



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 719 Newsy Stuff

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PHILIPPINES, BICOL, CAMARINES SUR, NAGA CITY, JUNE 3 2011. BOAT CARRYING PETROLEUM HIT BY BLAST; 8 CREWMEN HURT

juan escandor jr.

An explosion apparently caused by sparks from the engine of a cargo vessel carrying petroleum products wounded eight of the vessel's crewmen at a private port in Pasacao, Camarines Sur late Wednesday, police said yesterday. The captain and crewmen of MV STC Jeffrey Roy, a cargo and passenger vessel, suffered second degree burns and were brought to the Bicol Medical Center. Seven passengers in the vessel were not hurt. Chief Insp. Alejandro Monge II, Pasacao police director, said the explosion was apparently caused by sparks that flew off the vessel's engine when it was turned on at about 10 p.m. Wednesday. A guard at a nearby gas station reported the explosion to authorities of Barangay Sta. Rosa Del Sur in Pasacao. The vessel was docked at a private port owned by the Oliván family that also operates several gas stations in Camarines Sur and other provinces.

<http://newsinfo.inquirer.net/11547/boat-carrying-petroleum-hit-by-blast-8-crewmen-hurt>

UK, WALES, PEMBROKE, JUNE 3 2011. FOUR KILLED IN PEMBROKE CHEVRON OIL REFINERY BLAST

 **Photo Gallery** [Pembroke Chevron oil blast photographed by eyewitnesses](#)

 **Watch the Video** [Four killed in Pembroke Chevron oil refinery blast](#)



A huge plume of smoke rises over Pembroke Dock oil refinery.

Four people were killed in an explosion and fire at an oil refinery in west Wales, Dyfed Powys Police have said. The blast happened at the Chevron refinery at Pembroke Dock on Thursday. Ch Supt Gwyn Thomas said the explosion was in a 730 cubic metre storage tank where maintenance was being carried out. An adjacent tank was also damaged. He said police were informing the victims' families and an investigation was under way into what appeared to be a "tragic industrial incident".

'Tragic Incident'

Milford Haven coastguards reported a "blast large enough to shake the windows" with "black smoke in the air" shortly after 1820 BST. Ch Supt Thomas

said: "A police investigation is now under way, with the Health and Safety Executive, and early indications show that this was a tragic industrial incident. "Police officers have secured the scene, and colleagues from Mid and West Wales Fire and Rescue are working to make the site safe to enable a multi-agency investigation into the cause of the explosion to commence." Assistant Chief Fire Officer Chris Davies said there was no ongoing risk to health to members of the public as a result of the incident. "We can confirm that any material released into the atmosphere as a result of the blast was immediately dispersed. The wind was blowing off shore, away from residential areas," he said. The Health and Safety Executive said it was too early speculate about the cause of the blast.

'Massive Bang'

The Mid and West Wales Fire and Rescue Service sent 10 engines to the scene and brought the incident under control within an hour and a half. Wales Air Ambulance said a man had been airlifted to Morriston Hospital in Swansea with severe burns. Eyewitnesses reported hearing a "massive bang" and saw plumes of black smoke following the blast. Phil Horne was in his back garden in Milford Haven, on the opposite side of the waterway, at the time of the incident. "I heard a large explosion, turned around and saw a large fireball disappearing into the sky," he said. "It went about halfway up the chimney stack of the refinery." Liz Herbert, who also lives on the other side of the haven, said: "I heard a massive bang and saw a huge plume of thick black smoke. "It was really frightening." In a statement on Thursday evening Chevron said: "Emergency services were called and responded immediately and remain on the scene. The fire has been extinguished. "We are taking appropriate action to respond to the situation. We are still in the process of accounting for all personnel." Milford Haven Port Authority said it was aware of the incident but it was not affecting any ship movements on the waterway. It said it had two pilot boats on standby if needed but their assistance had not been requested. The refinery was formerly known as Texaco, later rebranded Chevron-Texaco and known as Chevron since around 2005. In March, Chevron confirmed Texan oil company Valero Energy had agreed to buy the refinery for \$730m (£446m) and pay a further \$1bn (£611m) for the stocks of oil, petrol and other products on site. The site, which can refine 220,000 barrels of crude oil a day into petrol and other products, has yet to change hands.

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Related Links

- [Four killed in oil refinery blast](#)
- [Two drivers die in fireball after petrol tankers collide](#)
- [Two killed in fireball horror at oil refinery](#)
- [Two killed in explosion a Chevron oil refinery in Pembroke Dock, Wales](#)
- [Casualties Reported Following Explosion at Chevron Refinery in Pembroke](#)

On The Web

- [Mid and West Wales Fire Service](#)
- [Welsh Ambulance Services](#)
- [Milford Haven Port Authority](#)
- [Chevron](#)

<http://www.bbc.co.uk/news/uk-wales-south-west-wales-13635757>

IRELAND, CO MONAGHAN, DRUMACON, JUNE 3 2011. MAJOR FUEL LAUNDERING PLANT FOUND NEAR BORDER

conor lally & elaine keogh

Photo's:

<http://www.thejournal.ie/in-photos-customs-officials-uncover-fuel-laundering-plant-in-co-monaghan-147858-Jun2011/>

Watch the Video <http://www.rte.ie/news/2011/0602/diesel.html>



Armed Gardaí and Customs officers discovered one of the Republic's largest illegal fuel laundering plants during a major raid close to the Border in Co Monaghan. The plant was found when a search team backed by armed members of the Garda's Regional Support Unit moved in on a property at Drumacon, Castleblayney, yesterday morning. They found a sophisticated, large-scale operation capable of laundering an estimated 20 million litres of fuel annually. Run to full capacity, the illegal plant would have cost the exchequer some €11 million per year in taxes and duties forgone. A man in his 40s was arrested at 6.30am at the site, which appeared to be a scrapyard. Gardaí were still questioning him last night. The area was sealed off and a major search operation continued throughout the day. Some 37,000 litres of laundered fuel were found, and about 200 bags of bleaching agent. The agent was being used

to launder agricultural dye from the fuel, thus readying it for sale as regular motor fuel, worth almost twice as much on a garage forecourt. Gardaí and officers from Revenue's Customs Service found three skips filled with toxic sludge – the byproduct of the fuel laundering, or washing, process. Equipment such as pumps and hoses used in the laundering process was dismantled and seized. The laundering of green diesel was taking place in tanks concealed inside 40-ft trailers. "Bleaching earth" was being mixed into the diesel to remove the green dye. The fuel was then passed through a filter before being pumped back into tankers used to deliver fuel to garages. After the tanks had laundered a load of diesel they were being washed out, and this toxic "wash" was being piped into a number of skips. This residue was in turn being fed through hoses into drains in adjoining fields. The find was the culmination of a lengthy intelligence-led operation by gardaí and Customs officers. "We hope the message is getting out that we are paying significant attention to this type of criminality," said a Garda source. Monaghan County Council is investigating whether the local Lough Ross water scheme in the area and just north of the Border in south Armagh may have been contaminated by the toxic sludge. Sludge was being dumped via pipes into ditches on the property – some of which had been dug for the purpose. Kieran Duffy, senior executive engineer with Monaghan County Council, said the case was one of the worst he had seen. "There is total disregard for the environment . . . they built a purpose drain beside the facility to take the run-off from the site. It is crazy; if it got into a stream it would kill fish and plant life, the concern is it's quite close to the Lough Ross scheme; we have to do more investigations to see if that is the case," Mr Duffy added. The extent of the disregard for the environment was echoed by Seán Kelleher, assistant principal officer in charge of Customs enforcement along the Border. "Normally you will see the waste in for disposal afterwards. Here it is allowed to percolate into the earth. It is horrendous what I am looking at here; I can't believe people are doing this to the environment." The plant was located at the rear of what appeared to be a car and truck scrapyard. Monaghan County Council is investigating whether the site had planning permission and a licence to operate.

<http://www.irishtimes.com/newspaper/ireland/2011/0603/1224298323073.html>

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USA, TN, GALLATIN, JUNE 3 2011. 2 WORKERS KILLED, A THIRD VICTIM IN CRITICAL CONDITION >> PLANT'S HYDROGEN GAS LEAK BLAMED IN DEADLY GALLATIN INCIDENT >> CAUSE OF FIRE ON FRIDAY STILL BEING INVESTIGATED

chambers williams



Two workers have died from injuries sustained in a fire at the GKN/Hoeganaes plant in Gallatin.

Federal safety investigators said Wednesday that a "fire involving leaking hydrogen gas" occurred at the GKN/Hoeganaes Corp. plant Friday morning, fatally burning two workers and leaving a third in critical condition. But the cause of the fire remains unknown, according to members of a team from the U.S. Chemical Safety Board investigating the incident. The team arrived Saturday and has been looking into the incident since. They also said they don't know whether combustible iron dust blamed for two explosions at the plant earlier this year had a role in the latest incident. The first of those incidents, on Jan. 31, resulted in two other deaths. The two workers fatally injured in the blast at 6:30 a.m. Friday died within hours of each

other this week in the Vanderbilt University Medical Center Burn Unit. Rick Lester of Hendersonville died at 8:29 a.m. Wednesday, and Eric Hulse of Orlinda was pronounced dead at 5:29 p.m. Tuesday. The third victim, Fred Tuttle of Gallatin, was reported to be in critical but stable condition at Vanderbilt on Wednesday evening. Two other workers injured in the incident were treated at a Gallatin hospital and released. Production has not resumed at the plant, and the federal investigators said during a news conference Wednesday evening that they were still trying to determine whether the area where the blast occurred was safe even for them to enter. "We believe there was a fire involving a leak of hydrogen," said Daniel B. Horowitz, managing director of the safety board, which investigates accidents in the nation's chemical plants and makes recommendations for changes to prevent such incidents in the future.

Metal Dust May Have Contributed

Investigators are looking at the pipes that carry hydrogen into the area of Friday's fire, which was only about 100 feet from the site of the January explosion, said Johnnie Banks, the lead investigator for the safety board. "In the course of our investigation, we observed piping that transports hydrogen to the area, along with other piping and metal dust," he said. "We're going to be as thorough as we possibly can." But the team is not ready to rule out the possibility that the metal dust, which is the product produced by the plant, might have been present in the air in a concentration high enough to cause a flash fire like those that occurred in January and March, Banks said. "From the outset, we have expressed our concerns about the dust," he said, referring to the board's original investigation in January. In a report released about two weeks before Friday's fire, [the safety board blamed the dust](#) for the earlier accidents and criticized the plant's housekeeping and dust-control practices. The safety board had been to the plant two times since the January accident and had "observed that there was an increased effort to eliminate the dust," Banks said. But, he said, "In the most recent incident, dust was observed around the area" of the fire. Investigators have not determined what sparked the fire, and it "may never be established what the ignition source was," Horowitz said, adding that the ignition sources for the earlier blasts have yet to be determined. The team will be interviewing employees, looking at equipment, collecting samples of dust, examining the pipes and testing the clothing of the victims to try to determine what happened and what actually burned in the fire, Horowitz said.

Some Fires Not Reported

Opened in 1980 and expanded in 2000, the plant, on Airport Road, has 180 workers who make an iron powder that is used in a variety of metal alloys used mostly in auto parts. In 1997, a flash fire at the facility injured two workers, according to Gallatin Fire Department records, but no other incidents had been reported until the January explosion. But that doesn't mean there haven't been any others, Horowitz said. "Flash fires are common at the plant," he said, citing reports investigators got from workers. "But they don't always cause injuries or get reported." He said the safety board will be looking at "underlying problems" at the plant to "see why good practices are not being followed at this plant" to control dust and prevent flash fires. "And they are not," he added. The latest accident came just a day after the funeral of Lebanon resident Vernon Wayne Corley, 32, who died May 21 from burns he received in [the Jan. 31 fire](#) that also resulted in the death of Wiley Sherburne, 42, of Castalian Springs. He died two days after the fire. The plant had been closed Thursday for the funeral, said Mike Mattingly, the company's vice president for human relations, who came to Tennessee for the services. The plant shut down again after Friday morning's incident. "The employees are coming to the plant, keeping a normal schedule, and we're putting them to work to help assess the occupational and process hazards before we restart production," Mattingly said Wednesday. "The

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employees will play a full part in the safety review and any remedial actions we will take." But the earlier incidents are still playing out with regulators.

State Investigating Incident

Hoeganaes on May 23 received notice from the Tennessee Occupational Safety and Health Administration of a proposed fine of \$42,900 for the Jan. 31 accident, said Jeff Hentschel, a spokesman for the state's Department of Labor and Workforce Development. The March 29 incident is still under investigation by the state agency, which is conducting its own probe of Friday's accident. Based in Cinnaaminson, N.J., Hoeganaes is a subsidiary of Britain-based GKN PLC, which has about 40,000 employees in 30 countries. Other U.S. Hoeganaes plants are in Milton and Ridgway, Pa. The company also has manufacturing facilities in Romania, Germany and China. Services for the two latest victims were still pending Wednesday. The Robertson County Funeral Home in Springfield is in charge of the arrangements for Hulsey. Lester and Hulsey had families, but the company said it was not prepared to release further information about them. Hulsey was an April graduate of Nashville Auto Diesel College, according to the school's president, Jim Coakley. He said Hulsey was a good student with a 3.35 grade point average. The Lester family released this statement Wednesday evening: "Our family appreciates the overwhelming amount of support we have seen from the community during this difficult time. Rick meant the world to his wife of 35 years and his two children, and he will be missed by the many whose lives he touched." No member of either family was available for media interviews. Christina Sherburne, the widow of one of the employees who died after the January fire, was in mourning for the families and worried about other workers. "It's horrific," she said. "I know where these families are. It affects the co-workers. "You see how hard they are taking it and they have to go back in there and work and can't imagine how hard it will be for all of them knowing these guys aren't coming back."

Related Links

- [Worker injured in Gallatin plant fire dies](#)
- [Feds to probe Gallatin plant after accident injures 5 workers](#)
- [Five injured in accident at Gallatin plant](#)

<http://www.tennessean.com/article/20110602/NEWS/306020062/Plant-s-hydrogen-gas-leak-blamed-deadly-Gallatin-incident>

RUSSIA, UDMURTIA REPUBLIC, PUGACHEVO, JUNE 3 2011. BLASTS CONTINUE AT RUSSIA'S VOLGA REGION ARMS DEPOT; 2 DEAD, 45 INJURED

• **Watch the Video** <http://www.euronews.net/2011/06/03/fire-at-russian-military-depot-affects-thousands/>

• **Multimedia** [What to do during fire or explosion when in Russia](#)



Blasts continue at Russia's Volga Region arms depot; 42 injured.

The number of injured from ongoing explosions at an artillery arsenal in Russia's Volga region Republic of Udmurtia has climbed to 45 and two people have died, republic's health minister, Vladimir Muzlov, said. Muzlov said that both deceased were elderly and died from heart attacks caused by stress from the explosions. The Defense Ministry has reported one person as missing in the incident, but declined to say whether the individual was a civilian or a military serviceman. At around 11:10 p.m. Moscow time [19:10 GMT] on Thursday shells began to explode in an artillery depot near the village of Pugachevo in Udmurtia. The facility belongs to the Defense Ministry's missile and artillery directorate and is

tasked mainly with munitions disposal.

Relief Operation

Currently, the intensity of explosions has decreased by three times, but military officials are still unable to say when the series of explosions will stop, a spokesman for the Defense Ministry, Igor Konashenkov, said. A group of seven aircraft from the Emergencies Ministry has arrived at the scene from Moscow to deal with the blaze and explosions, including two planes with special equipment, two firefighting planes and three helicopters. They added to the earlier deployed 200 personnel, 30 firefighting units and three firefighting trains. A fourth train is to arrive from the neighboring republic of Tatarstan soon. According to the Russian presidential press service, [some 13,500 people were evacuated](#) from the nearby residential areas, while the regional emergencies department says 28,000 people were evacuated.

Missile Warheads

A senior Russian military official has confirmed that missile warheads are stored at the artillery arsenal, but added that there is no threat of them exploding. "The missile warheads did not explode. They are kept in a concrete storage unit with 70-cm (27.6

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inches) thick walls," Deputy Defense Minister Dmitry Bulgakov said. A police source said earlier that rockets for the Grad multiple rocket launching systems started to explode in underground storage facilities on Friday morning. Eyewitnesses said fragments of the detonating shells were spotted within a two-kilometer (one-mile) zone. The blast-hit facility stores from 5,000 to 10,000 railway carriages with various ammunition. It is believed 18 storage facilities are on fire. The accident forced the Emergency Ministry to temporarily close the Yelabuga-Izhevsk zone of the M7 federal highway, connecting Moscow and Ufa, the capital of the Ural republic of Bashkortostan. The nearby railway link was also closed. Udmurtia borders the republic of Bashkortostan, where fifty houses burned to the ground, and 160 people were left homeless as a result of powerful explosions at another ammunition depot last week.

Related Links

- [At least three injured, 13,000 evacuated in Volga area ammo depot fire](#)
- [Blasts heard at ammo depot in Volga area, evacuation underway](#)
- [42 injured in shell blasts in Volga area](#)

<http://en.rian.ru/russia/20110603/164411088.html>

CANADA, OTTAWA, JUNE 3 2011. FEDERAL REGULATOR ORDERED GAS COMPANIES TO REDUCE FLOW TO PREVENT SPILLS NEAR CANADIAN CITIES

mike de souza



Workers survey the area to try to clean up an oil spill of approximately 800,000 gallons of crude oil from the Kalamazoo River July 28, 2010 in Marshall, Michigan.

Safety concerns about potential ruptures along two major oil and gas routes prompted federal regulators to order the operators to reduce pressure on the pipelines travelling underground through some of the largest cities in western and central Canada, Postmedia News has learned. The orders from the National Energy Board were never made public and came in the aftermath of a major Enbridge crude oil pipeline rupture and spill in Michigan last summer, as well as a series of leaks and spills in Quebec and Ontario along the route of a gasoline pipeline owned by Trans-Northern Pipelines. The latter pipeline brings jet fuel to Montreal-Pierre Elliott Trudeau International Airport, as well as gasoline to service

stations in Ottawa, Kingston and the Toronto region. Enbridge's Line 6 pipeline, linking Griffith, Indiana to Sarnia, Ont., was shut down temporarily by American regulators last July following a rupture and spillage of more than 3 million litres of crude oil into the Kalamazoo River near Marshall, Michigan. Three months later, the National Energy Board, which was monitoring the U.S. investigation, quietly ordered a 20 per cent pressure reduction on Enbridge's Line 2 Canadian pipeline, which links Edmonton to Superior, Wisconsin along sections that contained pre-1970s flash-welded pipe. "The Board had noted a correlation between these sections and 'cracking related incidents' on Enbridge's Canadian system," said a federal report from October, released by Natural Resources Canada through access to information legislation. "The Board has given Enbridge two months to provide an up-to-date integrity status report on cracking on its system; four months to re-analyse its cracking inspections, do integrity inspections and file an independent report." The document, obtained by Ottawa researcher Ken Rubin, also said the Alberta-based company would be required to file short-term and long-term integrity improvement plans and would not be allowed to increase the pressure in its system without permission from the board. National Energy Board spokeswoman Carole Leger-Kubeczek confirmed that the order to reduce pressure was still in effect since the regulator had found that the company's "hazard identification practices" were not consistently reliable. She said that Enbridge would not be allowed to return to full operations until it demonstrated "the adequacy and effectiveness of its programs in preventing cracking incidents from occurring." She said the information about the board's orders would have been made public to anyone who made a specific inquiry, but that it was not posted because the board did not have adequate resources to publish these types of decisions on its website. A spokeswoman for Enbridge noted that the company has spent nearly \$1 billion on "integrity management" since 2002, and has been co-operating with the National Energy Board to address their concerns with and respond "to all requests." Gina Johnson, manager of communications for Enbridge Pipelines Inc., said the company was using advanced inspection tools to examine every segment of the line to search for cracks over the past five years, along with hundreds of "integrity digs" in specific locations thought to require "closer attention." But she added that problems with flash-welded pipes are common in the industry. "Many pipelines have had similar experiences to Enbridge," she said. "The industry has been aware of this potential for many years. Many industry papers have been written about this issue and the methods to

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manage it." Al Conquergood, president and CEO of Trans-Northern Pipelines, said his sector was still relatively safe when compared with alternatives such as trucking, but that they needed to improve inspections. "If it wasn't for our pipeline, there would be a tanker truck leaving Montreal, I think, every three minutes," he said. "For anybody in industry, it's usually a maintenance practice. If a pipeline has a rupture in it and you fail to detect that . . . maybe it's because you weren't inspecting it often enough." He said the Trans-Northern pipeline, which he estimated delivers about 50 to 60 per cent of the supply to gas stations in the Ontario markets it serves, is still operating at reduced capacity as it responds to the board's concerns. He added he doesn't believe the reductions were having any significant impact on the prices at the pumps. He added that it is still finishing up a clean up of a site near Montreal which was the site of a leak of about 7,000 litres of gasoline into the environment. He also said that the public should be careful if they dig on their property to ensure that they don't damage existing pipelines that may only be 1.2 metres deep. Meanwhile, a Toronto-based environmental research group said the revelations should serve as a warning to federal officials as they consider new proposals from oil and gas companies to build new pipelines in Canada and the U.S. "In many places, in major population centres, the Great Lakes, any risks of spills in those areas as we saw with the Michigan spill last year in the Kalamazoo River can impact people directly — property values, water quality, and the environment," said Gillian McEachern, the climate and energy program manager at Environmental Defence. "So if there are problems with them we need to be talking about them and fixing them."

Related Links

- [U.S. lawmakers want Keystone pipe risks re-examined](#)
- [No real need for pipeline between oilsands and West Coast: Bureaucrat](#)
- [Keystone pipeline would turn U.S. into Canadian 'sewer': Congressman](#)
- [TransCanada Corp. pipeline shutdown bumps up oil prices](#)
- [TransCanada shuts Keystone line due to new leak](#)

<http://www.vancouver.sun.com/news/canada/Federal+regulator+ordered+companies+reduce+flow+prevent+spills+near/4883742/story.html>

LIBYA, TRIPOLI, JUNE 4 2011. TRIPOLI'S WOMEN-ONLY GAS PUMP HIGHLIGHTS SHORTAGES

diaa hadid

Weary and frustrated, the women had been lined up for days in their dust-covered cars waiting to fill up at Tripoli's women-only gas station. A scowling female soldier kept order with the help of a few dozen male volunteers. The men, in groups of two or three, pushed cars with their tanks on empty as the line snaked slowly forward. "Push! Push!" one man grunted as a woman sporting large black sunglasses sat behind the wheel and steered her gray sedan. Behind her, a line stretched for miles as women sat numbly in their vehicles, their children playing in the street outside the cars. The men, some wearing postcard-sized portraits of Moammar Gadhafi around their necks, slowly propelled the woman's car to a gas pump. There, a man stamped her fuel ration book, allowing her to buy government-subsidized fuel for a few cents a gallon. A 35-year-old khaki-clad soldier, Ibtisam Saadeddin, occasionally barked orders. A heavyset woman in a green Muslim headscarf -- the iconic Gadhafi regime color -- she wore a Gadhafi pin on her uniform and another above her forehead, pinned to her headscarf. "He is the crown of my head," Saadeddin declared proudly, her heavily made-up face beaming. The scene at the Gurji Women's Gas Station highlights the sharp shortages faced by Libyans throughout the areas ruled by Gadhafi's regime, where fuel, medicine, some food and commercial goods are scarce and streets filled with idle cars resemble parking lots. They also show how a can-do spirit in this chaotically run country is helping residents get by. The country is roughly divided between Gadhafi's rule in his Tripoli stronghold in the west and the rebel's bastion of Benghazi and a smattering of other towns in the east. The rebels are aided by NATO airstrikes, but fighting is at a stalemate. The warfare has limited the oil-rich nation's ability to refine its own fuel. NATO-allied ships divert fuel tankers, and supply routes are often disrupted. Foreign workers have fled the violence, paralyzing industry. And with banks limiting withdrawals to a few hundred dollars a month, residents are short of cash. The gas station on Tripoli's main Gurji road has always been just for women, said Sarhan al-Hashm, taking a break from pushing cars. The gender-segregated station is an oddity in a country where Gadhafi's mix of personality cult and authoritarian, socialist-style rule has pushed women to break cultural taboos, even as it savagely prevents other freedoms. Unlike their sisters in other Arab countries, women in Libya serve in the military and police force, and sometimes occupy high-ranking positions in the Libyan government. Still, having a gas station just for them has been a blessing, the women told The Associated Press during a government-sponsored visit over the weekend. Other gas stations are mostly frequented by men whose tempers flare over the long wait and soldiers frequently fire their weapons in the air to break up fights. And while the lines are long here, they're among the shortest in the city. Other gas lines stretch over bridges, around overpasses, clogging up main arteries as

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far as the eye can see. "I've waited four days for fuel. It's so tiring," said Sana Njeim, a 26-year-old computer student. She said her life revolved around gas lines. She leaves only to go to class, eat and sleep, leaving her car in neutral so the men can roll it forward. It wasn't just the fuel, the young woman said. "The price of food -- it's on fire. Meat. Vegetables. It's all expensive," she said. Her words were borne out by a series of visits to markets. Fish -- a staple food here -- has shot up in price and is scarce because there isn't fuel for boats. And many fishermen -- who mostly were Egyptians -- fled the violence weeks ago. An upscale supermarket sold scattered chunks of veal and camel meat. As Njeim spoke, indignant Gadhafi loyalists surrounded her vehicle. One man demanded she only say "nice" things about Libya. Another shoved a picture of Gadhafi on her rearview mirror. "Tell her you love the leader!" he barked. The interview was cut short after another man ordered Njeim to stop speaking. "You journalists all lie!" screamed Saadeddin, the female soldier, her round face registering her fury. She stood before the gas pumps, pumping her fists and shouting pro-Gadhafi chants as two dozen soldiers and Gadhafi loyalists rushed to her side. "Gas doesn't matter. We want our leader!" they chanted. None of the women waiting in cars joined in.

<http://www.businessweek.com/ap/financialnews/D9NJMF800.htm>

NEW ZEALAND, AUCKLAND, JUNE 4 2011. FIRST Z PETROL STATION OPENS



One of the largest rebranding exercises in New Zealand history kicks off this morning when the first Z petrol station opens in Auckland. Following the 2010 sale of the Shell petrol stations and distribution business to Infratil and the New Zealand Superannuation Fund, the company announced last month that it was dropping the famous red and yellow brand for a new identity. It has since launched a major advertising campaign playing up its local ownership. The first of 10 pilot sites under the Z brand was opened by Maungakiekie MP, Peseta Sam Lotu-liga this morning. Z Energy, which was previously known as Greenstone, said it carried out a major research exercise into the its customers which revealed little connection to the Shell brand itself. The company has also admitted that the cost of using the Shell brand - around \$10 million a year - was also a factor in the decision. As well as a new brand, the company is

overhauling is offering, with New Zealand-made pies and cupcakes, better coffee and forecourt attendants during some hours. "Our new look stores will provide customers with a completely overhauled and significantly improved offer," Z Energy chief executive Mike Bennetts said this morning. Other Z sites, in Auckland, Christchurch, Wellington, Turangi and Putaruru will be opened over the coming months, with all of the 220 Shell stations expected to be rebranded by June 2012.

<http://www.stuff.co.nz/business/5095720/First-Z-petrol-station-opens>

USA, MI, MUSKEGON, JUNE 4 2011. ZEPHYR OIL REFINERY SITE CLEANUP GETS MUCH-NEEDED \$6 MILLION, AND MORE MAY BE COMING

john s. hausman



Tanks on the site of the Zephyr Inc. cleanup.

Prediction has become reality: The state has approved \$6 million to dramatically speed cleanup of the [petroleum-soaked former Zephyr Oil property](#), which is leaking contaminants into the Muskegon River and Bear Creek. As part of the general-fund budget approved last week, the Department of Environmental Quality will get that pot of money starting Oct. 1 to map and remove tainted soil from the sprawling, polluted property. And additional money from a water-quality bond fund may be available sooner to prepare the way for the major work, Muskegon environmentalists say. Officials are crediting grass-roots lobbying by local activists for getting action on what had been a slow-moving and, in recent months, an endangered cleanup project. State Sen. Goeff Hansen, R-Hart,

[announced May 20 that he had "received a strong commitment"](#) from Gov. Rick Snyder to include "up to \$6 million" for the Zephyr cleanup in the 2012 budget. The Legislature later approved the full amount. The Zephyr site at 1222 Holton Road in Muskegon Township was once the home of a petroleum refinery and tank farm. In 2004, the Michigan Department of Environmental Quality ranked the site as the fourth most hazardous in Muskegon County based on its contaminated soil and groundwater. Since 2000, many acres on both sides of M-120 have been the site of a gradual, long-term, state-funded groundwater cleanup — essentially pumping out polluted water and treating it on site, then reinjecting the clean water back

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into the soil. The original corporate owners earlier escaped liability for the cleanup through bankruptcy. In a controversial move, the DEQ earlier this year shut off more than half the 65 recovery wells that had been pulling contaminants from the soil and stopped the clean-water injection, in an effort to conserve money while continuing a limited cleanup as long as possible in an era of tighter budgets. DEQ officials said there was a possibility the cleanup would be halted altogether in another year or so due to lack of money. Some oil already has been leaking from the site into area waterways. A shutdown would have meant even more of the contaminated groundwater migrating off site, into Bear Creek to the north and the Muskegon River to the south — both of them emptying ultimately into Lake Michigan — and into residential property in the Celery Lane and Bear Creek neighborhoods. The infusion of state money will prevent that and allow detailed mapping of the site's contamination, which has never been done, and make a start on actual removal of the worst of the contaminated soil. Already, state and local officials are conferring on how to put the money to the best use. Hansen and 17 other state and local officials toured the Zephyr site this week, Hansen said. "We want to make sure we're actually getting something done, not just studying it to death," he said. That should be expedited by additional state money expected before Oct. 1 from the state's surface water quality bond fund, which can be used for studying how best to tackle the cleanup, said Kathy Evans, program manager for the West Michigan Shoreline Regional Development Commission. WMSRDC provides staff support for the Muskegon Lake Watershed Partnership, a coalition that works for improvement of the Muskegon Lake ecosystem. It was a Lansing meeting early this year on the bond-fund money, spearheaded by state Rep. Marcia Hovey-Wright, D-Muskegon, and also attended by state Rep. Holly Hughes, R-White River Township, that first drew Hansen's attention to the Zephyr project, according to both Evans and Hansen. Hovey-Wright is a member of the Muskegon Lake Watershed Partnership, which for months has been pushing for action on Zephyr. Hansen then successfully lobbied Snyder to include substantial general-fund money for Zephyr in the 2012 budget. While the \$6 million won't be enough to completely clean up the site, it's expected to at least pay for removal of a known toxic "hot spot" in the soil just south of Holton Road near the entrance to the property, Evans said. And it may be leverage in obtaining federal grants to do much more, she hopes. "What is it they say — a thousand mile journey begins with one step? This is the first step," Hansen said.

http://www.mlive.com/news/muskegon/index.ssf/2011/06/zephyr_oil_refinery_site_clean.html

USA, TN, JOHNSON CITY, JUNE 4 2011. RUN-AWAY TANKER TRUCK ROLLS ONTO INTERSTATE-26

A tanker truck parked at Johnson City motel rolled down a hill, taking down a fence, crossing two interstate ramps and damaging a guard rail before coming to rest beneath the Interstate-26 underpass. Police told the Johnson City Press no one was injured in the incident, which happened Wednesday night at about 10 p.m. Police and the Tennessee Highway Patrol are investigating what caused the run-away truck to take off from the back lot of the Volunteer Lodge.

http://www.volunteertv.com/state/headlines/Run-away_tanker_truck_rolls_onto_Interstate-26_123097893.html

USA, MI, COTTRELLVILLE TWP, JUNE 4 2011. ROADS OPEN; PROPANE TANKER ON ITS WAY WITH NO LEAKS

Roads around the intersection of Starville and Shea roads have been re-opened after being closed about 1:20 p.m. today for a propane tanker truck that was tipped on its side in a ditch. Ira Township Fire Chief Mike Holt said the tanker did not leak any of the 750 gallons of propane it was carrying. The tanker's capacity was 3,000 gallons. The driver of the tanker had pulled over to the shoulder of Shea Road, where the shoulder was soft enough that the truck slipped and landed on its side, Holt said. Crews were able to right the tanker and send the driver and truck on their way without injury by about 3:20 p.m. today, Holt said. About 17 to 20 people were asked to leave their homes as a precautionary measure this afternoon, as they lived within a half mile of the intersection where the accident happened. Clay Township Fire Department assisted at the scene.

<http://www.thetimesherald.com/article/20110602/NEWS05/110602015>

USA, TX, HOUSTON, JUNE 4 2011. TESORO BUYER OF OIL FROM REBEL-CONTROLLED LIBYA COMPANY

ben lefevre, neena rai & sarah kent

The first known shipment of oil from rebel-controlled east Libya is on its way to a refinery in Hawaii after sitting without a buyer off the coast of Singapore for weeks. San Antonio-based Tesoro Corp. bought the cargo in late May for its refinery in Kapolei, Hawaii, company spokesman Mike Marcy told Dow Jones Newswires on Thursday. Shipping brokers estimate the tanker is expected to arrive on June 6, two months after it loaded in the rebel-controlled port of Tobruk. That the cargo took so long to find a buyer is the latest indication of how deeply the rebellion against Col. Moammar Gadhafi has severed Libya's oil from the global market. Where the North African nation was exporting 1.6 million barrels a day before fighting began in mid-February, almost no oil has made it out since. The Libyan government is barred from exporting oil under international sanctions, and rebels have had a hard time producing crude and sending it out due to harassment by forces loyal to Gadhafi. Refiners are

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likely to have a long wait for the next shipment of Libyan crude, as neither Gadhafi nor the rebels appear close to gaining the upper hand. Libya's top oil official said Wednesday that he had defected from Gadhafi's regime, and international oil companies operating in the country pulled their employees soon after fighting began. "It's a clear stalemate," said Sarah Emerson, analyst and principal at energy consultancy ESAI Energy LLC. "We don't see any other crude coming out of there, although this is one of those things that could change very quickly." The Equator, a tanker capable of carrying 1 million barrels of oil, was contracted by Vitol Group, and had sat in Singapore for a month after leaving Libya. Tesoro became interested in the cargo for its Kapolei refinery after a shipment of South American crude fell through in late April, Marcy said in an email. "Obviously, there are unique geopolitical attributes to this particular cargo," he said, adding that the purchase was made in "strictest accord" with the ban on purchasing oil from Gadhafi's regime. Marcy declined to give the price Tesoro paid for the shipment. The price of Brent, a North Sea oil blend that tends to cost roughly the same as Libyan crude, traded between \$110 and \$125 a barrel in May on ICE Futures Europe. Vitol was unavailable for comment and the vessel's Greek managers, Dynacom Tankers Management Ltd., declined to comment.

<http://www.nasdaq.com/aspx/stock-market-news-story.aspx?storyid=201106021635dowjonesdjonline000643&title=3nd-update Tesoro-buyer-of-oil-from-rebel-controlled-libya-company>

USA, N.C, RALEIGH, JUNE 4 2011. TANK LEAK CLEANUP COSTS

rob christensen & dan kane

A Senate environmental committee approved legislation that would reduce costs for convenience stores and other businesses that have leaking underground tanks, but may result in more public expense for gasoline and fuel oil cleanups. The state pays for cleanups through a fund that includes fees from tank owners and gas taxes paid by motorists. About two-thirds of the fund's revenues come from the gas tax, state officials say. Tank owners are required to pay a deductible for cleanups before the state fund kicks in. Convenience store owners and other tank owners say the law is overly burdensome and requires them to pay for more contamination than they may be responsible for, as in cases with multiple sources of contamination. The new legislation, filed by state Sen. Don East, a Surry County Republican, would allow the fund to help pay for above-ground spills that are found in conjunction with underground contamination by leaking tanks. In cases in which a leaking tank is one of multiple sources of contamination, a tank owner who cleans up the entire site would be responsible only for the smallest share of costs among the responsible parties. The bill would also make the fund liable for costs associated with site investigations that turned up no contamination. Other changes would allow tank owners to put corrosion protection on underground tank pipes, instead of having to remove them, and pushes back a deadline from 2016 to 2020 for all underground tanks to be at least 500 feet away from a public water supply well or for owners to provide backup containment for the tanks. Several businesses with derground tanks praised the legislation, which is before the state Senate Finance Committee. State Sen. Dan Clodfelter, a Charlotte Democrat, said he had concerns about the bill if it shifted more costs to the fund, which has struggled to keep up with leaking underground tanks. Environmentalists said the legislation would likely shift more costs to the public, particularly since it would make the fund liable for some above-ground leaks. "By expanding the universe of tank owners who could tap into the fund without requiring all (sources) to pay into the fund, there would be even less money available to clean up groundwater contamination from leaking underground tanks," said Molly Diggins, the head of the Sierra Club's North Carolina chapter, in a statement. East's original bill would have allowed no cleanup of underground tank leaks in cases where no streams or lakes were within 1,000 feet of the discharge and anyone with a drinking water well nearby had access to a public water line. He rewrote the bill after state environmental officials told him such changes would have violated federal clean water requirements. East owns property that had a leaking underground tank removed years ago. The prior property owner - a bank that foreclosed on the property - is responsible for the cleanup, and state environmental officials say that business is complying with the law.

<http://www.newsobserver.com/2011/06/03/1244246/gop-leaders-will-go-to-mccrory.html>

USA, IN, CHESTERTON, LUNE 4 2-11. WORKER STARTS FIRE AFTER TRYING TO SIPHON GAS FROM PICKUP WITH SHOP VAC

A maintenance worker at the Girl Scout camp at 983N 350E in Jackson Township escaped injury on Thursday after setting a pickup truck on fire in an attempt to siphon gasoline from it, the Porter County Sheriff's Police said. According to police, at 12:47 p.m. the worker advised that he had been mowing the grass at the Girl Scout camp when he ran out of gas and "decided to siphon gas out of the pickup truck because he did not want to go the maintenance barn." The worker "then turned on a green Shop Vac and placed a gas can near the pickup truck," police said. "He then proceeded to place a garden hose in the gas tank, then duct-taped the garden hose to plastic hose. He then attempted to secure the plastic hose to the vacuum but the

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plastic hose ignited. The pickup truck then caught on fire." The worker was able to douse the fire with an extinguisher, police said, but damage to the pickup truck was estimated at \$3,000 and to the Shop Vac at \$25.

http://www.chestertontribune.com/PoliceFireEmergency/pcsp_worker_starts_fire_after_tr.htm

NETHERLANDS, THE HAGUE, JUNE 4 2011. CHEVRON LOOKS TO ARBITRATORS TO SAVE IT FROM \$18B POLLUTION PAYOUT

lawrence hurley

The final battle in Chevron's high-profile war against an \$18 billion judgment over oil pollution in Ecuador is likely to be fought behind closed doors in an ornate building in the Netherlands. The Peace Palace -- a neo-Renaissance structure built in The Hague with the financial backing of industrialist Andrew Carnegie almost a century ago -- is home to the Permanent Court of Arbitration, whose specialty is resolving international legal disputes. Although litigation continues both in Ecuador and New York over the February ruling against Chevron, experts say the arbitration court, which shares its grand home with the International Court of Justice, could have a crucial role to play. That is because the court is currently considering a 2009 claim brought by Chevron against Ecuador in which the oil company claims the Andean nation violated a bilateral trade agreement between it and the United States. The arbitration proceeding is one part of a tangled web of litigation that illustrates the oil company's no-holds-barred approach to the Ecuador case, which has been ongoing in various forms for 18 years. Despite concerns raised by shareholders at last week's annual meeting at Chevron's San Ramon, Calif., headquarters about the judgment and the scant prospect of a settlement any time soon, the company has stressed its continued commitment to fighting to the bitter end. In Ecuador, Chevron has appealed the \$18 billion ruling entered by Judge Nicholas Zambrano, while in New York it is pursuing a federal racketeering case against the American lawyers who represent the indigenous plaintiffs, alleging the entire case is a scam. But what the three-man arbitration panel concludes could be decisive, according to experts such as Peter McGrath, a partner at the Moore & Van Allen law firm in Charlotte, N.C., and a specialist in environmental law. "The mechanism through which everything will be sorted out will be the arbitration," McGrath said.

Long-Running Saga

The genesis of the dispute between Chevron and Ecuador dates to when Texaco Petroleum Co. became part of an oil consortium that, during the 1970s and 1980s, worked alongside the Ecuadorean government-controlled company, Petroecuador. Texaco withdrew from Ecuador in 1992, leaving Petroecuador in sole control of the oil fields, which are near the town of Lago Agrio in the eastern part of the country. A year later, the plaintiffs -- backed by American lawyers -- filed their first lawsuit against Texaco in New York. It was eventually dismissed on jurisdictional grounds, but the plaintiffs sued again in 2003, this time in Ecuador. Now, Chevron, which acquired Texaco in 2001, was the defendant. It's that case that led eventually to February's mammoth ruling. By that time, Chevron had already filed its arbitration claim, part of its wider legal strategy to undermine the plaintiffs' case, in part by pointing the finger at the Ecuadorean government. "It's one of the options to seek justice," Chevron spokesman James Craig said of the arbitration proceeding. The oil giant maintains that Ecuador is bound by the contracts Texaco entered into with the government before Chevron was ever on the scene. That includes an agreement in which Texaco agreed to remediate some sites before leaving the country in return for the government absolving it from liability. The plaintiffs, who are not parties to the arbitration, say the agreement only released Texaco from claims made by the Ecuadorean government and not private parties. So far, the arbitration proceeding is at an early stage. The panel has not yet even decided whether it has jurisdiction to consider Chevron's claims, although legal experts think it will probably conclude that it does. The only action the arbitrators have taken to date was to ask Ecuador not to allow the enforcement of the judgment while the panel continues its considerations. Chevron was particularly worried about that issue because the plaintiffs had a plan to petition courts around the world -- in countries where Chevron has assets -- to enforce the judgment. Ecuador has responded that the ruling could not be enforced immediately anyway because it remains on appeal in Ecuadorean courts. An appeals court ruling is not expected for months. "Right now, according to the Ecuadorean law, this judgment cannot be executed," Ecuador's attorney general, Diego Garcia, said in a recent interview in Quito, the Ecuadorean capital. The panel's findings "didn't add anything to what the law already establishes in Ecuador regarding judgments that have not been executed and cannot be executed," he added.

Wide Latitude

The arbitration panel -- consisting of two Brits and an Argentine, all experienced international lawyers -- has two points to consider if it decides it has jurisdiction. The first is whether Chevron has any liability based on its agreement with the Ecuadorean government. The second is whether Ecuador violated the bilateral treaty by failing to provide what could be described in American legal terms as due process. Chevron's [281-page filing](#) (pdf) lays out in detail its argument that Texaco was released from all environmental claims and fulfilled whatever remediation obligations it had. The oil company also argues

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that Petroecuador "has caused extensive environmental damage" since taking over full control of the sites in 1992 and repeats some of its claims about alleged fraud on the part of the plaintiffs, which are the basis of the racketeering suit in New York. Furthermore, Chevron says the Ecuadorean government "is colluding with the plaintiffs to improperly influence the court and undermine Chevron's defense." Ecuador will not file its response to Chevron's claims until after the panel agrees whether it has jurisdiction. Chevron's complaint is not typical of the type of cases decided via international arbitration, according to Marcos Orellana, a senior attorney at the Center for International Environmental Law. Arbitration is usually "most effective when there is clear government misconduct," he added. It is not clear that Chevron's allegations against the Ecuador government reach that level, Orellana said. The tribunal has wide latitude in terms of what it might decide once it gets to the merits, but all of its rulings would be based on to what extent, if any, Ecuador is liable for anything Chevron is required to pay to the plaintiffs, according to legal experts familiar with the case. In essence, the arbitration boils down to whether Ecuador has to indemnify Chevron from any losses it may incur as a result of the judgment in Lago Agrio. But as Allen Weiner, who directs the international and comparative law program at Stanford Law School, pointed out, while the tribunal can require Ecuador to indemnify Chevron, it cannot stop the plaintiffs from seeking the damages in courts worldwide. "There have been cases where people say there was a miscarriage of justice that violations treaty obligations," he added. "That's not to say Ecuador can stop plaintiffs enforcing the judgment." It is also conceivable that the tribunal could, as Weiner put it, "slice and dice" Zambrano's ruling by finding fault with some aspects of it but not others. Chevron might then have to pay some of the damages but not all of them, according to lawyers following the arbitration. So far, based on what the three panel members have said, "they leave open the possibility of Chevron taking some responsibility," said environmental lawyer McGrath. Courts around the world where the plaintiffs seek to enforce the ruling would likely view what the tribunal says as "impartial, independent guidance," Orellana said "Any decision is likely to become an element in the mix that makes this litigation even more complex," he added. What happens in the racketeering case in New York could also affect how favorably courts look upon the Ecuadorean judgment. In the end, Chevron could be left in the difficult position of trying to recoup whatever it pays to the plaintiffs from the Ecuadorean government. That could be problematic because the government, led by leftist President Rafael Correa, has some reservations about international arbitration and has also been critical of Chevron's conduct. "They have expressed discomfort in going along with decisions made by international arbitrators," said Chevron's Craig. "They are not fans of international arbitration." Attorney General Garcia said nothing to indicate otherwise His main argument is that Texaco -- albeit before Chevron was involved -- fought to have the original New York case dismissed in part on the grounds that it should have been filed in Ecuador. Garcia maintains that Chevron should "respect the decision" that Texaco took at the time and let the case proceed in Ecuador. "I think that international arbitration is not the useful way to resolve the case," he said.

Bad Blood

At least week's meeting in San Ramon, one of the issues raised by shareholders was why Chevron has not settled the Ecuador case. It is a question many observers have asked over the years. Right now, no negotiations are taking place either with the plaintiffs or with the Ecuadorean government, Chevron says. Following the meeting, the company even released a new tough-talking video that restated its allegations against the plaintiffs' lawyers. With all the bad blood that exists between the parties -- which has become fractious even by high-stakes litigation standards -- there appears little chance of a deal. Most corporations involved in such a case would now be keen to talk, but that is not how oil companies operate, according to McGrath. "In my experience, oil companies in litigation act as if there's no chance they will lose," he said.

<http://www.nytimes.com/gwire/2011/06/02/02greenwire-chevron-looks-to-arbitrators-to-save-it-from-1-53361.html>

USA, WI, BARRON, JUNE 4 2011. WISCONSIN MAN JAILED AFTER ACETYLENE-FILLED BALLOONS EXPLODE, INJURE WOMAN

andy rathbun



Chad Schullo.

A Cumberland, Wis., man is in jail and an 18-year-old woman is in pain after balloons filled with flammable gas exploded earlier this week, burning the teenager and severely damaging her hearing. Chad M. Schullo, 26, was charged Thursday in Barron County Circuit Court with injury by negligent handling of explosives, second-degree reckless injury and possession of explosives for unlawful purpose. Schullo remains in the Barron County Jail in lieu of \$5,000 cash bail. Police were alerted to the incident early Tuesday when Barron Hospital staff reported that someone with injuries from an explosion had come into the emergency room. Amanda Sarauer of Bloomer, Wis., was holding several balloons filled with acetylene gas when they exploded. Schullo gave Sarauer the balloons to hold, according to the complaint. She was burned on the chest, neck, arms, nose, mouth and hair,

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and her left eardrum was destroyed and her right eardrum was damaged, her mother, Connie Sarauer, said Thursday. Amanda Sarauer has second-degree burns and possible third-degree burns. She was released from Regions Hospital late Wednesday after being placed on a ventilator to help with her breathing, her mother said. "I want her to recuperate," said Connie Sarauer. "I hate seeing her in this kind of pain." Connie Sarauer said she's angry her daughter was forced to drive herself to the hospital after no one called her an ambulance. "He did this, and he deserves to be where he's at," she said of Schullo. "He obviously had the stuff there to do this, he must have known what it could do." Acetylene is the most common fuel used for cutting torches, according to the U.S. Department of Labor. It ignites readily - a spark of static electricity can set it off - and experts recommend against discharging it into any kind of container. Connie Sarauer said her daughter did not know the dangers of the explosive gas. She said her daughter had worked for Schullo doing tree care. She also said her daughter was not drinking before the accident. Deputies smelled alcohol on Schullo's breath when they executed a search warrant at his home later Tuesday, according to the criminal complaint. Schullo told police he filled the balloons with explosive gas and handed them to Amanda Sarauer. He said she asked for an ambulance after the explosion, but he refused to call one, the complaint states. He told police he was having a party for his roommate's 21st birthday when the incident occurred. He said he was planning to light the balloons in front of his roommate's window, according to the complaint. Connie Sarauer said her daughter graduated from high school Saturday and wants to go into law enforcement. "This could affect the rest of Amanda's life if she doesn't regain her hearing," she said. "It could impact what kind of jobs she could get in the future." Her daughter will undergo surgery to rebuild her left eardrum, Connie Sarauer said. The most serious charges Schullo faces - second-degree reckless injury and possession of explosives for unlawful purpose - each carry a maximum sentence of 12-1/2 years in prison. A preliminary hearing in the case is set for June 10.

http://www.twincities.com/localnews/ci_18193728?nclink_check=1

CANADA, NWT, WRIGLEY, JUNE 4 2011. ENBRIDGE SAYS LEAK OF NWT PIPELINE MUCH BIGGER THAN ORIGINAL ESTIMATE

Enbridge says more oil leaked from its pipeline in the Northwest Territories than it reported. Company spokeswoman Gina Jordan said the original estimate of oil that leaked from its Norman Wells System approximately 50 kilometres south of the community of Wrigley, N.W.T., was four barrels. Jordan said Friday that Enbridge (TSX:ENB) cleanup crews have so far removed about 90 barrels of oil since the spill on May 9. She said third party experts were trying to determine more accurately determine subsurface contamination, and once that was complete a revised estimate of the size of the release can be determined. Jordan says the leak has had no impact to the Willowlake River and the company continues to monitor the area. She says the cause of the leak and when the cleanup will be finished are unknown.. The Norman Wells pipeline transports nearly 40,000 barrels per day of sweet crude oil to Zama, Alta., and was officially opened in May 1985. Kevin Menicoche, the MLA for Nahendeh, has said he's concerned for the residents who live at the mouth of the river and for the safety of the water and animals.

http://www.google.com/hostednews/canadianpress/article/ALeqM5jPt1_NovX7-q2P2nQboKHb1ilCFw?docId=7048032

UK, SHREWSBURY, JUNE 4 2011. OIL SLICK SEEN IN RIVER SEVERN AT SHREWSBURY

chris burn



The oil on the River Severn at Shrewsbury.

Environment Agency chiefs are investigating the source of this oil slick running through the River Severn at Shrewsbury. John Roberts, chairman and head bailiff of Shropshire Anglers Federation, said he had seen the slick between Station Bridge and Castle Walk Bridge. He said the substance smelt like diesel. He said: "It is either from a diesel train spill off the Station Bridge or somebody has put something in the water. "Somebody may have chucked a drum in." Serena Balsdon, a spokesman for the Environment Agency, said problems with an oily film on the water's surface were first reported on May 18, when a caller reported a slick measuring approximately 50 metres moving down the River Severn. "Our environment officers went out to investigate and went to Castle Bridge and found oil across the river. "They walked down to the weir and found

oil going over the weir." She said the source was not located and there were no sightings of dead fish. The problem reoccurred this week, with the agency receiving four calls since yesterday from members of the public. "One caller cycled for about three-quarters of a mile and could still see the oily film most noticeable on the left hand side," Ms Balsdon said. "Our environment

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officers are currently at the site undertaking visual monitoring of the area to try and trace the source of the oily film. Once our investigations are complete, we should be able to provide more information." Councillor Alan Mosley went down to inspect the section of river in Castlefields after people reported seeing a strange substance in the river. "There is something floating around on the top of the surface," he said. "The river is pretty static at the moment so its not moving away very quickly. "I hope the Environment Agency and council officials get down here and look at this very quickly, investigate and ensure this does not happen again in the future. "They need to take whatever action necessary to ensure there is no repeat."

<http://www.shropshirestar.com/news/2011/06/03/oil-slick-seen-in-river-severn-at-shrewsbury/>

PAKISTAN, PUNJAB, SHEIKHUPURA, JUNE 4 2011. THREE DIE IN FACTORY EXPLOSIONS

Three people, including two children, were killed while eight others were injured when the roofs of two factories and three adjoining houses caved in after explosions in chemical drums on Friday. Labourers were working in a chemical factory in Wandyala Dyal Shah locality in Ferozewala police precincts. Suddenly, chemical drums started exploding one after the other owing to which roofs of adjoining yarn manufacturing factory and three houses caved in. A labourer, 52-year-old Shaukat Khan, and two-year-old Shamsa and four-year-old Sehrish died after being buried under the rubble. Two women, who were passing by, were among the eight people injured and were rushed to Mayo Hospital in Lahore.

<http://www.dawn.com/2011/06/04/three-die-in-factory-explosions.html>

USA, CA, SAN DIEGO, JUNE 5 2011. MAN KILLED IN EXPLOSION, FIRE IDENTIFIED

susan shroder

A man whose body was found Wednesday following an explosion and fire in a box trailer at a Scripps Mesa vehicle-storage yard has been identified as George Sutton, 47, of La Jolla. Sutton's body was found about 10:50 a.m. by firefighters who extinguished the blaze at the facility. He had been working on his motorcycle in preparation for a trip, San Diego fire officials said earlier. A preliminary investigation indicates that a spark ignited gasoline fumes inside the trailer, the Medical Examiner's Office said Friday. Witnesses reported hearing small explosions from the 20-foot enclosed trailer about 10:45 a.m. Wednesday. The La Jolla Light reported that Sutton was a longtime resident of Bird Rock. He was a member of La Jolla's Traffic & Transportation Committee and past secretary and vice president of the Bird Rock Community Council. Joa LaCava, former president of the Bird Rock Community Council, told the newspaper that Sutton was an avid fan of the desert and enjoyed off-roading.

<http://www.signonsandiego.com/news/2011/jun/04/man-killed-in-explosion-fire-identified/>

USA, CA, SONOMA, JUNE 5 2011. EMERGENCY CREWS CLEAN UP POSSIBLE DIESEL FUEL SPILL AT SONOMA COUNTY AIRPORT

julie johnson

The source of an oily, odorous sheen on water flowing through a storm drain Friday stumped county emergency crews who rushed to sop up what they suspected was diesel fuel leaked into the pipe, which runs under the Charles M. Schulz-Sonoma County Airport. The extent of the spill was unknown, however emergency crews rushed to contain the substance with a series of oil-absorbing booms, said Capt. Bob Borges of the Sonoma County Fire and Emergency Services Department. The pipe drains under the airport property and into Airport Creek, a small tributary at the north end of the airport that merges with Windsor Creek and eventually drains into the Russian River. "We're doing everything we can to protect the creek," Borges said. County crews installed several layers of booms at the pipe outlet and at five additional drainage points upstream from the creek, Borges said. Rincon Valley and Windsor firefighters checked storm drains upstream from the pipe. "It could be anything from someone dumped something into the storm drain or you could have a leaky tank somewhere that we can't find," Borges said. Airport takeoffs and landings continued as scheduled, Airport Manager Jon Stout said. The substance appears to be flowing through the pipe from a source "off airport property," Stout said. The leak could be coming from a source far upstream from the airport, but "at this point we don't know," Borges said. The substance appeared as a subtle rainbow sheen on the water, but its smell was "significant enough to be noticeable," Rincon Valley Fire Chief Doug Williams said. Airport staff noticed the smell coming from a storm inlet near the end of Airport Boulevard outside the KaiserAir Santa Rosa Jet Center, Stout said. County officials said they were alerted to the problem just before 9 a.m. However employees at KaiserAir, a private firm operating at the airport, noticed a strong diesel odor as early as 2 a.m., said Jerry Reighley, a consultant for the company. Department of Fish and Game officials checked areas of the creek downstream from the leak, and said they didn't see any oily sheen on the water, Borges said. Emergency crews had hoped to identify the source of the spill before rains expected to return late Friday began, Borges said. Airport and county crews would continue to check the booms throughout the weekend

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and replace them if necessary. "There is still a sheen flowing through the storm drain," Borges said as crews wrapped up their efforts Friday afternoon. "We can't find the source and at this point in time, there's not a whole lot more we can do that we haven't already put in place."

<http://www.pressdemocrat.com/article/20110603/ARTICLES/110609791/1350?Title=Emergency-crews-clean-up-fuel-spill-at-Sonoma-County-airport>

USA, N.J, PAULSBO, JUNE 5 2011. OIL SPILL REPORTED IN POULSBO MARINA

An unknown quantity of oil spilled from a pleasure boat at the Poulsbo Marina this morning, but crews managed to contain much of the oil, officials say. The spill occurred from a leaking fuel tank aboard the Eric J, believed to be a former fishing boat, according to Larry Altose, spokesman for the Washington Department of Ecology. Port workers and Poulsbo firefighters helped to quickly place an absorbent boom in the water to contain the floating oil. Ecology officials reported that the boat had 1,600 gallons of fuel on board and some 70 gallons have been recovered from the water so far. The owner of the vessel is cooperating and has hired a cleanup contractor, Altose said. Discussions are under way with the Coast Guard about how to get the vessel repaired. Coast Guard and Ecology officials were at the marina this afternoon, Altose said. The boom and cleanup materials were removed from an Ecology spill-response trailer, one of several placed at ports and harbors around the state to respond to these kinds of emergencies.

<http://www.kitsapsun.com/news/2011/jun/03/oil-spill-reported-in-poulsbo-marina/>

UK, PEMBROKE, JUNE 5 2011. TRAGIC OIL BLAST VICTIMS NAMED



Victims ... from top left, Dennis Riley, 52, Julie Jones, 54, Andrew Jenkins, 33 and Robert Broome, 48.

Victims killed in a blast that ripped apart an oil refinery were today named by police. Four people were killed in the explosion at Pembroke Oil Refinery in Wales on Thursday. Grandmother Julie Jones, 54, granddad Dennis Riley, 52, dad-of-seven Robert Broome, 48, and Andrew Jenkins, 33, a father of young twins did not survive the blast. Dyfed Powys Police said a fifth person is still in a critical but stable condition in hospital. A joint police and Health and Safety Executive investigation is being carried out into the blast after it tore through the refinery in Pembroke Dock. Maintenance work had been carried out on a 730 cubic metre storage tank which exploded around 6.20pm. Detective Chief Inspector Martin Davies, the senior investigating officer, said: "The bodies of the deceased were removed from the scene yesterday evening. "We are now working with forensic experts to formally identify the bodies. "Since the incident occurred our specially trained officers have been supporting the families and next of kin of those who tragically lost their lives. "A fifth casualty remains in a critical but stable condition in hospital. "The family have asked police not to

release the name or any other details at this stage."

<http://www.thesun.co.uk/sol/homepage/3618808/Tragic-oil-blast-victims-named.html>

UK, PEMBROKE, JUNE 5 2011. PEMBROKE CHEVRON REFINERY: SAFETY RECORD 'EXCEPTIONAL'

[Watch the Video Aerial footage of Chevron oil refinery fire scene](#)



Aerial footage showed the damage to the tank at the refinery.

The safety record of a west Wales oil refinery where four contractors were killed in an explosion and fire has been defended. An investigation is under way after a blast on Thursday in a storage tank at the Chevron plant in Pembroke. Despite a number of incidents at the plant in the past two decades Pembrokeshire council said it had an "exceptional record of safety". Pembroke Dock mayor Andrew McNaughton said some risk had to be accepted. There have been a number of incidents at the refinery since it opened in 1964. The most serious before Thursday evening occurred in July 1996 when 26 workers were slightly injured in an explosion and fire. In June 2001 a fire was caused by

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a hydrogen leak, with smoke seen by eyewitnesses rising hundreds of feet into the air, but no-one was injured. Ch Supt Gwyn Thomas of Dyfed-Powys Police insisted there was no ongoing risk to the public after the latest incident. John Davies, Pembrokeshire council leader, told BBC Wales that in the 46 years since first Regent then Texaco and now Chevron had operated the plant it had had "a truly remarkable and exceptional record of safety". "I'm not aware of any lives being lost in similar circumstances with regard to fire and explosion," said Mr Davies. "I think this is the first of its kind. "Given that they refine the best part of 220,000 barrels of crude a day into refined product I think it's a truly exceptional record. But last night the ultimate price was paid. "These things tragically happen. But we are prepared for these incidents from time to time." He added that the council had upheld its responsibility to ensure public safety after the incident.

'Relatively Rare'

Chevron has launched its own investigation to run in tandem with the Health and Safety Executive's inquiry into Thursday night's incident. It happened during routine, planned maintenance. Julian Lee, senior energy analyst at the Centre for Global Energy Studies, said the plant was an important part of the UK's oil infrastructure with the capacity to process 14% of the UK's annual oil consumption. "Industrial accidents do happen," said Mr Lee. "Fortunately, given the scale of the oil business and the number of refineries and the amount of oil that they are processing, they are relatively rare. But it is impossible to avoid them entirely." Andrew McNaughton, mayor of Pembroke Dock, said there had not been a serious accident at the refinery in nearly 20 years. "You have to accept some risk," he said. "You assume that all accident precautions are taken. You cannot cover all risks for everything... but you can make sure that unavoidable risks are prevented." Simon Hart, Conservative MP for Carmarthen West and South Pembrokeshire, also praised the plant's safety record. "It's a really important business but it is a dangerous one and it's had a fantastic safety record," he said. "Credit where credit's due, it's had a long and good record." He added: "I don't think we should go around dishing out blame until the investigation is over." Angela Burns, Conservative AM for Carmarthen West and South Pembrokeshire, said the Pembrokeshire area contained several very large companies engaged in oil refining and gas production and that there some very stringent safety precautions in place. "This is a very important company within our community," she said. "They contribute millions and millions to our economy every year. "We have to stand shoulder to shoulder with them, support the families and keep prodding and poking and make sure that Chevron and other companies like them do have absolutely the best of best safety standards possible."

Previous Incidents at the Refinery

- 26 April 1989: Fire after 30,000 gallons of crude oil spilled from pressure pump, one man with slight burn injury.
- July 1994: Explosion and fire, with 26 workers slightly injured and homes as far away as Milford Haven damaged.
- 19 June 2001: Leak of hydrogen from a unifier process unit blamed for fire.
- 12 March 2003: Fire in specialist catalytic cracking unit
- 5 September 2003: Two people taken to hospital after fire in steam plant.

Related Links

- [Inquiry into four refinery deaths](#) 03 June 2011, South West Wales
- [Aerial footage of refinery scene](#) 03 June 2011, Wales
- [Eyewitness photos of refinery blast](#) 02 June 2011, Wales

<http://www.bbc.co.uk/news/uk-wales-south-west-wales-13640521>

USA, PA, TANNERSVILLE, JUNE 5 2011. TANKER-CAR MISHAP FOULS TRAFFIC IN TANNERSVILLE



Firefighters spray foam on a tanker truck-car crash in Tannersville.

A crash involving a Honda Civic and a tanker hauling 9,000 gallons of petroleum slowed traffic on Route 611 in Tannersville on Friday. The incident occurred at the Turkey Hill gas station near The Crossings Premium Outlets around 1:36 p.m. The two collided when the truck was making a wide right turn into the station's parking lot. The Civic's driver, Joaquin Noda, 23, of Tannersville, said the truck wasn't moving when he turned off Route 611 into the gas station. "It was just sitting there," he said. "I thought I was clear to go." Noda said that the truck started moving as he continued forward. His Civic became wedged under the truck, sustaining moderate damage. Noda and his two passengers escaped without injury. The truck's driver declined comment. Workers from Schlier's Towing helped free the car, using a mechanical winch to move the tanker. Pocono Township Fire Company sprayed foam to prevent accidental ignition of the truck's flammable contents.

<http://www.poconorecord.com/apps/pbcs.dll/article?AID=/20110604/NEWS/106040335>

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