



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 742 Newsy Stuff

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

August 16 2011



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AUSTRALIA – MELBOURNE BULK TANKER EMERGENCY RESPONSE DAY

Thursday 8th September – Melbourne Park Function Centre

'Sharing Lessons & Improving Outcomes, How to Better Manage Emergency Response, Focusing on Bulk Tanker Incidents'

<http://www.freightweek.com.au/uploads/events/fw-emergency-day-program.pdf>

INDIA, MUMBAI, AUGUST 9 2011. OIL SPILL LIKELY TO HIT CITY TODAY

simit bhagat

The city's worst environmental fears came true on Monday as [M V Rak Carrier](#), the 722-foot vessel that sank off the coast last week, continued leaking oil. Estimates say the cargo ship has already bled about 100 tonnes of oil and the spill, if not contained immediately, will most likely hit Juhu, Bandra, Thane creek and Uran by Tuesday evening. Coast Guard officials say that, as per their [GPS recordings](#), the oil has spread to 12 nautical miles from the vessel, though the rate of the spill has decreased from 1.5 to 2 tonnes per hour to about 1 tonne per hour over the last 24 hours. There is already evidence at hand of the looming ecological damage. The oil slick has been landing at Juhu and other parts of the city since Sunday, though the Coast Guard called it "brown mosses". "This oil is the by-product that remains after the spraying of [oil spill](#) dispersants (OSD). It is bound to get washed away on the shore as long as the spill continues," said SPS Basra, inspector general (west region), Coast Guard.

Fear Spills Over as Officials Fail to Plug Hole

Till Monday evening, the coast guard had sprayed around 2,600 litres of oil spill dispersants (OSD) in what has been branded Operation Paryavan Suraksha. I-G Western region S P S Basra said: "We have enough stock of [OSD](#) and given this is a spill less than 700 tonnes, which is considered minor, we will ensure that no fresh oil reaches the shores of Mumbai." Others, however, were not so certain of success, the more so because officials have not been able to identify the exact source of breach in the sunken vessel or plug this hole. MV Rak Carrier contains 60,054 tonnes of coal, 290 tonnes of fuel oil, 49 tonnes of diesel and 4 tonnes of lubricant oil. It is likely that the ship would bleed most of its load into the sea in the coming days. "Until now we have not been able to identify the point from which the leakage is taking place. We have asked the insurance company to appoint specialized divers in the next two days to plug the leak. If any of the fuel tanks is intact, the oil will have to be removed," said SB Agnihotri, director general of shipping. According to the latest model predictions of Chennai-based Integrated Coastal and Marine Area Management Project Directorate (ICMAM), which has been monitoring the situation, the oil will probably reach Mumbai's shores by Tuesday. B R Subramanyam, ICMAM director, said: "If the authorities are not able to control the spread of oil, it is likely that oil will hit places like Juhu, Bandra, Thane creek and Uran on Tuesday evening. Until now, due to wind and tide directions, the oil was expected to hit the shores of Alibaug. However, due to the change in weather patterns, the spill direction has shifted to Mumbai." Officials from the directorate general of shipping said the oil leak is "very thick oil" up to one nautical mile; "thick layer of oil" up to two nautical miles; and from there to 12 nautical miles, there is only an oil sheen. The coast guard has deployed two teams of 30 officers to assist the Maharashtra Pollution Control Board and the BMC to clean the city's beaches and shores of oil. "Once the brown mosses reach the shore, it can only be cleared physically" said a defence official.

<http://timesofindia.indiatimes.com/city/mumbai/Oil-spill-likely-to-hit-city-today/articleshow/9536473.cms>

INDIA, CHENNAI, AUGUST 10 2011. COMING SOON! AUTOMATED PETROL PUMPS IN INDIA



Frayed tempers and altercations over short measurement at petrol pumps may soon become a thing of past with public sector oil marketing companies taking up automation of the fuel dispensers. The move is aimed at providing better service to the customers who can verify whether they have bought right measure of fuel in return for their money. According to Ashok Badhwar, President, Federation of All India Petroleum Traders, the apex body for petroleum pump station owners and retailers, the oil marketing companies have begun the process of automation of petrol pumps. "It will largely benefit the customers. They will be able to know how much petrol has been supplied to them at a petrol pump," Badhwar said. He said the OMCs were implementing the automation process in all the petrol pumps in metros. Indian Oil Corporation Chairman and Managing Director R S Butola had recently said his company was taking up the process

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of automation of its retail stations to improve services. The company, which has earmarked Rs 14,000 crore as part of its capital expenditure plans for this year, owns about 19,000 fuel stations across the country. In the first phase, IOCL planned to automate 1,600 petrol stations in the country. Badhwar said besides IOCL, Bharat Petroleum Corporation Ltd and Hindustan Petroleum Corporation were also in the process taking up automation of their petrol stations. "This is mainly to serve the customer well. Suppose, if a customer has filled petrol for Rs. 500 and has raised concern whether he was supplied the right quantity, he can check it. "Including the time, date and along with his vehicle registration, the quantity of fuel supplied to him will be known", Badhwar said. According to him, the move was being taken mainly to avoid "malpractices" in petrol pump stations. On addition of petrol pumps, he said the federation was completely against this move as it was affecting the volume of existing outlets. "As long as oil companies are not making profits and dealers are not earning substantial revenues, no new petrol pumps should be allowed to open. Oil marketing companies are violating the norms of Petroleum Ministry," he said. Giving statistics, he said in 2003 there were only 10,200 petrol pumps in the country. But in 2010 it grew to 35,700 outlets and now it has gone up to 40,700. "Last year alone around 5,000 new petrol pumps (belonging to OMCs) were opened in the country," he said. Referring to incidents of petrol outlets being targeted by anti-social elements across the country, he said the OMCs should come forward to provide subsidy for putting in place a security system.

<http://www.rediff.com/business/report/coming-soon-automated-petrol-pumps-in-india/20110809.htm>

AZERBAIJAN, HAJIGABUL, AUGUST 10 2011. 2 PEOPLE DIE IN FILLING STATION EXPLOSION IN AZERBAIJAN

A criminal case under article 225 of the Criminal Code of Azerbaijan (violation of fire safety regulations) has been filed with regards to the explosion in "Azpetrol" filling station in Hajigabul region of Azerbaijan and investigation is being carried out, the prosecutor of Hajigabul district Taryel Gurbanov told Trend. "Azpetrol" filling station has been exploded in Hajigabul region of Azerbaijan today. Two people died, 15 people were injured, 7 cars were burnt, the Azerbaijani Ministry of Emergency Situations said. The relevant forces and equipment, two helicopters were involved. The fire was extinguished by firefighters at 3:57 p.m. At present, the relevant work is being conducted. Spokesman for Azpetrol Jamal Zeynalov told Trend that a truck, not owned by Azpetrol, left the road and crashed into a filling station with other cars at the filling station to avoid collision with another car. The car transporting fuel exploded. He said that one of the pumps for refueling was damaged as a result of the accident. The shed in front of the filling station burnt. The main oil storage tanks were not damaged. Zeynalov also stressed according to preliminary data, the employees of the filling station are alive. However, some staff members were injured. The information was confirmed by the Hajigabul region law enforcement bodies. The Transport Ministry also confirmed the incident. At present, the passenger transport service employees have already arrived, the ministry said.

<http://en.trend.az/news/incident/1916251.html>

USA, WI, ROME, AUGUST 10 2011. ROME FIRE CHIEF JOHN FRANTZ ON PAID LEAVE DURING FIREWORKS ACCIDENT INVESTIGATION

The Police and Fire Commission has placed Fire Chief John Frantz on paid administrative leave in connection with a July 16 fireworks accident that left 11 people injured. Mike Baker, Police and Fire Commission chairman, said Frantz's suspension is not disciplinary and is intended to "give us time to investigate the fireworks incident, and permit that went with it, on July 16." Baker declined additional comment on the chief's status or the investigation. The Rome fire chief is a full-time position. At about 9:30 p.m. July 16, an explosion occurred during a professional fireworks show at Romano's Pizzeria, 108 Highway Z, Rome Police Chief Adam Grosz said after the incident. An initial investigation indicated that a 5-inch tube malfunctioned and exploded while on the ground, causing several more fireworks to explode and send debris into the crowd of spectators. Eleven people, including a firefighter and one of the fireworks professionals, were injured in the explosion, Grosz said. Derek Bodette, 28, of Wisconsin Rapids, a member of Sight and Sound Fireworks, and Marlene Fuller, 71, of Janesville were flown by helicopter to Theda Clark Medical Center in Neenah after the explosion. Bodette since has been released. Fuller's family did not want information released on her condition. One Rome firefighter was taken by ambulance to Riverview Medical Center in Wisconsin Rapids, where she was treated and released, Grosz said. Two other people were taken by ambulance to and treated at Riverview Medical Center. Romano's followed all Rome ordinances for fireworks and had a permit, owner Joseph Romano said during an interview with the Daily Tribune after the incident. The business consulted with police and fire officials, and hired a professional fireworks company to put on the show. Rome firefighters were on scene during the event. The fireworks were supplied by Spielbauer Fireworks in Green Bay. The company is not releasing any comments on the incident. Frantz could not be reached for comment.

<http://www.wisconsinrapidtribune.com/article/20110809/WRT0101/108090552/Rome-Fire-Chief-John-Frantz-paid-leave-during-fireworks-accident-investigation?odyssey=mod|mostcom>

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USA, IA, CEDAR RAPIDS, AUGUST 10 2011. HAZMAT CREW CALLED TO CARGILL PLANT AFTER ACID LEAK

jeff raasch

Watch the Video <http://www.kcrg.com/news/local/HazMat-Crew-Called-to-Cargill-Plant-After-Acid-Leak-127300523.html>

No injuries have been reported after a leak of hydrochloric acid at a Cargill plant in Cedar Rapids. A company employee, who declined to be identified, confirmed the leak, which was reported around 7:20 a.m. at the plant at 1710 16th St. SE. He said a valve on a semi trailer failed and caused the acid to leak in mostly vapor form. Officials estimated up to 200 gallons of hydrochloric acid leaked out of the 4,500-gallon trailer. A HazMat team from the Cedar Rapids Fire Department was addressing the situation along with the company's emergency action team. They were still working at 8:30 a.m. Fire Department spokesman Greg Buelow said workers were offloading the hydrochloric acid from the trailer to a storage tank on the property when the chemical started leaking. "The valve they believe failed is the one that they use to load the trailer, not the one they were using to offload," Buelow said. Buelow said the semi driver and a Cargill employee were in the area, but there were no exposures to the acid. He said firefighters were working to cap the leaking valve. A dike has been constructed to contain the acid that was in liquid form, he said. Firefighters neutralized the acid with soda ash, which mitigated the threat of the substance. Hydrochloric acid, which has many uses, is corrosive to the eyes, skin and mucous membranes, according to the Environmental Protection Agency. It is used daily in the corn-milling operation at Cargill, officials said. The situation delayed several truck drivers who were waiting to unload corn. Their semis were lined up for more than a quarter-mile on 15th Avenue SE.

<http://easterniowanewsnow.com/2011/08/09/hazmat-crew-called-to-cargill-plant-after-acid-leak/>

USA, N.M, MARIANO LAKE, AUGUST 10 2011. SOIL CONTAMINATION SURVEY TO OCCUR AT MARIANO LAKE >> AGREEMENT REACHED WITH CHEVRON USA

The U.S. Environmental Protection Agency announced Monday that it reached an agreement with Chevron USA Inc. to investigate soil contamination at an abandoned uranium mining site in Mariano Lake, N.M. The agreement is one of the latest efforts by EPA and the Navajo Nation EPA through California Sen. Henry Waxman's five-year, multi-agency plan to address the legacy of uranium mining contamination on the Nation. The plan is in its fourth year. "This investigation is part of EPA's commitment to help the Navajo Nation deal with the significant impacts of historic uranium mining," said Jared Blumenfeld, administrator for the EPA's Pacific Southwest Region. "We are working to make sure that every responsible party takes the steps needed to protect Navajo families from radioactive contamination." Under the agreement, Chevron will cover EPA's oversight costs and conduct a radiological survey of the 31-acre Mariano Lake Mine site and surrounding area, including 10 residences and two nearby water wells. Chevron, which took over the Mariano Lake Mine from Gulf Mineral, is required to post signs, lock gates and prevent livestock from entering known areas of contamination, prior to the cleanup. The former Gulf Mineral Mine operated from 1977 and 1982, and includes one 500-foot shaft, waste piles and several surface ponds.

<http://newamericamedia.org/2011/08/soil-contamination-survey-to-occur-at-mariano-lake.php>

AUSTRALIA, SOUTH AUSTRALIA, ADELAIDE, AUGUST 10 2011. PORT STANVAC JETTY OFFER

jane whitford



Ashleigh Smith says fishermen would love the Port Stanvac jetty to be used for anglers and divers.

Exxon Mobil has offered the Port Stanvac Jetty to Onkaparinga Council, giving anglers and divers hope it could one day be used for recreational fishing and diving. In a letter tabled at the council's August 2 meeting, Mobil asked if the council was interested in taking over jetty once the site was decommissioned. In the letter, Exxon says it will look to demolish the jetty if the council is not interested. Onkaparinga Mayor Lorraine Rosenberg said any responsibility for the jetty should fall to the State Government (see separate report). James Manna from the Flinders University Underwater Club said Port Stanvac could become a tourism attraction to rival Rapid Bay Jetty if it was opened up to divers. "Without using a boat, you really only have the Port Noarlunga Reef to dive off in the metropolitan area," Mr Manna said. "Rapid Bay Jetty is world renowned and Port Stanvac could be just as good, but in the city."

A petition signed by various environmental and diving groups is also circulating, urging the government to formally protect the jetty as an aquatic reserve. Local Marine Ecologist Janine Baker said the jetty

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should be used for recreational diving as well as reef and oceanographic monitoring and research. "Because it hasn't been fished off before and there are some shaded structures I would expect to find species there that are usually only found in deeper waters," Ms Baker said. She said the area was also rumoured to be home to the protected leafy sea dragon. "Because it's been off limits for 40 years we don't know for sure, but a diver apparently made a video showing (the dragon) down there," she said. Ashleigh Smith from Let's Go Fishing at Christies Beach said local fishermen had long talked about dropping a line from the jetty. "It would be a fantastic spot to fish from because it's very deep and there would be a lot of different fish species," Mr Smith said. "It would also give a boost to local tackle shops because people would come from all over." The demolition of the former oil refinery is set to begin early next year and will be complete by the end of 2013. It is likely to take a further two years to fully clear the site. Turning the Port Stanvac Jetty into a tourism drawcard for divers and fisherman is a "fantastic idea", according to Onkaparinga Mayor Lorraine Rosenberg but not one the council should spearhead. Ms Rosenberg said a masterplan for the Exxon Mobil owned site needed to be driven by the State Government. "It's a fantastic idea if it fits with the masterplan, and if the State Government is happy to fund another tourism project for the region," Ms Rosenberg said of establishing a dive and fishing area. "But it's not the council's role to take on this wharf. If it's got huge tourism draw then maybe a combination of Sport and Recreation and Tourism (departments) should look at it." Ms Rosenberg said the council's primary vision for the former refinery site was for "green" industries. Onkaparinga city development manager Terry Sutcliffe said one of the council's aims was to see the jetty used as port for local industries. He said the council would need to consider maintenance and liability costs if it chose to take over the jetty. An Infrastructure Department spokeswoman said the government had set up a taskforce which would work with Mobil and the local community to identify future uses for the site.

<http://southern-times-messenger.whereilive.com.au/news/story/port-stanvac-jetty-offer/>

PERU, LORETO, AUGUST 11 2011. WORKERS FROM ARGENTINE FIRM PLUSPETROL CLEAN UP

antonio escalante



Workers from Argentine firm Pluspetrol clean up after an oil spill in the Amazon region of Loreto, August 10, 2011. Approximately 1,100 barrels of oil were leaked into the jungle. A press release from Pluspetrol said a pipeline had been vandalized, causing the spill that will take a month to clean up. Picture taken August 10, 2011.

Related Links

- [Ministry to Investigate Pluspetrol Oil Spill](#) October 5 2000
- [Pluspetrol says that cleanup after oil spill is completed](#) July 13 2010
- [Oil spill in the Amazon rainforest, 400 barrels released into the Marañón river](#) June 22, 2010
- [Oil Spill Devastates Amazon Region in Peru](#) 07 July 2010
- [Residents report another oil spill in Marañón River](#) January 27, 2011
- [90 oil spills in Peruvian Amazon over 3 years](#) March 03, 2011
- [Another Major Oil Spill from Pluspetrol in Northern Peru](#) March 31, 2011
- [Oil spill in the Amazon rainforest, 400 barrels released into the Marañón river](#) June 22, 2010

<http://planetark.org/wen/62924>

USA, WA, AUGUST 11 2011. PETROLEUM LEAK PROBE CONTINUES IN BURBANK

kristi pihl

An investigation into how much petroleum has seeped into the soil at the Port of Walla Walla's Burbank Industrial Park is continuing three years after the contamination was first discovered. Chevron has taken the lead in planning the cleanup of pollutants found near the company's valve station at the port's industrial park. The port believes the oil pipeline under the port's property may have leaked over a period of time, said port Executive Director Jim Kuntz. Chevron's valve station has been at

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the Burbank Industrial Park since the '60s, and the company has an easement on the property, Kuntz said. Port officials became aware of the possibility of contamination when they could smell petroleum during the installation of a water system, Kuntz said. Chevron took over the cleanup effort about a year ago, after the port and company reached an agreement, Kuntz said. Chevron already reimbursed the port \$124,000 for the initial investigations the port did to confirm the pollutants. Chevron intends to use a soil vapor intrusion system to better determine what petroleum contamination is present, Kuntz said. The corporation is working with the state Department of Ecology on a voluntary cleanup plan under the state's Toxic Cleanup Program. Kuntz said they aren't sure about the exact level of contamination, although several areas exceed levels that would trigger cleanup. The petroleum does need to eventually be cleaned up, and that's something Chevron plans to do, Kuntz said. The testing should help the company determine what the best method of cleanup would be.

<http://www.tri-cityherald.com/2011/08/09/1597607/petroleum-leak-probe-continues.html>

AUSTRALIA, VICTORIA, MELBOURNE, AUGUST 11 2011. VICTORIANS STEER CLEAR OF ETHANOL FUEL

steve colquhoun

Cheaper ethanol-blended fuel is on the nose with Victorian motorists according to Dutch petroleum giant Shell, which is withdrawing its 10 per cent ethanol-infused E10 fuel from sale. Shell will stop selling the environmentally friendlier fuel at all 63 of its 200 Victorian service stations that offer it, but will continue to sell E10 in other states. Shell spokesman Paul Zennaro said the greener fuel - a mix of unleaded petrol and plant-derived ethanol - simply wasn't popular in Victoria, despite being about 4¢ per litre cheaper. Caltex Australia last year began selling E85 - an 85 per cent blend of ethanol and petrol - as part of a deal with Holden, which launched an E85-capable engine in its Commodore range. Holden spokeswoman Shayna Welsh said the car maker was committed to its ethanol rollout.

<http://www.theage.com.au/victoria/victorians-steer-clear-of-ethanol-fuel-20110811-1ip35.html>

USA, WASHINGTON D.C, AUGUST 11 2011. A PUSH FOR SAFER CHEMICAL PLANTS

ernest scheyder



Rafael Moure-Eraso, chairman of the U.S. Chemical Safety Board, poses outside their offices in Washington D.C.

Chemical makers must do more to prevent careless oversights that have led to a recent increase in fatal errors, the head of a key oversight panel said. The \$720 billion chemical industry makes the building blocks for plastics, electronics, furniture, clothing and dozens of other popular consumer products. In the last 20 years, the chemical industry has become safer, Rafael Moure-Eraso, chair of the U.S. Chemical Safety Board (CSB), told Reuters. "But we still see very basic things happening, going wrong," he said. "There are errors in the bread-and-butter issues of health and safety." The independent federal agency investigates deadly accidents at chemical and other industrial facilities, much as its sister organization, the National Transportation Safety Board (NTSB), investigates train and airline crashes. Its \$11 million annual budget is only a tenth of the NTSB's and may be cut further. The relatively small budget means the CSB's 40 employees have to select which cases to investigate. The CSB's reports, which often take years to complete, are nonbinding. But they are closely followed by industry

insiders because they offer blunt assessments of what went wrong and how to prevent a repeat. In the past year alone, two workers have died as a result of accidents at DuPont and one at Dow Chemical. The companies are among the largest U.S.-based chemical makers. The CSB is also preparing its own report on what happened last year when Transocean Ltd's Deepwater Horizon oil rig exploded, causing the BP Gulf oil spill. "The CSB's recommendations do facilitate safety improvements," said Michael Walls of the American Chemistry Council, an industry trade group. "We think they've been a valuable resource." Moure-Eraso, who was appointed by U.S. President Barack Obama last year, would like the chemical industry to focus more on so-called inherently safer technology. The concept, which is controversial within the chemical industry, argues that if a safer chemical or process exists, it should be used. Hydrogen fluoride, for instance, is a dangerous gaseous chemical that turns into corrosive hydrofluoric acid when it touches water. It is used to make refrigerants, drugs, gasoline and semiconductors. To make those and other products, hydrogen fluoride can be replaced by alkylation catalysts and other materials to yield the same end result, though not always at the same price. "Either you're going to make policies that would avoid accidents, or the alternative is you are going to manage the accidents," Moure-Eraso said. Often the CSB's recommendations are forgotten over time, but there have been several recent tangible successes. Last year workers at Connecticut's Kleen Energy Systems used natural gas to clean internal piping. The move was risky, given that natural gas is

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combustible, but for years it had been standard industrial practice. Six workers died when the pipe exploded. Their deaths were all the more tragic because the CSB had investigated a nearly identical incident in 2009 at a North Carolina ConAgra Foods plant. After that incident, CSB recommended that compressed air, not natural gas, be used to clean pipes. The resulting outrage in Connecticut led the state Legislature to pass a law this year to ban the practice. "I consider that one of our bright successes," Moure-Eraso said, though he noted that federal regulators still haven't banned the practice nationwide.

'Let Me Give Back'

Moure-Eraso dabbled briefly in the business of chemistry when, upon earning a master's degree in 1974, he joined Rohm & Haas, now owned by Dow Chemical. He found a way to cut the price of a Rohm product by a fraction of a percent, an amount that when compounded thousands of times had the potential to save serious cash for the company. His discovery netted him a letter of commendation from a senior executive, although it didn't mean much to Moure-Eraso at the time. "I decided that I didn't want that to be my career," he said. "I wanted to do something that would let me give back." He soon enrolled in a Ph.D. program at the University of Cincinnati and embarked on a career in academia, culminating in a position at the University of Massachusetts-Lowell before joining the CSB. Given his inherently confrontational relationship with chemical makers -- he shows up when things go wrong -- Moure-Eraso says the industry generally welcomes his presence. "It's kind of surprising how well we are received, because we come and see the industry at its worst," he said. "They really feel a sense of relief when someone comes in a very objective way to find out what happened and make some recommendations to avoid it in the future."

<http://planetark.org/wen/62906>

CANADA, TORONTO, AUGUST 11 2011. FIGHT FOR COMPENSATION CONTINUES 3 YEARS AFTER SUNRISE BLAST

saira peesker

Photo Gallery:

<http://www.citytv.com/toronto/citynews/news/local/article/147923--downsview-residents-mark-3rd-anniversary-of-sunrise-propane-blast>

Watch the Video:

<http://www.citytv.com/toronto/citynews/news/local/article/147923--downsview-residents-mark-3rd-anniversary-of-sunrise-propane-blast>

Watch the Video:

<http://toronto.ctv.ca/servlet/an/local/CTVNews/20110810/sunrise-propane-3-years-later-110810/20110810/?hub=TorontoNewHome>



An aerial view of the current site of Sunrise Propane.

Three years after a massive propane explosion ripped apart several houses in Toronto's Downsview neighbourhood, affected residents are waiting to find out if their class action suit has been approved. The Sunrise Propane explosion on Aug. 10, 2008 was caused by an illegal tank-to-tank transfer and worsened by a congestion of trucks, structures, fencing and vegetation on the fuel depot's property. Several homes close to the Murray Road facility were badly damaged. Three years later, thousands of Downsview residents are waiting to hear if they will qualify to be part of the class action lawsuit against Sunrise Propane's owners and management. Lawyer Sharon Stosberg says a certification motion

for the suit is expected to proceed at the end of October. It will decide whether the case fits the definition for a class action suit and who can participate. The suit currently has seven named representative plaintiffs, but Stosberg says about 1,000 people have registered to receive further information. The plaintiffs want the class to represent "all persons who were present or who owned, leased, rented and/or occupied any properties located within the area of the City of Toronto bounded by Keele Street, Highway 401, Sheppard Avenue and Dufferin Street on August 10th, 2008, when the hereinafter described explosions occurred." If the judge agrees with this definition, everyone covered by that description will be part of the suit unless they opt out, Stosberg told CTVNews.ca. On the day of the blast, a mushroom cloud erupted over the site, near Keele Street and Wilson Avenue. It killed Parminder Singh Saini, a 25-year-old Sunrise employee, and damaged hundreds of neighbouring properties. Firefighter Bob Leek died of a heart attack in the backyard of a nearby home. A report released by the Ontario Fire Marshal's Office in August 2010 concluded that a tank-to-tank transfer caused the explosion. Several thousand cylinders of propane, bulk liquid propane storage tanks and cylinders of industrial gas were stored on the property. At the time, City Councillor Maria Augimeri told CTVNews.ca that the report's recommendations confirmed what neighbours had long believed:

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that the depot was too close to a residential area. On Wednesday, she called on the province to resume control of the Technical Standards and Safety Authority, the arms-length agency that governs facilities like Sunrise.

TSSA Lauds Improvements

The TSSA used to be a provincial agency, but was given arms-length status by the Mike Harris government in the 1990s. Its vice-president of operations, Michael Beard, told CTV on Wednesday that his organization has made a lot of progress since the explosion. He said inspectors now visit Ontario's 1,300 sites each year instead of every three years, and site operators are now required to present risk management plans to the TSSA. "The situation that occurred at Sunrise was an unlawful activity that took place at three in the morning," he noted. "So long as companies are ensuring they are compliant to the rules and regulations regarding propane safety, propane is safe." Premier Dalton McGuinty echoed that sentiment on Wednesday. "It's really hard to rule out human error, but as much as is humanly possible in terms of the kinds of protocols we put in place and the safety procedures, we've done what we need to do," he said. "We think that we have a system in place now that serves the public interest. We have confidence in the authorities that are there."

Rebuild Continues

Meanwhile, one elderly couple from the area says they're still fighting with their insurance company to get adequate repairs to their garage. Michael and Dianne Green, who live two blocks from the explosion site, say their insurance company's contractor made several significant errors when it reconstructed their garage. The Greens also say city officials admitted to missing defects when they first inspected the garage -- a claim the city says isn't true. City Manager of Inspections John Dunn suggests the Greens' case is being blown out of proportion. He said an inspector did notice a foundation slab that sits above-grade upon a further visit, but told CTVNews.ca that "a rake and a shovel could have fixed that issue in an hour." The couple would like their insurance company to pay for their garage to be reconstructed. They say they can't afford to hire a lawyer, and received a notice last week that their insurer, Belair Direct, is taking them to court in September to absolve the company of paying for further repairs. "Belair has claimed, all along, that they are acting in good faith and are committed to be responsible and helping my parents," their son Jeff Green wrote in a release. "If so, then why hire a lawyer, and force my parents to court?" A representative from Belair said the company would "love to provide more information" on the situation, but hadn't been authorized by the Greens to speak publicly about their case. Green told CTV he remembers the explosion -- which occurred in the early morning on a Sunday -- like it was yesterday. "It was quite something, never experienced anything like that before," he said.

<http://toronto.ctv.ca/servlet/an/local/CTVNews/20110810/sunrise-propane-3-years-later-110810/20110810/?hub=TorontoNewHome>

NIGERIA, LAGOS, AUGUST 11 2011. FUEL SCARCITY LOOMS AS LAGOS SHUTS 5 TANK FARMS

godwin oritse

Nigerians may experience another round of fuel scarcity as the Lagos State Environmental Protection Agency, LASEPA, has shut five tank farms for violation of environmental laws. The tank farms are Bovas Petroleum Limited, Swift Oil Limited, Fatgbems Petroleum Limited, Index Oil and Gas and Techno Oil Limited. In a letter to one of the affected tank farms, Index Petroleum, signed by the agency's chief executive officer, Mr Adebola Shabi, it said the facilities were shut because they were built on an area that is less than 200 metres away from residential buildings. Shabi also said the tank farms were built without submission of environmental assessment report to the agency and non-submission of appropriate contingency plans. He said the facilities were to remain shut until they satisfactorily met the compliance status of the agency. Operators of the affected tank farms are also pay N5 million to the agency as penalty.

<http://www.vanguardngr.com/2011/08/fuel-scarcity-looms-as-lagos-shuts-5-tank-farms/>

ARGENTINA, BAHIA BLANCA, AUGUST 11 2011. PETROBRAS SHUTS ARGENTINA REFINERY AFTER FATAL BLAST

walter bianchi

- Local officials order plant shutdown, investigation
- Blast at resting area kills one worker, injures another
- Bahia Blanca refinery has a capacity of 31,000 bpd

An explosion early Wednesday at a small refinery in Argentina killed one worker and injured another, and local officials ordered Brazil's state-run oil company Petrobras to shut down the facility, the company said. Operations at the 31,000 barrel-per-day refinery, in the port city of Bahia Blanca in Buenos Aires province, were not affected but local officials ordered the plant closed pending an investigation. "The refinery was preventively stopped on a request by Bahia Blanca's deputy

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secretary of the environment," Petrobras said in a statement. Local officials had said it would take two days for the refinery to gradually shut down. The blast happened in a rest area when two workers walked in after their shift. "When they switched on the lights there was an explosion," Pedro Milla, an official with Argentina's Federation of Oil, Gas and Biofuels Workers, told Reuters. Although the plant only accounts for five percent of Argentina's total refining capacity of 627,000 BPD, high energy demand during the Southern Hemisphere winter could force the country to import more fuel.

Related Links

- [Refinery blast in Argentina kills 1](#)
- [One dead after blast at Petrobras oil refinery](#)
- [Explosion at Petrobras refinery in Argentina claims one](#)

<http://www.reuters.com/article/2011/08/10/argentina-petrobras-explosion-idUSN1E77906H20110810>

CANADA, N.S., HALIFAX, AUGUST 11 2011. NOVA SCOTIANS CAUTIONED AGAINST SWIMMING AFTER DIESEL FUEL ENTERS SHUBIE CANAL

Nova Scotia's Environment Department is warning people to be cautious about swimming in a Halifax-area lake after a diesel fuel spill. A statement from the department says a motor vehicle collision on Highway 107 on Monday caused about 1,362 litres of diesel fuel to spill from a tractor-trailer. Sand and absorbent materials were placed on the road to contain the spill, but heavy rain led to an undetermined amount entering the Shubie Canal between Lake Charles and Lake William. The department says containment booms are in place, and Environment Canada is assessing the areas downstream from the spill to determine the impact. In the meantime, the provincial government says people should avoid swimming if there is a sheen on the water or an oil odour. The government also says anyone who draws drinking water from Lake William should watch for changes in odour or colour and test their water if these changes occur.

<http://www.winnipegfreepress.com/arts-and-life/life/greenpage/127322968.html>

USA, NV, LAS VEGAS, AUGUST 11 2011. SOUTHBOUND I-15 REOPENS AFTER TANKER TRUCK CRASH, EXPLOSION

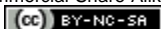
kyle hansen

 **Watch the Video** <http://www.ktnv.com/news/local/127489013.html>

 **Watch the Video** <http://www.lasvegassun.com/news/2011/aug/10/southbound-i-15-closed-after-tanker-truck-explodes/>

Southbound Interstate 15 in the northern valley reopened nearly 11 hours after a fuel tanker truck rolled over and exploded near the Lake Mead Boulevard interchange. Although all lanes of the road are open, some of the repairs are only temporary and the Nevada Transportation Department will be closing some lanes next week to repair the road. The truck crashed shortly before 4 a.m. Wednesday in the southbound lanes of the highway between the Lake Mead Boulevard off-ramp and the Owens Avenue overpass, Nevada Highway Patrol Trooper Jeremie Elliott said. The fuel tanker truck overturned and burst into flames, but the driver escaped unharmed, Elliott said. It's unclear what caused the accident. The truck, which was carrying 9,100 gallons of unleaded fuel, was engulfed in flames when emergency crews arrived. "Unfortunately, the damage to the roadway is a little greater than we thought," Elliott said. Troopers initially closed both sides of the highway, but the northbound lanes of I-15 reopened at 5:30 a.m., leaving the southbound lanes closed from the northern Las Vegas Beltway to D Street. Troopers closed that seven-mile stretch of highway to avoid motorists being stuck for hours as the cleanup continued, Elliott said. The road was reopened between the beltway and Cheyenne Avenue about noon and was completely reopened shortly before 3 p.m. Transportation Department crews used sweepers to clear debris, then applied temporary seals to cracks in the road, spokeswoman Michelle Booth said. The department is preparing an emergency contract to hire a company to mill away and replace the damaged pavement. The repairs will cost \$100,000 to \$150,000. That work will take place at night to minimize traffic problems, officials said. Trucking companies are required by the U.S. Transportation Department to have insurance. The company involved in today's crash is insured and will be billed for the cleanup and repairs, Booth said. The Nevada Transportation Department also had to use a hazardous materials contractor to assist in the cleanup. Officials weren't immediately able to assess the extent of the damage and initially believed they would have to keep three lanes of the road closed for days for the repairs to be made, which would leave just two lanes of the busy freeway available to motorists. But road crews were able to use the temporary seal to cover the cracks and reopen the lanes until permanent repairs are made. The Nevada Transportation Department also took advantage of the closure to do graffiti cleanup in areas that normally would require traffic control, Booth said. The Regional Transportation Commission's Freeway and Arterial System of Transportation used dynamic message signs on the freeway as well as on Craig Road and Las Vegas Boulevard to warn motorists to avoid

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the freeway, spokeswoman Tracy Bower said. They also worked with the Utah Transportation Department to post warnings on southbound I-15 signs near St. George. In addition, traffic signal technicians in the field and at the Traffic Management Center spent time adjusting signal timing to help traffic flow on Cheyenne Avenue, Craig Road, Martin Luther King Boulevard and Las Vegas Boulevard as well as on portions of the freeway that remained open.

<http://www.lasvegassun.com/news/2011/aug/10/southbound-i-15-closed-after-tanker-truck-explodes/>

COMMONWEALTH OF THE BAHAMAS, FREEPORT, AUGUST 11 2011. OIL TANKER COULD HAVE CAUSED SPILL

denise maycock

There is a strong possibility that an oil tanker docked in waters off the southern shore of Grand Bahama could have been responsible for an oil spill on Sunday. It is believed the transfer of fuel from one vessel to another may have taken place in waters off the southern shore of the island. According to reports, the oil tanker Saga Unity, with port of registry in Majuro, has been docked in waters off the southern shoreline of Grand Bahama since Saturday. On Tuesday, a local photographer provided The Tribune with a photo of the Saga Unity in waters off Xanadu, alongside a second vessel which could not be clearly identified. In lightering operations, a hose is used and some spillage could occur during the transfer of fuel or chemicals from one vessel to the other. Only the government can grant permission for lightering operations in Bahamian waters. Early Sunday, residents of Pinder's Point noticed a dark oily substance floating in nearby water. BORCO was notified of the spill and immediately dispatched its tug boat and a clean-up crew in the area. Officials at the Port Department were also notified and are investigating. Although investigations are continuing, officials are certain the oil spill along the southern shore off Pinder's Point did not involve BORCO. In a press release issued by BORCO on Monday, the company stated its operations had been suspended over the past week due to tropical storm warnings. The company further stated that during this period no work had been carried out with vessels at its jetties. "While our operations were suspended and there is no indication of BORCO's involvement, our investigations continue," the company stated. During their investigations, BORCO sent its tug out in the area which spotted oil east of Lucayan Harbour entrance on Sunday. According to www.marinetraffic.com, which provides an online tracking and movement of vessels, the Saga.

http://www.tribune242.com/news/08082011_GBBoilspill_news_pg1

INDIA, THANE, AUGUST 11 2011. TANKER RAMS INTO AUTO, SCHOOL KID DIES

nitin yeshwantrao

A 13-year-old school boy was killed and another fellow girl student seriously injured when a speeding water tanker rammed into an autorickshaw carrying six children on the busy Almeida Road, adjacent to the Thane Municipal Corporation headquarters here on Tuesday. The children, all students of Saraswati English Medium School, Pachpakhadi, were on their way to school when the accident took place at around 7 am. Ranjit Umakant Pandey (21), the tanker driver, was arrested and booked under Section 304 the Indian Penal Code for culpable homicide not amounting to murder. The police said that Pandey did not possess a valid driving licence. Morning walkers and locals who rushed to the accident spot said it was a "heart-rending tragedy" as Vaibhav Ramakrishnan (13), an eighth-standard student, was killed on the spot after the tanker ran over him.

http://articles.timesofindia.indiatimes.com/2011-08-10/mumbai/29871795_1_water-tanker-tanker-driver-tanker-rams

TUNISIA, BEN GARDAIN, AUGUST 11 2011. FUEL SMUGGLER'S PARADISE: A DAY ON THE BORDER BETWEEN LIBYA AND TUNISIA >> PETROL IS THE MOST PRECIOUS COMMODITY SMUGGLED DAILY ACROSS THE BORDER INTO LIBYA AS THE TUNISIAN AUTHORITIES TURN A BLIND EYE

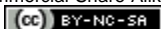
ghaith Abdul-Ahad



On the Libyan side of the border children and young men wait for vital fuel supplies smuggled from Tunisia.

It was not yet 7am but already more than 500 old pick-up trucks, lorries and tractor trailers piled high with jerrycans had gathered on a scorched stretch of no man's land between Tunisia and Libya. The sand, dotted with black puddles, exuded a haze of fumes that created the effect of a mirage. Judging by the number of cans on each truck, around half a million litres of fuel was being transferred between Tunisians and the Libyan regime in this smuggler's bazaar. From here, the fuel reaches the black market in Tripoli where ordinary people queue for days to buy it. According to the smugglers the fuel also goes into the

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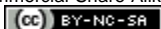
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regime's war wagons and trucks. Hundreds of men wearing a uniform of oil-stained clothes worked methodically, transferring fuel from one barrel to another. The Guardian travelled to the bazaar with Nour, a short man in his 50s with sunken eyes and dishevelled hair. He carried five barrels and 24 jerrycans in the back of his beat-up Peugeot truck. The smell of petrol hung heavy in the cab as he explained how the trade worked. "I bought all of this from Algerian petrol stations," he said. "A litre costs 1.1 dinars (around 50p) in Algeria. In Tunisia it's sold for 1.25 dinars. We sell it to the Libyans for 1.8." In theory, the smugglers say, there is a quota of 20 litres that Algerian fuel stations are allowed to give Tunisians, but this can be bypassed if you pay a bribe. The smugglers believe the Algerian government is turning a blind eye to the massive amounts of fuel siphoned from its petrol stations on the Tunisian border because of its sympathies with the Gaddafi regime. Until earlier this year petrol flowed in the opposite direction, from oil-producing Libya to Tunisia. Now the Gaddafi regime has only one small refinery in the western town of Zawiya, producing meagre amounts of petrol and diesel. Demand in Tripoli is massive. Queues for petrol stretch for miles. Men spend hours in their cars rotating in shifts with friends and family members. The price of a litre has increased 50-fold, from 0.15 Libyan dinars to 7.5 dinars. Smugglers have been plying their trade on the border for years, said Nour, but before the conflict in Libya border guards were much more alert and it was a risky, clandestine business. "I was arrested once by the Tunisian army," he said. "I lost my car and had to pay a fine." Now the Tunisian army is weak and tired, their energy sapped by the flood of refugees and border skirmishes. "They are overstretched and can't risk opening a conflict with the people of this area if they stop them from smuggling," he said. At a Tunisian army post comprising a tent, two Humvees and a few weary-looking troops, a tired, sweaty soldier in a khaki T-shirt and fatigues inspected our ID cards in seemingly surreal oblivion of the fuel dripping from the sides of vehicles. We were waved through with dozens of other trucks carrying countless barrels and jerrycans. "They just want to make sure no weapons are coming into Tunisia," said the smuggler, holding his right hand over one eye. "They pretend they are not seeing." The barrels shook and rattled as we passed through the border. Beyond, hundreds of smugglers had already set up shop in a scene akin to a car boot sale. Nour drove his car slowly, looking for buyers, pulling up next to Libyan trucks and shouting "petrol". Many wanted to buy but Nour preferred to swap it for Libyan diesel. Libyan currency has been losing value and no one knew for sure how much a Libyan dinar was worth. The smuggler pointed at two Toyota trucks perched on the edge of the bazaar with armed men sitting in the front and back. "Gaddafi brigades," he said. "They want to make sure no saboteurs and rebels are crossing [the border]." After another 10 minutes Nour found a Libyan buyer. Two thin young men, heads wrapped by long scarves, quickly agreed on the barter – four and a half litres of diesel for each litre of Nour's petrol. The jerry cans were unloaded and a smuggler in a checked shirt and flipflops climbed over the barrels in the back of Nour's truck. He inserted one end of a plastic tube in the barrel. His Libyan counterpart in orange T-shirt and black combat trousers sucked at the other end of the plastic pipe. When the precious red fluid moved down the pipe he quickly thrust the pipe into an empty jerrycan and spat out a mouthful of petrol. "How's the situation?" asked Nour. "Well, thanks to God," replied one of the Libyans wearily. As the sun came up and the heat became unbearable one of the young smugglers started talking about the situation in Libya. "It's very hard for the people," he said. "Food and everything is too expensive. How we will survive Ramadan I don't know." Driving back to the Tunisian side Nour smoked and punched numbers into an old Casio calculator. He reckoned he had made around £60 in profit. At one of the many "oil traders" along the road leading back to Ben Gardain – not much more than a brick room with jerrycans piled outside – Nour sold his fuel before driving home to fill up and head back to market. "We do three trips every day," he said. "For the past few days the amount of Libyan diesel coming in is shrinking but more petrol is going out." Did he have a boss or someone who controlled the fuel business at the border? "No, no one controls anything. This all done by local people to help our brothers in Libya."

Mafia Control

Not everyone agrees with this assessment, however. At the border post a young UN worker sitting in a cafe said there was far more to the situation than altruism. "The Ben Gardain mafia controls the fuel that goes in and out of Libya and they are much stronger than the government here," he said. "This is a very difficult area. There is a big mafia that controls all the business here at the border, not only fuel but everything else. When we first came we had a confrontation with them but soon realised we can't do any work here without them. They are everywhere." Outside the cafe dozens of huge trucks carrying cement bags were coming into Tunisia from Libya. One smuggler outside the police and customs office said, tilting his head towards Libya: "There is no state here or there. Before [the conflict] we would bring one truckload secretly. Now we bring dozens and in daylight – electronics and other goods. The Libyan merchants and businessmen need cash. They are selling everything – cement, equipment, they are emptying their warehouses." He added: "We used to smuggle cement from here to Libya. Now they are sending everything in exchange for food supplies. A few customs officers make some money but no one pays taxes or customs." Further south in the Tunisian town of Tataween, a Libyan businessman working with an Arab charity fears it is running out of supplies. "There is so much food coming to Tunisia to support the Libyan refugees, but much is stolen and sold

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back into the black market and it will be smuggled into Gaddafi-controlled territory," he said. "Tunisian Red Crescent officials, charity workers and even rebels are all looting." "We had supplies that would be enough for six months. Now we are running out after only three," he added. "My family lives in Tripoli and I know there are people making fortunes out of this war."

<http://www.guardian.co.uk/world/2011/aug/10/fuel-smugglers-border-libya-tunisia>

USA, N.C. MARINE CORPS AIR STATION NEW RIVER, AUGUST 11 2011. UPDATE: MORE THAN 6,000 GALLONS OF FUEL RECOVERED FROM SPILL

 **Watch the Video** http://www.witn.com/news/headlines/Fuel_Leak_At_MCAS_New_River_127453753.html?ref=753

 **Watch the Video** <http://www2.wnct.com/news/2011/aug/10/12/new-river-fuel-spill-clean-investigation-underway-ar-1286424/>



Booms Absorbing Fuel.

Updated at 6:36 p.m.

Following a Tuesday afternoon fuel spill from a leaking pipeline aboard the [New River Air Station](#), officials said they had recovered more than half of the spilled fuel within about 24 hours of the incident. Air station spokeswoman 1st Lt. Kristin Dalton said about 6,400 gallons of the estimated 8,000 to 10,000 of leaked fuel had been recovered by 4 p.m. Wednesday. The problem was discovered around 1:30 p.m. Tuesday when troops from the air station's fuels section found what seemed to be a leak in a pipeline. "Essentially, Marines were transferring fuel from an underground pipeline when they realized less was arriving than was leaving," Dalton said. Dalton said it was difficult to say how long the leak had existed before it was discovered, but noted that the pipe had not been in use for long before the discovery was made. "It's

not hours, that's for sure," she said. At the site on the air station, base environmental management officials closed off slide gates on an adjacent ditch to prevent fuel-laced surface water from spreading to other locations. Officials also employed oil-absorbing booms and vacuum trucks to soak up the remaining spillage. A Coast Guard unit in Wilmington assisted by donating 500 additional feet of booms to assist cleanup teams. Dalton said the process of recovering the majority of the fuel was likely to take several days. However, she said officials determined early on that there was no danger of the contaminants to make their way into any air station drinking water. "Simply speaking, there are no drinking water wells anywhere near the affected area," she said. While there are no leads yet on what caused the leak, Dalton said the situation was rare, and more information would be released as it became available.

Updated at 5:57 p.m.

As of 4 p.m. Wednesday, cleanup crews and environmental management specialists have recovered approximately 6,400 gallons of an estimated 8,000 to 10,000 gallons of fuel that leaked out of a fuel pipeline around 1:30 pm Tuesday afternoon, according to Air Station officials. A Coast Guard unit out of Wilmington assisted in the cleanup effort by providing an additional 500 feet of oil-absorbing boom to the air station. The cause of a fuel spill aboard New River Air Station Tuesday is under investigation, officials said. At approximately 1:30 p.m. Tuesday, Marines from the air station's fuels section discovered what appeared to be a leak in a pipeline while transferring fuel from the fuel farm to rapid refueler tanks, according to a press release from New River. The Marines ceased fueling and secured all cut-off valves along the pipeline between the fuel farm and the tanks in order to secure as much of the fuel as possible. Base environmental management officials responded immediately and closed off slide gates on a nearby ditch in order to contain and prevent the spread of fuel, according to the release. Oil-absorbing booms have been placed along the ditch and vacuum trucks are on scene collecting free-standing fuel. Environmental management officials have confirmed the spill will have no effect on local drinking water, according to the release. Marine officials said the air station is committed to continuing environmental restoration and repair efforts of the affected area until it is cleaned, with as little effect on the environment as possible. Further information is not yet available.

<http://www.jdnews.com/articles/fuel-93925-air-investigation.html>

USA, UT, ST GEORGE, AUGUST 12 2011. OIL TANK EXPLOSION CAUSES RECYCLING PLANT EVACUATION

nur kausar

Workers evacuated the Dixie Metal Recycling plant on 1630 East off Commerce Drive at 11:30 a.m. Thursday after an oil tank explosion started a fire. The workers had been cutting two empty, 10,000-gallon tanks to recycle when sparks from their cutting tools reached residual fuel inside one tank and ignited. St. George Fire Chief Robert Stoker said no one was injured

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and everyone working at the plant evacuated before a larger explosion could occur if flames reached the large amount of fuels on the property. Approximately 15 firefighters responded to suppress smoke and vapor coming from inside the tank. A foam was used for suppression, Stoker said, because using just water would have caused the fuel to rise out of the tank. Some runoff of the fuel occurred, he said, but firefighters dammed the moving fluids before they reached drainage areas and used Hazmat booms to soak up what was left. Stoker said this situation is different than the restriction on using cutting tools in unincorporated parts of the county, where the use of such tools have been the major cause of human-started fires. He said workers had fire extinguishers ready and cut the metal far from the main building outside, on a paved parking lot. However, since the fire got out of hand, they called 911. "Recycling areas have a high level of fuels around so they follow different rules and we regularly inspect them," Stoker said.

<http://www.thespectrum.com/article/20110811/NEWS01/110811020/Oil-tank-explosion-causes-recycling-plant-evacuation?odyssey=nav/head>

USA, AK, WASILLA, AUGUST 12 2011. TRUCK HAULING EXPLOSIVES [AMMONIUM NITRATE] ROLLS, NO SERIOUS INJURIES

andrew wellner



Mat-Su Central Fire Department responders examine a flatbed trailer that overturned while turning into the Parks Highway from the Palmer-Wasilla Highway Thursday morning.

Though the wreck slowed traffic on the Parks Highway for most of the day Thursday, it couldn't have turned out better for everyone involved. "As far as injuries, there were no injuries, very little product as far as haz-mat got on the ground," said Central Mat-Su Deputy Chief Michael Keenan. "The stuff that was involved, luckily, was stable." And by "stuff" he means ammonium nitrate — explosives. "It's a very safe and stable product. It has to be mixed with a fuel before it will readily explode," Keenan said. He said that's why firefighters worked so quickly to contain the 10 to 15 gallons of diesel fuel mixed with motor oil that

spilled out of the truck's engine and fuel tank when it tipped. The ammonium nitrate never got out of the shipping container it was in, he said. "It was still in the connex, so we felt pretty comfortable about it," Keenan said. "The company that was shipping it was on scene pretty quickly and removed the blasting caps that were in a different part of the truck." Keenan said the department called out its hazardous materials response truck and surrounded the spilled fuel with dirt then soaked it up with absorbent pads. Shortly before 4 p.m., he said the effort to get the truck and shipping container out of there had recently wrapped up. Keenan didn't get to stay for the whole incident, though, because between righting the trailer and truck and picking up the connex with a crane, a car waiting in the line of backed up traffic caught on fire. "The chief from Willow Fire Department was close by and he stopped and he had knocked it down with a fire extinguisher," Keenan said. Firefighters don't generally release names of people involved in incidents they respond to. Police do, but Wasilla Police Chief Gene Belden said he didn't have the driver's name when reached Thursday afternoon. He did say, though, that the driver was not seriously hurt in the accident. "He was fine. He got a little knot on the head, the medics looked at him and that was it," Belden said. The truck was northbound coming down the hill on the Palmer-Wasilla Highway Extension and turning left onto the Parks Highway when it flipped, the chief said. "What happened is he came down the hill, stopped at the stop light and was turning to go (west) and as he turned his load shifted and tipped him right over," Belden said. Though it was traveling in one of the main travel lanes, he said the semi landed in the turn lane that runs in front of the Tesoro station on the corner there. In light of that, Belden had one item to add to the list of things to be thankful didn't happen — that the semi didn't crush a smaller vehicle when it rolled. "It's a good thing nobody was in the other lane," Belden said.

http://www.frontiersman.com/articles/2011/08/12/local_news/doc4e4445bdb6964840197550.txt

INDIA, DHUBRI, AUGUST 12 2011. CEASEWORK TO PROTEST ARRESTS >> TOTAL DEATH TOLL OF 20 FROM KEROSENE STOVE AND LAMP EXPLOSIONS

The workers of Assam Petroleum Mazdoor Union refused to load fuel for Dhubri depots at Dhaligaon IOC oil loading station for the second day today. The workers are protesting inaction against the Indian Oil Corporation (IOC) officials and the arrest of five managers of kerosene depots of Dhubri district. A 10-member delegation, led by its secretary Romen Das, met Dhubri deputy commissioner Sunil Dutta and expressed resentment over the arrest of the five managers and harassment of the union workers engaged in loading, unloading and distribution at different stages by police in the name of investigation. "We can

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neither understand nor find any reason for the police action against the managers as they could not be involved in mixing of inflammable substance in kerosene. It was IOC's fault, which was established in the report submitted by the Forensic Science Laboratory," Das said. Das said on August 3, the union workers detected anomalies in kerosene at Dhaligaon IOC station when it was being loaded in the tanker, which was subsequently seized by Chirang police and kept in Kajalgaon police reserve. A team of the union met the Chirang deputy commissioner and demanded testing of the fuel in the tanker and samples were immediately collected and sent to the Forensic Science Laboratory. The union was sure that some inflammable substance would be found in it, Das said. He said the union has placed the demands before the IOC for issuing fuel-test certificate to tanker drivers at the time of departure from Dhaligaon station, test by mobile laboratory at the time of unloading at Dhubri depots, compensation to the victims and publication of the Forensic Science Laboratory report. The adviser to the Dhaligaon unit of the union, Rajaram Yadav, said proper investigation was not being conducted into the affairs of the IOC and the Bongaigaon Refinery and Petrochemicals Limited (BRPL). "The IOC identified its fault and sent two of its refinery co-ordinators, Swapan Sil and K. Doley, on forced leave from July 26. Under these two officials kerosene was loaded without checking the flashpoint and density of the kerosene on July 19, which led to the blasts," Yadav said. The union leaders warned that if their demands were not met within a couple of days, they would launch an agitation in the entire region. They met at Dhaligaon today to decide on the course of action. One more person succumbed to injuries in GMCH around 8.30pm on Wednesday. With this, the death toll in kerosene stove and lamp explosions rose to 12 in Dhubri district while the total death toll shot up to 20 in lower Assam since July 20.

http://www.telegraphindia.com/1110812/jsp/northeast/story_14367519.jsp

USA, ARK, ROGERS, AUGUST 12 2011. ONE TRAPPED IN ARKANSAS 12 ACCIDENT



Diesel fuel leaks from a tanker that overturned on top of a Cox Communications pickup truck on Thursday morning at Arkansas 12 and Dream Valley Road in Rogers.

An Anderson diesel fuel tanker rolled one and one-half to two times before coming to rest on a pickup truck this morning, an eyewitness said. The accident on Arkansas 12 east of Rogers has halted traffic as authorities work to extricate the driver of the pickup. Arkansas State Police Cpl. Mike Morgan said the driver has not been declared dead, but is believed to be. Morgan said the tanker driver, who was not injured, said he could not stop, and swerved to avoid hitting a vehicle that was stopped. Fire department crews from Rogers and Beaver Lake are on the scene as are hazardous material team members from surrounding cities. The hazmat team has built dams to prevent the

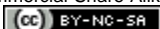
diesel from flowing into nearby Beaver Lake, said Jerry Owen, chief of the Beaver Lake Fire Department. The fuel has been contained in a roadside ditch. Traffic on Arkansas 12 is stopped in both directions.

<http://www.nwaonline.com/news/2011/aug/11/one-trapped-arkansas-12-accident/?breaking>

USA, MI, EAST LANSING, AUGUST 12 2011. PM ENVIRONMENTAL LAUNCHES STATE BY STATE RESOURCE PAGE FOR LEAKING UNDERGROUND STORAGE TANKS

PM Environmental has recently launched its Leaking Underground Storage Tank Resources page. This state by state list of resources was created to inform individuals about local regulations and legislation with regard to underground storage tanks, preservation, cleanup and more. The page is designed to be a one-stop shop for people to easily find information pertaining to leaking underground storage tanks by state. Concerns for leaking underground storage tanks (USTs) are high, especially if the tank holds a hazardous substance. These concerns are particularly significant given the fact that the substances can percolate into the soil and pollute groundwater. Groundwater is the most common source of drinking water for almost 50% of Americans. Before the mid-1980s, the majority of USTs were made from bare steel, a material that is likely to corrode over time. The corrosion of tanks made of bare steel or other material that wears away allows the underground storage tank's contents to leak into the environment. Underground storage tanks consist of underground piping that connects the UST to at least 10% of the underground storage tank's combined volume underground. USTs, and the associated piping that store certain hazardous substances or petroleum, must abide by the federal UST regulations. However, since underground storage tank programs are mainly applied by states and territories, it was especially important that this underground storage tank resource page be created so that individuals were able to access UST information pertinent to their state. "There's a tremendous amount of information on the internet about leaking underground storage tanks, but no one had really aggregated it into one comprehensive, easy to navigate resource," says Adam Henige who manages the online marketing for PM Environmental. "Some states have distinct differences in how they handle USTs, so we thought this could be valuable to a

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pretty broad audience." For more information, please visit <http://pmenv.com/Leaking-Underground-Storage-Tank-Resources>. PM Environmental is a an environmental consulting company with 13 locations throughout the United States. <http://www.environmental-expert.com/news/pm-environmental-launches-state-by-state-resource-page-for-leaking-underground-storage-tanks-252290>

USA, N.J, EAST GREENWICH TWP, AUGUST 12 2011. SUV CRUSHED BY TANKER ON RT. 295 IN GLOUCESTER CO.

Watch the Video http://www.myfoxphilly.com/dpp/traffic/Interstate_295_Tanker_Crash_081111

Photo's <http://abclocal.go.com/wpvi/story?section=news/local&id=8301017>



Five people were injured overnight in a multivehicle accident involving a tanker truck along Route 295 in Gloucester County, New Jersey. The crash happened around 4:30 a.m. Thursday on the southbound lanes of Route 295 near Exit 16B in East Greenwich Township. A tanker tractor trailer hauling liquid asphalt overturned in the crash, falling on top of a SUV - crushing the vehicle. One person involved in the crash was trapped inside their vehicle and needed to be extricated. There is no word on the conditions of those injured at this time. Drivers should expect delays as crews remain on the scene.

<http://abclocal.go.com/wpvi/story?section=news/local&id=8301017>

USA, MI, KENT CO, CALEDONIATWP, AUGUST 12 2011. TANKER FILLED WITH LIQUID NITROGEN ROLLS OVER AT BROADMOOR AND M-6

john tunison

Watch the Video <http://www.youtube.com/watch?v=d8N-cPWJOb0>



firefighters stand by as liquid nitrogen leaks from an overturned semi on Broadmoor Avenue SE Thursday morning....Northbound Broadmoor was shut down for more than an hour following the accident.

Firefighters and emergency crews plan to let the nitrogen vent into the air before uprighting the truck. Authorities say there is no danger to the public, but northbound Broadmoor could be closed until 2 p.m. Emergency crews are responding to a report of a tanker truck, filled with liquid nitrogen, that rolled over on Broadmoor Avenue SE at M-6 this morning. The accident happened about 10:25 a.m. Kent County sheriff's deputies have closed the northbound lanes of Broadmoor because of the accident. Dispatchers were told the truck driver was not injured and escaped the truck cab. It was not immediately clear whether any of the chemical had spilled. Authorities at the scene told police dispatchers that

the truck was venting, as designed, through a valve.

http://www.mlive.com/news/grand-rapids/index.ssf/2011/08/tanker_filled_with_liquid_nitr.html

CHINA, QINGDAO, AUGUST 12 2011. CONOCOPHILLIPS ADMITS NEW OIL SPILL SOURCE



A ship cleans up the leaking oil near the platform C in the Bohai Sea, China.

ConocoPhillips China, a subsidiary of the Houston-based oil company ConocoPhillips, admitted that a new oil spill source has been found from the company's platforms in China's Bohai Bay, China's maritime authorities said Friday. The company previously denied that there were any new spills coming from its platforms in the Penglai 19-3 oilfield in the bay, the North China Sea branch of the State Oceanic Administration (SOA) said. The new leak was first suspected by an investigatory team sent by the SOA ranch when they spotted a new oil slick on the surface of the bay. ConocoPhillips China said the new spill source is located just 10.8 meters away from the previous one and admitted that it failed to rule out potential oil spill sources during previous clean-up efforts.

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The SOA branch said that ConocoPhillips China has made little progress in checking for potential oil spill sources and – preventing more spills. A total of 2,500 barrels of oil and mud have leaked from two of the company's platforms in the bay so far. ConocoPhillips China has yet to come up with a detailed, reliable clean-up plan for the spills, the branch said.

http://www.chinadaily.com.cn/china/2011-08/12/content_13102763.htm

USA, FLA, GAINESVILLE, AUGUST 12 2011. WOMAN LOSES 3 FINGERS TRYING TO WAKE BOYFRIEND

karen voyles

A 36-year-old woman lost three fingers early Sunday when she tried to wake up her boyfriend with fireworks. The woman and her boyfriend told the Gainesville Police Department that they had been drinking before the incident at the Georgetown apartments. The woman said she was holding a fireworks novelty item in her hand when she lit the fuse. She had been planning to toss the device out the front door, thinking it would make enough noise to wake her boyfriend. Instead, the device exploded in her hand, tearing off her thumb, middle and ring fingers. The blast was so powerful that police said they found one bone remnant embedded in the ceiling. The woman was taken to Shands at the University of Florida. Her boyfriend told police he did not realize that the couple had any fireworks left over from the Fourth of July. He also said the woman's actions were out of character.

<http://lawandorder.blogs.gainesville.com/10452/woman-looses-3-fingers-trying-to-wake-boyfriend/?tc=ar>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, AUGUST 12 2011. QUESTIONS ABOUT THREE-DAY ORICA DELAY

• Watch the Video <http://www.youtube.com/watch?v=eAIAuJcrEO8>

• Watch the Video [http://abc.com.au/7pmtvnews_\(nsw\)/2835636.html?site=newcastle](http://abc.com.au/7pmtvnews_(nsw)/2835636.html?site=newcastle)

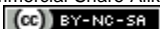


The NSW government is under fire for taking three days to tell Newcastle residents of a chemical leak, with the opposition demanding an inquiry into the accident that contaminated homes and closed a nearby childcare centre. The Orica ammonium nitrate production facility at Kooragang Island emitted hexavalent chromium on Monday night, but NSW Environment Minister Robyn Parker waited until Thursday afternoon to make a statement about the leak. Opposition environment spokesman Luke Foley, who visited a local childcare centre closed on Friday, said an independent inquiry was needed to find out why warnings were issued only three days after the leak. "Robyn Parker needs to explain," Mr Foley told AAP on Friday. "I think it is appalling that the kids at that childcare centre are there Tuesday, Wednesday, Thursday, because the government keeps the community in the dark about what happened. "She should have called a press conference on Tuesday morning,

she should have been up there dealing with it, taking responsibility, closing the childcare centre. It shouldn't have been open on Tuesday." Mr Foley said some residents he had spoken to on Friday still hadn't received an official warning about the chemical leak. "Many of them have been in their garden this week and eating their own home-grown vegies this week ... because of the failure of the government to inform the community," Mr Foley said. Although the plant was shut down immediately, plumes of hexavalent chromium - the chemical that came to public awareness through US campaigner Erin Brockovich - wafted across Stockton for half an hour. The Office of Environment and Heritage wasn't told about the leak until Tuesday and Orica waited until Wednesday to inform NSW Health. By law, companies have to notify the government within 24 hours of an incident. Ms Parker told reporters in Newcastle that Orica's delay in informing the government was "completely unacceptable". The NSW government on Friday issued Orica with a "Clean Up Notice", requiring the company to clean up the area affected by the leak. "All areas impacted must be cleaned to remove any contamination by no later than Friday 23 September 2011," Ms Parker said. At the same press conference, NSW Health's Wayne Smith defended the decision not to notify residents until Thursday. "We prefer not to go and alarm people unnecessarily," said Professor Smith, the director of the environmental health branch. Greens environment spokeswoman Cate Faehrmann also questioned why residents weren't notified earlier, saying "Orica executives still have a lot of explaining to do". "The fact that Orica notified authorities within the 24-hour regulatory deadline is little comfort to residents who have been told to drain swimming pools, wash surfaces and not let children play outside," Ms Faehrmann said. "We still don't know why it took 16 hours for the incident to be reported. "I'm worried for workers at the plant and for residents who still aren't sure how much of the chemical they've been exposed to."

<http://news.smh.com.au/breaking-news-national/questions-about-threeday-origa-delay-20110812-1ip9n.html>

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