also check the integrity of the system.

"We're actually doing fairly well and much more aggressive in inspection," state fire marshal spokeswoman Jennifer Mieth, comparing Massachusetts' system to that of other states. "We think it's been a good thing for public safety."

Given the financial loss from a spill, Nice said it behooves owners to follow the regulations and perform due diligence.

While local and state officials have said leaks can be caused by a number of factors, such as corrosion in the tanks or pipes, normal wear and tear, a lack of maintenance or improper installation, Touhey has reported that the Milford tank had a quarter-sized puncture. He said attendants had been hitting the bottom for years with a wooden dipstick to measure the fuel level.

State regulations dictate that all new underground tanks be double-walled and have protective plates where they might be struck with dipsticks. While recent federal law requires single-walled tanks to be removed and replaced by 2017, local and state officials said the process was already underway, with the financial burden easier on chain-owned gas stations than on independent operators.

"Most of them are changing over," said Framingham Fire Marshal Brian Mauro, noting that station owners' insurers had encouraged the upgrade. "They don't want to have to pay for the cleanup."

Indeed, a brief examination of the state database for Milford and several MetroWest towns showed that car dealerships and numerous private companies had either given up their refueling operations and removed their tanks or had continued with new double-walled units. Many gas stations followed suit. But the records also showed a number of single-walled tanks still in use at independent operators, as well as at several franchisees for regional and national chains.

While Department of Environmental Protection spokesman Joe Ferson said spills had declined over the years, he did not have statistics immediately available. If a tank does leak, Ferson said the worst-case scenario was an operator not noticing for years and the fuel ending up in critical groundwater. That does not appear to be the case in Milford, with the diesel fuel reportedly confined to the immediate property.

Ferson said all state spill cases are unique.

<http://www.metrowestdailynews.com/news/x478788142/Milford-diesel-spill-a-rare-mishap>

USA, TX, HOUSTON

AUGUST 5 2008.

FIVE WORKERS TREATED AFTER SE HOUSTON REFINERY FIRE - VALERO SAYS SULFUR TANK FIRE UNDER INVESTIGATION

Five people injured during a morning chemical release at the Valero Houston Refinery were treated at a hospital and released this afternoon.

Officials at the Houston refinery issued a shelter-in-place order for the neighboring Manchester area of east Houston after the accident, but lifted it later in the morning after escaped vapors had dissipated.

Bill Day, director of media relations for Valero Energy Corp., said three contract employees from the Valero and two contract employees from adjacent sites were treated and released today.

An order to stay indoors and keep windows shut was issued after a fire on a sulfur holding tank sent vapor into the air about 7 a.m., said Leon McClure, a human resources representative for Valero.

The plant is at 9701 Manchester, a short distance south of the Houston Ship Channel.

The refinery's units are still in production at reduced rates, Day said. The cause of the fire is under investigation.

Valero acquired its Houston refinery in 1997 from Basis Petroleum, Inc. The midsized refinery, which began operating in 1940, is located on 303 acres along the Ship Channel and has access to several major product pipelines, according to a guide book of Houston refineries.

The plant makes gasoline and gas derivatives, McClure said.

<http://www.chron.com/disp/story.mpl/hotstories/5922798.html>

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USA, MI, ESCANABA

AUGUST 6 2008.

TANK FARM CLEANUP NEARS END

Dionna Harris

Final soil remediation is underway at the former K.I. Sawyer Defense Fuel Supply Point in Wells.

Known as the "tank farm," the Air Force notified members of the Hannahville Indian Community in November it will complete final soil removal prior to any proposed development of the property.

"The property was purchased by the Hannahville Indian Community in 2007, and we were notified of the Air Force's intent for final cleanup," said David Anthony, director of community development and government affairs for the Hannahville Indian Community.

The Air Force is obligated for the liability and identifying any remaining hot spots, he added.

The tank farm is located on the shore of Little Bay de Noc near the former Delta County Road Commission office.

Cleanup efforts at the former fuel depot are being overseen by the Michigan Department of Environmental Quality and the Air Force Real Property Agency, which is responsible for oversight and remediation of environmental problems on Air Force property.

The tank farm is located on approximately 37 acres. It was home to eight above-ground storage tanks for jet fuel used by the former K.I. Sawyer Air Force Base in Gwinn. Starting in the early 1950s, the fuel was transferred through an underground pipeline. When the base closed in 1995, following a second round of military base closings nationally, the fuel facility was no longer necessary.

The current soil removal project is identifying remaining hot spots, including lead deposits. The former fuel tanks were painted with lead-based paint. When the tanks were re-painted, sandblasting removed the old paint before new paint was applied.

Other contaminants which may remain on site include wood tars and metals from industrial operations located there prior to the acquisition of the property by the Air Force.

When remediation of the property began in 1999, approximately 130,000 yards of soil were excavated and removed, and a seep control and biosparge system was installed in 2004. The biosparge system was used to remediate fuel-contaminated soil and groundwater within a slurry wall that was constructed in 1985, to contain the catastrophic release of jet fuel.

"It is our intention to find a better use for the waterfront property in a non-traditional industrial manner," said Anthony.

He said the Hannahville Indian Community is looking to construct condominiums along the northern section of the approximate 37-acre parcel, along with the creation of a marina-boat launch facility, a recreation center which will enhance the proposed condominiums and a convention center.

"Waterfront property has traditionally been used for industry. Now it can be better utilized and be of more value to the community," said Anthony.

<http://www.dailypress.net/page/content.detail/id/505467.html?nav=5003>

GUYANA, GEORGETOWN

AUGUST 10 2008.

FUEL SPILL AT BARTICA

A fuel vessel that was filling up at a gas station in Bartica tilted, spilling some diesel into the Essequibo River late yesterday afternoon. Reports out of the Region Seven community state that the vessel, owned by a Brazilian, was tied to the wharf and had just finished taking on fuel at the Double Platinum Service Station when it tilted to one side. The vessel, which has two cylinders capable of holding 20 drums of fuel each, had four outlets and some of the fuel spilled out. It was not clear how much of the fuel had spilled out but the remainder was immediately pumped out. Sources in the community said that a clean-up was attempted but some of the spilled fuel had begun to move up river.

<http://www.stabroeknews.com/news/fuel-spill-at-bartica/>

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THAILAND, BANGKOK

AUGUST 10 2008.

BANGKOK NATURAL-GAS POWERED BUS EXPLODES

A Bangkok bus that was converted to run on natural gas exploded Friday as the driver was filling the tank, officials said. The Bangkok Post reported that the bus driver and a worker at the station were injured in the blast. Five vehicles were damaged. Records indicated the fuel tank did not meet minimum standards for conversion from diesel fuel to natural gas, police said. The gas cylinder installed on the bus was part of a shipment imported from China as used products, and may have been too old for use, causing it to burst under pressure, police said. Authorities said the bus operator had not received permission from officials to convert the vehicle from diesel to gas.

http://www.upi.com/Top_News/2008/08/08/Bangkok_natural-gas_powered_bus_explodes/UPI-12851218244775/

USA, MA, WATERTOWN

AUGUST 11 2008.

OIL SPILL RAISES COMMUNICATION CONCERNS

Christina Pazzanese

The cleanup is complete, and 2,000 gallons of mineral oil that spilled last week from an Irving Street underground pipe owned by NStar appears not to have seeped into the groundwater or soil, a spokesman for the utility said.

Even in the apparent absence of a serious public health or environmental threat, however, the episode has raised questions regarding how information is shared among town officials.

NStar, which operates a nearby substation, said the mineral oil may have escaped from a pipe containing a high-voltage electrical transmission cable Monday around 6:45 a.m., said spokesman Michael Durand. The fluid is used to insulate a 115,000-volt cable that runs from Watertown to Brighton and brings electricity to Greater Boston, he said. No customers lost power as a result of the incident, he said.

Clean Harbors Environmental Services, a contractor hired by the state Department of Environmental Protection, has been on-site since shortly after the company learned of the spill to supervise the cleanup, said Durand. A concrete vault surrounding the pipe and other electrical cables prevented any of the oil, which he said is nontoxic, from spreading into the soil or groundwater, he said.

Though NStar is still studying the exact cause of the leak, it appears the metal pipe may have been damaged by a substance mixed into dirt fill that was placed in the underground structure when it was built more than a year ago, said Durand. "We suspect there was fill around the concrete vault that may have compromised the exterior that's holding the cable."

Town Councilor Jonathan Hecht, whose district includes the affected area, said NStar has installed groundwater monitoring wells and excavated soil for testing. The firm has agreed to keep the town's Health Department informed and provide copies of various reports it files with state and federal agencies, he said.

The company called in Watertown police to help direct traffic, and Department of Public Works employees provided safety cones and roadblock signs, and have been monitoring the ongoing road excavation, said Durand.

While the initial cleanup of the spill was completed last week, the incident is "still a work in progress," said Durand. The utility will likely need another week or two to repair the damaged pipe and patch the roadway, he said. The company has 60 days to issue a report to the state environmental agency before the matter is considered officially closed.

Fire Chief Mario Orangio said the Fire Department learned of the spill from state environmental officials. "We were notified after the DEP was on-site," said Orangio in an e-mail. "The mineral oil spilled did not pose a threat to public safety, and if we had responded, we'd have called the DEP ourselves anyway."

Town Councilor Susan Falkoff, a longtime environmental activist, said Wednesday she had heard very little about the spill, but added she thought "it would be nice" if the council was updated by the administration on what happened.

Council president Clyde L. Younger said he first heard about the spill late Tuesday afternoon, when another councilor called him to ask what was going on. He said he plans to raise the issue of smoothing communication among town officials at Tuesday night's council meeting.

Town Manager Michael Driscoll said he disagrees with Younger's assessment that health and fire officials were not promptly informed, but added that Orangio has called for a meeting with town departments and NStar to discuss communication procedures.

http://www.boston.com/news/local/articles/2008/08/10/oil_spill_raises_communication_concerns/

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CANADA, OTTAWA

AUGUST 14 2008.

FIREFIGHTERS WATCH FUEL LEAK FOR EXPLOSION RISK

Geoff Nixon

Firefighters watched over the Petro-Canada Ottawa Terminal for hours Wednesday after hundreds of litres of gasoline - described as a "small leak" by a company spokesman - were spilled at the Merivale Road facility.

Ottawa Fire were notified about the spill at 12:41 p.m., and arrived at the terminal six minutes later.

Early Wednesday afternoon, District Chief Sheldon Ridgeway said it was believed that between 2,000 and 3,000 litres of unleaded gasoline had leaked from one of the tanks at the site. The ground below the tanks had absorbed much of the fuel, he said, and there did not appear to be a significant safety risk going forward.

"It doesn't look like there is too much of a hazard right now," said District Chief Ridgeway Wednesday afternoon.

He said a private service would be called in to clean up the gasoline, once it had been firmly established that there was no risk of explosion.

Petro-Canada spokesman Michael Southern said the "small leak" had been "contained within the capture systems that are in place as part of the safety system for the facility."

While Mr. Southern said he could not confirm the amount of fuel that had been spilled at the site, he said the clean-up was underway as of the mid-afternoon.

But the clean-up took longer than expected - in part because the company that had been brought in to do the clean-up had problems with its equipment.

District Chief Monty Malloy, who spent the afternoon at the terminal as incident commander, said dealing with hundreds of litres of spilled gasoline "ups the heartbeat up a little bit."

Even if things are going smoothly with the clean-up, he said, the "most dangerous time" for is when a liquid is being transferred - when the threat of static electricity runs high.

"The situation is as stable as it could be until a spark goes," said District Chief Malloy of the conditions at the terminal Wednesday afternoon. "It's like anything: It could sit there forever and nothing could happen, or something could happen and then we have a situation or an incident. We treat it as a being a serious situation until such time as it's totally mitigated."

Crews were still on scene as of 6 p.m., District Chief Malloy said. He expected they would have their work wrapped up within the next several hours.

<http://www.canada.com/ottawacitizen/news/story.html?id=c79039bb-5cfd-4cb9-b5a8-af83ea1a251f>

USA, WASHINGTON DC

AUGUST 15 2008.

BOARD TO INVESTIGATE TANK EXPLOSION AT WISCONSIN CARDBOARD MANUFACTURER THAT KILLED THREE WORKERS

The U.S. Chemical Safety Board (CSB) announced today that it will conduct a full investigation of the storage tank explosion that killed three workers and injured a fourth at the Packaging Corporation of America corrugated cardboard mill in Tomahawk, Wisconsin, on July 29.

The accident occurred as workers were performing welding to repair a flange fitting on top of an 80-foot-tall storage tank, which contained recycled water and paper fiber. The three workers were standing on a catwalk above the domed, cylindrical tank performing welding when an internal explosion ripped open the tank lid. All three workers died of traumatic injuries, including two who were found on the ground beneath the tank. A fourth, who had been observing the work from a further distance, survived with minor injuries.

CSB investigators were present at the mill throughout last week, examining the accident scene, conducting interviews, and gathering evidence. Among the issues the investigation will examine is whether anaerobic microbes, which grow in the absence of oxygen and feed on organic matter, produced flammable gas to fuel the explosion.

Large storage tanks at paper mills - especially those that are stagnant, poorly mixed, or have long material retention times - are at an elevated risk for the growth of anaerobic bacteria. Recycled process water, known in the industry as 'white water,' contains nutrients that promote growth of the organisms, producing hydrogen or other flammable gases that can be ignited by hot work or other sources of ignition.

The cause of the explosion remains to be determined; the CSB plans to conduct microbiological and chemical testing to understand what fueled the blast.

'The CSB has noted that there have been previous tank explosions at paper mills during hot work and we will

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be closely examining the tragedy in Wisconsin to determine if there are similarities,' said CSB Chairman John Bresland, who announced the investigation.

The investigation is expected to take approximately a year to complete, and will likely involve further work at the site, which is in northern Wisconsin approximately 40 miles north of Wausau. Packaging Corporation has fully cooperated with the investigation and provided access to witnesses, documents, and other evidence on a voluntary basis.

The CSB is an independent federal agency charged with investigating industrial chemical accidents. The agency's board members are appointed by the president and confirmed by the Senate. CSB investigations look into all aspects of chemical accidents, including physical causes such as equipment failure as well as inadequacies in regulations, industry standards, and safety management systems.

The Board does not issue citations or fines but does make safety recommendations to plants, industry organizations, labor groups, and regulatory agencies such as OSHA and EPA. Visit our website, www.csb.gov.

www.csb.gov

USA, ILL, CHICAGO, RICHTON PARK

AUGUST 16 2008.

OIL TANK BURNS FOR NEARLY FOUR HOURS IN SOUTH SUBURB

A fire fueled by crude oil residue on a large tank burned for nearly four hours in south suburban Richton Park on Thursday afternoon. Work crews were using blowtorches to dismantle four large crude oil tanks that had been out of commission for about 10 years when residue on one of the tanks caught fire, according to Richton Park Fire Chief Rodney Wilson. The fire started about 10:30 a.m. in an open field at Governors Highway and Polk Street, Wilson said. No one was injured in the blaze, but crews battled flames for hours before the fire was extinguished about 2 p.m. The fire, which prompted a HazMat response by the fire department, was isolated to one oil tank and did not cause damage to any other structures, Wilson said.

<http://www.suntimes.com/news/metro/1108594,oilburns081408.article>

USA, TN, DECATUR CO, DECATURVILLE

AUGUST 16 2008.

NEIGHBORHOODS EVACUATED AFTER BIODIESEL PLANT EXPLOSION

An early morning fire at a biodiesel plant sent families scrambling to safety in Decatur County.

No one was hurt. Families in the Davis community, which is southwest of Decaturville, are thankful for that are. They are also trying to figure out what happened before 7 a.m. Friday.

"There's nothing there but smoldering metal," said Denny Broadway.

He co-owns and lives across the street from a plant that once produced biodiesel fuel.

Several years of hard work went up in smoke.

"I've been at it for a long time before anybody knew what biodiesel was," Broadway said. "And I started in a 5-gallon bucket and went to 55-gallon drum then my son says, 'Daddy why don't you do commercial. I said, 'Okay we'll try that.'"

It was about a year ago when Biofuel of Tennessee expanded. It was capable of producing 8 to 10 million gallons of biodiesel a year.

The plant has been in shut down mode for the last four months. No one is sure what caused the explosion that shook up Broadway's community.

"And then there was a guy who come up here and said it was mandatory that we had to evacuate," said Jean Craft.

Jean and Billy Craft along with other families who live within two miles of the plant had to leave their homes.

"We had a lot of methanol, unused methanol that they used in the process," said Decatur County Fire Chief Kenny Fox. "We had some acid products."

For hours, smoke filled the air. There were no reported injuries.

"That's the best part of the whole thing. Nobody was hurt," Broadway said.

Hazard materials crews remained on the scene since the fire started around 6:45 a.m. They cleaned up methanol, a colorless and odorless and slightly flammable liquid.

It's believed the chemical never reached a nearby creek so there's hope the explosion won't cause environmental problems.

Families who evacuated returned to their homes.

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<http://www.newschannel5.com/Global/story.asp?S=8849949>

MALAYSIA, TANJUNG LANGSAT

AUGUST 18 2008.

PETROL TANK FARM DESTROYED IN BLAZE

A petrol tank farm at the Tanjung Langsat Oil Port Terminal went up in flames yesterday.

The thick smoke could be seen as far as five kilometres away.

The first tank farm, which stored 16,000 tonnes of petrol, was located close to three other petrol storage tanks and a fourth tank containing highly volatile and flammable gasoline additive called methyl tertiary butyl ether.

State Fire and Rescue Department Operations assistant director Mohd Fisar Aziz said two fire engines from Pasir Gudang were deployed to control the fire after they received a call at 6.45pm.

Eleven fire engines from Johor Baru were also sent to fight the blaze.

We had at least 80 firemen battling the fire at the scene. We were also assisted by the Pasir Gudang Emergency Action Team."

Mohd Fisal said the blaze was brought under control about 8pm. They managed to prevent the flames from spreading to four other tanks.

"We are investigating the cause of the fire."

Police cordoned off the area at 9.30pm and evacuated workers and the public within a 1.5km-radius of the fire.

Abdul Halim Abdul Rahman, 37, a worker at the Tanjung Langsat Port, said there were three operators at the oil terminal when the fire occurred.

"They were all evacuated. The weather was fine, there was no lightning or rain before the tanks caught fire."

In April 2006, two Petronas Dagangan petrol storage tanks at the Johor Port caught fire during bad weather, causing the evacuation of 5,000 port workers within a 2km-radius.

http://www.nst.com.my/Current_News/NST/Monday/National/2324557/Article/index.html

MALAYSIA, JOHOR BARU

AUGUST 19 2008.

ANOTHER FUEL TANK GOES UP IN FLAMES

Meera Vijayan

The inferno at the Tanjung Langsat Port, near Pasir Gudang, 45km east of here, worsened as a second fuel storage tank caught fire, while attempts to put out the blaze at the first tank were thwarted by insufficient fire-fighting material, strong winds and rain.

The adjacent tank, containing about 8,000 cubic metres of highly flammable naphtha, caught fire around 7.10pm yesterday after overheating. The first tank, containing unleaded gasoline, ignited at 6.45pm on Sunday.

Fire and Rescue Department assistant director-general (operations) Amer Yusuf said fire-fighters from Malacca, Federal Territory, Negri Sembilan and Pahang were mobilised to assist in the operation.

"We need a lot more foam before we can put the flames out," he said yesterday.

When asked if there was a possibility other nearby tanks would be affected, Amer said this could not be ruled out if the fire was not extinguished in time.

There are six other tanks nearby, containing naphtha, gasoline and methyl tertiary butyl ether, and it is believed 50% of their contents have been relocated.

The cause of the initial fire was still under investigation, Amer said.

There are about 200 personnel and 13 fire engines on site working to put out the blaze. So far, no one has been injured.

A spokesman for Swiss oil trader Trafigura Pte Ltd, which leased the tanks in June this year, said they were awaiting completion of a full assessment of the damage before they could assign a value to the loss.

Crowds of by-standers gathered a few kilometres from the scene yesterday to watch as the twin tanks burned, with flames as high as 40m.

"It looks like a scene from hell," said 23-year-old student Jamil Jais.

<http://thestar.com.my/news/story.asp?file=/2008/8/19/nation/22117550&sec=nation>

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USA, PA, LUDLOW

AUGUST 20 2008.

FATHER, SON CHARGED IN OIL SPILL IN PA. FOREST

State environmental officials tried Tuesday to determine how many thousand gallons of oil spilled into streams that empty into a northwestern Pennsylvania reservoir in what police allege was an intentional act by two former oil company workers.

Andrew Horton, 42, of Bradford, dropped off his son, Christopher Horton, 22, at tanks owned by Snyder Brothers Inc. in the Allegheny National Forest, police said. The younger man opened valves and damaged equipment, spilling at least 10,000 gallons of oil sometime Saturday or Sunday, police said.

The Department of Environmental Protection originally estimated that some 36,000 gallons had been spilled into two streams that empty into the Kinzua Reservoir. But getting an exact figure was difficult because of the damaged equipment, spokeswoman Freda Tarbell said Tuesday.

About two miles of Indian Run and about four miles of Chappel Fork were polluted by the spill, which killed an unknown number of fish, reptiles and amphibians. An in-depth environmental assessment will begin later this week, Tarbell said.

"What makes this especially painful, however, is that Chappel Fork is one of the very rare places in Pennsylvania where wild trout naturally reproduce," Tarbell said.

A small amount of oil made it through containment booms placed in the streams and caused a "slight sheen" in the Chappel Fork Bay part of the reservoir, Tarbell said.

According to state police, Christopher Horton opened valves on about 20 of the company's oil tanks. He also smashed eight meter boxes worth about \$2,000 each on the tanks and damaged a generator valued at about \$500,000, police said.

David O'Hara, Snyder's vice president, said in a statement that most of the spill had been contained, but the company was trying to determine how much oil was released. The sites had security measures, but they were overcome, he said.

Christopher Horton was charged with causing a catastrophe, risking a catastrophe and related crimes. Andrew Horton was charged with conspiracy to cause a catastrophe, liability of the conduct of another and related offenses.

The Hortons had been employees of Snyder Brothers, a Kittanning oil firm, but the company would not comment on their employment status or a possible motive. "It's for the state police to determine motive," spokesman Dan Giovannitti said Tuesday.

The defendants were being held in the McKean County Jail and it was unclear whether they had attorneys. A telephone message left for the only Andrew Horton listed in Bradford was not immediately returned.

http://www.ldnews.com/news/ci_10246859

MALAYSIA, JOHOR BARU

AUGUST 20 2008.

SEAWATER TO FIGHT INFERNO

Gladys Tay and Farik Zolkepli

High-pressure water pumps are being used to cool the other fuel storage tanks at Tanjung Langsat Port, in order to prevent a fire from spreading beyond the two tanks currently ablaze.

Fire and Rescue Department assistant director-general (operations) Amer Yusuf said five pumps or "hydro subs" were being used to pump water from the sea and cool down Tank 2 and Tank 4.

"Four hydro subs are being used, with another on standby.

"The hydro subs can draw water from sources up to 3km away," he said yesterday.

Amer added that the foam flooding technique was being used to stop the fire at the first tank.

He said Tank 4, containing about 5,000 cubic metres of flammable methyl tertiary butyl ether, was located near the two fuel tanks currently ablaze.

The first tank contained unleaded gasoline while the second was filled with naphtha. The third tank is empty.

Amer said some 244 firemen and 16 fire engines from Terengganu, Perak, Negri Sembilan, Pahang, Kedah and Johor have been roped in to put out the fire.

Asked if they had consulted or sought help from oil refinery experts, Amer said 15 personnel from Petronas in Malacca were assisting the firemen.

Johor police chief Deputy Comm Datuk Mohd Mokhtar Mohd Shariff advised people not to go near the location as it was considered dangerous.

417, 418, 419, 420, 421, 422, 423, 424, 425, 426

Tank and Petroleum Use Mishaps

"The operations to put out the fire are still ongoing but the wind factor is making this operation harder," he said.

Johor International Trade and Industry, Energy, Water and Communications, and Environment Committee chairman Tan Kok Hong said environment officers were monitoring the extent of pollution caused by the fire and the chemicals.

<http://thestar.com.my/news/story.asp?file=/2008/8/20/nation/22124824&sec=nation>

MALAYSIA, JOHOR BARU

AUGUST 21 2008.

FIRE AT TWO PETROL STORAGE TANKS IN TG LANGSAT PUT OUT

The three-day fire which struck two petrol storage tanks containing gasoline and naphtha respectively, at the Tanjung Langsat Oil Port Terminal near Pasir Gudang here, has been put out.

The fire began on Sunday.

Seri Alam police chief Supt Roslan Zainuddin said petrol tank one, which contained 17,800 cubic metres of gasoline was ablaze on Sunday at 6.30pm and the fire was put out at 2pm Wednesday.

Petrol tank two, which contained 8,000 cubic metres of naphtha, was ablaze since Monday at 7.10pm and the fire was put out at 9.30pm Tuesday.

"The fire had lasted for three days and was put out by 400 firemen in 14 fire engines, including those from Selangor, Melaka, Negeri Sembilan, Perak and Pahang, besides assistance from the Pasir Gudang Emergency Mutual Aid (Pagema)," he told reporters at a press conference here Wednesday.

Also present were Johor Fire and Rescue Department director Abdul Ghani Daud and Tanjung Langsat Port director Lukman Abu Bakar.

Roslan said extinguishing the fire was carried out with a technique of spraying foam all over the tanks, and by using sea water.

He said the fire was caused, following strong winds and heavy rain and police investigations confirmed that there was no element of treachery or sabotage.

"There are eight petrol tanks at the terminal but only three tanks, namely petrol tanks one, two and four were filled with gasoline when the fire occurred.

"Petrol tank two contained 11,200 cubic metres of naphtha and only 3,200 cubic metres of gasoline was transferred to petrol tank seven before the fire from petrol tank one spread," he said.

According to Roslan, the cooling operation was done on petrol tank four, which contained petrol, to prevent the fire from the tank from spreading.

<http://www.bernama.com.my/bernama/v3/news.php?id=354084>

LIBYA, TRIPOLI

AUGUST 21 2008.

OFFICIAL: ACCIDENT CAUSES LIBYAN OIL FACILITY FIRE

A fire at major Libyan oil facility was sparked by an industrial accident, the nation's top oil official said Wednesday. The fire, which has now burned for two days, has been contained to one tank in the Ras Lanuf oil complex, said Shokri Ghanem, the chairman of Libya's National Oil Corp. That storage tank contained 500,000 barrels of crude oil, but it was not clear how the fire would affect Ras Lanuf's storage capacity, he said. Nearby tanks have been emptied to isolate the blaze, Ghanem said. There have been no injuries reported from the fire, said Petro-Canada spokesman Tom Carney from London. Petro-Canada stores oil in the facility in Ras Lanuf, the site of Libya's largest refinery and port. In June, Petro-Canada signed six 30-year exploration and production sharing agreements in the North African country. The Calgary, Alberta-based company produces about 90,000 barrels a day in Libya. Libya's proven oil reserves are the ninth largest in the world, close to 39 billion barrels, and vast areas remain unexplored for new deposits. Since the country emerged from international isolation, Western firms have rushed to sign exploration deals.

<http://www.signonsandiego.com/news/business/20080820-1129-libyaoilfire.html>

Tank and Petroleum Use Mishaps

CANADA, TORONTO

AUGUST 23 2008.

ILLEGAL PROPANE TRANSFER OCCURRED RIGHT BEFORE TORONTO BLAST: REGULATOR - SHIFTING THE GAS DIRECTLY FROM TRUCK TO TRUCK IS PROHIBITED IN ONTARIO

Almost two weeks after a gas explosion rocked northern Toronto, leaving two people dead, a possible cause of the blast has emerged.

The Technical Standards and Safety Authority, Ontario's independent safety regulator for fuels, released a statement on its website on Thursday saying that just before the Sunrise Propane Industrial Gases plant in Toronto's Downsview area blew up, a truck driver was illegally transferring propane from one truck to another.

The statement says in part that, "prior to the fire and explosion, a truck driver at the Murray Road facility was engaged in a truck-to-truck propane transfer. The practice of transferring propane from one truck to another is prohibited in Ontario. The investigation further determined that the prohibited unsafe practice of transferring propane product from one truck to another was a frequent and routine operating practice at the facility."

Direct truck-to-truck propane transfers are illegal because they increase the risk of a gas leak or a fire.

'Why blame the TSSA? Those guys work very hard to inspect and educate. Obviously they need more power to put some teeth into their warnings. It is not their fault when their warnings are ignored.'

-Terry Harris

The safety agency also says that in November 2006, Sunrise Propane was warned that it showed a "lack of safety culture or commitment" by not putting an end to the truck-to-truck transfers at the company's facilities.

The TSSA sent out an order on Thursday suspending the operating licences for three Sunrise Propane sites: the 54 Murray Rd. facility in Toronto, where the explosion occurred in the early hours on Aug. 10; 1201 Dundas St. E. in Toronto; and 3171 Derry Rd. E. in Mississauga.

"This action results in the immediate shutdown of the propane filling activities at the two remaining sites," the statement says.

"This decision was based on a thorough review of the information currently available and the immediate nature of the potential hazards associated with operations at those particular sites," said John Marshall, director of TSSA's fuels safety program, in a news release.

Two deaths were connected to the explosion at the Murray Road propane facility.

An unidentified body was found at the site. It is believed the body may be that of Parminder Saini, an employee who was working at the plant at the time of the explosion.

Toronto firefighter Bob Leek also died at the scene.

The City of Toronto said the \$1.5-million cleanup of the explosion site and surrounding neighbourhood should be complete late Friday, with a final inspection on Saturday. The area was contaminated with asbestos.

<http://www.cbc.ca/canada/toronto/story/2008/08/22/propane-cause.html>

USA, MO, CAPE GIRARDEAU

AUGUST 23 2008.

FUEL TANK LODGED IN MISSISSIPPI RIVER BOTTOM PROMPTS COAST GUARD WARNINGS

Rudi Keller

The U.S. Coast Guard broadcast warnings to barge operators and sent a crew to Cape Girardeau Friday after an enormous storage tank broke free in a flash flood and lodged itself in the shipping channel of the Mississippi River.

The tank, owned by Robert Erlbacher, came loose from its moorings during flooding earlier this year. It had been resting in a creek bed just off the river, and Erlbacher said he had been waiting for the ground near the tank to dry out sufficiently for it to be cut into pieces for removal.

Heavy rains overnight, with as much as 4 inches indicated by radar estimates, washed the tank into the river, where it floated less than a mile before filling with water and lodging itself against the east side of the shipping channel.

The sight of the tank, which sticks about 20 feet out of the river, brought onlookers who had seen it from as far away as the Bill Emerson Memorial Bridge. Joseph Lyerla and Tina Tate of Wolf Lake, Ill., were crossing the bridge with their children when they saw the tank in the water.

"It looked like a silo stuck in the river," Tate said.

Reports from towboat operators indicated the tank was not obstructing shipping lanes, said Chief Petty Officer Phillip Bradberry of the Marine Safety Unit in Paducah, Ky. "Right now we are broadcasting for mariners to steer clear of this obstruction," Bradberry said. "We have information that vessels are able to pass, and we are en route to ensure that the company gets that obstruction lighted properly so at night traffic can see it."

Tank and Petroleum Use Mishaps

The tank, which is about 70 years old, was used to store fuel at a depot once owned by J.D. Strett & Co., a St. Louis-based petroleum wholesaler. It has not been used for that purpose for about 15 years, said Erlbacher, owner of Missouri Dry Dock & Repair Co.

The tank is about 40 feet in diameter and 40 to 50 feet tall, Bradberry said. About 10 to 15 feet was of the tank is visible above the surface of the water. "The thing is hard aground on the bottom," Bradberry said. "They tried to move it with towboats but couldn't budge it."

Friday's events are the second time the tank has been involved in a river accident at Cape Girardeau. In mid-July, a crane being moved upstream on a mission to secure the tank struck the Bill Emerson Memorial Bridge, causing minor damage to the bridge.

The crane was unable to complete its mission, and Erlbacher said he thought the tank would stay put because it was wedged into the creekbed. "As it turned out, it wasn't," he said.

A plan to remove the tank from the river was being worked on late Friday afternoon, Erlbacher said. "We have got some encouraging reports that we can have some people in town early next week to get the thing moved," he said.

The method for removal will be up to the salvage crews, Erlbacher said.

The Coast Guard will make sure the lights are properly placed and continue broadcasting the warnings as long as needed, Bradberry said. But the Coast Guard will not keep a continuous presence in Cape Girardeau during the salvage operation nor will it take over attempts to remove the tank, he said. "They are responsible for it," Bradberry said. "They are taking the actions to get it removed."

The river is well below flood stage, but the rains overnight resulted in a rise of about a foot during the day Friday. With only a chance of rain over the region in coming days, the river is not likely to rise much more. But if rains come, Erlbacher said, he doesn't believe the tank will move downstream, though it is not secured to the bank with any cables.

"If the river rises, because it is a sunken vessel it will take on more water and it won't move," he said.

<http://www.semimissourian.com/article/20080822/NEWS01/49643/-1/news01>

USA, IN, CARMEL

AUGUST 23 2008.

GASKET FAILS ON UNDERGROUND CARMEL FUEL TANK; LEAKS 8,000 GALLONS OF GAS

Tania E. Lopez

Equipment failure on an underground fuel tank at a Carmel gas station caused about 8,000 gallons of gasoline to leak in the city's downtown area, Indiana Department of Environmental Management officials said.

IDEM and Carmel public safety officials are working today to contain the accidental release in the area of Main Street and Guilford Road, said Amber Finkelstein, IDEM public information officer.

Motorists driving in the area smelled gasoline about 4:30 p.m. Wednesday and called 911, said Finkelstein.

She said the Carmel Fire Department determined a gasket failed on an underground fuel tank at the Marathon gas station, 808 W. Main St. in Carmel.

"This is a serious issue but it's something we have caught in time," Finkelstein said Thursday afternoon. "We don't anticipate it will cause residents any issues."

The gas station is closed and Carmel officials said the intersection would remain closed until Monday or Tuesday.

It does not appear to have impacted the ground water in the area, Finkelstein said, but it infiltrated nearby storm sewers and sanitary sewers. The leak was contained and crews will work to remove the fuel, she said.

Crews plan to excavate the area Friday morning to recover the gasoline and repair the gas tank.

Other organizations responding to the incident include the Carmel Street Department, Carmel Department of Public Works, Hamilton County Emergency Management Agency and the Hamilton County Health Department.

<http://www.indystar.com/apps/pbcs.dll/article?AID=/20080821/LOCAL0101/808210549>

Tank and Petroleum Use Mishaps

USA, ID, MOUNTAIN HOME

AUGUST 23 2008.

DAIRY EMPLOYEE SERIOUSLY BURNED IN WORKSHOP FIRE WEDNESDAY

An employee of Oppeyedke Dairy on Beet Dump Road was flown to the Salt Lake City Burn Center after he suffered second- and third-degree burns over the upper half of his body following an explosion and fire at a dairy garage/workshop Wednesday morning.

The employee had not been identified by authorities as of Thursday morning, as they continued their investigation of the blaze that destroyed the 148'-48' building, causing an estimated \$150,000-\$175,000 damage, including the contents of the building.

Fire Chief Phil Gridley said the initial investigation, which has not been finalized, indicated that the employee was replacing a fuel pump in a vehicle in the building.

"On the newer vehicles fuel pumps are inside the gas tanks. You have to take gas tank off to get to the fuel pump. He put the tank into a pit, but when you take the fuel tank off, the building is going to get fumes in it," Gridley said.

It's believed that at some point, the dairy employee lit a cigarette, triggering an explosion in the building.

He managed to make it out of the building, where other employees nearby removed him from the fire scene.

A few minutes after the call came in at 9:59 a.m., rural fire department crews and equipment were on scene.

"The building was completely engulfed in fire when we arrived," Gridley said.

Ambulance crews arrived at almost the same time and the LifeFlight helicopter stationed at the Mountain Home Municipal Airport was immediately launched. "Having LifeFlight that close is a big advantage to our community," Gridley noted.

As the victim was being stabilized and then flown to St. Alphonsus Regional Medical Center, where he was stabilized and then flown to Salt Lake City, fire crews began attacking the blaze.

The building was used for a number of purposes, and Gridley believes some acetylene tanks inside the building may already have exploded by the time they arrived.

But there was no question the fire was dangerous to the emergency responders.

Three above-ground fuel storage tanks were located 10-15 feet from buildings, with gas in one, one empty, and the contents of the third not known by fire crews on the scene at the time. The heat from the fire had caused the relief valves on the tanks to open and they were venting steam at the time. "Any time that a vent is releasing that means gas has built up, and you always wonder if it's going to fail," Gridley said.

In addition, on the west side of building, where the fire was most intense, there were three 160-gallon tanks filled with oil. Although the oil had not caught fire it was spilling onto the ground and boiling.

"Our first priority was that gas tank," Gridley said. Once we had that cooled off, we went after the structure fire."

When Gridley arrived, he anticipated he might need more resources than the 23 firemen and two pumpers he had available. Invoking mutual aid agreements, a city pumper was sent to the scene and the base fire department quickly sent a water tender. In addition, Gridley called for a city shop water tender and nearby TLK Dairy also showed up with a water truck, although by the time both of those vehicles had arrived the bulk of the fire had been knocked down and fire crews were able to shuttle water from a hydrant a quarter mile away that had been installed by the dairy.

The new rural pumper, which carries 2,000 gallons of water internally, was a "big help" Gridley said, especially since the rural department's regular water tender was out of service at the time undergoing maintenance work.

The main fire was put out in about 35 minutes, but crews remained on the scene checking for hot spots and monitoring the fire site for about three hours.

The fire also had triggered a small grass fire across the road, but that had been quickly extinguished when crews had first arrived.

County sheriff's department patrol officers temporarily closed Beet Dump Road while the fire was still raging. The road sees considerable traffic these days because it is used by base personnel exiting through the gate on that side of the base.

The employee's condition at the Salt Lake regional burn center has not been released as of Thursday.

<http://www.mountainhomenews.com/story/1454689.html>

Tank and Petroleum Use Mishaps

USA, UT, SALT LAKE CITY

AUGUST 30 2008.

RECYCLING YARD FIRE CAUSED BY SPILLED FUEL

Lindsay Whitehurst

Firefighters have determined the cause of a Thursday fire at a metal recycling plant on the west side of Salt Lake City. About 9:45 a.m., a 400-gallon gas tank dropped as workers were moving it with a forklift at Western Metal Recycling, 4221 W. 700 South, said Salt Lake City Fire Department spokesman Scott Freitag. Fuel leaked from the tank and somehow caught on fire. The flames spread to a nearby power pole and caused an electrical overload. The overloaded wires arced and sent sparks to the ground below, starting several fires. Fed by old cars, wooden pallets and garbage on the one-acre lot, the flames sent up a thick plume of black smoke over the city before it was extinguished about 11 a.m.

http://www.sltrib.com/news/ci_10336044