

# 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, MD, ANNAPOLIS**

### **OCTOBER 28 2010. MORE ETHANOL IN GAS CAUSES WORRIES**

#### **NEW BLEND COULD DAMAGE BOAT ENGINES, OLDER CARS, LAWN MOWERS**

*Pamela Wood*

The federal government will now allow gasoline to include up to 15 percent ethanol - a move that has worried groups including boaters, environmentalists, gas station owners and even lawn mower manufacturers.

The new blend, dubbed "E15," is approved only for cars and light trucks that are of the 2007 model year or newer. But the U.S. Environmental Protection Agency is reviewing whether older vehicles should also be allowed to use it.

Previously, gas could contain no more than 10 percent ethanol.

The E15 blend could be at gas pumps in early 2011, said Stephanie Dreyer, a spokeswoman for Growth Energy, an ethanol industry trade group that sought approval for E15.

"Being capped at 10 percent was stifling investment in the market. We were bumping up against this blend wall," Dreyer said. "We are producing too much, and there's nowhere for the ethanol to go in the market."

While ethanol producers are thrilled, many other groups are more cautious. Gas station owners may have to deal with new pumps and tanks if their suppliers decide to offer E15, said Paul Fiore, vice president of government affairs for the Washington, Maryland, Delaware Service Station and Automotive Repair Association.

Few gas station owners are set up to make choices such as embracing or rejecting E15, Fiore said. Fiore isn't sure how many of his group's 400 members are for or against E15. But he said many will be worried about liability or responsibility if customers pump E15 into older cars that may not be able to handle it. He doesn't think pump labels currently in the works - will help.

"I, for one, find the EPA's reliance and trust in a label on a pump laughable. Most people don't read anything on the pump," Fiore said.

Boat owners, too, should be concerned, said Margaret Podlich, vice president of government affairs for BoatUS. Some older boats, Podlich said, have trouble with the 10 percent blend. Often, the E10 causes boaters to go through fuel filters rapidly. Occasionally, she said, fiberglass fuel tanks have melted.

"We don't know what 50 percent more ethanol will do," she said. While E15 isn't approved yet for marine engines, Podlich said BoatUS is concerned it could be.

BoatUS is among several organizations behind an anti-ethanol web campaign called "Follow the Science." Another participant is the Natural Resources Defense Council, a major environmental group.

The NRDC's Nathaneal Greene, writing on the group's official blog, said more emissions testing is needed before E15 is widely used. "Burning ethanol can cause toxic air pollutants to be emitted from vehicle tailpipes, especially at higher blend levels like E15," Greene wrote.

Greene pointed out that ethanol usually is made from corn. Many environmentalists don't support growing more corn - thus using more fertilizer and polluting waterways with dead-zone-inducing nutrients - for uses such as fuel. Other Follow the Science participants include the Recreational Off-Highway Vehicle Association and the Motorcycle Industry Council.

# Tank and Petroleum Use Mishaps

The Outdoor Power Equipment Institute cautions people to make sure they don't put E15 gas into lawn mowers, snow blowers, chain saws, blowers and other landscaping and maintenance tools. "Almost without exception, current equipment is not designed, built or warranted for mid-level blends," warned institute vice president Kris Kiser in a statement.

<http://www.hometownannapolis.com/news/bus/2010/10/27-24/More-ethanol-in-gas-causes-worries.html>

## **USA, WA, FERNDALE**

**OCTOBER 28 2010.**

### **DIESEL SPILL REPORTED AT CONOCOPHILLIPS REFINERY NEAR FERNDALE**

A diesel fuel spill was reported Wednesday morning, Oct. 27, at the ConocoPhillips refinery west of Ferndale. No oil got into the water, but some apparently seeped into the soil and will have to be cleaned up, refinery spokesman Jeff Callender said. The spill is confined to the refinery site, he added. A leaking underground line apparently caused the spill. Callender said a refinery field operator noticed the problem on his morning rounds, and the Washington Department of Ecology was notified within minutes. Department of Ecology spokeswoman Katie Skipper said the company has reported that the containment area around the spill apparently did its job and prevented any fuel from reaching the water. Callender said the size of the spill has been estimated at about 250 barrels, and about 80 barrels of that have been recovered so far by vacuum trucks. Ecology staffers and U.S. Coast Guard were on route at 4 p.m. to check on the situation.

[http://www.tradingmarkets.com/news/stock-alert/cop\\_brief-diesel-spill-reported-at-conocophillips-refinery-near-ferndale-1262248.html](http://www.tradingmarkets.com/news/stock-alert/cop_brief-diesel-spill-reported-at-conocophillips-refinery-near-ferndale-1262248.html)

## **NEW ZEALAND, HAMILTON**

**OCTOBER 29 2010.**

### **FORKLIFE MISHAP CAUSES CHEMICAL SPILL**

Firefighters spent most of the day cleaning up over 600 litres of hydrogen peroxide spilled in Hamilton this morning after workers at a chemicals factory pierced a 1000-litre drum with a forklift.

About 40 firefighters were called to the spill at the Ecolab plant in Te Rapa, in northern Hamilton, just before 10am.

Workers spilled some of the chemical inside the factory, and while trying to clean up took the rest of it outside which also had to be dealt with, Fire Service Waikato assistant area manager Darryl Papesch told NZPA.

Ecolab workers put absorbent material on the chemical, which started reacting with the hydrogen peroxide. They then called the Fire Service, which evacuated the area and neutralised the spill with caustic soda. There were about 20 workers at the site.

Ecolab staff were trained and equipped to deal with spills, but decided to call the firefighters as it became too dangerous for them, Mr Papesch said.

Industrial strength hydrogen peroxide is a very strong bleach which reacts with anything organic, can cause instant blindness and will corrode many materials, including skin.

The fire crews called in an Auckland-based hazardous substance technical adviser.

Firefighters deemed the factory safe to return to late this afternoon, although the liquid was still giving off a harmless vapour, Mr Papesch said.

Ecolab had its own processes and catchment areas for chemicals, so they disposed of the neutralised liquid, he said.

[http://www.nzherald.co.nz/nz/news/article.cfm?c\\_id=1&objectid=10683962](http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10683962)

## **USA, N.J, TRENTON**

**OCTOBER 29 2010.**

### **ETHANOL ISSUES HAVE BOATERS FOCUSING ON FUEL**

Boating groups are alarmed by a recent Environmental Protection Agency move to allow a 15 percent ethanol mix in gasoline for use in 2007 or later model cars. This is a 50 percent increase from the current level of 10 percent ethanol, which will still be offered.

The EPA decision earlier this month excludes boats, motorcycles and other small gasoline-powered devices such as snow blowers and lawn mowers.

But this presents another choice to make at the gas pump, and it's important that boaters, for example, make the right selection.

# Tank and Petroleum Use Mishaps

While the EPA is working on labeling requirements, the fear is that pump labeling may be inadequate and boaters, for example, may inadvertently wind up with the higher-ethanol fuel, perhaps causing problems.

"People don't read labels," said Matt Dunn, legislative director for the National Marine Manufacturers Association. "They have a right to assume that what they buy is a suitable fuel," he said in a phone interview from his Washington, D.C., office.

Also, Dunn fears, the marketplace will rule and E-10 fuel will become less and less available.

"There is a high chance of confusion and misfueling," said Margaret Podlich, vice president for government affairs at Boat US.

She said it will likely be a year before E-15 is sold at the pump, but when it is, boaters will have to be vigilant about what they are putting into their tanks.

Even if you buy gasoline at a marina, make sure to check on what level of ethanol you are getting, she said.

Although the use of E-15 has been approved, the EPA is still working on how it will deal with labeling requirements, Dunn said. While the NMMA is considering how it will proceed on the question, boaters can learn about the issue and comment to the EPA and elected officials.

What if you run your boat engine on E-15?

"We simply don't know," said Podlich. She said marine engines now manufactured are warranted for E-10, and testing is under way by engine makers on the effects of E-15. Check the website [followthescience.org](http://www.followthescience.org).

[http://blog.nj.com/boating/2010/10/ethanol\\_issues\\_have\\_boaters\\_fo.html](http://blog.nj.com/boating/2010/10/ethanol_issues_have_boaters_fo.html)

## **CANADA, EDMONTON**

**OCTOBER 30 2010.**

### **VEHICLE COLLIDES WITH GAS TANK**

Emergency crews responded to a possibly dangerous crash scene in downtown Edmonton on Thursday night. Police say a jeep travelling at a high rate of speed hit a car stopped in the middle of an intersection. The collision slammed the car into a gas tank at a nearby gas station.

Seconds later the car burst into flames. Nearby construction workers rushed to the scene to help rescue the car's driver and passenger.

"There was no flames right away, and then about twenty seconds later, the flames engulfed about four feet high I'd say." Aaron Leisman, who helped extinguish the flames said. "A bunch of us ran over there with fire extinguishers, did what we could to get the driver out. The passenger was pinned in pretty good. There was nothing we could do. Good thing police showed up right away."

"Injuries to the passenger as far as I know are non-life threatening, however she is in quite a bit of pain right now and more than likely will be spending the evening in hospital." Staff Sgt. Regan James of the Edmonton Police Service said.

Police are still investigating how and why the crash occurred.

<http://www.globalwinnipeg.com/Vehicle+collides+with+tank/3747700/story.html>

## **USA, IN, SALEM**

**NOVEMBER 1 2010.**

### **FUEL FIRE DESTROYS SOUTHERN IND. BUSINESS**

#### **FIREFIGHTERS WAITING FOR 2,000 GALLONS OF AVIATION FUEL TO BURN OUT.**

Firefighters said they're waiting for about 2,000 gallons of aviation fuel to burn out after it erupted into flames at a southern Indiana business on Sunday. The fuel was stored outside of Mount Outdoor Power Equipment on East State Road 56, just east of Salem. The fire broke out at about 3:30 p.m., and crews said the business was destroyed in the blaze. Mount Outdoor Power Equipment sells chainsaws, all-terrain vehicles, motorcycles and lawnmowers, along with other lawn care products. There have been no reports of injuries in the fire.

<http://www.wlky.com/r/25586078/detail.html>

# Tank and Petroleum Use Mishaps

**UK, SOMERSET, TAUNTON**

**NOVEMBER 2 2010.**

## **CAMELFORD WATER POISON DRIVER 'GUESSED' WRONG TANK**

A driver involved in the UK's worst mass water poisoning has told an inquest he had to guess which tank to put 20 tonnes of aluminium sulphate in.

It affected the drinking water of about 20,000 homes in Camelford, Cornwall, causing rashes, diarrhoea, mouth ulcers and other health problems.

Driver John Stephens gave evidence to the inquest of Carole Cross, 59, who died 16 years after the poisoning.

Large amounts of aluminium were found in her brain after her death in 2004.

Mrs Cross and her husband Doug moved from Camelford to Dulverton in Somerset two years after the poisoning.

The original inquest into her death was adjourned two years ago, when the coroner asked for more tests to be carried out.

When it resumed in Taunton earlier, relief driver Mr Stephens said the Lowermoor water works were unattended when he arrived with his delivery in 1988.

He told the inquest he had let himself into the works with a key given to him by the regular driver Barry Davey.

Unknown to Mr Stephens the former South West Water Authority, which ran the works, used the same key at all its plants.

Mr Stephens said he had believed the key would let him into the site and open one tank.

He told the inquest, with no-one to show him, he spent about 20 minutes looking for the correct tank, before seeing a manhole cover he thought was the right one.

We told the consumers the water would not do them any harm. I'm not sure that was thought through enough"

End Quote Barry Atkinson Water treatment scientist

With no phone available to ring anyone, Mr Stephens said he emptied the aluminium sulphate into the tank.

"You saw some liquid and what did you think that was," West Somerset Coroner Michael Rose asked.

"Liquid aluminium," the driver, from Bristol, replied.

Aluminium sulphate is used to remove solid particles from cloudy water.

Four days later, when he was told there was a problem, Mr Stephens returned to Lowermoor and pointed out which tank he had emptied his delivery into.

The inquest was also read a statement from Barry Atkinson, who was the South West Water Authority's regional water treatment scientist in 1988 but has since died.

In it he said: "Had we known the true cause at the time we would have had to shut down the reservoir and done all sorts of things.

Skin rashes

"It was unthinkable to assume something like that had happened.

"We told the consumers the water would not do them any harm. I'm not sure that was thought through enough."

Twenty tonnes of aluminium sulphate dumped in the wrong tank at the Lowermoor treatment works, turned Camelford's drinking water supply into a toxic cocktail.

Hundreds of local people complained of health problems, including vomiting, memory loss, and joint pain.

In 1989 a government inquiry concluded long term health effects were unlikely, but two years later another said there could be "unforeseen late consequences."

The former South West Water Authority was ordered to pay £35,000 in fines and costs in 1991 for supplying water likely to endanger health and, three years later, 148 victims of the poisoning won an out-of-court settlement totalling £400,000.

After the water poisoning those who drank or bathed in it reported suffering from stomach cramps, skin rashes, diarrhoea, mouth ulcers and aching joints.

In 1991 the South West Water Authority was fined £10,000 with £25,000 costs for supplying water likely to endanger public health.

But an independent inquiry report, published in January 2005, said it was unlikely the chemicals would have caused any persistent or delayed health effects.

In 2005, the coroner Mr Rose said Mrs Cross had had a neurological disease "usually associated with Alzheimer's", but complex DNA tests had ruled out any genetic origin for the disease.

654, 655, 656, 657, 658, 659, 660, 661, 662, 663

# Tank and Petroleum Use Mishaps

He said the "abnormally high level of aluminium" in her brain could have caused the disease and adjourned the inquest for further medical research.

The inquest, which is scheduled to last for two weeks, is due to hear from former South West Water Authority staff, including district manager John Lewis who was the only staff member to face disciplinary action over the poisoning.

Other witnesses include workers who dealt with the contamination at Lowermoor, medical and environmental health officers and scientists.

Mrs Cross's husband, a scientist and long-term Lowermoor campaigner, who now lives in Lowick Bridge, Cumbria, will also give evidence.

<http://www.bbc.co.uk/news/uk-england-cornwall-11667471>

## **CANADA, ALBERTA**

**NOVEMBER 3 2010.**

### **BIODIESEL PLANT FACING CHARGES**

#### **COCKSHUTT SAID COMPANY**

#### **REGRETS 2008 INCIDENT AND IS COMMENCING LEGAL ACTION AGAINST CONTRACTOR**

*Evan Careen*

A local biodiesel company has been charged with a number of offenses under the Environmental Protection and Enhancement Act and the Waste Control Regulation.

Western Biodiesel, Inc. (WBI) and its former operations manager, Jason Freeman are both being charged in relation to two separate incidents in 2008 where waste-water containing methanol and biodiesel were released and allowed to flow onto property near the WBI facility.

Dean Cockshutt, president and CEO of WBI, said the company has grown a lot since 2008 and regrets the incident occurred.

He said the problem was the result of an issue with a U.S. plant designer who gave them incorrect information.

"The U.S. plant design engineers that commissioned the equipment told our Operations Manager, Mr. Freeman, that a waste-water tank contained only distilled water and it was safe to release it to our yard to evaporate," he said. "Mr. Freeman did so, but it turned out that the water contained some methanol, which is clear like water, and he did not report it to Alberta Environment. That was wrong. The release was fully remediated and there are no long-term impacts to our property or the environment."

Cockshutt said WBI has commenced legal action against the U.S. company and Freeman no longer works at the facility. They have a zero tolerance spill policy and have made changes to prevent this from happening in the future.

It has been two years since the incident and Alberta Environment spokesperson Carrie Sancartier said this type of investigation can be lengthy.

"It can take a long time for there to be a thorough investigation into this type of incident," she said.

Sancartier said once an incident like this is reported to the department they work with the companies involved to work with them on any issues they may have and help prevent this type of occurrence in the future.

She said Alberta Environment has a variety of ways they enforce their regulations, from administrative penalties to warnings to prosecution. She could not comment on this specific case since the matter is still before the courts.

Cockshutt said the company has refined its own practices since 2008 and being a relatively unique business can have its challenges.

"Being the first in any industry brings challenges and this is one of them," Cockshutt said. "We must develop our own best practices, we don't have other industry peers to rely on. It's important to have the right people and the right systems to prevent incidents. In this case we had bad advice from the engineering company that designed the plant compounded with our own people failure."

He said they didn't have the systems in place to prevent the release from occurring but they know better now and their experience should serve as a learning experience for the entire industry.

The case is scheduled to appear in Okotoks Provincial Court on Nov. 29.

<http://www.highrivertimes.com/ArticleDisplay.aspx?e=2826187>

# Tank and Petroleum Use Mishaps

## USA, AKA, ANCHORAGE

### EXTENSIVE CORROSION THREATENS BP PIPELINES IN ALASKA, RISKING EXPLOSIONS, SPILLS

*Brahm Lustgarten*

The extensive pipeline system that moves oil, gas and waste throughout BP's operations in Alaska is plagued by severe corrosion, according to an internal maintenance report generated four weeks ago.

The document, obtained by the journalism group ProPublica, shows that as of Oct. 1, at least 148 BP pipelines on Alaska's North Slope received an "F-rank" from the company. According to BP oil workers, that means inspections have determined that more than 80 percent of the pipe wall is corroded and could rupture. Most of those lines carry toxic or flammable substances. Many of the metal walls of the F-ranked pipes are worn to within a few thousandths of an inch of bursting, according to the document, risking an explosion or spills.

BP oil workers also say that the company's fire and gas warning systems are unreliable, that the giant turbines that pump oil and gas through the system are aging and that some oil and waste holding tanks are verging on collapse.

In an e-mail, BP Alaska spokesman Steve Rinehart said the company has "an aggressive and comprehensive pipeline inspection and maintenance program," which includes pouring millions of dollars into the system and regularly testing for safety, reliability and corrosion. He said that although an F-rank is serious, it does not necessarily mean there is a current safety risk.

Rinehart added that the company will immediately reduce the operating pressure in worrisome lines until it completes repairs. "We will not operate equipment or facilities that we believe are unsafe," he said.

Rinehart did not respond to questions about what portion of its extensive pipeline system was affected or whether 148 F-ranks were more or less than normal, except to say that the company has more than 1,600 miles of pipelines and does more than 100,000 inspections a year.

In 2006, two spills from corroded pipes in Alaska placed the company's maintenance problems in the national spotlight. At the time, BP temporarily shut down all transmission of oil from the North Slope to the continental United States, cutting off about 8 percent of the nation's oil supply, while it examined its pipeline system.

Photos taken by employees in the Prudhoe Bay drilling field this summer, and viewed by ProPublica, show sagging and rusted pipelines, some dipping in gentle U-shapes into pools of water and others sinking deeply into thawing permafrost. Marc Kovac, a BP mechanic and welder, said that some of the pipes have hundreds of patches on them and that BP's efforts to rehabilitate the lines were not funded well enough to keep up with their rate of decline.

"They're going to run this out as far as they can without leaving one dollar on the table when they leave," Kovac said.

BP Alaska's operating budget is private, so the picture of its maintenance program is incomplete. But documents obtained by ProPublica show that BP has pumped hundreds of millions of dollars into maintenance and equipment upgrades on the North Slope since the 2006 spills. In 2007, BP's maintenance budget in Alaska was nearly \$195 million, four times what it was in 2004, according to a company presentation. In 2009, \$49 million was budgeted to replace and upgrade systems that detect fires and gas leaks alone.

Despite the investment, workers say that the capabilities of equipment of all types continue to be stretched and that maintenance plans set years ago remain incomplete.

BP employees told ProPublica that several of the 120 turbines used to compress gas and push it through the pipelines have been modified to run at higher stress levels and higher temperatures than they were originally designed to handle. They also said giant tanks that hold hundreds of thousands of gallons of toxic fluids and waste are sagging under the load of corrosive sediment and could collapse.

"When you make a complaint about it, rather than fix it right, they come up with another Band-Aid," said Kris Dye, a BP oil worker and United Steelworkers representative on the North Slope. "It's very frustrating."

One critical maintenance issue concerns the replacement of the warning systems used to alert workers to a gas leak that could lead to an explosion.

The need to replace the gas detectors was made a priority in 2001 in an internal BP report that said oil field technicians were "very concerned about continuing degradation of system reliability, and the ability of these systems to protect the workforce."

Nine years later, outdated systems to detect fire and leaked gas remain in place at some of BP's largest and most important plants, including the Central Power Station, several drill pads and two flow stations that route oil and gas into the pipeline system.

Many of the detection systems are obsolete - the manufacturers that made them are shuttered - so replacement parts are hard to come by, said Kovac, the mechanic. More important, the systems have to be shut down every time BP conducts maintenance on its facilities and pipelines, because the methods used to scan the equipment

654, 655, 656, 657, 658, 659, 660, 661, 662, 663

# Tank and Petroleum Use Mishaps

for flaws have been known to trigger the ultraviolet detectors that set off the fire and gas alarms.

As a result, BP technicians on the North Slope say, the detectors at some facilities are shut down nearly a third of time. When they are off-line, the company relies on what employees refer to as "human fire detectors" - a foot patrol that sniffs for flammable materials and listens for the hiss of broken pipes.

BP has been upgrading the detection systems in recent years and has installed new ones at several facilities, including the buildings that house its workers. But many important facilities remain on the list.

According to people inside BP who declined to be identified because they were not authorized to speak about company affairs, replacing all the detections systems could take nearly 20 years at the current rate of investment.

"They say, 'Yep, in the next few years we're going to upgrade all this fire and gas stuff and it's going to be more dependable,' and blah, blah, blah," said Glenn Trimmer, a BP technician who works on the Slope. "Well, after a few decades, I'm not buying it anymore. We can't even maintain the equipment that we have."

A close call in 2007 illustrates the risks presented by aging facilities with limited alarm systems. In August of that year, a giant turbine used to compress gas before it is pumped back through the company's pipelines caught fire inside BP's Gathering Center 1 after an oil hose ruptured and spewed flammable liquid across the motor. A mechanic on patrol in the facility - seeing smoke - fled the room as the turbine burst into flames. But the automatic fire and gas alarms were never triggered.

A subsequent investigation by Alaska state authorities found that a ruptured hydraulic oil hose was jury-rigged in a position that chafed against the turbine's hot engine. The probe also found that the facility's fire and gas detectors - which Kovac and Dye likened to life boats on a cruise ship - were not on at the time.

The turbine fire was potentially serious not only because no alarms were sounded but because the turbine engines operate near gas and oil pipelines that could be detonated by an uncontrolled fire. The incident was classified by BP Alaska's then-president, Doug Suttles, as a "high potential" event, and news of it was distributed around the BP organization globally as a precaution.

Yet this year, even before the enormous costs of the Gulf oil spill created an estimated \$30 billion in BP liabilities, the company was eking out more "efficiencies" in its Alaska budget. It said it would maintain record high funding for new projects and major repairs while reducing its budget for regular maintenance, according to a letter that BP Alaska President John Minge sent to Congress in February. The letter said holding-tank inspections will be deferred and replacement of one pipeline will be postponed; flows through that line will be reduced "to mitigate corrosion."

<http://www.washingtonpost.com/wp-dyn/content/article/2010/11/02/AR2010110207708.html>

## **USA, AZ, TUCSON**

**NOVEMBER 4 2010.**

### **ASPHALT CONTAINER CATCHES FIRE AT TUCSON COMPANY**

Fire crews from the Northwest Fire/Rescue District tackle a blaze in a 10-ton container of asphalt. The device caught fire while in the process of mixing asphalt at a cement plant Tuesday, said Katy Heiden, a Northwest Fire spokeswoman. The plant is in the 6600 block of North Casa Grande Highway, along Interstate 10 and south of Ina Road. One worker was treated for minor injuries. Northwest Fire District crews responded to a fire at a Tucson-area cement plant Tuesday involving a 10-ton container of asphalt. Northwest Fire spokeswoman Katy Heiden tells The Associated Press the asphalt was in the process of being mixed when a hole developed in the container and some of the leaking asphalt ignited. The scene was especially hazardous because of many large tanks with flammable materials nearby. A large fire department response was sent and crews safely extinguished the fire. Only one plant worker received minor injuries. The plant is located on the 6600 block of North Casa Grande Highway, south of Ina Road north of Tucson.

<http://www.kswt.com/Global/story.asp?S=13431311>

## **USA, CA, SAN DIEGO**

**NOVEMBER 6 2010.**

### **JET FUEL SPILL AT KEARNY MESA FIRM INVESTIGATED**

*Pauline Repard*

Jet fuel leaking from a rooftop tank at a Kearny Mesa manufacturing plant escaped into a storm drain and prompted evacuation of one building Friday, San Diego fire officials said. Workers at Hamilton Sundstrand Power Systems on Ruffin Road discovered the leak from a 10,000-gallon jet fuel tank on the roof of one building in their complex about 10:45 a.m.

They estimated about 110 gallons of fuel spilled. They cleaned up about 30 gallons before seeing that the rest of the fuel had run down a rain gutter and into a storm drain, said Maurice Luque, spokesman for the San Diego Fire-

654, 655, 656, 657, 658, 659, 660, 661, 662, 663

# Tank and Petroleum Use Mishaps

Rescue Department.

Luque said the company makes turbine engines and uses jet fuel to test the engines. Company employees called the fire department about noon.

About 50 workers were evacuated from the building with the leaky fuel tank, as a precaution against the smell of the fumes, Luque said. The county Department of Environmental Health, state Fish and Game and a city hazardous materials crew were trying to trace the extent of the fuel spill into a nearby creek in a ravine behind the business, Luque said.

<http://www.signonsandiego.com/news/2010/nov/05/jet-fuel-spill-kearny-mesa-firm-investigated>

## **USA, N.Y, TONAWANDA**

**NOVEMBER 10 2010.**

### **FATAL EXPLOSION AT DUPONT PLANT**

#### **WELDING WORK ON TANK TOP WHEN EXPLOSION OCCURRED**

*Eileen Buckley, Joyce Kryszak and Sharon Osorio*

Emergency crews responded Tuesday morning to an explosion of a 10,000-gallon chemical tanker at the Dupont plant on River Road in the Town of Tonawanda.

One person is dead and another injured following an explosion in a tank outside the Dupont chemical plant on River Road in Tonawanda. Police and several fire companies responded to the explosion a little after eleven o'clock Tuesday morning.

According to officials, the scene was contained and there was never any threat of hazardous fumes at the site or to nearby residents. Lieutenant Nicholas Bado [ with the Town of Tonawanda Police said all indications point to a tragic accident.

The names of the victims have not yet been released. Police and Dupont officials are both conducting investigations to determine the exact cause of the explosion. State and federal officials, including the D-E-C, OSHA and Homeland Security also were called in.

DuPont has issued the following statement:

DuPont Yerkes Plant Statement November 9, 2010 3:15 pm

At approximately 10:45 a.m. today there was an incident in at the DuPont Yerkes plant.

We are deeply saddened that the incident resulted in the fatal injury of worker at the Yerkes site who was employed by Mollenberg-Betz, a mechanical contractor. The name of the fatally injured employee has not been released pending notification of their family. Another worker was injured in the incident and has been transported to a local hospital.

The incident involved an empty tank that had been taken out of service and was undergoing maintenance work. While workers were welding equipment connected to the tank, an explosion took place which resulted in the injuries. The incident was limited to the equipment that was being worked on and the process involved has been shut down. At this point we do not believe there was any hazardous material released to the environment. The site was not evacuated, and all other personnel on the site have been accounted for.

Town of Tonawanda Police and Fire Department responded to the plant and are currently investigating the incident. DuPont is cooperating fully with this investigation and we are conducting our own investigation to determine the cause of the incident.

We will continue to provide more information as it becomes available. Dave Hastings DuPont Operations Public Affairs

Some residents writing on our WBFO Facebook page say they felt or heard the explosion.

John Callahan lives in Riverside in Buffalo. He felt and heard the explosion.

<http://www.publicbroadcasting.net/wbfo/news.newsmain/article/0/0/1723503/WBFO.News/Fatal.explosion.at..DuPont.Plant>

## **USA, N.Y, FREEDOM**

**NOVEMBER 11 2010. MAN DIES IN MANURE SPREADER TANK, CO-WORKER DIED WHILE TRYING TO SAVE ANOTHER**

An on the job accident left a 27-year-old man dead and his co-worker in the hospital. State police say 46-year-old Edward Kelsch of Arcade was trying to fix a clogged manure spreader at the Schwab Dairy Farm in Cattaraugus County when he was overcome by methane gas. A co-worker, 27-year-old Timothy Schwab, tried to help him, but he was also overcome by the fumes. Schwab was taken to Bertrand Chaffee Hospital where he was pronounced dead. News 4 featured the former Pioneer High School wrestler and football stand-out in our Scholar Athlete program back in

654, 655, 656, 657, 658, 659, 660, 661, 662, 663

# Tank and Petroleum Use Mishaps

2001. Schwab leaves behind a wife, and his family reports his wife is pregnant with their first child. Edward Kelsch was airlifted to ECMC. He is listed in critical condition.

[http://www.wivb.com/dpp/news/southern\\_tier/Man-dies-after-trying-to-save-co-worker](http://www.wivb.com/dpp/news/southern_tier/Man-dies-after-trying-to-save-co-worker)

## **CANADA, ALBA, HIGH RIVER**

**NOVEMBER 11 2010.**

### **BIODIESEL PLANT FACING CHARGES**

An Aldersyde-area biodiesel plant, already facing charges stemming from the death of a contract worker at its site, and one of its former employees are charged with breaching a list of environmental regulations in relation to the release of wastewater at the site in 2008.

Alberta Environment has charged Western Biodiesel Inc. and its former operations manager Jason Freeman with 18 charges under the Environmental Protection and Enhancement Act and the Water Act. The list of charges includes releasing a hazardous substance into the environment, improper disposal of wastewater and biodiesel, failure to report the releases and for providing false or misleading information.

"It's a variety of things, including the release of a hazardous substance — that was the methanol and improper disposal of biodiesel and wastewater," said Carrie Sancartier, Alberta Environment spokesperson.

Each count has a maximum penalty of \$500,000 in fines.

There were two separate incidents in October 2008 where wastewater was released onto the ground on the site, one involving methanol and the other involving biodiesel.

Sancartier declined to further discuss specifics about the incident.

The first court appearance for the charges has been set for Nov. 29 at Okotoks Provincial Court.

Dean Cockshutt, president and CEO of Western Biodiesel, said the company did not respond appropriately when the incidents occurred, but has since changed its procedures.

"We didn't act properly, we recognize that," he said. "We corrected the facts with Alberta Environment and they decided to press charges and we need to respond to those in the court."

He said he first learned about the incident soon after it happened, but didn't know it involved methanol or biodiesel until Alberta Environment's investigation began.

Cockshutt said the company received bad advice from the engineering firm that designed the plant saying a tank contained distilled water and it was safe to release into the yard to evaporate. He said they have since initiated legal action against the engineering firm.

Cockshutt said it was the operations manager's job to report the incident when it occurred and the manager didn't. He alleged the operations manager at the time then attempted to obscure the truth about the incident.

He said they have cleaned up the site and there are no long-term impacts on the property.

Cockshutt declined to comment further on how the company first discovered the incident, how it was reported to Alberta Environment and when clean up occurred saying these items will all come out through the courts.

He said the important thing now is how business is conducted in the future. Cockshutt said they have put new practices in place at the facility, including a zero-tolerance spill policy and increased education on identifying and responding to spills.

"We've changed practices, this happened two years ago in our history and we haven't had anything since," he said. "It's how you move forward."

The spill is not the only legal incident facing the plant, which opened in 2008.

It is also facing one charge under the Occupational Health and Safety (OHS) Act and seven under the OHS Act and Code in relation to an explosion that killed a worker at the plant in 2008. Kevin Lodge was killed when a tank he was welding exploded at the plant.

The next court appearance for these charges is scheduled for Nov. 16 in Okotoks Provincial Court.

Cockshutt said he doesn't see the incidents posing any difficulties for the business.

He said the challenge is to correct mistakes to improve the company for the future.

"Alberta Environment is not in the businesses of putting companies out of business," said Cockshutt. "They're in the business of correcting incorrect practices."

<http://www.westernwheel.com/2010/news/biodiesel-plant-facing-charges-10199>

# Tank and Petroleum Use Mishaps

## SCOTLAND, DUNDEE

NOVEMBER 11 2010.

### INVESTIGATION AFTER OIL REFINERY FIRE

#### PROBE IS UNDERWAY AFTER 2,000 LITRES OF OIL CAUGHT FIRE AT A DUNDEE OIL REFINERY.

Thirty fire fighters were called in the early hours of Wednesday morning to battle the spectacular blaze at the Nynas refinery in Dundee.

Staff raised the alarm at the refinery in East Camperdown Street, at Dundee docks, at 1.40am after 2,000 litres of oil caught fire in a distillation plant.

Tayside Fire and Rescue, aware of the potential for disaster, used foam jets to lay a protective "carpet" under a cracked oil pipe.

No one was injured in the incident, which took just over an hour to bring under control, finally at around 3am. The plant was closed as an investigation was launched into the fire - the third at the refinery in a year.

Fraser Scott, Macalpine Road station manager of Tayside Fire and Rescue said fire fighters faced a "dramatic" scene.

He said: "When the initial crews were coming towards Nynas they could see flames running up the side of the distillation plant and it was fairly spectacular. There was really good work done by the fire fighters first on the scene."

He said the crews were well aware of the potential disaster they faced. Mr Scott added: "There are inherent dangers involved with oil refineries and we have a lot of training for that."

"There was really good work going on between us and Nynas engineers to establish what exactly was on fire. We gathered a lot of information that let us deal with the fire in the appropriate manner."

A joint investigation between Tayside Fire and Rescue and Nynas engineers to establish the cause of the fire was under way yesterday.

About 20 oil tankers were lined up outside the refinery yesterday, having been evacuated as a precautionary measure.

A spokesman for Nynas said: "There were no injuries and the fire was extinguished promptly by Tayside Fire and Rescue. The process plant has been shut to allow an investigation to proceed."

Nynas, a Swedish company with operations around the world, is a market leader in supplying naphthenic specialty oils and one of the largest European suppliers of bitumen.

<http://news.stv.tv/scotland/tayside/208144-investigation-after-oil-refinery-fire/>

## CANADA, EDMONTON

NOVEMBER 18 2010.

### FIREFIGHTERS PUT OUT TERMINAL FUEL FIRE

Strathcona County fire fighters extinguished a fuel fire at Gibson Petroleum just east of Edmonton Wednesday afternoon. No one was injured. A small amount of crude caught fire at the bottom of an oil tank, said deputy fire chief Ken Jones. The tank caught fire during general maintenance work just after 10 a.m., he said. Emergency officials said the fire posed no risk to the public. RCMP closed 17th Street between Baseline Road and Petroleum Way. The road was opened by early afternoon.

<http://www.cbc.ca/canada/edmonton/story/2010/11/17/edmonton-gibson-tank-fire.html>

## CANADA, SUFFIELD

NOVEMBER 20 2010.

### OIL FIRM FINED FOR LEAK THAT KILLED 300 BIRDS

A Calgary oil and gas company has been fined \$125,000 in connection to an oil leak that killed about 300 birds.

On Sept. 8, 2008, more than 14,000 litres of crude oil from a well was discharged onto 1,200 square metres of land near Ralston, Alta., east of Medicine Hat.

Harvest Operations Corp. pleaded guilty Thursday to depositing a substance harmful to migratory birds in waters or an area frequented by birds.

The spill site was in the southwest corner of Canadian Forces Base Suffield, about 50 kilometres from the CFB Suffield National Wildlife Area.

About 300 migratory birds, songbirds and raptors died after landing in the oil.

An investigation by Environment Canada and Alberta Sustainable Resources Development found the spill was due to an improperly sealed well bore and a plug failure.

The well had suspended operations in December 2005.

## Tank and Petroleum Use Mishaps

Suspended wells are plugged but not formally abandoned and dismantled, giving the owner the option to resume production. There are thousands of such wells throughout Alberta and problems with them are rare, an Alberta Energy Resources Conservation Board spokesman said at the time of the leak.

No waterways were affected, according to an Environment Canada news release.

The fine will be paid to the federal Environmental Damages Fund, which directs "polluter pays" money to projects that will benefit the environment.

<http://www.cbc.ca/canada/calgary/story/2010/11/19/calgary-medicine-hat-oil-leak-birds-killed-fine.html>