USA, NJ, HACKENSACK
JANUARY 26 2007.
DEP: COMPANY DIDN'T REPORT RAMAPO RIVER FUEL \ SPILL
William Lamb and Matthew van Dusen

Authorities worked into the night Wednesday to contain more than 50 gallons of diesel fuel that seeped into the Ramapo River from an Oakland construction company, officials said.

Residents along Doty Road, which runs alongside the river, reported the spill to Oakland Police, who in turn notified the state Department of Environmental Protection around 2:30 p.m., officials said.

Officials from the DEP, the New Jersey Division of Criminal Justice and the Oakland police and fire departments then converged on the property of DR Mullen Construction Co. at 38 Edison Ave., about a half-mile away from where residents first noticed the spill.

A preliminary investigation suggested that a 700-gallon tank attached to a small truck overflowed as it was being filled with fuel from a 2,000-gallon storage tank on the property, said Hayder Camargo, a DEP emergency response specialist.

Camargo said the company did not report the spill to authorities, which he said it is required to do by law.

The fuel contained red dye, Camargo said, suggesting it was intended for home heating use. Federal law requires the dye be added to distinguish it from low-sulfur fuels, which are used in cars and trucks and taxed at a higher rate.

Between 50 and 200 gallons of the fuel seeped through a storm drain into the Ramapo River and Potash Lake by the time officials stanch the flow by 7 p.m. A precise cause remained under investigation, Camargo said.

"He was loading into that 700-gallon tank and something happened," Camargo said. "I don't know whether he walked away or not."

Hazmat crews from Mahwah and Ramsey placed a containment boom across the river to halt the flow of the fuel, said Oakland Fire Chief Peter Sondervan.

Karen Hershey, a DEP spokeswoman, said a crew from the department observed "a sheen of what we believe to be diesel oil in the Ramapo River."

"We have hired a contractor who is on the scene, and we are taking immediate steps to contain and recover the oil that's in the spill."

Employees of the DR Mullen Construction Co. declined to comment at the scene and could not be reached by phone.

Crews worked into the night picking up the "gross product" from the spill, Camargo said.

Although fuel was still visible in the river and in a storm drain on Wednesday night, Camargo downplayed the impact that the spill would have on the river and those who live near it.

"I'm going to say the impact is minimal," he said.
Tank and Petroleum Use Mishaps

Brian Hague, a spokesman for Bergen County, said the spill "doesn't pose a significant risk. It's being contained."

USA, NY, WHITE PLAINS
GASOLINE SPILL PROBE CONTINUES
Richard Liebson

The pumps were still wrapped in yellow police tape, but the Citgo gas station that was the site of a massive gasoline spill was otherwise open for business yesterday, running its car wash and selling newspapers, cigarettes and snacks at South Lexington and Fisher avenues.

"I don't know when we'll be able to pump gas again, maybe in a week or two," said station manager Dharminder Singh. "As soon as possible, anyway."

Singh described Wednesday's incident as an accident but declined to discuss if further. The mishap occurred shortly after 7 a.m. during a delivery by Monroe-based All Aboard Transport and sent almost 1,000 gallons of gasoline spewing from 25-foot vent pipes onto the roof of an adjoining printing company and eventually through the sewer system to the Bronx River.

Five White Plains fire companies arrived quickly to spread foam on the spill and Consolidated Edison crews shut power to other buildings to prevent vapors from igniting. Morning traffic slowed to a crawl as several streets were shut down for much of the day while a spill contractor began cleaning up the mess. Emergency crews placed booms on the river as far south as the Scarsdale-Eastchester border to contain the gasoline.

By Wednesday afternoon, all of the streets were reopened and things began returning to normal.

Singh and his neighbors, Efficiency Printing and Swift Electrical, had power restored and were allowed to reopen yesterday morning after Con Edison workers determined that there was no longer any danger. The accident is still under investigation by city, county and state agencies.

"We still have not determined exactly how this happened," said Lucien Chalfen, spokesman for the Westchester County District Attorney's Office. "We've interviewed the trucker and employees of the service station, and our investigation is continuing."

The spill is also being investigated by the city Department of Public Safety and the state Department of Environmental Conservation.

Katie Hassan, an employee at Swift Electrical, said she stayed outside all day while the building was vented of gasoline fumes.

"The smell was just horrible," she said. "I couldn't get that taste out of my mouth. We did lose a day of business, but we were able to open today."

"Con Edison was here this morning to make sure it was safe and turn the power back on," said owner Paul Franzese. "We lost one day, so we're a little bit behind, but we'll make it up. We have a wonderful fire department in White Plains and they did a terrific job. Thank God for that, because it could have been much, much worse."

CHINA, JILIN PROVINCE
JANUARY 28 207.
ENVIRONMENT OUTWEIGHS PRODUCTION
Li Qian

A chemical plant in the northeastern province of Jilin has been ordered to pay a one-million-yuan penalty by the State Environmental Protection Administration (SEPA) for polluting the Songhua River, Xinhua reported January 25.

The Songhua River was severely polluted after an explosion at the Jilin Chemical Industrial Co., a unit of PetroChina Co. Ltd. on November 13, 2005. Toxic benzene-contaminated water, flowing down the Songhua, contaminated the ecosystem and led to a water crisis in cities downstream that depend on the river for their water supplies.
Tank and Petroleum Use Mishaps

The fine, the highest amount a factory can be charged for polluting under current law, comes at a time when the government has resolved to clamp down on such cases of virulent pollution.

What the State Council has called an "especially serious case of pollution", is actually the worst chemical spill the country has seen in years.

Caught between the strong industrial speculations of investors and the grim pressure of environmental protection, the central government has made a shift in policy to give priority to reducing pollution, policies regional authorities were always reluctant to observe in their intense pursuit of a high GDP.

Earlier this month SEPA employed the "regional approval restriction" sanction on four state power corporations and four cities due to rampant pollution. It's the first time in SEPA's history of thirty years to use this rigorous penalty, which bans all other new plants in a certain area until the pollutive factories improve their pollution treatment facilities and fall back into line with environmental regulations.

China's top economic-planning board has ordered "quality growth" in its economic guidelines for 2007, which put unprecedented emphasis on coordination between rapid economic growth and other social factors, especially environmental-friendliness.


USA, IND, HENDRICKS COUNTY BROWNSBURG
JANUARY 28 2007. GAS SPILL CLOSES RACEWAY ROAD

Haz-mat investigators are testing the soil near a gas spill in Hendricks County.
Around 4,000 gallons of fuel leaked out of a tank at the Valero LP gasoline storage facility on Raceway Road near State Road 136 in Clermont.

Firefighters say it appears a seam on one of the tanks broke. A containment system surrounding the tanks kept most of the gas from spreading.

Haz-mat crews used vacuum trucks to clean up the spill but shut down Raceway road for about an hour as a precaution.

"The wind today has been great because it actually disperses the fumes. We didn't have to evacuate anybody around this area. Crews went around to make sure there were no hazards from the vapors, so everyone was safe in this area," said Stephanie Martindale, Brownsburg Fire Dept.

Firefighters say gasoline did not seep into the water system and neighbors were never in any danger.


USA, MN, SAUK CENTER
JANUARY 28 2006.
EQUIPMENT MALFUNCTION CAUSES GAS SPILL

Traffic was detoured in Staples and residents and businesses in a two-block area were evacuated Jan. 21 following a gas spill around 5 p.m. at Orton's Citgo.

A fuel tanker owned by Kane Transport out of Sauk Centre was conducting refueling operations at the station and had an equipment malfunction, according to a press release from the Staples Police Department. The malfunction caused gasoline to be released onto the ground spreading about one block west of the spill site. The fuel also entered the storm water system.

The fire department contained the surface spill within one block of Highway 10 and the fuel that ran into the storm sewer was stopped within a three block area at 4th Street and 4th Ave.

West Central Environmental Consultants arrived on the scene and along with the Staples Fire Department and Street Department began cleanup which took until about 2 a.m.

The area will continue to be monitored by the consultants for as long as necessary to insure that no pollutants extend beyond the containment site.

Other agencies also assisting included the Todd, Morrison, Wadena and Cass County Sheriffs' departments; Minnesota State Patrol, Motley and Verndale Police Departments; Todd County Emergency Management, Todd County Highway Department and Ideal Construction.

http://www.saukherald.com/main.asp?SectionID=12&SubSectionID=48&ArticleID=7063&TM=45620.15
USA, ND, FARGO  
SPILL MISSES WATER SUPPLY  
Brittany Lawonn  
About 300 gallons of heating oil for a backup generator spilled onto the ground Friday behind the federal  
building in downtown Fargo, said Miles Schacher, a city of Fargo environmental health practitioner.  
Firefighters were on scene at 657 2nd St. N. before noon to investigate the fuel spill, which Schacher  
esspected to be cleaned up in a couple hours.  
Schacher said the fuel appears to have spilled after an underground tank became overfilled when fuel was  
being transferred to it from a separate tank.  
“How that happened, nobody’s quite clear on yet,” he said.  
A pool of pink liquid was visible heading toward what appeared to be a storm drain, blocked off by a small  
dam of sand.  
Schacher said some of the fuel got into a storm drain, but the drain was plugged so it did not go anywhere.  
Moorhead was notified about the spill, said Cliff McLain, water division manager of Moorhead Public  
Service.  
The city of Moorhead is required to be notified anytime there is a spill so the city can shut down its water  
take from the Red River.  
McLain said in this instance, any fuel that would have gotten into the river would have been downstream  
of the city’s intakes.  
Schacher said while a fuel spill is never a good thing, in this instance the fuel never left the post office  
property. It stayed on the ice and avoided the soil nearby and the city water supply.  
http://www.in-forum.com/News/articles/154370  

AUSTRALIA, NSW, ARTARMON  
GAS LEAK CONTAINED  
A major gas leak was successfully contained by emergency service crews on Wednesday morning. The  
leak occurred during refilling of the underground storage tanks at Unigas Service Station, Pacific Highway,  
Artarmon about 7.30am. The operators immediately shut off the refilling hoses and contacted emergency services.  
Police and fire brigade units arrived at the scene to discover the main valve to the underground tanks was leaking.  
Police set up traffic and pedestrian diversions around Campbell and Clarendon Sts while the site was further  
assessed. Gas company experts assessed the leak and determined that a faulty gauge on the underground tank had  
become over pressurised, causing the main valve to leak. Road closures remained in place for several hours while  
two tanker trucks were brought in to decant the underground tanks to relieve the pressure. This process was  
completed shortly after noon, with all roads reopened at 12.34pm. There were no injuries during the incident and  
the Pacific Highway remained open.  

USA, CA, TAFT  
FEBRUARY 8 2006.  
OIL FIELD EXPLODES IN TAFT; 4 INJURED  
Multiple explosions at a Kern County oil field Tuesday afternoon injured at least four oil field workers,  
emergency responders and company representatives said.  
The explosion occurred just before 2:35 p.m. at an oil field in Taft, about 35 miles southwest of  
Bakersfield, said Mark Corum, spokesman for Hall Ambulance, which responded to the scene.  
One person was airlifted to Kern Medical Center for second- and third-degree burns, and three others were  
being treated for moderate injuries at local hospitals, authorities said.  
The field is operated by Occidental of Elk Hills, a division of Occidental Petroleum Corporation, said  
Michael Glinzak, associate oil and gas engineer with the state Department of Conservation's Division of Oil, Gas  
and Geothermal Resources.
Tank and Petroleum Use Mishaps

The cause and extent of the damage are unknown, but the explosion appears to have originated and spread from a transportation pipeline. Wells and gas valves in the area were being shut down as a precautionary measure, said Susie Geiger, spokeswoman for Occidental of Elk Hills.

"The fire's not going to go out until they turn the fuel off, so they're in the process of doing that," said Kern County Fire Capt. Doug Johnston. "They're going to have to isolate all of those lines because they're not sure which one it is."

Discovered in 1911 and held for decades by the U.S. government as a naval petroleum reserve, the field was sold to Occidental in the 1990s. It's now the fourth largest producing oil field in the state, putting out 18 million barrels of oil in 2005, and the state's largest gas producer, netting 118 billion cubic feet of natural gas that same year.


USA, CA, SANTA BARBARA
FEBRUARY 8 2007.
SECOND OIL SPILL DETECTED AT TAR CREEK IN LOS PADRES NATIONAL FOREST

Crews are still trying to clean up an oil spill on private land within the Los Padres National Forest boundary that occurred in Tar Creek near the Sespe Condor Sanctuary and Sespe Wilderness in northern Ventura County last week.

Now, the company responsible, Vintage Production California has detected a second leak. On Tuesday evening, Vintage found a second leak in the same pipeline above and in close proximity to the first leak. The second leak, resulted in a spill of approximately 20 gallons of medium weight oil mixed with approximately 80 gallons of groundwater. The spill occurred on private land in a dry tributary of Tar Creek. The oil and water traveled about 75 feet and did not reach Tar Creek or national forest land. The line has been clamped at the leak site. Crews hope to complete clean up of the second spill sometime on Wednesday.

The original spill was five barrels (42 gallons each) of oil and 50 barrels of groundwater. Vintage Production California LLC, the facility operator, reported the break in a 2-7/8 inch waste water line the afternoon of January 30 after a routine inspection. The pipe break apparently was due to expansion and contraction in the recent cold weather.

The original oil spill is estimated to have moved 3 miles down Tar Creek from the spill point of origin. That is about 3 miles upstream of the confluence of Tar Creek and Sespe Creek where condors are known to drink. A boom has been placed on Tar Creek, one mile upstream from Sespe Creek, to capture any oil that gets past the last weir dam. The spill has not impacted threatened or endangered species, but oiled insects, frogs, a snake and a songbird have been found.

The oil is a light grade, similar in consistency to motor oil. The groundwater contains naturally dissolved minerals, but the oil is the environmental concern. While Tar Creek does have naturally occurring "tar seeps" in its waterway, and the spill was caught early and is relatively small, the incident is significant given the importance of the Sespe Condor Sanctuary in recovery of the endangered California condor.

Cleanup crews are using earthen berms, vacuum trucks, absorbent pads and flotation devices and have made good progress in removing and containing the oil. All large pools of oil have been removed. Workers are collecting oil from the smaller pockets and have started pressure washing rocks and vegetation using hot water (no cleaning agents). Cleanup firms under contract to Vintage have 83 workers cleaning up the spill. Vintage and the agencies will meet following cleanup to determine what procedures and corrective actions need to be taken to avoid a similar incident.


AUSTRALIA, VICTORIA, PAKENHAM
FEBRUARY 8 2007.
MCCOLLS TANKERS CONVICTED AND FINED OVER DIESEL SPILL IN CREEK

A Brooklyn company has been found guilty in the Sunshine Magistrates’ Court of one charge of water pollution. A magistrate ordered McColls Tankers to pay $30,000 plus court costs following a diesel spill into the Stony Creek in July 2005.

The company has paid $100,000 for the clean-up of the creek. Environment Protection Agency officers traced the spill to a stormwater drain, which was carrying the diesel into Stony Creek after a pump became blocked.
The company was found guilty of polluting the creek to make it harmful or potentially harmful to birds, fish or other aquatic life, plants or other vegetation.


USA, ALASKA, ANCHORAGE
BUNGLED FUEL-SPILL CLEANUP COSTS COMPANY $21,500 - GRANT AVIATION: JUDGE ORDERS REIMBURSEMENT, FINE FOR ERRORS AT EMMONAK.
Alex Demarban

An Anchorage-based airline must pay more than $20,000 for a botched fuel-spill cleanup that polluted a marsh near the Yukon River, a judge ruled this week.

Employees of Grant Aviation Inc. spilled between 500 and 1,000 gallons of jet fuel at the airport in Emmonak in February 2003, while transferring the fuel between tanks.

Grant's initial response was terrific, said Bob Carlson, the state's primary spill responder for Western Alaska. The company reported the spill shortly after it happened.

But Carlson said he was told that no fuel escaped the containment area around the tank farm and that the spilled fuel would be removed promptly. Those statements proved to be incorrect, he said.

The company initially broke the law when it didn't submit a written cleanup report within 15 days, a class A misdemeanor, Carlson said.

Robert Bruce McGlasson, Grant Aviation's president, entered a no contest plea on Tuesday to one count of failing to write that report. Four other charges against the company, for violating the state's oil spill laws and reporting requirements, were dismissed. Also dismissed were identical charges filed against McGlasson.

As part of a plea agreement, Anchorage District Judge Paul Olson sentenced the company to a $15,000 fine. Grant agreed to pay within six months.

The company also must pay $6,522.43 to reimburse the Department of Environmental Conservation for the costs of investigating the spill. The company will be on probation for three years.

Carlson is DEC's only spill responder in Bethel and oversees 65 villages. Because he'd seen photos of some cleanup and thought the spill was contained, he didn't fly to Emmonak to check until October 2003, he said.

When Carlson did get to the village, he found that fuel-contaminated water had been pumped onto the ground outside a containment area protected by earthen berms, he said. Fuel also floated on water in the containment area, he said.

The company should have cleaned up all the fuel during the initial response, he said. The fuel eventually reached a nearby marsh, contaminating a stretch about 100 to 150 feet long, he said.

Jeff Taggart, a Grant Aviation owner, said untrained employees caused the spill. They tried to clean up the mess before contacting company officials, making things worse, he said.

Grant Aviation has spent about $250,000 on such things as shipping contaminated soil to Seattle for incineration, Taggart said. Cleanup was finished in 2004.

Grant also has trained its employees on oil spill response, he said, and hired an engineering firm to design a system for treating rain or snow that falls into the tank farm and becomes contaminated.

As part of Tuesday's sentence, the company agreed to maintain and make further improvements to the water-treatment system.

"In the end, Grant did the right thing and we got a system in place we're satisfied with," said Daniel Cheyette, assistant attorney general.


USA, NJ, ATLANTIC CITY, HAMILTON TWP
TANKING BUSINESS - MAYS LANDING ANTIQUE SHOP OWNER BLAMES DELAYS FOR BUSINESS FAILURE
Timothy Puko

Through the closed front double doors, and past the encased 1776 U.S. flag and the hand-crank phonograph from 1906, sit Norman Gasko’s dining room and living room sets. He has placed his thick walnut
dining room table and his barrel armchairs with embroidered upholstery amid all the bric-a-brac of his antique shop because he says he needs to sell everything he can just to pay his bills.

His business, Lake Lenape Antiques, was doing poorly the past two years, but a major public works project has killed it, Gasko says. Orange mesh, and orange and white construction barrels surround his corner building at Lenape Avenue and Main Street. The sidewalk behind the mesh is in pieces, and has been for four months, with holes that lead into the dark bellies of rusty underground fuel tanks.

“Somebody’s going to get killed out here,” Gasko says. “Don’t leave it open like this where it’s affecting my business and endangering pedestrians.”

The tanks are the problem. While the estimated $1.75 million project to improve Main and Mill streets in the township’s downtown Mays Landing has moved forward, Gasko, and Atlantic County are still haggling over the closure of the tanks under this one small strip of sidewalk.

The problem is a frequent one in much of the region. Public works projects get delayed about once every two years in Ocean and Cape May counties because contractors find buried, abandoned fuel tanks, those counties’ engineers said. In past years the discoveries of such tanks have also slowed the region’s real estate boom, and the problem has only gotten worse, according to one local broker.

“Every property is affected in that the knowledge must be obtained if it’s unknown,” says Robert A. Rosenthal, owner of Margate’s Rosenthal Realty. The problem has become more prevalent as more people have become aware that abandoned tanks may be under their property, he says. “There are horror stories and it’s up to the industry to police this issue.”

Gasko’s may have become a horror story because of the lack of real estate industry involvement. He inherited the property in 1998 for a nominal sum, $25. There was never any family discussion about tanks underneath it and, because the sale was only a formality, no real estate agent was involved to explain Gasko’s potential liability.

In the 1950s, builders often buried heating oil tanks next to the buildings they heated. His family has owned the building since about that time and before that it had been a car dealership.

A contractor uncovered Gasko’s first tank in October while preparing to put in a new sidewalk as part of the county- and township-funded Main Street Improvement Program. Township officials say they halted the project after Gasko told them about the discovery. Officials found six tanks in all, each 1,000 gallons, Gasko says.

Tanks that small are not regulated by the state. Even if a property owner discovers one, if it is not leaking, the state does not typically require its removal, according to the state Department of Environmental Protection. Despite that, the Atlantic County engineer sent Gasko a letter requesting he develop a plan to remove the tanks, and threatening to remove them at Gasko’s expense if he did not comply.

“The fact is no one should have anything buried of any type within the county right of way,” county engineer Joseph D’Abundo said. Main Street is a county road. “I don’t know if I would say it’s a law. It’s a pretty strict county policy. Basically, as far as the county is concerned, these tanks are trash at this point, and we wouldn’t allow trash to be buried within the county right of way.”

Gasko has a settlement proposition from the county offering to split the cost of the tanks’ removal when the project was estimated at $10,000. A second estimate has since placed the cost of the project at $30,000, and Gasko has received no subsequent official offer from the county.

He says he does not have any money to pay. “I can see a diet of ketchup sandwiches and being cold heading my way,” he wrote in an e-mail.

County officials have promised to help pay for the project, he says. “I don’t want to ruffle any feathers, but people know what promises have been made.”

County officials declined to comment on potential financial support, saying lawyers are now evaluating the matter. They did, however, on several occasions note that because the tanks are connected to Gasko’s building through pipes, they should be considered part of his property.

“Anybody who buys a business, especially a business that was a gas station or has those kinds of tanks on the property, you would know about them,” County Administrator Jerry DelRosso said. “You would get someone, a consultant of this nature, and ask what you need to do. It would be a very minimal expenditure about what you have to do with these tanks.”

The debate over who owns the tanks makes the Gasko situation unique, Ocean County officials said. County Engineer Ronald Lotrecchio has seen about 12 cases in his four decades in Ocean County where public works projects revealed previously unknown tanks. In those instances, the tanks were always indisputably on county property.
Tank and Petroleum Use Mishaps

Usually, the sites do not take so long to repair, either. The most recent discovery in Ocean County happened last summer when workers found an old heating oil tank buried on Main Street property the county bought to widen a bridge entrance. It took 60 days to remove the tank and officials minimized delays by moving meantime construction to other parts of the project.

In Gasko’s case, the lawyers have set no timetable for reaching an agreement.

The county’s D’Abundo says the lingering issue is not a significant safety problem, but Hamilton Township’s administrator disagrees. The township cannot do anything, he says, except wait for Gasko and the county to reach an agreement and remove the tanks.

“There’s a hole in the ground. Whenever there’s a hole in the ground, there’s a safety issue,” Administrator Edward Perugini says. “It’s not like someone’s going to drop dead tomorrow, but it’s something that needs to be address.”

USA, HI, HONOLULU
FEBRUARY 14 2007.
U.S. EPA FINES GWA FOR SPILL PREVENTION VIOLATIONS

The U.S. Environmental Protection Agency fined Guam Waterworks Authority $1,450 for oil spill prevention violations at its Fujita Pump Station in Tumon.

GWA will also need to develop a comprehensive spill prevention plan and implement procedures to prevent oil spills.

“It is critical that facilities such as GWA take the measures needed to prevent contaminating the environment,” said Norwood Scott, technical advisor for the EPA Pacific Southwest Region’s Pacific Islands Office. “Delicate coral reef ecosystems, marine species, and tourism are easily harmed by oil spills that could be prevented with proper planning and spill containment.”

In November, the EPA found that GWA failed to comply with the following federal spill prevention requirements:

• having a comprehensive spill prevention plan,
• implementing adequate facility security measures,
• having records of drainage events from diked areas, and
• testing the integrity of the petroleum tank and piping.

The company has 30 days to pay the fine and correct the violations to avoid additional penalties of up to $11,000 per day per violation.

The Fujita Pump Station is less than a quarter mile from Tumon Bay and operates an 8,000 gallon diesel above-ground storage container. GWA has identified over 90 other facilities that may be required to meet local and/or federal oil spill prevention requirements.

Oil spills and other contamination from onshore sources can pollute and harm coral and marine life. The EPA requires near shore oil storage facilities to have their spill prevention plans and measures in place to prevent oil from being discharged into the ocean.

For more information please visit www.epa.gov/oilspill.

UK, YORKSHIRE
FEBRUARY 18 2007.
WELDER INJURED AFTER WORK IN COMBUSTIBLE ATMOSPHERE

Bradford Council has been fined £10,000 for failing to ensure the safety of a worker who was burnt by a fire caused when gas ignited on a landfill site, the Yorkshire Post has reported.

The fire broke out when a contractor was allowed to carry out welding in a flammable atmosphere at the Council's Manywells tip.

When trespassers to the site began vandalising equipment and removing manhole covers from wells, the site manager decided to allow welding to take place in order to secure the wells – as anyone who fell down them could be killed.
Tank and Petroleum Use Mishaps

The Council was aware of methane gas produced by the landfill site but it failed to take into account the impact of carrying out welding in a flammable atmosphere.
In September, a 17-year-old worker suffered burns to his hand when sparks from welding he was doing ignited this methane gas.
The HSE’s principal inspector, David Powell, said Bradford Council was lucky that a more serious blaze did not occur in the combustible atmosphere.
He commented: "The contractor could have been much more seriously injured and if waste at the landfill site had caught fire it would probably still be burning now."
The Council pleaded guilty to a charge under the Health and Safety at Work Act 1974, in that it failed to ensure the health, safety and welfare of people working on the site. It was ordered to pay £13,228 in fines and costs.

USA, SC, FLORENCE
FEBRUARY 19 2007.
GAS LEAK CLEANED UP AT GAS STATION

Saturday was a puzzling day for emergency and public health workers in Florence County.
All is normal now at the Hot Spot Gas Station, but earlier Saturday, gasoline was seeping out of the ground.
Fire officials say the most puzzling part was that it was coming out of three separate locations.
Fire officials laid contaminant-absorbing pillows over the estimated 50 to 100 gallons of gas on the soil.
Officials say the cause of the leak was a broken regulator valve used to control gas flow from underground pipes to the gas pumps.
Those underground pipes run underneath all three spill locations.
Officials say that maintenance crews have fixed the pipe and cleaned up the soil.

USA, RI, BRISTOL
FEBRUARY 20 2007.
OIL SPILLS INTO BRISTOL HARBOR, LEAK CAME FROM LOCAL SCHOOL

Environmental crews spent a good part of Sunday and Monday containing a home heating oil spill on Bristol Harbor that occurred some time Friday or Saturday. The spill — according to officials, between 25 and 50 gallons of No. 2 home heating oil — leaked from a faulty coupling at the Andrews School's furnace.
The oil escaped the school through a sump pump hole and ended up in the harbor via a storm drain near Quito's Shellfish. Authorities found out about the spill Sunday morning after a resident called to report an oil sheen on the harbor, opposite the Stone Harbour Condominium complex. It stretched from Quito's to J.G. Goff's at the base of State Street.
It didn't take Bristol Fire Department crews long to locate the source. They traced the sheen back to a drain outflow pipe near Stone Harbour and, looking at diagrams of downtown Bristol's drainage system, traced it back to the Andrews School.
"The fire department did an excellent job," said Bristol Warren Regional School Committee Chairman William Estrella.
Fire department crews called the school department's emergency response line, and officials there in turn called Clean Harbor Environmental Services, Inc., a hazardous materials cleanup contractor, to come in and contain the spill. Also called were the United States Coast Guard and the state Department of Environmental Management.
Clean Harbors project manager Chris Kailher said Monday that crews placed "sausage" containment booms along a small stretch of harbor behind Stone Harbour. The booms are designed to keep any remaining oil in place. Earlier, Mr. Estrella said, Clean Harbor crews also cleaned a quantity of oil from the Andrews School basement, and cleaned out the sump pumps that runs there 24 hours a day, seven days a week.
Mr. Kailher said Monday morning that the cleanup was going well; how long the booms stayed in place, he said, was dependent on the opinion of officials from DEM.

What happened?
Mr. Estrella said the oil leaked from a faulty coupling between the school's furnace and fuel pump. Though the spill wasn't fast, he said, he suspects oil leaked from the coupling for three or four days before it wound up in the storm drain. The warm weather Friday and Saturday had a lot to do with the problem, he said, as it thawed a subterranean stream in the area and allowed the oil to escape through the sump hole.

The incident could have been worse, he said. Last year, the district converted the Andrews School’s furnace to burn No. 2 home heating oil, not the No. 4 bunker oil it previously burned. No. 2 oil, he said, "is much cleaner, much lighter, and it doesn't sink."

"And it evaporates. With the dry weather, a lot of it is going to evaporate off the surface" of the harbor. No. 4 oil is much more toxic.

Mr. Estrella predicted there would be a backlash against the district for not draining the school's oil tank and turning off the heat while the district prepares for major renovations.

But "in those old buildings it's almost impossible to drain the oil," he said. "To avoid damage we keep the heat on."

"We did everything we could to prevent it," he said. "The good news is it was minor and it was mitigated right away. Everyone did what they were supposed to do, when they were supposed to do it."

Mr. Estrella said the district has long sought to convert the old downtown schools to gas, but can't because the gas main running through downtown is at capacity.

"We're stuck with oil," he said.

Environmental group responds

Though he said he was happy the town responded so efficiently to the spill, Save Bristol Harbor President Stephan Brigidi said Monday that the incident underscores the need for the town to fix its aging and deteriorating drainage system.

"We should be putting our time, resources and money into being able to offset the potential for accidents like this, and to improve our drainage system, so pollution does not wind its way into the bay," he said. "We shouldn't be spending it on things like the Wood Street extension, which is going to go nowhere."


USA, WI, RUSK & SAWYER COUNTIES
OIL SPILL SEEPS INTO WI GROUNDWATER

A mishap caused 3,500 barrels of oil to gush into a hole and into groundwater, and officials, unsure if drinking water has been contaminated, are telling residents not to drink it if it smells like oil, a February 16 story from WEAU reported. According to the report, a crew with Canadian-based Enbridge Inc. punctured an existing oil pipeline. They were able to shut off the pipeline, but by that time oil had seeped into a hole and into the water below. A sheen of oil was seen on the groundwater, but a water advisory has not been issued, the story said. The Wisconsin Department of Natural Resources Jeremy Peery said in the story, "It could be a lot that was contaminated in the soil and very little in the groundwater or it could be a lot in the water and a little in the soil. We don't know … If you turn your water on and it smells like oil, don't drink it. That's the best advice I can offer."


USA, ND, WAHPETON
FEBRUARY 22 2007.
EPA PROPOSES REGS FOR GAS, DIESEL STORAGE UNITS

Anna Jauhola

Eight thousand gallons of biodiesel spilled at Conzemius Oil in Galchutt on Feb. 12, prompting Richland County Emergency Management Director to alert the commission about a proposed program that allows stations and farmers to self-certify their storage units as long as they remain spill free.

Asplin Excavating Inc. of Moorhead, Minn., recovered 7,800 gallons of the spilled material. The remaining biodiesel will be cleaned up in the spring. It poses no threat to the environment as it is mostly made from soybeans, Richland County Emergency Manager Brett Lambrecht told the Richland County Commission Tuesday morning. Biodiesel is kept at 78 degrees and when it mixed with the below zero weather, the fire valve broke.

Recently, the Environmental Protection Agency has proposed new regulations for its spill prevention, control and countermeasure plan for 2007 for small facilities. According to possible new standards, as long as a
Tank and Petroleum Use Mishaps

A facility storing no more than 10,000 gallons of oil has not had a reportable spill in any 12-month period in the last 10 years it can self-certify its spill prevention, control and countermeasure plans. A reportable spill is classified as 42 gallons or more.

Lambrecht notified the commission of the proposed standards and suggested they be passed on to farmers and others who own self-service stations or other comparable businesses. The regulations have not passed yet, Lambrecht said, but are expected to be approved by October.

There are many sites with two or three 2,500 gallon tanks, such as remote and unattended self-service stations or farmers who store gasoline or diesel fuel. The sample plans for the new regulations are posted at http://www.epa.gov/oilspill/index.htm. For more information on the self-certification or on the new regulations call Lambrecht at 642-7788.

In the past, professional engineers have come on site to do the certification.

Lambrecht said the cost of self-certifying be significantly lower to small facilities. Because it is still a proposed amendment, the final figure on this is unknown.


CANADA, BRITISH COLUMBIA, MAPLE RIDGE
FEBRUARY 22 2007.
DIESEL FUEL SPILLS INTO ALOUETTE RIVER
Monisha Martins

A Pitt Meadows berry farm was identified Tuesday afternoon as the source of a diesel fuel spill that leaked in the Alouette River over the weekend.

The Ministry of Environment traced the spill back to Purewal Blueberries on Hale Road after following the oily substance from the McKechnie Road pump station up a slough that runs along cranberry fields.

Greg Kanya, an emergency response officer for the ministry, estimates at least 225 litres of fuel leaked from three tanks on the farm into nearby waterways.

Kanya said no wildlife has been affected by the spill.

Purewal Blueberries has been ordered remove the leaking tanks and build an appropriate fuel island facility on site.

The farm must also clean up contaminated soil on its property and hire an environmental consultant to remediate any affected areas.

"It won't be cheap," Kanya said.

The fuel spill was first reported to the City of Pitt Meadows Sunday, just after 10:30 a.m.

The complainant, who asked not to be named, said he was overwhelmed by the smell of diesel while walking along the dike. The man said there was a thick build-up of froth near the McKechnie Road pump station and an oily substance was being pumped into the Alouette River.

Traces of the spill could still be seen in ditches behind greenhouses near Connector and McKechnie roads on Monday.

A long rainbow-coloured oily plume stretched into the Alouette, as well.

"It was spread a considerable distance," the complainant said, adding that a resident in the area told him the foamy residue was seen at the pump station a week before.

"It was not a small amount."

Pitt Meadows operations superintendent Randy Evans said a boom was placed at the pump station on Sunday to prevent the substance from entering the river.

Work crews continued the clean-up with soaker pads on Monday.

Evans said it is possible the spill could have happened a week before.

"But we weren't aware of it," he added. "The first report we got was on Sunday."

Geoff Clayton, with the Alouette River Management Society, learned about the spill on Monday and said it has the potential to affect wildlife.

"The first and initial impact would be on waterfowl because it is going to be on the surface," Clayton said.

Mink and river otter can also be affected and diesel fuel is toxic to fish.

Gary Purewal, who manages the berry farm, said a faulty tap on one of the tanks caused fuel to leak over the weekend.

The farm was informed about the spill on Monday.

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"We are going to do everything possible. We are not going to hold back on anything. Whatever it costs to clean up, we are going to do that," Purewal said.  
"Our main function now is to clean that site up to 100 per cent, that is our commitment."

The city will continue to monitor the slough that runs along cranberry fields near McKechnie Rd.  
Booms and soaker pads will stay at the pump station for the rest of the week.  
City staff are asking farmers in the area to be careful when fuelling up their vehicles.  
http://www.mapleridgenews.com/portals-code/list.cgi?paper=46&cat=23&id=837217&more=