



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 734 Newsy Stuff

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

July 24 2011



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AUSTRALIA, VICTORIA, MELBOURNE, JULY 16 2011. MORE TO COME AS 7-ELEVEN NETS \$17M IN SERVICE STATION SALES

philip hopkins



Eight 7-Eleven service station properties in Victoria have sold for a total of \$17 million in the past few months. The prices have ranged from \$1.4 million to \$3.8 million, setting the scene for the auction of similar properties this week by Jones Lang LaSalle. Five Victorian properties and eight NSW properties will go under the hammer on Wednesday at The Point Restaurant in Albert Park. The NSW properties will be auctioned at 10.30am and the Victorian properties at noon. JLL director David Bowden said the properties were being offered with 15-year leases to 7-Eleven, with annual increases of 4 per cent. "The properties are expected to sell for between \$2 million and \$4 million," he said. The sites are some of the properties acquired by 7-Eleven as part of the acquisition of the Mobil Retail business last year. The properties have been refurbished and rebadged as 7-Eleven service station and convenience stores. The 7-Eleven service station properties available in Victoria are at Bayswater East - 1932 sq m and \$140,000 annual rent; Brandon Park, 2720 sq m, \$190,000; Hoppers Crossing, 5575 sq m, \$210,000; Epping, 5204 sq m, \$150,000; and Tullamarine, 1864 sq m, \$180,000. The sales are being negotiated by JLL agents Stephen Bolton (Victoria) and John Macree (NSW). Mr Bowden said the properties sold so far this year had net yields that varied between 7.28 per cent and 7.95 per cent. The 7-Eleven service station at Lilydale sold for \$1.53 million on a yield of 8.4 per cent. The others were Blackburn South, \$1.85 million and 7.1 per cent; Sandringham, \$1.6 million and 7.6 per cent; Clifton Hill, \$3.17 million and 7.6 per cent; Noble Park, \$2,125,000 and 7.9 per cent; Thomastown, \$3.8 million and 7.3 per cent; Noble Park, \$1.8 million and 7.7 per cent; and Maribyrnong, \$1.4 million and 7.6 per cent. Owned by the Withers/Barlow family, 7-Eleven Stores ranks in the top 30 of BRW's top 500 private companies listing. The first Australian 7-Eleven opened in 1977. Today, 7-Eleven operates more than 600 stores, serving about 130 million customers a year, and generating \$3 billion in sales annually.

<http://www.smh.com.au/business/more-to-come-as-7eleven-nets-17m-in-service-station-sales-20110715-1hhyt.html>

CANADA, B.C, MALAHAT, JULY 16 2011. CHARGES FORWARDED IN APRIL MALAHAT ACCIDENT

RCMP investigators are recommending charges of impaired driving and dangerous driving against the driver of a Columbia Fuels tanker truck that crashed on the Malahat in April and spilled 40,000 litres of gasoline into Goldstream River. The police investigation is complete and a report was forwarded to Crown counsel for charge approval last week, Sgt. Andre Dentoorn, of the RCMP South Island Traffic Service, said Thursday. The 33-year-old Nanaimo driver was taken to Victoria General Hospital and discharged shortly after the crash in April. At the time, RCMP said the driver assaulted an officer who had arrived at the hospital to take him to the West Shore RCMP detachment for questioning. Columbia Fuels spokeswoman Andrea Voysey said there had been a breach of the company's safety and driving practices. The driver was let go by the company and last worked for it on May 25.

<http://www.canada.com/Charges+forwarded+April+Malahat+accident/5106837/story.html>

USA, ID, LAVA HOT SPRINGS, JULY 16 2011. OIL TRUCK DESTROYED BY FIRE ON U.S. HIGHWAY 30 NEAR LAVA HOT SPRINGS



A semi-truck loaded with used motor oil caught fire on Hwy 30 east of Lava Hot Springs early Thursday afternoon. The tractor and first tank trailer burned, but Lava and McCammon fire departments put out the fire before it burned the second tank. Traffic was stopped for over an hour. The driver was unhurt.

No-one was injured when a Hanson Oil truck hauling used oil caught fire earlier today on U.S. Highway 30 on Fish Creek pass near Lava Hot Springs. According to a photographer who went to the scene, the driver of the truck was traveling eastbound on the Fish Creek pass when he began to hear some strange noises coming from the engine compartment of the truck. He then saw flames underneath the hood and pulled over. The cab of the truck was complete destroyed, and the first of two tankers was damaged. No one was injured.

east bound lanes of U.S. Highway 30 have been temporarily closed and traffic is being diverted down the Blaser Highway. The west bound lanes are open. Following is the news release on the incident from the Idaho State Police: On July 14, 2011 at 11:40 a.m. , Idaho State Police investigated a truck fire on US30 just east of Lava Hot Springs. The driver of the Hanson Oil

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Company tanker truck, Ronnie Lindstrom, 64, of Soda Springs, told police that he was eastbound on US30 starting up the Fish Creek Hill when the truck started having mechanical problems. Lindstrom pulled the truck over and saw flames coming from under the hood. Lindstrom tried unsuccessfully to stop the flames and the entire tractor and part of the attached tank were destroyed. Fire engines from the cities of Lava Hot Springs, Arimo, McCammon, and Inkom, as well as the Bureau of Land Management, arrived on scene to extinguish the fire and save the remainder of the first tank. The towed tanker trailer was not damaged by the fire. Both tanks contained approximately 4,000 gallons of oil and no oil spilled out of the tanks during the incident. US30 was blocked for over four hours and traffic was diverted onto Blazer Highway around the fire. Idaho State Police was assisted at the scene by Bannock County and Caribou County Sheriff's Office, Idaho Transportation Department, and Idaho Forrest Service.

http://www.idahostatejournal.com/news/local/article_65e98c6c-ae45-11e0-9942-001cc4c03286.html

NORWAY, OSLO, JULY 16 2011. BP EVACUATES PERSONNEL FROM VALHALL PLATFORM AFTER FIRE ERUPTS

robin dupre

BP has evacuated personnel from its Valhall oil platform in the Norwegian sector of the North Sea after a fire erupted, stated a Reuters report. The fire started in a compressor on the production platform in the oil field on Wednesday. "No persons are injured and no one is missing," BP spokesman Jan Erik Geirmo told state broadcaster NRK. "We see this as a serious incident." The company closed the field's production until further notice. The Valhall oil field lies in the Norwegian North Sea on Blocks 2/8 and 2/11 in 230 feet (70 meters) of water. Hess currently owns 64% of the Valhall field, while BP holds the remaining 36%.

http://www.rigzone.com/news/article.asp?a_id=109100

SRI LANKA, COMBO, JULY 16 2011. MILLIONS FOR SPARE PARTS TO REPAIR DAMAGED EQUIPMENT

kelum bandara The cash-strapped Ceylon Petroleum Corporation (CPC) will have to bear additional costs amounting to millions of rupees having to airlift spare parts for fuel pumping machines at filling stations and other equipment damaged after the use of sub standard petrol, trade unions said yesterday. The CPC had earlier admitted that the 20,000 tonnes of petrol imported to the country on June 17, had been of low quality. Pumping machines and vehicles which used this petrol were damaged and the Petroleum Ministry assured that it would pay for the repairs. Despite lab tests having found the petrol was of low quality, 17,000 tonnes had been released to the market. CPC's Jathika Sevaka Sangamaya President Ananda Palitha said the CPC had decided to compensate those affected. "We believe it will cost at least Rs.150 million to import spare parts. Those responsible for the import of this low quality petrol should be punished," he said. When asked, Petroleum Minister Susil Premajayantha admitted he had ordered that spare parts be imported from China urgently to repair the damaged equipment but said he was unable to say what the costs would be. He said the ministry had made a claim with the supplier for exporting sub standard petrol to the country. "This stock has been imported on a Letter of Credit. Therefore, it is difficult for us to stop payment. But, we have made a claim from the company that supplied the petrol," he said.

<http://print.dailymirror.lk/news/front-page-news/50239.html>

NIGERIA, LAGOS, JULY 16 2011. FALLEN PETROL TANKER SHUTS DOWN APAPA-OSHODI EXPRESSWAY



A Petrol Tanker with registration number XA 847 KPR fell at First Rainbow bus stop along Mile 2- Oshodi expressway with all its content spilled on the road on Friday. Picture shows the tanker spilling petrol on the road shortly after the accident.

Thousands of road users of the already wrecked on Apapa-Oshodi expressway were stranded Friday following a petrol tanker which upturned itself at Rainbow bus stop, spilling its content on the road. The road was therefore shut down on the orders of Lagos State Fire fighters and members of Lagos State traffic and Management Authority, LAWMA. Road users groaned in pains as many of them had to trek a number of Kilometers before they could access their respective locations. An unhooked tanker fully loaded with fuel had suddenly fell off its truck

as the driver tried to avoid a failed portion of the road at this bus-stop. The truck was coming from the Apapa axis of the road when the incident took place but eye witnesses account said he quickly drove off the scene before anybody could stop him leaving the tanker to burst and discharge the fuel on the expressway. Also, the substance mixed freely with the flood caused by constant rains. Time was 12.30pm As soon as this happened, a worker in the area quickly put a call across members of

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Lagos State traffic and Management Authority who rushed to the scene to maintain orderliness before members of Lagos State Fire Fighters joined them to control the situation. A private guard in the area said some people tried to stop the driver from escaping the scene but it was rather too late for them as he drove on a high speed. Although no life was lost, the two expressway axis was shut against vehicular activities as law enforcement agents battled for hours before the tanker was toed from the road. This fallen tanker led to a gridlock on both axis of the road as commuters from Oshodi had to trek from Ilesha bus-stop while the traffic on the Apapa axis also stretched to Tincan bus-stop as many motorists were trapped on the on the road. Commuters were asked to switch off their cell phones to avoid being ignited by fire before they were allowed to pass through the scene while numerous of them could not continue their journey to avoid the possibility of fire outbreak. Some commercial drivers seized the occasion to drive against traffic as they increased their fares to 200 per cent. Street urchins popularly called Area boys also had a field day as they seized the occasion to mount road blocks there and extorted money from motorists who drove against traffic. When Saturday Vanguard arrived at the scene around 1.00pm, the law enforcement agents were seen battling to stem the situation as a lot of vehicles were trapped on the road.

<http://www.vanguardngr.com/2011/07/fallen-petrol-tanker-shuts-down-apapa-oshodi-expressway/>

USA, MA, BARNSTABLE, JULY 16 2011. FUEL TANKER FIRE CLOSES ROUTE 6 IN BARNSTABLE

doug fraser


Route 6 was shut down early this morning when a tanker truck carrying 11,000 gallons of fuel caught fire. State police are investigating the fire, but Barnstable Fire Dept. Lt. Chris Beal said the truck cab's rear brakes appeared to have caught fire, setting the tires ablaze. The driver of the truck stopped his vehicle between exits 6 and 7 and attempted to put out the blaze himself with a fire extinguisher. When that failed, he dialed 911 using his cellphone. Barnstable received the call at 1:08 a.m. and sent two engines and seven firefighters to the scene. A West Barnstable tanker truck also arrived later with a back-up water supply. "It was definitely a high stress situation," said Beal, who was one of those responding to the fire. Beal said that when firefighters arrived, flames from the tires were hitting the tanker itself, heating up the fuel. Their big fear, Beal said, was that the emergency valves on the top of the tanker would release under the increased pressure of the heated gasoline. The tires on fire could have caused a large explosion but firefighters quickly put out that blaze using foam, then cooled the tanker down by dousing it with 1,500 gallons of water. Firefighters used a thermal imaging camera to detect hot spots and apply water. Once it had cooled sufficiently, they were able to open the emergency valves and relieve the pressure in the tanker by releasing built up vapors. The fuel company sent another truck and off-loaded gasoline from the stricken tanker. Beal estimated it took around five minutes to put out the fire, another 20 minutes to cool the tanker down and that the highway was closed for around 45 minutes.

<http://www.capecodonline.com/apps/pbcs.dll/article?AID=/20110715/NEWS11/110719824>

USA, ME, NORTHPORT, JULY 16 2011. NEIGHBORS EVACUATED AS FUEL TRUCK ACCIDENT CLOSES ROUTE 1 IN NORTHPORT

heather steeves

 **Watch the Video** http://www.wgme.com/newsroom/top_stories/videos/wgme_vid_8540.shtml

 **Watch the Video** <http://www.wcsh6.com/news/article/165668/2/Fuel-truck-rollover-shuts-down-section-of-Route-1->

 **Watch the Video** <http://www.wabi.tv/news/21878/fuel-tank-rollover-in-northport>



Residents living in the vicinity of this fuel truck rollover on Route 1 in Northport have been evacuated as a precautionary measure, according to the Maine State Police.

An overturned fuel truck leaking gasoline caused police to shut down Route 1 and evacuate neighboring homes Friday morning. The road was closed for about seven hours before being reopened before 3:30 p.m. The accident happened at the intersection near Bayside Road about 8:30 a.m. The driver of the fuel truck, owned by Thompson's Oil and Propane out of Waldo, swerved to avoid hitting a car that pulled in front of him, according to Lt. David Tripp of the [Maine State Police](#). The truck tipped over on the shoulder of the road and landed on its side in a ditch. The tanker held more than 4,000 gallons of gasoline, but it is unclear how much of that spilled. "We don't have a way of knowing that," Tripp said. "My impression is it wasn't a large amount. It came out of the tank at a fairly slow

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rate. There's no fear they won't be able to clean it all up." Though police didn't think an explosion was likely, local homes were evacuated as a precaution. By 3:30 p.m., people were back in their homes, the truck was towed away and Route 1 was open. Tripp said environmental agencies continued to work Friday night to collect all the contaminated soil. Police did not release the drivers' names, but said neither was injured. The fuel company declined to comment. Tripp said neither alcohol nor speed likely were factors. Assisting at the scene were members of the Maine State Police, Waldo County Emergency Management Agency, [Maine Department of Environmental Protection](#), Waldo County Hazardous Materials Team, Belfast police, Northport Fire Department and the fuel company's own hazardous materials team. Travelers, Tripp said, were understanding of the detours around the main road. "We really did appreciate the understanding and the patience of the motorists in the area today. We had a critical incident and they were more than accommodating," he said.

<http://bangordailynews.com/2011/07/15/news/midcoast/fuel-truck-accident-closes-route-1-in-northport/?ref=latest>

USA, WASHINGTON, JULY 16 2011. US DEPARTMENT OF TRANSPORTATION PIPELINE & HAZARDOUS MATERIALS SAFETY ADMINISTRATION [PHMSA]

Thanks to David Ritchie in Glasgow, SCT for sharing this link...

 **Document** [Top Consequences 2005-2009: Hazardous Materials by Commodities & Failure Modes Report](#)

Release Date, 28 March 2011, PDF Download, 995Kb.

<http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/Hazmat/PHSMA%20Top%20Consequence%20Hazardous%20Materials%20March%202011.pdf>

USA, WASHINGTON DC, JULY 16 2011. PIPELINE EMERGENCIES 2ND EDITION RELEASES ONLINE INSTRUCTOR GUIDE FOR FIRE TRAINERS; MATERIAL SUPPORTS NEW TEXTBOOK



Pipeline Emergencies Second Edition

Today the National Association of State Fire Marshals (NASFM) announces the availability of a new Instructor Guide for the Pipeline Emergencies second edition training program. At their Annual Meeting in New Orleans, LA. NASFM unveiled the brand new training tool designed to support certified trainers teaching the recently updated curriculum to hazardous materials response teams, first responders, and pipeline safety personnel.

The [National Association of State Fire Marshals](#) (NASFM), working with a cooperative agreement from the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA), unveiled today a key piece to the comprehensive Pipeline Emergencies training package at their Annual Meeting in New Orleans, LA. The new Instructor Guide is a unique training package developed by award-winning fire trainer and hazardous materials specialist Michael Callan. Primary components of the Instructor Guide include chapter-by-chapter slide presentations that correspond directly to Pipeline Emergencies, the program's recently updated textbook. There are also detailed lesson plans, a training matrix that describes how the program may be used at the awareness, operations, and technical

levels, multiple choice question and answer testing modules, and the companion slide presentations embedded with interactive scenarios. This detailed training tool is designed to help certified instructors who conduct classes for first responders and pipeline safety operators. The training program modules can be completely customized to adapt to any classroom situation. "NASFM is proud to offer not just the textbook but also a trainer's package," said Jerry Rosendahl, President of NASFM and Minnesota's State Fire Marshal during his remarks at the organization's Annual Meeting. "Having the information out there is great but actually giving trainers what they need to get it to America's first responders -- well that's even better." Jim Narva, NASFM Executive Director and former Wyoming State Fire Marshal added during his report to the nation's top fire officials, "NASFM is really excited to be the group to provide this state-of-the-art curriculum. We know safety, and it was important to NASFM to not only write the best textbook out there but to make sure the information is used and shared. No other public service agency is doing what [NASFM] is doing. This is an exciting time." The Instructor Guide and complete Pipeline Emergencies curriculum can also be used by pipeline industry operators to help fulfill federal guidelines requiring outreach and training of first responders in specific distribution areas. NASFM hopes to partner with operators in the pipeline industry to train their local firefighters. Narva explained to the group, "Teaming with industry would allow financially strapped communities who may not be able to send their local first responders to an actual training class to learn about the latest response techniques via the online curriculum." NASFM is currently working on pilot programs to begin offering this type of training as soon as this fall. About Pipeline Emergencies. Developed by a team of hazardous materials specialists, the

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Pipeline Emergencies program is the direct result of a cooperative partnership that brought together pipeline owners and operators, federal, state, and local regulators, trade associations, elected officials, and emergency responders to protect American responders and ensure the safety and security of America's pipeline infrastructure. The updated curriculum covers both liquid and natural gas pipelines, and a range of emergency situations including leaks, spills, and fires. The textbook is available in print, on CD or electronically. The Instructor Guide is offered as a download from the program's dedicated website (<http://www.pipelineemergencies.com>). Smartphone applications for the textbook are available for the iPad, iPhone, and iPod Touch. Android version is due soon.

About NASFM


The National Association of State Fire Marshals, based in Washington, DC, includes the most senior fire officials in the United States and District of Columbia. The mission of NASFM is to protect life, property and the environment from fire and related hazards. NASFM works closely with federal agencies and the American public to offer concrete solutions to fire safety issues. For more information about NASFM visit <http://www.firemarshals.org>.

About PHMSA

The Pipeline and Hazardous Materials Safety Administration is a division of the United States Department of Transportation. The mission of PHMSA is to prevent emergencies and reduce the consequences (to people, the environment, and economic impacts) after a pipeline or hazmat failure has occurred. For more information about PHMSA visit <http://www.phmsa.dot.gov>.
<http://www.prweb.com/releases/2011/7/prweb8641916.htm>

USA, ME, HAMPDEN, JULY 16 2011. CHEVRON AGREES TO PAY \$900,000 IN MAINE OIL LEAK SETTLEMENT

susan sharon

 **Watch the Video** <http://www.wcsh6.com/news/article/165709/2/State-Chevron-reach-agreement-on-fines-for-oil-spill-in-Hampden>

 **Watch the Video** <http://www.wabi.tv/news/21894/maine-and-chevron-reach-900-000-settlement>

 **Watch the Video** <http://www.wabi.tv/news/21880/lepage-announces-chevron-settlement>



Click-2-Listen <http://www.mpbnet.com/News/MaineNewsArchive/tabid/181/ctl/ViewItem/mid/3475/ItemId/17242/Default.aspx>



Calling it a "tough but fair settlement," Gov. Paul LePage today joined Maine's attorney general and other state and local officials for the announcement of the second-largest environmental penalty ever secured by the state. The \$900,000 enforcement settlement against Chevron is in response to the company's decades-long discharge of more than 140,000 gallons of oil into the Penobscot River. As part of the agreement, Chevron accepts no responsibility for wrongdoing. But cleanup at the site is ongoing and the case is not over yet. The settlement was announced at Hamlin's Marina in Hampden on the shores of the Penobscot, just down the road from an oil tank farm where state officials say Chevron oil tanks leaked more than 140,000 gallons of oil into the land and the river. Chevron owned the tank farm for more than three decades until the mid-1980's, when it was sold to Cumberland Farms. But it wasn't until a few years

ago that officials with the Maine Department of Environmental Protection say they realized the extent of the environmental damage Chevron had caused. "The problem came to light around 2006 when we had a report from the Coast Guard of a sheen in the river," says Scott Whittier, of the DEP's Bureau of Remediation and Waste Management. "Soon thereafter we began looking at the site in more detail." The site had previously been investigated several times for leaking oil but Whittier says DEP officials had been told by the company that everything that could be done had been done. "But that just wasn't bearing out with what we saw," Whittier says. Susan Sharon: "Is it fair to say Chevron misled authorities?" Scott Whittier: "I think it's fair to say that Chevron didn't share with the department the depth of information they had about this site." State officials say it took months to negotiate the \$900,000 penalty, which Gov. LePage says demonstrates that his administration is committed to enforcing environmental laws, even as it has worked with the private sector to streamline and speed up the permitting process. "This is an example that when you violate, we're going to make sure that you are held accountable," LePage said. The governor says most of the settlement---\$520,000---will be used to create a riverside public park and boat launch in Hamden, with the town's approval. The remaining \$380,000 will go to the Maine Inland and Coastal Surface Oil Clean-Up Fund to support clean-up of oil spills on surface waters and to train personnel to respond to nearly 3,000 oil and hazardous waste spills that occur in Maine each year. Chevron officials were not present for the announcement. But reached

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by telephone, spokesman Sean Comey says Chevron has been working cooperatively with the state for several years and remains committed to meeting all of its responsibilities at the site. "The settlement with the Maine Department of Environmental Protection resolves penalties for the events that occurred more than 30 years ago," he says. "As part of the settlement, Chevron does not admit any liability, wrongdoing, responsibility or any illegal conduct whatsoever, and we agree to resolve the violations to avoid any protracted litigation." The penalty negotiated with Chevron is separate from an ongoing Natural Resources Damage Assessment between the state and Chevron. Those negotiations are aimed at reaching an additional sum to cover the cost of resource restoration projects. Acting DEP Commissioner Patty Aho says her staff has spent thousands of hours cleaning up the site, the cost of which has been largely financed by the state so far. Aho estimates the clean-up tab will be in the millions of dollars. But she declined to say what her strategy for settling the case was or what figure she has in mind for the next phase of the case. "One thing that I learned over the years being an attorney in the private sector is I'm never going to give away my settlement strategy, either now or in the future," she says. "We clearly had some strong conversations and I will leave it at that, and we're very pleased with the pending settlement of \$900,000." Aho is the former executive director of the Maine Petroleum Association, and a former vice president of the Maine Oil Dealers Association. She says she hopes to have more to say about the ongoing talks with Chevron in the near future. By way of comparison, the 140,000 gallons of oil leaked by Chevron is about 40,000 gallons less than was spilled by the Julie N oil tanker into the Fore River in South Portland in 1996.

<http://www.mpbnet.com/News/MaineNewsArchive/tabid/181/ctl/ViewItem/mid/3475/ItemId/17242/Default.aspx>

MEXICO, MEXICO CITY, JULY 16 2011. SHOOTING AT MEXICO METALS REFINERY KILLS FOUR

A gang of hitmen burst into buildings at the MetMex metals complex in northern Mexico, the world's largest producer of refined silver, killing four subcontractors, company and state officials said on Friday. The shooting, which also injured five people, took place in service warehouses away from the refining operations at the installations run by Mexican mining company Penoles in the city of Torreon. Penoles official Leopoldo Lopez said metals production was not affected by the attack, one of the worst to take place inside a mining installation in Mexico. Police said the four workers, hired on contract to do cleaning and grounds work for Penoles, were directly targeted although the motive for the hit was not yet known. "A group of five or six armed men went after those four employees. There was a guard there who saw everything but was left alone," a state police officer in Torreon said. The state of Coahuila, near the U.S.-Mexico border, is increasingly becoming a drug war battleground as rival cartels fight over lucrative smuggling routes to the United States. Spiraling drug violence has killed more than 40,000 people across Mexico in the past 4-1/2 years. The attack at one of the city's main employers notches up the risks for miners working in conflict zones in Mexico, the world's top primary silver producer and major copper miner. While mining investment remains strong, companies are increasingly rattled by rising drug killings in mining areas. A handful of exploration projects in remote areas of Mexico have been shuttered and the national mining chamber has reported cases of drug traffickers extorting, kidnapping, attacking and selling drugs to their workers. Theft of precious metals is also on the rise with some companies taking to shuttling their ore via expensive air freight instead of risking the open highways where trucks can be hijacked. [ID:nN14279863] [ID:nN14179021] (Reporting by Mica Rosenberg)

<http://af.reuters.com/article/commoditiesNews/idAFN1E76E13R20110715>

USA, N.Y, WELLSVILLE, JULY 16 2011. SINCLAIR PROJECT FINISHED >> RIBBON CUT AT LOCAL PORTION ON UPPER GENESEE TRAIL

brian quinn

The three-year effort to clean up the former Sinclair Refinery is complete and the land is back in Alfred State College's hands. "Today we celebrate the turning over of 45 acres of this project to us for our stewardship," said the college's president, Dr. John Anderson. He, representatives of BP and others gathered Thursday at Alfred State. The refinery closed in 1958 after a fire. Over the years Atlantic Richfield Company, a BP affiliate, performed cleanup activities, the most recent one being the wetlands treatment system. The treatment system is designed to remove groundwater contaminants from beneath the site and prevent contaminants from reaching the Genesee River. "Here in Wellsville, BP inherited a problem that turned out to be, quite frankly, an environmental catastrophe. They came into town and they took on the responsibility of remediating this site and they did it extremely well," Anderson said. "They recognized the importance of this land the college sits on to the community. They've taken what was a tremendous liability for this area and turned it into a wonderful asset to this community." Brent Kelley, a teacher at Alfred State and president of the local chapter of Trout Unlimited, said the remediation plan seemed, to some people, to be little more than "an intellectual exercise." Government, citizens and industry — this represents what is possible when these three groups tend to come together," he said. Wellsville Village Mayor James Cretekos thanked Eric

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Larson, BP operations project manager, and the others involved for keeping the village informed throughout during the cleanup. They worked closely with the Department of Public Works every step of the way," Cretokos said. "They didn't make demands on us." After BP and Alfred State marked the transfer of the wetland treatment system, things moved to the north end of the college. A ribbon cutting for part of the Upper Genesee Trail took place there. William Dibble of Little Genesee, president of Allegany Trails, Inc., said the part of the trail opened goes from the north end of the college to the Sinclair landfill. Dibble thanked those who made the opening of the trail possible. I'd like to thank the DEC (Department of Environmental Conservation) for taking title from Weidrick Road south, about nine miles, in 2009," he said.

<http://www.wellsvilledaily.com/news/x920792792/Sinclair-project-finished>

USA, MO, CHRISTIAN CO, LINDEN, JULY 16 2011. MAN IN CRITICAL CONDITION AFTER LIT FIREWORKS THROWN INTO CAR >> BURNS COVER 22% OF 20-YEAR-OLD JOSHUA KEITH'S BODY

 **Watch the Video**

<http://www.kspr.com/news/local/kspr-man-in-critical-condition-after-lit-fireworks-thrown-into-car-20110715.0.6342278.story>

A 20-year-old Springfield man is in critical condition with severe burns after someone threw a cluster of lit fireworks into his car. Troopers with the Missouri State Highway Patrol said Joshua Keith was driving his black Honda Civic down [Missouri](#) Route 125 on Thursday. At 5:55 p.m. he was about a mile north of Linden when the ignited fireworks were tossed into his car. Witnesses told KSPR News emergency vehicles lined the street while Keith's car was in a ditch. He was transported to St. John's hospital in Springfield and damages to his car are listed as extensive. According to his Aunt's facebook page, Keith has burns over 22 percent of his body, went through [skin](#) graft surgery, and has gotten over 1,000 staples. However, she did post to her account that Keith's spirits were high. For one nurse who is not associated with Keith's case, burn victims have to recover both mentally and physically. "It will take a couple years, it's going to take a lot of years, really," said Jessica Fair, a mother and nurse. "They'll take skin from all different places to recover him. He's going to go emotionally and physically through a lot of treatment." Representatives with the Highway Patrol said the investigation is ongoing. Yet people in the community can only hope the ones who did it will be off the streets soon. "It almost makes you cry because a 20 year old's life is at risk because some stupid person thought it

<http://www.kspr.com/news/local/kspr-man-in-critical-condition-after-lit-fireworks-thrown-into-car-20110715.0.6342278.story>

USA, MO, SULLIVAN, JULY 17 2011. SULFURIC ACID SPILL IN SULLIVAN INJURES OFFICER, CLOSES PART OF I-44

 **Watch the Video:**

<http://www.kmov.com/news/local/Sulfuric-acid-spill-in-Sullivan-injures-officer-closes-part-of-I-44-125673408.html>

Hazmat crews were forced to shut down part of Interstate 44 near Sullivan, Missouri Friday night after sulfuric acid spilled onto the roadway. Witness say a tractor trailer was leaking fluids while driving down the highway. Officials were notified, and an officer stopped the vehicle around 7:30p.m. The officer who stopped the truck suffered minor injuries after inhaling fumes from spill. He was taken to a nearby hospital and is expected to be okay. It is unclear how much of the mineral leaked. Officials say some cars were damaged while driving through the stretch.

 **Related Links** [Leaking tanker stopped for second time in Bourbon, MO](#)

<http://www.kmov.com/news/local/Sulfuric-acid-spill-in-Sullivan-injures-officer-closes-part-of-I-44-125673408.html>

SCOTLAND, FIFE, JULY 17 2011. MAJOR ALERT AS BLAZE RIPS THROUGH ABN MILL NEAR CUPAR

dave lord & craig smith

 **Watch the Video**

<http://news.stv.tv/scotland/tayside/262571-chemical-safety-concerns-after-blaze-tears-through-animal-feed-mill-in-fife/>



Huge fireballs leapt several hundred feet into the air as up to 70 firefighters desperately fought to control a blaze at a Fife factory.

A series of explosions were heard as flames ripped through the ABN animal feed mill near Cupar on Friday. Massive plumes of smoke could be seen billowing from the premises and the acid smell carried for several miles. Residents were urged to close their windows and a decontamination unit was set up following reports a whole host of potentially toxic chemicals were contained within the factory as well as an acetylene cylinder. At 8pm, five fire appliances were still on site tackling ablaze in offices. A spokeswoman for Fife Fire and Rescue Service

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said, "The fire is under control and no further units are required. The acetylene cylinder is now cool and has been removed to the open air." At one point during the blaze there were gasps from a small crowd of onlookers just a few hundred yards from the site as a tanker containing 10,000 litres of fuel exploded. Meanwhile, fire and rescue crews equipped with aerial platforms desperately tried to douse the flames. There was further drama just moments after the fuel exploded as part of the building collapsed. Fortunately there were no reports of anyone being injured as a result of the fire, although several ambulances were on stand-by. At the height of the blaze, the fire and rescue service had 13 appliances on the scene, which lies at Damside just off the A92, around one mile from Cupar. Crews from Dunfermline, Glenrothes, Kirkcaldy, Lochgelly, Methil, Cupar and St Andrews were all involved in one of the largest operations ever undertaken by the service. Countless police officers also rushed to the scene when the alarm was raised shortly before 10.45am. Among the chief concerns was the presence of several highly flammable chemicals.

Asbestos

The Courier understands there was also some suggestion that there might be a quantity of asbestos on the site. One sector of the animal feed mill contained an acetylene cylinder and 3000 litres of acid. Fire crews also fought to cool a 30,000-litre fuel tanker located adjacent to the main building. Environmental protection experts were summoned and carried out a series of air monitoring tests to assess the level of risk being faced by both rescue workers and residents. A spokeswoman from the [Scottish Environment Protection Agency](#) (SEPA) confirmed its presence had been requested by fire and rescue teams on the site. "The fire was initially thought to be minor, but later expanded affecting much of the mill," she said. "There was concern about the integrity of chemical storage on site and SEPA officers provided advice and guidance on this." A formic acid storage tank was damaged during the blaze, but the spokeswoman was confident there would not be any lasting environmental issues. There does not appear to be any fire water run-off to the River Eden, with most being captured by the drainage system that leads to a sewer," she said. Representatives of all the emergency services remained on the scene throughout the day. As onlookers gathered to try to glimpse the dramatic incident, police were kept busy ensuring routes surrounding the factory remained clear for emergency services. Chief fire officer Neil McFarlane praised fire crews and the emergency services for their efforts throughout the day. "Once again Fife's public services have pulled together to manage the emergency event and ensure the safety of the public," he said. "Fire crews have done a fantastic job and have dealt with the situation magnificently, helped and supported by other Fife public services. "Crews from all over Fife were at the scene, including 10 pumping appliances and additional specialist height and emergency support units attended as well as a specialist (hazardous materials) officer and decontamination unit. "In total 60 firefighters attended." Due to the nature of the chemicals involved, emergency planning officers prepared an emergency rest centre in nearby Bell Baxter High School in preparation for the need to evacuate people from their homes in Cuparmuir. Evacuation was not required as the chemicals were assessed to be no further threat.

Several Explosions

Dr Charles Saunders, NHS Fife consultant in public health medicine, advised people to take a "precautionary approach" by staying indoors and closing windows and doors, while several crews remained at the scene well into the early hours of this morning. "I have never seen anything like it," one witness said. "The flames were absolutely massive — there were several explosions and a mass of thick, black smoke. "I was driving toward Cupar late in the morning and could smell smoke for several miles before I even got to the site." No one from ABN was available to comment. An investigation into the cause of the blaze is under way. Last April, around 50 firefighters tackled a blaze at a vegetable processing factory just a few miles from the site of yesterday's drama. The fire, at Kettle Produce's Orkie Farm plant near Freuchie, completely destroyed a huge section of the plant. As a huge clear-up operation gets under way at Damside, it is already clear Friday's blaze was no less destructive. It is too early to say what impact the fire will have on ABN's operations.

<http://www.thecourier.co.uk/News/Fife/article/15751/major-alert-as-blaze-rips-through-abn-mill-near-cupar.html>

SRI LANKA, JULY 17 2011. TWICE REJECTED PETROL RELEASED TO THE MARKET >> CPC DEPUTY COMMERCIAL MANAGER CLAIMS MINISTRY SECRETARY GAVE ORDERS

bandula sirimanne

The ongoing probe on the import of contaminated fuel by the state-owned Ceylon Petroleum Corporation (CPC) from the Singapore-based Emirates National Oil Company, is baring some startling details, the Sunday Times learns. Independent inspectors at the port of loading had declared that the stock of oil purchased from Emirates National Oil Company (ENOC) did not conform to CPC standards. Yet, the CPC's Deputy Commercial Manager had directed that it be loaded. When the oil cargo arrived in Colombo Port on June 16, a sample had been tested at the laboratory of the Ceylon Petroleum Storage Terminal (CPSTL) Limited. Once again, it was found to be not in conformity with the Corporation's standard specifications. For a second time, the Deputy Commercial Manager had ordered that the cargo be released to the filling stations on the grounds that it was

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a directive from Petroleum Industries Ministry Secretary Titus Jayawardena. The Secretary has been transferred to the Pensions Division in the Ministry of Public Administration. The contaminated fuel deal is being probed by a committee headed by Power and Energy Ministry Secretary M.M.C. Ferdinando. The other members of the Committee are P. Samarakoon, Marketing Manager of the CPC and Piyasena Ekanayake, Project Manager for the Sapugaskanda Oil Refinery. More than two thousand vehicles developed engine and carburetor problems after they were run on the contaminated fuel. The Ministry has assured compensations but payments have not begun yet. CPC trade unions are accusing both the Deputy Commercial Manager and the former Ministry Secretary of not following tender procedures. According to the normal fuel procurement procedure, once offers are received by the CPC, they are submitted to the relevant Technical Evaluation Committee for scrutiny. Thereafter, this committee's recommendation is submitted to a Special Standing Committee which decides on the selection of acceptable tender. The successful tenderer is required to have the cargo examined by an independent inspector, acceptable to both the buyer and the seller. This is in accordance with the CPC tender rules and a Pre-Shipment Quality Certificate is given to the Corporation. It is only thereafter that approval is given to ship the cargo.

Fuel Bowser Owners Not Paid For Months

Bowser owners who transport Ceylon Petroleum Corporation fuel to filling stations countrywide are demanding the immediate payment of about Rs. 450 million owed to them for the transport during the past three months. CPC Bowser Owners Union spokesperson A.M.M. Adikari said Petroleum Minister Susil Premajayantha had promised to pay the arrears but officials had still not made any payments. He said that 60% of fuel transport for the CPC was carried out by private bowser owners and the delay in paying them had pushed them into serious financial difficulties. He said some bowser owners had decided to boycott the transport of CPC fuel if the arrears were not paid immediately. Mr. Adikari said the union would consider continuing the transport of fuel if the CPC immediately pay at least the arrears of two months and the balance in installments.

http://www.sundaytimes.lk/110717/News/nws_01.html

USA, ILL, HARTFORD, JULY 17 2011. WORKER DIED ON FIRST DAY ON THE JOB >> REFINERY DEATH INVESTIGATION STILL INCOMPLETE

dennis grubaugh

A man who fell to his death this month from the top of a tank at the ConocoPhillips refinery was on his first day on the job and had just come from a safety-related worker orientation, investigators say. The exact reason why Bradley D. Edmund fell that day, however, is still a matter of speculation for the many agencies involved, including the refinery, the coroner's office, his employer, police and a federal safety office. Investigators are looking at a possible medical cause as well as an accident, although toxicology tests are still not complete, Coroner Stephen Nonn said. He plans an inquest when results are in. Edmund, 38, of Taylorville, was on a scaffold much like a platform walkway. It rings the top of the tank. Workers climb a ladder to access the platform and from there cross over steel barriers to get on top of the tank. The tank is one of several such structures that ConocoPhillips has on the west side of Illinois Route 111, across from the heart of the refinery, which is based in Roxana. The accident was on the Hartford side of the highway. Earlier in the day, Edmund had completed a four-hour orientation and had been working on the job only a short time when the incident occurred at 3:55 p.m. He was a contract worker employed by Matrix Service Industrial Contractors Inc. and was doing routine maintenance, using an arc welder. According to Nonn, Edmund said something to one of the other workers, who looked over in time to see the victim slump, or collapse, then fall off the edge of the scaffold. He plummeted 48 feet to the ground, authorities said. Nonn said there was evidence that Edmund may have been sick or nauseated. "What we saw up there was some evidence that he had spit up or regurgitated. But there was nothing in the autopsy that would give us a medical reason as to why he would have lost consciousness or what caused him to collapse. There was nothing unusual in his medical history." Edmund was apparently accustomed to heights from other jobs, but this was his first day on this site. Among witnesses was a coworker who had recommended Edmund for the job, Nonn said, but authorities had no further information. No one interviewed could say for certain how many people were on the site at the time. Edmund was wearing a safety harness but it was not fastened to a protective cable. Nonn said he was told that the cable did not have to be attached unless workers were getting on and off the scaffold. Melissa Erker, a spokeswoman for the ConocoPhillips refinery, said the company stresses safety standards every day to all of its workers and contractors. She said all standards were believed to have been in place that day, but deferred to OSHA regarding specific findings. No one from the federal Occupational Health and Safety Administration could be reached for comment. Coroner Nonn said OSHA was looking into the arc welder for any defects that might have triggered a reaction in the victim. Erker said her company is hesitant to address many of the questions until the investigations are complete. "I will confirm he was on his first day of work at this facility and had completed our four-hour site orientation before going to the job site," she said. "Safety is part of the orientation." Matrix Service Industrial Contractors Inc. is a subsidiary of Tulsa, Okla.-based Matrix Service Co., an industrial

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contractor that does work in all 50 states and is publicly held. It was formed in 1984. Chief Financial Officer Kevin Cavanah was not available Friday for an update on the case. Previously he told The Telegraph the company was cooperating with the investigation. The company has done tank and maintenance work for many years at the Roxana complex. The autopsy showed the victim suffered head and chest trauma consistent with a fall. Nonn said the cause of the fall itself will be harder to determine. "We may never have an answer as to what caused him to fall unless something dramatic comes out of the toxicology," he said.

<http://www.thetelegraph.com/news/day-56676-edmund-nonn.html>

USA, NE, CHADRON, JULY 17 2011. POLICE SAY CHADRON MAN WAS INJURED BY FIREWORKS

A 45-year-old Chadron man suffered extensive injuries to his hand, fingers and legs from a July 4 fireworks accident, according to a news release from the Chadron police department. An investigation of the accident showed that Alan Curd was under the influence of alcohol when he loaded 'Artillery Shells' (a permitted type of fireworks) into a launching tube upside down, then lit the fuse while holding on to the base of the tube, according to the release. The accident occurred in the late afternoon or early evening, in an area of mobile homes and apartments behind Helen's Restaurant, off Highway 20, said Police Chief Tim Lordino. The tube exploded, which caused extensive injuries to Curd's right hand and fingers. He was initially treated at Chadron Community Hospital and then received treatment in Fort Collins Colo., the release said.

http://rapidcityjournal.com/thechadronnews/latest/police-say-chadron-man-was-injured-by-fireworks/article_91d86aae-af27-11e0-a1ec-001cc4c002e0.html

USA, MA, HINGHAM TWP, JULY 17 2011. FIRES DOWN BELOW >> HINGHAM PARK'S 'BURNING GROUNDS' STILL CARRY TAIN OF OLD MUNITIONS



Thirty-five years ago, visitors to Wompatuck State Park could still find open munitions storage bunkers and rusting barrels of toxic materials - remnants from a period when the military used the site to store ammunition and assemble explosives. According to the park's historians, the Navy also tested missile parts there in the early years of the Cold War and experimented with rocket fuels. Today the park's munitions storage history survives in events such as the "Landmine Classic" bike race, which passes through an area once thought to have the explosive devices. "We said if you rode the race, you had a blast," Bill Boles, president of the Friends of Wompatuck, said of the fund-raising event. "But if you wandered off the trail, you might have a blast of another kind." Now a federal project to clean up the "burning grounds" at Wompatuck is expected to

conclude a decades-long effort by the Army Corps of Engineers to resolve all the park's contamination issues dating to its history as an ammunition storage and weapons development site. Begun three years ago, the project to study and propose solutions for the contaminated area, about one to two acres, where the military disposed of old munitions and weapons materials during and after World War II, raises hope that all of the parkland property acquired by the state more than 40 years ago will finally be open to the public. "One would hope this [the project] is coming to the end of a very long process," Boles said. Corps officials are studying a report received in May on the project's analysis of the contamination and a range of proposed solutions, which range from removing contaminated soil to simply posting warning signs and taking down the wire fence that bars people from the site, not far from the park's campground. Located within the boundaries of four towns - Cohasset, Hingham, Norwell, and Scituate - Wompatuck State Park was once part of the Hingham Naval Ammunition Depot Annex, used from 1941 until 1965. The nearly 3,600-acre park contains more than 110 now-filled storage bunkers, including - according to the site's historians - one that housed parts of the Navy's first nuclear depth charge. Acquired by the state in 1967, the park offers some 40 miles of wooded mountain bike and hiking trails, 12 miles of paved bicycle trails, more than 250 campsites, and open water for boating and fishing. Cleaning up contamination resulting from ammunition and fuel storage and disposal has been a long story for the park, Boles said. The site's concrete munitions storage bunkers, some designed with loading docks, were filled and closed by the Corps. But before they were capped, youngsters would climb inside to hang out, play music, and sing. "They'd use them as echo chambers," recalled Friends member Steve Cobble of Quincy. A large bunker with a loading dock off Union Street, known as N-9, was recently restored by three Eagle Scouts to preserve a piece of munitions history. Federal engineers also discovered the "land mine area" of suspected unexploded ordnance buried near a bike trail, Boles said. The Corps fenced off and thoroughly examined several acres before pronouncing it safe. The episode led the 100-member Friends group to christen their annual bike race fund-raiser the Landmine Classic. While those sites have

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been judged safe for peacetime uses, the park's burning grounds still feel the fires of war. Project manager Carol Ann Charette said that after munitions and diesel fuel were burned and disposed of, the residue was buried in spots that were then bulldozed, spreading some contaminants over an area of several acres. The materials disposed of consist of small arms ammunition, machine gun bullets, flares, incendiaries, irritants (gases), and grenades, Charette said. Eight to 10 acres were examined and then narrowed to the smaller, currently fenced-off site. "We're looking to complete the remedial investigation for the site," Charette said. Samples from the grounds will determine whether excavation is required. A risk assessment will determine how much remediation is needed. A low risk may warrant "limited use controls" - trails could go through the area, but no digging would be permitted, and signs would be posted to warn the general public not to disturb the soil. If the risk to public health is higher, remediation could consist of removing contaminated soil or capping the ground. That could range from a minimal cost to hundreds of thousands of dollars, she said. "While we remain anxious to restore full use of that land, we want to continue to work with the Army Corps to ensure an environment that is safe to the public," said Reginald Zimmerman, a spokesman for the state's Department of Conservation and Recreation, which manages the park. But the conclusion of the burning grounds decontamination project will not by itself open the whole park to the public, the Friends say. Before that can happen, another restricted area no longer in federal hands must be restored to public use. Located at the northern end of the park, the 200-acre closed area includes a few contaminated buildings where munitions such as torpedoes were assembled for shipping to a Navy depot at what is now Bare Cove Park in Hingham. The Friends say the state promised years ago to clean up or secure those buildings so the public can make use of a new bike trail. When the state restored the Greenbush line, local mitigation for building a new Cohasset station included constructing a "rail trail" from the station through the Whitney Thayer Woods to Wompatuck. But the new rail trail is "a trail to nowhere," the Friends say, because it is blocked by the wire fence around the closed area. "You can come from Boston on the train and use the trail - until you get to the border of Wompatuck and there's a big fence," Boles said. "It should be open. People should be using it." The easiest and cheapest thing to do is to board up the asbestos-contaminated buildings and put up warning signs, Boles said. Conservation and recreation officials, however, said the deteriorating military buildings pose "significant safety concerns to the public. At this time, the agency is reviewing these concerns and is also exploring possible alternatives that would establish recreational access while being cost-effective," Zimmerman said. Zimmerman said his department is unable to say when the closed area will be opened. "Our main concern is public safety," he said. Both park users and officials look forward to a time when the burning grounds will be declared safe and the closed area will be open. Park supervisor Steve Gammon, who has overseen the site since the 1970s, said, "We would like to see the whole park opened."

http://www.boston.com/news/local/articles/2011/07/17/at_wompatuck_park_a_blast_from_the_past/

INDIA, MUMBAI, JULY 17 2011. INDIA'S EXPLOSIVES ACT IS 127 YEARS OLD!

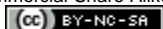
 **Watch the Video** <http://indiatoday.intoday.in/site/video/up-ammonium-nitrate-on-sale/1/113586.html>



Ammonium nitrate mixed with fuel oil was used as the explosive cocktail in the bombs that went off on in Mumbai on Wednesday. Detonators and timer devices were employed and mobile phones used to trigger the blasts. As terrorists continue to get more and more innovative, India seems to lag behind as it grapples to counter them with an Explosives Acts dating back to 1884. Vicky Nanjappa reports. The 1993 serial bombings, the 7/11 train blasts, the 26/11 terror attacks and now 13/7. Mumbai has been rocked by serial blasts again and similar attacks were launched in Jaipur on May 13, 2008 and in Delhi on September 13, 2008. It's always advantage terrorists when it comes to Indian cities and with the Explosives Act dating back to 1884 does it come as any surprise? The Petroleum and Explosives Safety Organisation has its headquarters at Nagpur where the chief controller of explosives is stationed. The

overall objective of this body is to ensure safety and security of public and property from fire and explosives, but with a law, which is 127 years old, terrorists seem to have the last laugh. Every government, which has been in power during an attack, claims to be serious about the war on terror. Post 26/11, hubs have been set up to combat similar attacks, but intelligence agencies say that the bigger challenge is to tackle serial blasts. Such strikes are easier to execute as compared to the fidayeen-style attack, which requires years of planning. Preparing a bomb using ammonium nitrate is an easy task since it is easily available and the mixture used -- fuel oil -- is easy to procure. Ammonium nitrate has been banned in many countries, but not in India since it is the cheapest blast agents used for mining. But the major loopholes are in laws. Unlike the United States, India does not have city-specific laws. Repeated intelligence has suggested that our cities are extremely vulnerable to

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terror strikes and hence city-specific laws relating to explosives would be ideal. In the US, a mayor is entitled to chalk out his own laws with regards to explosives. Records of each individual transporting explosive materials are maintained and this includes fingerprints. There are laws pertaining to pyro techniques, which include keeping a tab on even a simple firecracker explosive. In comparison India's Explosives Act, 1884 is obsolete. Amendments to this act were made by the government, but those too date back to 1983. Terrorism was not an issue plaguing India 28 years ago. These laws and rules basically look to regulate the manufacture, possession, use, sale and export of explosives. The law, which largely looks into factors pertaining to prevention of crimes by unlawful and malicious use of explosives, was formulated in the early twentieth century -- the Explosives Substances Act, 1908. Experts point out that though these laws deal with the procurement of the explosives, there is a huge lacuna when it comes to dealing with new-age explosives. Moreover, tracking the procurement of explosives still largely lies with the police and the Intelligence Bureau, but what India needs a team of experts trained to study bombs. The job of the controller of explosives based in Nagpur and five circle offices at Kolkata, Agra, Faridabad, Mumbai and Chennai is to deal with firecrackers and they are far from equipped to counter terror. Experts say that setting up a National Explosives Control Bureau on the lines of the Narcotics Control Bureau is the need of the hour. Representations in this regard have been made from the days of the National Democratic Alliance government (1999-2004), but there has been no progress. In fact, eminent forensic scientist P Chandra Sekharan, who submitted proposals to the Centre for setting up the NECB and permitting the states to enact stringent laws, said it's high time the government acts on his recommendations taking into account the present-day situation. The National Explosives Control Bureau is India's best shot at countering terror. Apart from a team of experts, the bureau should comprise an intelligence wing. Moreover, statistics on all explosive materials should be recorded. Create a network, which enables the NECB to keep a track on individuals purchasing or selling explosive material, and on movement of explosives in and out of the country. Experts point out that most terror strikes are investigated by the police. But as they try to zero in on the origin of the material used in the blast they waste a lot of time. This proves fatal to the investigations and before one case is cracked, terror strikes again.

Related Links

- [Chemical used to trigger Mumbai blasts available freely](#)
- [Ammonium nitrate to be banned under Explosive Act](#)
- [Govt to regulate free movement of ammonium nitrate](#)

<http://www.rediff.com/news/report/mumbai-bomb-blast-indias-explosives-act-is-127-years-old/20110715.htm>

USA, ILL, IROQUOIS COUNTY, CRESCENT CITY, JULY 17 2011. TRAIN CARRYING ETHANOL DERAILS

rob laird

A train accident has resulted in the closure of U.S. Highway 24 between Crescent City and Watseka. A train car carrying ethanol derailed from the tracks in rural Crescent City Friday afternoon. The car was the last car in an east-bound train, sliding off the tracks and coming to a rest in the grassy area between the tracks and the highway. No other train cars derailed in the accident and no vehicles were involved. Crescent-Iroquois Fire Protection and Illinois State police are handling the investigation. Cause of the accident was not immediately known. Crescent-Iroquois fire chief Clint Perzee said he expected the highway to be closed throughout the night. Commuters are advised to take Illinois Highway 1 north to U.S. Highway 52 while the road is closed.

<http://daily-journal.com/archives/dj/display.php?id=476506>

USA, MD, OCEAN CITY, july 18 2011. Major Shipwreck Survey Off Coast Underway

shaw n j. soper

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A major effort is underway to identify and catalogue thousands of vessels shipwrecked off the U.S. coastline decades ago, including a vast area off Maryland's coast, to determine which pose significant threats of breaking apart. The National Oceanic and Atmospheric Administration (NOAA) this summer is undertaking an ambitious project to identify and catalogue as many as 30,000 vessels shipwrecked off the nation's coast, many of which were sunk by German U-boats during World War II, that now pose a serious threat of corroding or breaking apart and dumping potentially harmful oil and other cargo into the ocean and ultimately onto the nation's beaches. Some were shipwrecked in storms while others collided with other vessels and sank. Quite a few more were torpedoed by German U-boats during the Battle of the Atlantic waged off the mid-Atlantic coast during World War II, taking their potentially harmful cargo to the bottom of the sea just a mere few miles from the Ocean City coast in many cases. Decades later, the sunken vessels are showing signs of corroding and breaking up, creating potentially harmful

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oil spills that could find their way to beaches throughout the mid-Atlantic, including Ocean City. In response, NOAA has embarked on a project to identify the thousands of wrecks and create a prioritized list of those most likely to need monitoring or proactive mitigation. "This is an issue the federal government is working on," said Lisa Symons, Damage Assessment and Resource Protection Coordinator for NOAA's Office of Marine Sanctuaries this week. "A lot of vessels went down with their fuel tanks full and with potentially harmful cargo on board. Once these vessels reach 60 or 70 years old, they start to break down and deteriorate and can cause a whole lot of problems." Symons said NOAA is preparing a list of all potentially harmful wrecks in U.S. waters all over the country, including the mid-Atlantic and the area off Maryland's coast, where a handful of wrecks have already been identified. "We have a list for all U.S. waters and we're going through that list vessel by vessel and see what if any remediation efforts are necessary," she said. "Through our survey, we're trying to find out what happened to them, what their current status is, and what, if any, salvage efforts are required." The working list includes several wrecks off the mid-Atlantic coast including Maryland. For example, the unarmed and unescorted "W.L. Steed," an oil tanker carrying 66,000 barrels of crude oil was torpedoed by a German U-boat about 90 miles off Maryland's coast in February 1942. In another example off the mid-Atlantic coast, the Norwegian tanker "Varanger" was carrying 12,750 tons of fuel oil when a German U-boat fired a torpedo into her hull and sank the vessel about 28 miles southeast of Atlantic City, N.J. in January 1942. The unescorted and unarmed "India Arrow," carrying 88,000 gallons of diesel fuel, was torpedoed and sunk during World War II just 20 miles southeast of Cape May, N.J. In a more contemporary example not related to World War II, the 607-foot "Marine Electric" went down in a fierce winter storm in 1983 just 30 miles off the coast of Chincoteague, taking its cargo of 25,000 tons of coal to the bottom off Maryland and Virginia's coast. Symons said those vessels and countless others are being explored to determine their current condition and what, if any, environmental threats they pose as they continue to deteriorate and break up. "We're going to identify where they are and what might be aboard still," she said. "We're gathering the information and try to prioritize the list to determine which vessels are or aren't a potential threat." NOAA will provide for the Coast Guard a list of vessels that require simple monitoring and a list of those vessels deemed candidates for a proactive removal of potentially harmful cargo. "It's a lot less expensive to do a proactive removal than a clean-up of a spill," she said. "It's always easier to take oil off a ship than removing it after a spill. In a spill cleanup, the best-case scenario is usually a 30-percent recovery. That figure goes up dramatically when we're dealing with oil from a specific location." Symons said many of the vessels on the list are well documented, while only scant information is known about others. "We don't have good location information for all of the vessels," she said. "Some went down in the middle of the night and during World War II, they didn't have GPS or a lot of the navigational information we have now." NOAA is conducting a similar operation off the coast of the Outer Banks in an area called the "Graveyard of the Atlantic," where as many as 90 vessels were torpedoed during World War II. That work is more of a historical and cultural expedition than an environmental one. "We're cataloguing World War II wrecks from a historical standpoint and potential environmental impacts are not our top priority, but the work we're doing and the knowledge we collect is helpful in the much larger effort," said David Alberg, superintendent of the USS Monitor National Marine Sanctuary.

<http://www.mdcoastdispatch.com/articles/2011/07/15/Top-Stories/Major-Shipwreck-Survey-Off-Coast-Underway>

USA, MN, FRIDLEY, JULY 18 2011. ENVIRONMENTAL AGENCY CONFIRMS 500 TO 600 GALLONS OF FUEL LEAKED INTO RICE CREEK AFTER TRAIN DERAILED

• **Watch the Video** <http://kstp.com/news/stories/S2201607.shtml?cat=1>

• **Watch the Video** <http://ksax.com/article/stories/S2202722.shtml?cat=10230>



Seventeen cars and two locomotives that were part of a North Dakota-bound Burlington Northern Santa Fe freight train derailed in Fridley early Saturday morning, July 16, 2011. The derailment was caused after heavy rains Friday night washed out a portion of the tracks. As the train derailed, it caused severe damage to a bridge spanning Rice Creek.

Between 500 and 600 gallons of diesel fuel leaked into Rice Creek Saturday after 17 cars and two locomotives of a 110-car [freight train derailed Saturday](#) in Fridley, the Minnesota Pollution Control Agency reported Sunday. The engine that leaked the oil was lifted from the stream by Sunday afternoon, but a second engine was still stuck in the wreckage, MPCA spokesman Mike Rafferty said. It had not been determined as of Sunday afternoon whether that second engine was leaking any additional fuel into the river and when it would be cleared. Boom deflectors, which

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use the force of water to direct oil containment, are in place where Rice Creek flows into Locke Lake and at the Minneapolis-area Mississippi intake to stop the fuel from spreading. "Cleanup is progressing. Locke Lake is looking better and the booms are in place and working," Rafferty said. The MPCA, which is coordinating response staff at the scene, has not yet determined if an investigation into the cause of the leak is warranted. Heavy rains Friday night caused a washout on the train tracks just in front of a small bridge spanning Rice Creek. The train derailed and mangled the bridge, spilling hundreds of bushels of corn into the water below.

http://www.twincities.com/ci_18496105?nclink_check=1

UK, LONON, JULY 18 2011. RECORD NUMBERS OF PETROL STATIONS FORCED OUT OF BUSINESS

Ten petrol stations a week are closing down in Britain – driven out of business by supermarket chains. It means that many drivers, especially in rural areas, now have to drive miles to fill up. In Blaenau Ffestiniog, North Wales, for example, they face a 16-mile round trip. Campaigners say independent garages just can't compete with businesses like Tesco, Asda and - Sainsbury's, which sell fuel at a loss. New figures reveal how 5,250 have closed in the last decade, with the loss of thousands of jobs. Ten years ago there were 13,500 garages. The problem is worst in rural areas of East Anglia and the South West, as well as large parts of Wales and Scotland. But experts say the closures are also hitting towns and cities. They claim that major supermarket chains, which now control 40 per cent of the petrol market, are under-cutting rivals by subsidising fuel prices with profits from stores. Watchdogs are now pressing for an independent inquiry into the "unfair" pricing system. Even big brand suppliers are feeling the pinch. Last week Jet announced it would be pulling out of the South West by the end of the year. Supermarkets say they increase choice and give motorists value for money. Morrisons said: "Our priority is to give the best possible deal to customers. We never make a loss on our petrol." But the RAC's John Franklin said: "The closure of so many - independent garages is a serious concern, especially for those who live in rural communities." Petrol station owner Sheila Gee, 64, of Wednesbury, West Midlands, said: "We can't compete with supermarkets. That's why so many independents are going to the wall."

<http://www.mirror.co.uk/news/top-stories/2011/07/17/record-numbers-of-petrol-stations-forced-out-of-business-115875-23275404/>

CHINA, LIAONING PROVINCE, DALIAN, JULY 18 2011. CNPC DALIAN PLANT FIRE CONTAINED

 **Photo's** http://news.xinhuanet.com/english2010/china/2011-07/16/c_13989475.htm

 **Photo's** <http://photoblog.msnbc.msn.com/news/2011/07/17/7100126-fire-put-out-no-casualties-in-dalian-chemical-fire>



Photo taken on July 16, 2011 shows an oil refining device on fire in Dalian, northeast China's Liaoning Province. An oil refining device of Petro China caught fire at 2:30 p.m. (0630 GMT)

China National Petroleum Corp (CNPC), the country's largest oil and natural gas producer and supplier, said a weekend fire at its refinery in the coastal city of Dalian has been contained without casualties or environmental damage. The blaze, which started at 2:25 pm on Saturday, was extinguished and brought under "complete control" without causing any environmental damage, according to a statement on the company's website on Sunday. The fire was extinguished by 7:57 pm the same day. "A comprehensive offshore environmental evaluation was started to monitor the water quality, and no pollution has been detected in the nearby sea area so far," Qi Xiangyang, director of the press information

office at the Dalian Oceanic and Fishery Administration, told China Daily on Sunday. The fire was caused by a leak from a valve, according to CNPC, but the reason for the leak is still under investigation. A local resident surnamed Shang, who witnessed the incident, told China Daily on Sunday the facility underwent repair and maintenance in June and there was a banner hanging in the facility announcing the plant's safety record in June. "More than 60 fire trucks arrived at the scene, but it is only a small incident compared with the crude oil pipeline blast at a CNPC terminal in Dalian's Xinggang port in July 2010," Shang said. Although officials and the company said no environmental damage had been detected so far, environmentalists expressed some skepticism about the assessment. An environmentalist surnamed Li at the Dalian Environmental Protection Volunteers Association said due to recent strong winds in Dalian, it is hard to tell if the incident polluted the environment nearby. A homebound commuter on a bus that passed the plant told China Daily that upon witnessing the fire and heavy smoke, passengers called their homes to tell family members to shut the windows and doors and take laundry inside. On

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Sunday afternoon, almost an entire day after the incident, a China Daily reporter was unable to observe any smoke or fire. "Small incidents often happen around the facility," Shang said. A CNPC oil pipe exploded at the Dalian port exactly one year earlier. The explosion caused a fire, and about 1,500 tons of oil leaked into the sea.

http://www.chinadaily.com.cn/m/dalian/2011-07/18/content_12927105.htm

KENYA, MAVOKO, JULY 18 2011. FIRE BRIGADE'S QUICK RESPONSE AVERTS DISASTER

Quick action by firemen from Mavoko Municipal Council prevented a disaster in Kitengela on Sunday after a service station caught fire. The fire broke out at the KenKobil fuel station at about 4pm, causing several gas cylinders to explode and sparking panic in the town. The fire destroyed a petrol tanker at the fuel station and quickly spread to the gas cylinders before the firemen arrived about 20 minutes later. KenKobil head of corporate affairs Charles Njogu said initial investigations show the fire was caused by a contractor. The station is being renovated into a non-fuel station business and, according to Mr Njogu, the contractor failed to observe the required safety distance, resulting in the fire. "We are happy the police and fire brigade responded in time and there were no casualties," he said. The fuel pumps were shut down due to construction work on the Namanga Highway, which has affected the station's operations. The sale of gas cylinders was the only business at the station. Despite its rapid growth, Kitengela, which falls under Olkejuado County Council, does not have a single fire engine.

<http://www.nation.co.ke/News/regional/Fire+brigade+s+quick+response++averts+disaster+/-/1070/1202884/-/t5dnm3z/-/>

PAKISTAN, RAWALPINDI, JULY 18 2011. 15 ARRESTED IN CRACKDOWN OF SELLERS OF CRACKERS, FIREWORKS

Police Saturday arrested 15 in crackdowns being conducted against sellers of crackers and fireworks. According to details, on the special directives of City Police Officer (CPO) Azhar Hameed Khokhar, police launched crackdowns against sellers of crackers and fireworks. Gunjmandi Police have arrested 14 persons and confiscated huge amount of firecrackers and other varieties of fireworks. While a person was arrested by City Police station on recovery of firecrackers. A case has been registered against the accused. Earlier, the city district government had prohibited the preparation and sale of different inflammable items including firecrackers and varieties of fireworks, particularly on the occasion of Shab-e-Barat. Special directives were issued for crackdowns to apprehend the violators and to register cases against them. It is to be mentioned here that firecrackers are not only a waste of money but also, cause serious air pollution. They also creates great disturbance for those who pass the night (Shab-e-Barat) offering special prayers, recitation from the Holy Quran, holding Milad Mahfil, Zikr, and other religious rituals to mark the occasion with due solemnity.

<http://www.thenews.com.pk/NewsDetail.aspx?ID=18872&title=Police-arrest-15-cracker-sellers>

USA, AKA, ANCHORAGE, JULY 18 2011. BP PIPELINE LEAKS OILY MIXTURE ONTO ALASKAN TUNDRA

BP reported yet another pipeline leak at its Alaskan oilfields, frustrating the oil giant's attempts to rebuild its reputation after the Gulf of Mexico oil spill. BP said on Monday that a pipeline at its 30,000 barrel per day Lisburne field, which is currently closed for maintenance, ruptured during testing and spilled a mixture of methanol and oily water onto the tundra. The London-based company has a long history of oil spills at its Alaskan pipelines - accidents which have hurt its public image in the U.S., where around 40 percent of its assets are based. The Alaska Department of Environmental Conservation said the spill occurred on Saturday and amounted to 2,100 to 4,200 gallons. A BP spokesman said the cleanup was under way and the company would determine the cause "in due course." Lisburne, which is managed as part of the Greater Prudhoe Bay Unit, has produced no oil since June 18, according to Alaska Oil and Gas Conservation Commission records, suggesting maintenance work requiring a prolonged shutdown. The spokesman said the field had been undergoing "its annual maintenance." BP's blown out Macondo well caused the worst offshore oil spill in U.S. history, spewing almost 5 million barrels of oil into the Gulf and putting BP's future in the U.S. at risk. Previous problems including leaks from corroded pipelines in Alaska and the fatal Texas City refinery blast in 2005 had already earned the company a poor reputation for safety, something analysts say it needs to address if it is to continue to grow in North America. BP shares were down 1.089 percent at 454 pence at 0919 GMT. Production from the entire Lisburne field remains shut off while the spill is addressed, Alaska officials said. Immediate efforts are focused on containment and cleanup, said Tom DeRuyter, state on-scene coordinator for the Department of Environmental Conservation. The methanol-produced water mix has spread into wet tundra as well as onto a gravel pad, bringing risks to slow-growing vegetation, DeRuyter said. "You have actively growing plants and they're very susceptible to the contaminants," he said. The pipeline will also have to be dug up to allow for an investigation into why it failed, he said. Resumption of normal operations at that part of the field may require a relatively long wait, DeRuyter said. "I think they're looking at trying to get that pad back up before freeze-up," he said.

<http://www.reuters.com/article/2011/07/18/us-oil-alaska-spill-idUSTRE76H0VA20110718>

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