

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, VA, DANVILLE, MAY 10 2008. DIESEL FUEL SPILL REACHES DAN RIVER

Denice Thibodeau

A diesel fuel leak from an emergency generator at WBTM/WAKG is being blamed for strange smells at Abe Koplen Clothing on Union Street and a small oil spill in the Dan River near the White Mill. Danville Fire Department Battalion Chief Scott McNeely, who is in charge of its HAZMAT division, said the diesel spill's travels through downtown storm drains is being investigated.

"There are traces all the way to the river," he said Thursday.

He said the situation was first reported Monday, when the Grove Street area was secured. Since then, the area of the Dan River affected has been "boomed" — a process of soaking up a spill with oil-absorbent pads that grab oil but do not absorb water — and will be monitored, McNeely said.

"The Department of Environmental Quality was here Tuesday and Wednesday," he said. "Everything that can be done has been done."

McNeely said communities down river have been warned of the situation, but that it is believed the spill has been contained.

At Abe Koplen Clothing on Thursday, the smell from the leak was still strong.

Barry Koplen said a culvert runs under the building, and fumes were bad enough Monday he had to send employees home and close the store.

"The Department of Environmental Quality came and assured me it was not combustible or explosive," Koplen said.

Koplen borrowed a heavy-duty fan from the fire department, which he has positioned by his front door. With the door open, fan running and the air conditioner running full blast, the fumes are beginning to dissipate, but are still very noticeable.

Koplen said he has no way to estimate the damages.

"The smell will come out of the clothing when it's dry-cleaned, but it's just not practical for me to dry clean everything," Koplen said. "An insurance adjuster came by, but I'm kind of at a loss."

Mike Wimmer, vice president and assistant general manager at WBTM/WAKG, confirmed there was a diesel spill at the station.

"We did have a diesel fuel spill from our emergency generator. The leakage has been dealt with and they're working on it right now," Wimmer said Thursday. "We've notified all the appropriate authorities."

http://www.godanriver.com/gdr/news/local/danville_news/article/spill/3513/

USA, AZ, KINGMAN

MAY 10 2008.

UNDERGROUND TANKS REMOVED AT JUDGE'S ORDER

Aaron Royster

Rather than close three underground storage tanks at the Beaver Dam filling station in Littlefield, the owner has removed them completely.

Last year, Maricopa County Superior Court Judge Janet Barton ordered Bill Evans, the owner of the station, to close the tanks by May 8 because of longstanding violations of Arizona's underground storage tank

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regulations. Evans removed the tanks on May 6, said Mark Shaffer, communications director for the Arizona Department of Environmental Quality.

Evans was found to have failed to implement an appropriate method to detect releases, conduct tests of the pressurized tanks and pipes, install automatic leak detectors and a spill and overfill protection device, provide rust protection for underground storage tank systems, and show evidence of financial responsibility, a news release stated. The purpose of requirements is to protect soil and groundwater from underground storage tank leaks.

The ADEQ now is waiting on closure analysis of the area, which includes testing the soil to determine any negative side effect of the tanks.

The court also ordered Evans to pay \$5,000 in fines for the violations. Evans has yet to pay the fines, Shaffer said. ADEQ will contact the Arizona Attorney General's Office to determine a course of action to receive the fines, he added.

The legal process started when ADEQ filed a civil complaint against Evans. Evans had violated a 2007 consent order in which he agreed to follow safety regulations that he had been violating since 1998.

"Mr. Evans failed to live up to the terms of the consent order he agreed to," said ADEQ Director Steve Owens in a news release. "We have given him more than enough time to comply with the law."

<http://www.kingmandailyminer.com/main.asp?SectionID=1&subsectionID=1&articleID=15476>

USA, FL, WEST PALM BEACH

MAY 10 2008.

ETHANOL BLENDED FUEL LINKED TO ENGINE TROUBLE

Bryan Garner

A couple of weeks ago, Rich Ciarlariello was driving his brand new Honda Civic when he saw his check engine light turn on - never a good sign.

He brought it to the shop at Ed Morse Honda in North Palm Beach where it needed a long list of repairs.

"They have to replace the fuel injectors, remove and clean the fuel tank, fuel lines, fuel filter and re-install fuel components and so forth," he says.

\$748 worth of repairs. But even worse for Ciarlariello, none of it was covered on his warranty. That's because Honda says the problem was the contaminated fuel he put in his car.

They showed him an internal email from Honda service managers detailing what one calls a "major issue in his district."

It explains "this is a poor fuel issue" and that "local gas stations are undergoing some type of certification in order to carry ethanol fuel. Part of this certification is to clean the existing fuel tanks, and that several stations are bypassing the cleaning and just pumping the ethanol into the tanks, causing this issue with the mixture of fuel, ethanol and water."

We talked with a service manager at Ed Morse Honda. He says he's got 10 cars in his shop right now, all with engine troubles, all due to contaminated fuel. Another service manager at a Honda dealership in Ft. Lauderdale says he's got a dozen cars, all with the same problem.

"This same thing could happen a week from now and same for the 10 other people or maybe more, so that's a big concern right now," says Ciarlariello.

Fortunately for him, Ciarlariello says he knows exactly where he bought the questionable gas. He says he fills up exclusively at Mobil stations and he has credit card records to prove it.

A spokesperson at Mobil tells us the company started adding ethanol to its gas in Florida in mid-April. She says aside from Ciarlariello's complaint of engine troubles, she hasn't heard of others. She did say if there's a problem, her company wants to make it right.

We would like to disclose that Rich Ciarlariello works for the Jupiter Courier, a newspaper owned by E.W. Scripps, the parent company for WPTV Newschannel 5.

Ciarlariello says he has filed a claim with Mobil, hoping to recover his repair costs.

Service managers tell us most gas stations in the region will convert to ethanol-blended fuel in the weeks ahead.

http://www.wptv.com/news/local/story.aspx?content_id=d72f674a-0160-4e1f-9dcf-8289fc6625f3

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USA, TX, SAN ANTONIO

MAY 11 2008.

1 OF 6 HURT IN TEXAS OIL FIELD GAS EXPLOSION DIES

A man has died after he and five other workers were injured in a drilling rig blowout in a southwest Texas oil field. Jesse Beltran died early Friday, a day after the blast three miles southwest of Carrizo Springs, officials said. All five of the others injured have been treated for their injuries and released, said a spokesman at Brooke Army Medical Center. The Premium Oil Co. drilling crew was working the rig when the drill bit hit a gas pocket, said Carrizo Springs Fire Marshal Joe Rodriguez. The bit caused a spark that ignited the gas about 10 a.m. Thursday. Carrizo Springs is about 100 miles southwest of San Antonio.

<http://www.chron.com/disp/story.mpl/metropolitan/5769730.html>

USA, CA, SACRAMENTO

MAY 10 2008.

FUEL TANK IGNITES; MAN HOSPITALIZED WITH BURNS

Jennifer K. Morita

A Holt Equipment Rental Co. employee in Roseville was airlifted to UC Davis Medical Center after he was burned in a workplace accident Thursday morning. The man, 44, was working near the fuel tank on a piece of excavation equipment when the fuel ignited about 11:44 a.m., Roseville fire officials said. He sustained first- and second-degree burns to his upper body and face. Pleasant Grove Boulevard near Fairway Drive was closed briefly while a CALSTAR helicopter ambulance landed and picked up the burned man. Another employee, who tried to extinguish the man on fire, had minor injuries to his hands and arms and was transported by ambulance to a local hospital. Pleasant Grove Boulevard near Fairway Drive was closed briefly while a CALSTAR helicopter ambulance landed and picked up the burned man.

<http://www.sacbee.com/101/story/924490.html>

CANADA, NORTHWEST TERRITORIES, YELLOWKNIFE

MAY 12 2008.

FUEL OVERFLOW AT SCHOOL

Alix Mcnaught

A fuel tank overflowed at J.H. Sissons school late Tuesday evening, spilling fuel outside of the school and down the driveway.

According to Paul Bennett, principal of J.H. Sissons, the overflow happened around 9:15 p.m.

A custodial worker informed a teacher at the school that fuel was leaking.

"It was a malfunction of a level switch," said Dave Johnson, who handles facilities and maintenance for Yellowknife Education District 1.

According to Johnson, when the fuel tank gets down to a certain level, a level switch kicks on and fuel fills up to the next level switch, which stops the inflow of fuel.

In this case that did not happen, so the tank overflowed.

Johnson said the switch that malfunctioned is being looked at to determine why it didn't respond properly. He said it may be necessary to upgrade the switch.

Sissons school holds five hundred gallons of fuel. Johnson said 150 to 200 gallons of fuel were spilled in the overflow.

"If it had happened a couple hours later, when the alarm system (turns) on and no one's there, we'd have had a huge mess to clean up," said Bennett.

In spite of the leak, classes were held as usual on Wednesday. The Yellowknife Fire Department arrived Tuesday night and handled the surface cleanup.

Bennett said Ace Enterprises came Wednesday morning to handle the rest of the cleanup, which, according to Johnson, was expected to be completed by Thursday.

The fuel-contaminated soil was to be removed with a backhoe and taken to the dump.

http://nns1.com/northern-news-services/stories/papers/may9_08fe.html

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USA, DE, WILMINGTON

MAY 13 2008.

ETHANOL REQUIRES SPECIAL CARE IN BOATS - E10 MIX CAN CAUSE PROBLEMS WITH ENGINES, OUTBOARD MOTORS, FIBERGLASS

James Merriweather

Word about the threat ethanol-laced gasoline poses for the engines, outboard motors and fuel systems of boats may not have been communicated adequately by the state when Delaware in 2006 moved exclusively to E10 -- a mix of 90 percent gasoline and 10 percent ethanol.

It depends on whom you ask.

Don Short, proprietor of Short's Marine in Millsboro, said he has serviced numerous boats that have been damaged by the solvent properties of ethanol or the effects of allowing it to become saturated with water.

"I couldn't start to try to put a number on it, but it's a high percentage," Short said, of customers who have sought help with ethanol-related problems.

Mary and Marvin Kahl of Cedar Creek Marina at Slaughter Beach, on the other hand, said relatively few of their 200 or so customers have had problems with the "white gunk" that clogs filters and carburetors as it moves through boat engines with ethanol. They said precautions suggested by Yamaha, the boat manufacturer, minimized harm to their customers' boats.

"When we came out with ethanol," Mary Kahl said, "we did a good job of educating our customers. Most of the people you'll find with problems are not our customers."

Alex Rittberg, manager of the Tank Management Branch of the state Division of Air & Waste Management, said several boat owners who attended Coast Day activities in Lewes last October "came up and complained that they had problems, mostly dealing with fiberglass fuel lines. You know, ethanol has an effect on a lot of things that are kind of 'plasticky.' "

E10 became the sole formulation of gasoline in Delaware after the federal Environmental Protection Agency announced that, effective May 6, 2006, the government no longer would require oxygenate additives -- intended to make gasoline burn cleaner and more efficiently -- in fuels used in Delaware and other areas where smog exceeded federal limits. The announcement prompted gasoline refiners and distributors to stop using methyl tertiary butyl ether (MTBE), an additive that leaked from underground storage tanks and contaminated soil and drinking water.

Largely because of a 2005 federal mandate to double the use of renewable fuels over six years, refiners decided to replace MTBE with ethanol derived from corn. As Delaware shifted to the new formulation, Rittberg's agency, which was charged with dealing with ethanol-related problems as they pertained to fuel storage tanks, sent a warning to boat owners in August 2006.

It said that rust and debris loosened by ethanol "travels with the ethanol into the engine, where it clogs fuel filters, carburetor jets and injectors. This isn't fatal to your engine, but can lead to engine failure while running and can lead to costly repairs."

The alert advises owners to carry extra filters and says the debris will be "largely gone" after a few tanks of ethanol-blended fuel are burned.

Short added that owners should be vigilant for problems that may recur.

"You can get rid of the particles in a carburetor at one time," he said, "but you could still have particles in the system that are yet to get to the carburetor."

According to the alert issued by the Kahls, ethanol "attracts and absorbs" water through fuel tank vents. Rittberg's advisory attributes the excess moisture to humidity and condensation that forms on the internal surfaces of fuel tanks.

At any rate, a condition called "phase separation" may occur when water drawn into fuel exceeds the saturation point, causing the ethanol to separate from the gasoline and sink to the bottom of the tank. From there, the fuel intake will move the ethanol to the engine, which will make it difficult to start and may stop it from running at all.

Short, the Kahls, Yamaha and Rittberg all recommend use of a special 10-micron filter that can remove small amounts of water, but Rittberg's alert says that once phase separation occurs, there's no solution except to drain and dry the tank and fill it with fresh fuel.

For winter storage or other long periods of inactivity, Rittberg and others recommend the removal of all fuel from boat tanks or, if such is not possible, maintaining a full tank to prevent condensation and adding a fuel stabilizer to reduce oxidation, metal corrosion and dispersion of debris.

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According to Rittberg's advisory, cars, outboard motors and marine engines built within the last 17 years or so have been designed to accommodate ethanol-blended fuel. Land vehicles are not prone to the same ethanol-related problems as boats because they are used more frequently and have unvented fuel tanks that don't allow the infiltration of moisture from the outside.

In California, a boat owner sued two gasoline producers and distributors in federal court last month, accusing them of selling ethanol-laced gasoline at marinas without telling boaters that the ethanol would damage their fiberglass fuel tanks. He blamed ethanol for \$35,000 in damage to his 20-foot fishing boat, experiencing a problem that apparently is not common in Delaware.

"We've had more carburetor problems than fuel tank problems," said Mary Kahl of Cedar Creek Marina, now in its 11th year of selling boats and catering to their owners.

"In fact, I don't know of a boat line that does fiberglass tanks."

<http://www.delawareonline.com/apps/pbcs.dll/article?AID=/20080512/NEWS08/805120337>

USA, LA, SOUTH CADDO PARISH

MAY 15 2008.

LIGHTNING CAUSES TANK TO CATCH FIRE

Melody Brumble

Caddo firefighters on the scene of a lightning-sparked well fire Tuesday just off Highway 1 in Caspiana, south of Shreveport. An explosion and fire Tuesday at a south Caddo oil field tank owned by Questar Exploration and Production Co., of Shreveport, caused no injuries or evacuations. Shreveport worker Tony LeBlanc was driving by the field off state Highway 1 when he saw lightning from a passing storm hit the tank, one of three sitting together. An oil and saltwater mix in the tank exploded, blowing the tops off the other two tanks. One of the other tanks was empty, while the third was half full. The oil mixture caught fire, sending smoke billowing into the sky. Workers on a Questar drilling rig about 100 yards east of the tank and workers with Schlumberger Corp. felt the explosion but didn't see the lightning strike, said Cindy Chadwick, Caddo sheriff's office spokeswoman. Questar workers shut off valves to natural gas pipes at the site to cut down on the risk of other explosions or fires. Sheriff's deputies, members of Caddo Fire District 5 and hazardous materials workers responded to the fire and put it out before noon. Deputies, at first, considered shutting down state Highway 1. However, after determining the fire was contained to the tank, they let traffic continue past the site, which is about a quarter-mile from the highway. No one lives near the site.

<http://www.shreveporttimes.com/apps/pbcs.dll/article?AID=/20080514/NEWS01/805140344/1060>

USA, TX, NACOGDOCHES

MAY 15 2008.

DIESEL SPILLS INTO NATIVE PLANT CENTER - FUEL SPILL AT NORTH STREET GAS STATION MAKES WAY TO LANANA CREEK TRIBUTARY

Christy Wooten

A representative from the Denny Oil Company stands in a small creek, which runs through the Pineywoods Native Plant Center, after a diesel fuel spill contaminated the water. The company set buoys to stop the flow of fuel before it reached Lanana Creek. Diesel fuel spilled at Rudy's No. 7 Shell station on North Street Tuesday afternoon leaked into a tributary of Lanana Creek inside the SFA Pineywoods Native Plant Center, threatening botanical species there. Fire Chief Keith Kiplinger said the fire department contained the fuel to the single tributary inside the plant center before it contaminated Lanana Creek. Although he could not say exactly how much fuel had been spilled, Kiplinger said it was not an especially large amount. Denny Oil Company, who spilled the fuel while filling an underground tank at the service station, responded to the scene to formulate a cleanup plan, Kiplinger said. As the owner of the spilled fuel, Denny Oil must hire or provide hazardous materials cleanup services and perform water quality testing to ensure a total cleanup. A representative of the plant center, who asked not to be named because he did not know if he was allowed to speak to the media, said the spill was a "significant" environmental concern. "We tout environmental education, and we've got diesel flowing into the woods, he said. "They apparently didn't know it was leaking into our bottomland hardwood forest."

http://www.dailysentinel.com/news/content/news/stories/2008/05/14/diesel_spill_0514.html

Tank and Petroleum Use Mishaps

UK, ST. EDMUNDS

MAY 16 2008.

PROSECUTORS GET MORE TIME IN MILDENHALL OIL SPILL TRIAL - JUDGE DELAYS HEARING FOR DEVELOPMENT OF CASE AGAINST CONTRACTOR

Sean Kimmons

Prosecutors have been granted additional time to dig up documents proving that two British contractors took part in a massive jet fuel spill on RAF Mildenhall last year, the magistrates' court here heard Tuesday afternoon.

Subcontractor Roy Clarke, of Underground Solutions, already admitted his guilt for puncturing an underground jet fuel line as he drilled a nearly 200-foot hole next to a taxiway. The subcontractor was drilling on behalf of T. Clarke (Midlands) Ltd., no relation to Roy Clarke.

The British Environment Agency filed charges against both contractors for polluting controlled water after roughly 44,000 gallons of jet fuel soaked into the ground in the April 20, 2007, incident.

T. Clarke pleaded not guilty to the charge, which carries a maximum fine of 20,000 pounds (about \$40,000).

District Judge David Cooper delayed the trial until July 1 to give prosecutors a chance to prepare reports that they say confirm T. Clarke had directed Roy Clarke to drill in the area.

"In order to drill safely underground, one needs to know what's under there," prosecutor Mark Watson told the court. "There was shared responsibility."

Roy Clarke's defense counsel also agreed the company should take some of the blame.

"He's already admitted his part on it," solicitor Neil Saunders said after Tuesday's trial. "The company won't admit their part."

T. Clarke officials declined to comment Wednesday on the case.

In a previous trial, Nicola Greaney, defense counsel for T. Clarke, argued that the environment agency has taken an "unfair stance" against her client. She also told the court that independent contractors fall under a different legal status than employees of a company.

Spilled fuel contaminated the water table of a chalk aquifer found beneath Mildenhall. The aquifer holds much of the local area's drinking water.

Anglian Water, one of the biggest water service providers in the United Kingdom, set up measures following the spill to ensure tainted water didn't reach anyone's taps, according to EA spokeswoman Catherine Burbage.

Cleanup efforts have been ongoing since the spill but EA officials would not say Wednesday how many gallons of fuel had been recovered.

<http://www.stripes.com/article.asp?section=104&article=62153&archive=true>

NIGERIA, LAGOS, IJEGUN

MAY 16 2008.

NIGERIAN BLAST DEATH TOLL EXPECTED TO RISE

Gilbert Da Costa

Health workers are struggling to retrieve badly charred bodies from Thursday's oil pipeline fire in Lagos, for a likely mass burial this weekend. More than 100 people were killed in an oil pipeline explosion in Nigeria's largest city and state-owned radio says the final death toll could be twice that number. Gilbert da Costa reports for VOA from Abuja.

Red Cross officials told VOA that volunteers were still conducting search-and-rescue and they may fumigate the area so disease does not spread.

"We are seeing if we can do fumigation, but we need to make sure that we have finished saving lives, which is our mission there," said Omon Okon, who is with the Nigerian Red Cross. "It was very late when we left last night and we are there again this morning to see what can be further done."

The badly charred remains of the victims are expected to be buried in a mass burial this weekend, officials say. Islamic religious custom calls for quick burial of the dead, and it is assumed some of the dead may have been Muslims.

The pipeline was ruptured during work to build a road in a northern suburb of Lagos. A bulldozer moving earth struck the pipeline buried beneath the surface.

Eyewitnesses say a number of houses and schools also caught fire, leaving more than 50 injured.

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Lagos-based photo-journalist George Esiri was among the first to arrive at the scene, and he told VOA what he saw. "When you see a street on fire; cars burnt, house burnt, kids from schools dead ... and the ground so hot," he said. "The firefighters - the streets were so hot that before they moved anywhere, they poured water on the streets to make sure their tires did not burn, about five firefighters, and it took time for them to even get closer because of the heat on the roads. The streets were on fire."

Pipeline fires are fairly common in Nigeria, Africa's biggest producer of crude oil, partly because poorly maintained pipelines crisscross residential neighborhoods. Pipelines are also vandalized to siphon off gasoline for sale on the black market.

State-run oil giant Nigerian National Petroleum Corporation says between 400 and 500 attacks occur on its pipelines every year.

Thousands of people have perished in Nigeria as a result of explosions caused by pipelines being vandalized.

<http://www.voanews.com/english/2008-05-16-voa44.cfm>

USA, CA, SALMON CREEK

MAY 17 2008.

DIESEL SPILL FOULS SOHUM CREEK

Jessie Faulkner

An anonymous tip led to the discovery of diesel spill on Hacker Creek, a tributary of southern Humboldt County's Salmon Creek, and at least 17 landowners are being advised to stop taking water from the stream, officials said Friday.

The source of the spill, which occurred close to the headwaters of Hacker Creek below Goat Rock, was later determined to be diesel used to run a generator for a marijuana grow, according to Melissa Martel, a supervising environmental health specialist with the hazardous materials program of the Humboldt County Division of Environmental Health.

All those using Hacker Creek for residential water above Thomas Road where it crosses the South Fork of Salmon Creek should pull their intakes, she said. The exact amount of the spill was unknown at deadline, but early estimates were at least 1,000 gallons. Officials originally thought one tank was involved, but two were reportedly found at the scene.

At 5:25 p.m. Wednesday, an anonymous spill report was made to the Office of Emergency Services Emergency Center that red-dye diesel, which is not taxed and can only be used for nonmotorized purposes, was reported on Hacker Creek, Martel said. The site is roughly 20 miles west of the Eel River.

Environmental health division staff, accompanied by state Department of Fish and Game wardens, attempted unsuccessfully to access the area on Thursday. On Friday, with the help of the person who first reported the spill and traced its origins, the above-ground tanks were located, Martel said.

It's believed -- given the extent of the spill -- that the tanks had been full. At the same time the generator was found, evidence of a marijuana garden was discovered, she said.

Humboldt County Sheriff's Office spokeswoman Brenda Godsey said Friday that deputies are in the process of investigating the situation, which appears to be a dismantled grow operation.

Meanwhile, the state Department of Fish and Game has hired a contractor who is in the process of assessing the situation and beginning the cleanup, Fish and Game environmental specialist Kris Wiese said.

Fish and Game Lt. John Willcox, who spent the better part of Friday at the scene, said the fuel had traveled some 60 feet through the ground before reaching the stream and some 200 to 300 yards downstream. The agency's cleanup contractor set up absorbent pads Friday and was putting out booms to prevent further spread of the spill. The cleanup will also require removing contaminated soil, but it's unknown how much at this point, Willcox said.

So far, the only damage to wildlife discovered has been dead insects, he said.

The precise reason diesel ended up in Hacker Creek is not known, Martel said. Many of those living near Hacker Creek -- accessed off of Thomas Road, which is at the top of Salmon Creek Road -- don't have telephones so some of the residents have been notified and urged to inform their neighbors.

It's unknown how long the tank had been spilling into Hacker Creek or the amount of the fuel, Martel said, adding that sampling was underway Friday.

"From what I understand," she said, "it's pretty bad out there."

http://www.times-standard.com/localnews/ci_9292679

Tank and Petroleum Use Mishaps

USA, CA, EUREKA

MAY 18 2008.

FORTUNA MAN FINED FOR POT GROW DIESEL SPILL

A Fortuna man has agreed to pay a hefty penalty and clean up property in southeast Humboldt County that was contaminated by leaking fuel tanks, the Humboldt County Department of Health and Human Services Division of Environmental Health reported Friday.

On Dec. 11, 2007, DEH inspectors identified 28 environmental violations associated with a cannabis-growing operation on property owned by Lucas Hall, including the following:

- The installation and operation of two unpermitted underground storage tanks and piping to power an unpermitted power generator. The tanks leaked diesel fuel into the soil, were improperly installed and were not monitored to detect leaks, among other violations.
- Installation and operation of two aboveground storage tanks without preparing a spill prevention, control and countermeasures plan. These tanks were placed in the ravine of a diverted creek and leaked diesel fuel into the soil in the creek bank.
- The collection and storage of hazardous waste in unapproved containers.
- Improper handling and disposal of hazardous waste.
- Failing to report to authorities the release of hazardous materials in the environment.
- Failing to provide the necessary reports for the storage of hazardous materials.

A consent agreement was signed Monday between Hall and the Division of Environmental Health in an administrative enforcement action initiated by DEH. Hall must correct all violations, complete a full cleanup of contamination on his property caused by leaking fuel tanks and pay a \$156,446 penalty.

As part of the settlement agreement, a credit of \$81,466 will be made to Hall for completion of the remediation of his contaminated property, which is located east of Alderpoint. A breach of the consent order would cause the Unilateral Order to be in effect, with the original penalty of \$3.7 million.

Hall disputes DEH's determination of violations, but has agreed to the settlement.

Over the past 10 years, a news release stated, DEH has become increasingly concerned with chemical releases associated with the cultivation of cannabis. According to DEH, releases of diesel fuel and waste oil continue to be common at cannabis-growing operations due to improper storage and handling of these chemicals, which are toxic to humans, aquatic organisms and other wildlife; threaten drinking water; and can present an increased risk of uncontrollable fires.

<http://eurekareporter.com/article/080517-fortuna-man-fined-for-pot-grow-diesel-spill>

USA, MD, PRINCESS ANNE

MAY 19 2008.

BIOFUELS PLANT BLAST KILLS 1 - CONTRACTOR DIES, ANOTHER INJURED IN EXPLOSION CAUSED BY A PUNCTURED GAS LINE AT PRINCESS ANNE FACILITY

Liz Holland

A welder working inside the Greenlight Biofuels plant was killed Sunday afternoon in an explosion that rocked much of Princess Anne.

Another man was taken to the hospital by ambulance, but his injuries did not appear to be life-threatening, said Princess Anne Police Chief Scott Keller.

The two men, whom police did not identify, purged a gas line in preparation for the welding and believed it to be safe, Keller said. Both men were contractors from out of state.

No employees were in the building in the Princess Anne Industrial Park at the time of the 12:05 p.m. blast, which blew some of the outside siding off and partially collapsed the roof.

Damage was mostly limited to the interior of the building because all of the structure's built-in safety features worked, Keller said.

In addition to Princess Anne police, local volunteer firefighters, the Maryland State Fire Marshal and Maryland Department of the Environment were on the scene most of the afternoon.

The plant converts soybean oil to fuel, then the mixture is shipped offsite by truck and blended with diesel fuel.

The company had been open less than a year, said Princess Anne Town Manager Jay Parker.

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Town and county officials helped break ground for the alternative fuel facility in January 2007, following numerous community meetings at which nearby residents expressed their concerns over safety.

The plant is located in a corner of the industrial park near a residential community. Both company and town officials stressed that safety measures would be put in place.

Greenlight Biofuels based in Charlottesville, Va., was founded by Greenlight Capital Management Inc. to develop, build, own and operate biofuel facilities in North America, according to a company press release.

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=/20080519/NEWS01/805190303/1002>

USA, MD, PRINCESS ANNE

MAY 20 2008.

PLANT BLAST RAISES NEIGHBORS' CONCERN - EXPLOSION AT PRINCESS ANNE FACILITY THAT KILLED ONE IS RULED ACCIDENTAL

Deborah Gates and Liz Holland

Residents who live near Greenlight Biofuels count themselves lucky -- this time.

Saying their luck could run out, neighbors and critics of the relatively new biodiesel production plant where an explosion Sunday killed a Michigan welder and shook homes and nerves a mile farther want assurances from town and company officials that there won't be a next time.

There is talk of a neighborhood petition drive for support to shut down the operation permanently, said Samuel Cottman, a longtime critic of the plant whose residence on Progress Lane is next door.

A community activist several blocks west, Elizabeth Alexander, said the industrial accident that also injured another worker renews the question of whether renewable energy manufacturing meets the zoning criteria of the Princess Anne Industrial Park where the facility opened for business in fall 2007.

"Everybody's upset; there is the safety of the community to be concerned with," Cottman said Monday. "One neighbor was so afraid she didn't stay at home last night. We're not going to tolerate the plant there."

The biodiesel plant is currently not operational, and officials from the Charlottesville, Va., headquarters were on the Lower Shore Monday dealing with the tragedy that shook the Hampden Avenue community, said Allen Cunningham, president.

The Maryland Fire Marshal's Office has ruled the explosion an accident, and the federal Occupational Safety and Health Administration is investigating with cooperation by the company.

Greenlight withheld the names of the victims, but Cunningham confirmed they represented Diversified Mechanical Services, a Comstock Park, Mich.-based industrial processing firm that the biodiesel plant contracted with to do piping work between facility tanks.

Greenlight chose Diversified "because they have a lot of experience doing this type work in plants around the country," Cunningham said. Work to add additional piping was done Sunday because the plant was not in operation, he added.

"They have done a lot of biodiesel work," he said. "They were working inside, but I can't go into it because I don't have the exact specifics. The investigation will determine the cause; I'm not prepared to say more."

Greenlight also is waiting to hear the extent of the damage to the building, Cunningham said.

Damage was limited because all of the structure's built-in safety features worked, according to Princess Anne Police Chief Scott Keller.

However, the blast buckled a section of the roof and left siding hanging from the south side of the building.

The Maryland Department of the Environment was called to the scene Sunday, and later determined there had been no environmental impact, Keller said. "It's more of a safety investigation now," the chief said.

The plant converts chicken fat and other greases to fuel, then the mixture is shipped to a Cato Gas & Oil facility in Salisbury by truck and blended with diesel fuel.

Town and county officials helped break ground for the alternative fuel facility in January 2007, following numerous community meetings at which nearby residents expressed their concerns over safety.

Princess Anne Town Manager Jay Parker said Monday that meetings would be held in the near future with community members to update them on the plant and to answer their questions.

Alexander, the community activist, said she feared elected officials will attempt to downplay the event that raises questions about public safety.

"My concern is that they will minimize the explosion because it did not affect neighboring residences other than noise and people being startled," she said.

Tank and Petroleum Use Mishaps

Alexander said she went to the scene after hearing what sounded to be a train derailling. She said she was startled that spectators were allowed to mill around almost a half hour before authorities blocked the area.

"When we got there, there were crowds of people around; if there had been a secondary explosion, I don't know what would have happened," she said. "(The plant) doesn't meet the criteria of an industrial park."

Cottman admitted that fear of a second explosion stopped him from entering the plant to attempt to save the injured worker. He did look inside.

He hopes the plant that employs 11 workers doesn't reopen.

"It's been an ongoing problem. We have trouble with smoke, odor and smoke where it pours out of one big pipe," Cottman said. "It leaves a gray film on cars and houses, too. And I have a five-year-old roof."

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=/20080520/NEWS01/805200302/1002>

USA, ILL, GODFREY

MAY 23 2008.

TANK SPILLS ANHYDROUS AMMONIA - ROAD, GOLF COURSE CLOSED BRIEFLY AS PRECAUTION

Sanford J. Schmidt

An accident with an anhydrous ammonia tank spread 700 gallons across a farm field near Winter Lane, shutting down the road and nearby Rolling Hills Golf Course for about 30 minutes Thursday morning.

"A Farm Service employee was spreading anhydrous and sheared off a valve to a tank. The safety valve on the tank did not function," Godfrey Fire Chief John Sowders said.

Anhydrous ammonia is a caustic gas, used as a fertilizer. The caustic nature of the product can make it hazardous if it comes in contact with people. However, if it is allowed to dissipate, it will not be harmful, Sowders said.

He said the Godfrey Fire Protection District responded, but the calm, wet atmosphere kept the chemical low to the ground, and it did not spread and create a danger.

"It was actually a good day for a spill like that," Sowders said.

He said the Madison County Sheriff's Department shut down Winter Lane about 30 minutes, and two of the golf course's greens close to the road were closed for about the same amount of time until the chemical dissipated.

The manager of the TriCounty Farm Service dealership in Jerseyville was not available for comment Thursday.

Sowders said there were no injuries or property damage as a result of the spill, other than the loss of the anhydrous ammonia. The gas can cause rapid dehydration if it comes into contact with a person's eyes and severe burns if it combines with the moisture of the body, authorities said.

http://www.thetelegraph.com/news/anhydrous_14300_article.html/tank_sowders.html

UK, LONDON

MAY 25 2008.

BUNCEFIELD OIL FIRE WAS RESULT OF NEGLIGENCE BY TOTAL, SAYS HIGH COURT

Alex Spence and Michael Herman

The Buncefield oil fire, Britain's biggest peacetime explosion, was the result of negligence by a duty supervisor at the depot, a High Court judge ruled yesterday.

Mr Justice David Steel made the ruling during a preliminary hearing of a case in which victims of the 2005 blast are suing Total and others for up to £1 billion in damages.

The court heard that Total and Hertfordshire Oil Storage Ltd (HOSL), a joint venture with Chevron, had previously conceded that negligence by someone was responsible for the huge fire at the Hertfordshire oil depot.

On Thursday, in a statement to *The Times*, Total UK said that the duty supervisor at the time was responsible for the explosion but it refused to admit either civil or criminal liability for the incident. Who controlled and employed the duty supervisor remains a live issue.

Total and Chevron are facing hundreds of compensation claims from individuals and local businesses. The court heard that the largest single claim was from Marks & Spencer, the high street retailer, whose sandwich business is located near Buncefield and was disrupted for several days after the explosion.

The negligence ruling is important because it means that the issue will not need to be argued when the case goes to a full hearing in October.

This is a small but significant early victory for the claimants, who include about 280 families whose properties were damaged or destroyed by the blast. However, compensation is far from guaranteed.

Tank and Petroleum Use Mishaps

Although it admitted negligence by someone, Total UK intends to argue that it did not employ the duty supervisor. HOSL is also denying responsibility for his employment, and this will be a live issue at the hearing later this year. Both companies say they should not be liable for damages because they could not reasonably have foreseen that it would cause the destruction it did. Chevron also denies responsibility.

The fire began at the HOSL facility within the Buncefield compound at 6am on December 11, 2005. Forty-three people were injured. All 630 businesses on the nearby Maylands industrial estate were disrupted. Asos, the fashion retailer whose main warehouse is less than a mile from the Buncefield site, was forced to suspend its shares and halt internet sales because of the disruption.

Firefighters took 59 hours to extinguish the fire, in which 20 fuel containers were set alight. In addition to damage to local businesses and homes, about £10 million worth of fuel was destroyed. There was damage to housing in Dacorum and St Albans and about 2,000 people were moved from homes and businesses in Hemel Hempstead after the explosion, which could be heard up to 40 miles away.

A report in 2006 by an independent investigation board did not apportion blame, but found that human error and faulty safety equipment had been responsible.

To improve their chance of securing compensation, lawyers for the claimants asked the judge for permission to amend their case, adding an accusation of public nuisance to the existing charge of private nuisance. In a public nuisance case, pure economic loss is recoverable, whereas in a private nuisance claim, only damage from physical intrusion can be sought.

The new claim, which was admitted by the judge, gives the claimants another avenue of attack.

<http://business.timesonline.co.uk/tol/business/law/article3994656.ece>

USA, OH, GEAUGA COUNTY, AUBURN TWP

MAY 31 2008.

STORAGE TANK TRAGEDY – ONE DEAD, TWO IN SERIOUS CONDITION AFTER INCIDENT IN AUBURN TOWNSHIP

Nick Carrabine

A Geauga County teen-ager died while trying to rescue his father who was trapped in an above-ground fuel storage tank in Auburn Township.

Tim Haas, 17, a junior at Kenston High School, died Friday night. The Cuyahoga County Coroner's office will conduct an autopsy to determine the cause of death.

Tim, along with his older brother, Paul, tried to rescue their father who was overcome by toxic fumes and a lack of oxygen while cleaning the inside of the fuel storage tank.

"The two sons were outside of the tank," said Auburn Volunteer Fire Chief, John Phillips. "They noticed that (their father) became disoriented and called for help so they entered the tank to help him," Phillips said.

Paul Haas suffered chemical burns and remains in critical condition at MetroHealth Medical Center in Cleveland.

The boys' father, Bruce Haas, 49, was hired to clean the 30-foot tank behind a gas station on Washington Street in Auburn Township.

Bruce was reportedly the first one in the tank, followed by Paul. When neither came out, Tim went in and was overcome by the fumes. Friends of the Haas family told Channel 3 News that Bruce Haas was released from the hospital.

According to Chief Phillips, one of the first arriving firefighters at the scene assisted Bruce Haas from the fuel tank. That firefighter was taken to a local hospital with minor injuries.

Chief Phillips said that the confined space rescue with access through only a 24-inch diameter manhole presented challenges for firefighters.

"First thing that people want to do is rush in to help the people as the sons did," Phillips said. "And you can very quickly become a victim.

"At the (rescue Friday) people were questioning, 'Well, it took you forever to get this done and that done.' That's so we could keep the firefighters safe."

Rescuers pumped oxygen into the fuel tank. Firefighters in protective gear, and outfitted with respirators harnessed Paul and Tim Haas to baskets and lifted them from the fuel tanks.

Tim helped in the web design of Kenston High School website. According to the school's Web site, Tim enjoyed golf, snowmobiling and the outdoors.

A candlelight ceremony honoring Tim was held Saturday night at 7:30 p.m. at Kenston High School.

http://www.wkyc.com/news/local/news_article.aspx?storyid=90616