



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, KS, ATCHISON, NOVEMBER 6 2011. GRAIN ELEVATOR EXPLOSION CLAIMS 6 LIVES

doug rich

 **Watch the Video:**

- [3 Dead, 3 Missing In Grain Elevator Blast](#)
- [Bodies Of 3 Missing Found After Grain Elevator Blast](#)
- [3 More Victims Of Grain Elevator Blast Found](#)
- [Images From Inside The Atchison Grain Elevator Explosion](#)

 **Click-2-Listen** [Listen: Atchison Grain Elevator Explosion 911 Tape](#)



Memorial—Mckinley Keil, 8, wipes away tears as she looks at a memorial Monday, Oct. 31, 2011 outside the Bartlett Grain Company in Atchison, Kan. Keil's dad, Travis Keil, was one of six people killed in an explosion at the elevator Saturday night.

The death toll in the tragic grain elevator explosion reached six when three more bodies were found on Oct. 31 at the Bartlett Grain Company facility in Atchison, Kan. There were 12 people working at the facility at the time of the explosion. Four were not injured, two were taken to the University of Kansas Medical Center, and six were killed. The victims of the blast have been identified as John Burke, 24, of Denton, Ryan Federinko, 21, of Atchison, Chad Roberts, 20, of Atchison, Curtis Field, 21, Atchison, Travis Keil, 34, Topeka, and Darrek Klahr, 43, of Wetmore. Burke, Federinko, Roberts, and Field were elevator employees. Keil and Klahr were grain inspectors working for the Kansas Grain Inspection Service. Bob Knief, senior vice president of Bartlett Grain Company, issued a press release Oct. 31 emphasizing that their thoughts and prayers will remain with the men who were killed and their families. "From the moment we knew of this explosion, we have done everything possible to get the best possible care for the injured and to safely recover those who were killed," Knief said. "And we have been directly and repeatedly in contact with the

closest family members." "The Bartlett companies have been a strong presence in this region for over 100 years and our safety record has been exemplary," Knief said. "Of course, we are fully cooperating with OSHA and the other relevant government entities which are on the scene." According to Occupational Safety and Health Administration records, there have been 600 explosions at U.S. grain handling facilities in the last 40 years that resulted in 250 fatalities and 1,000 injured. Tom Tunnell, Kansas Feed and Grain Association, said the last major grain elevator explosion in Kansas was in 1998 at DeBruce Grain in Wichita. Seven people were killed and 10 injured in that explosion 13 years ago. A bad conveyor belt bearing was to blame for that accident, according to federal investigators. "To put that in perspective there are approximately 900 grain facilities in the state of Kansas that handle 1.3 billion bushels of some type of grain every year on the average," Tunnell said. "The industry has a pretty amazing record when it comes to handling that many bushels at that many facilities." The Bartlett Grain Company facility in Atchison had a capacity for 863,000 bushels in upright storage and 325,00 bushels in flat storage. Grain elevators take a number of precautions to reduce the risk of explosions. Tunnell said precautions begin with grain flow at the dump pit. Most elevators have a dust system right on the dump pit to hold dust down. There are also high-powered magnets under the grain flow to attract and put out any tramp metal before it gets into the system. Tramp metal in the wrong place could cause a spark that results in a fire and explosion. Elevators have explosion proof motors. Many facilities also have monitors to monitor heat from the bearings. Tunnell said that some facilities have relief ports on the legs to release pressure in the case of an explosion. "Dust control is a major effort at all grain elevators," Tunnell said. "Basically, an explosion can occur if three things are present and those are atmospheric conditions, dust suspended in the right proportion in the air, and a combustion source." It does not really make any difference if the bins are full or empty if those three elements are present, although the risk for a larger explosion exists if the bins are empty and there is more dust present. "It is way too early to know the cause of this tragic explosion," Knief said in the prepared release. Tunnell said at the time of the explosion a train was being loaded and the inspectors were doing on-site grading of the grain quality going into the railroad cars. Each carload is sampled and graded. "The reason we have on-site grain inspectors is that the railroad gives a favorable rail rate if a facility can load a 110 car train in under 18 hours," Tunnell said. "To facilitate that speed we need someone to be on-site to grade the grain." In his prepared statement Knief also expressed his appreciation for the emergency responders who facilitated the recovery of the victims from the grain elevator.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Related Links

- November 3, 2011: [Funeral Held For Victim Of Grain Elevator Blast](#)
- November 3, 2011: [Flags Lowered To Remember Grain Blast Victims](#)
- November 2, 2011: [Debris Slows Grain Elevator Blast Probe](#)
- November 1, 2011: [OSHA: Finding Cause Of Blast Could Take Months](#)
- October 31, 2011: [3 More Victims Of Grain Elevator Blast Found](#)
- October 31, 2011: [Bodies Of 3 Missing Found After Grain Elevator Blast](#)

<http://www.hpi.com/archives/2011/nov11/nov7/elevatorexplosion1pic1graph.cfm?title=Grain%20elevator%20explosion%20claims%20%20lives>

SOUTH AFRICA, JOHANNESBURG, NOVEMBER 6 2011. 2 HURT AS DIESEL TANKER OVERTURNS ON N1

A driver and a passenger were injured when their diesel tanker overturned on the N1 north in Centurion on Thursday evening, Tshwane metro police said. The tanker, which belongs to Bafana Petroleum, was carrying 40 000 litres of diesel when the driver lost control just after the Rigel Avenue off-ramp, said spokesperson Console Tleane. "The truck stopped about 100m after the Rigel Avenue. Fortunately no other car was involved in the accident," he said. The two occupants in the truck were taken to the Pretoria East Hospital after sustaining minor injuries. Tleane said some lanes were closed off as clean-up operations were underway. This could take the whole night. "This might cause some congestion in the morning during the peak hours," he said. The Tshwane fire brigade was monitoring the situation.

<http://www.news24.com/SouthAfrica/2-hurt-as-diesel-tanker-overtURNS-on-N1-20111103>

USA, N.C, YADKIN COUNTY, NOVEMBER 6 2011. AT LEAST ONE SERIOUSLY INJURED IN TANKER TRUCK WRECK IN YADKIN CO.



At least one person was seriously injured Friday after a fiery wreck involving a tanker truck on Highway 421 in Yadkin County. The wreck happened around 4 p.m. in the northbound lanes near Highway 21. The wreck completely blocked the northbound lanes for several hours. At the same location, troopers responded to a three-car wreck in the southbound lanes. No one was injured in that wreck. Troopers said they will release more information as soon as it becomes available.

<http://www.myfox8.com/news/wghp-at-least-two-seriously-injured-in-two-wrecks-in-yadkin-co-20111104,0.7505181.story>

USA, CA, PLEASANT HILL, NOVEMBER 6 2011. 11 STUDENTS SENT TO HOSPITAL AFTER DIESEL FUEL LEAK

Watch the Video http://abclocal.go.com/kgo/story?section=news/local/east_bay&id=8419998



A school bus carrying students from Woodside High School pulls off onto the side of the highway.

Friday night, a bizarre diesel spill on board a Bay Area school bus sends nearly a dozen high school students to the hospital. The students from Woodside High School on the peninsula were heading home from a field trip to Yuba River when the trouble began. The bus had to pull off Interstate 680 in Pleasant Hill. After the ordeal, most of the students headed home to the peninsula on a replacement bus. However, 11 students had to be sent to various hospitals in the East Bay because they needed to be treated for exposure to diesel fuel that flooded the floor of their school bus. The school bus with 38 11th grade Woodside High School students and chaperones was traveling along Highway 680 when diesel fuel began flooding the

floor of the bus. The bus turned off on Contra Costa Boulevard, right across the street from the Pleasant Hill Shopping Center. That's where the driver called police as students were evacuated from the bus. "The driver recognized there was a fuel spill going on actually inside the school bus. The driver took the exit and pulled off here onto Contra Costa Boulevard and



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

approximately 11 of the 35 kids were sent to local hospitals for treatment for the fumes," said CHP Sgt. Mike Humble. The students were returning from an environmental trip up the Yuba River. Some of the students complained of burns on their feet from walking barefoot in the diesel fuel that flooded the floor. Others complained of not being able to breath after inhaling the fumes. The remaining students were treated at the scene by firefighters and then escorted to another Sequoia Union District bus which headed back to the peninsula. The Sequoia Union High School District sent along a tow truck to pick up the bus and take it back to the yard to find out exactly why this leak occurred. Parents of the injured students at four area hospitals are on their way to those hospitals to be with their children.

<http://www.canadianbusiness.com/article/55567--chemical-escapes-at-calumet-sends-3-to-hospital>

USA, S.C, ANDERSON COUNTY, PELZER, NOVEMBER 6 2011. TANKER TRUCK WRECK KILLS 17-YEAR-OLD >> JAELE KELLEY DIES OF INJURIES SUFFERED IN WRECK

Watch the Video

- <http://www.wyff4.com/r/29689540/detail.html>
- [14 Year Old Dead After Tanker Truck Wreck](#)

Photo's

- <http://www.wyff4.com/slideshow/news/29689804/detail.html>



Three people were injured when this tanker overturned in a collision with a Honda Friday at U.S. 29 and Ballard Road in Pelzer.

The South Carolina Highway Patrol is investigating a tanker wreck that killed a teenager and left two other people injured Friday night. It happened at 9:30 p.m. on Highway 29 at Ballard Road in Anderson County. Officials said the tanker separated from the tractor and flipped over. The tanker was carrying gas, and hazmat was called to the scene. The Anderson County Chief Deputy Coroner Charlie Boseman identified the victim as 17 Year-old Jaela Kelley. Boseman told News 4, Kelley was airlifted to Greenville Memorial where she later died of multiple injuries. Boseman

also told News 4, the two other people in the vehicle were taken to nearby hospitals by ambulance. They are identified as Cody Hendrey and Haley Ragsdale. No word on their conditions.

Related Links

- [Williamston teen dies from injuries suffered in accident](#)
- [Teen killed in crash on State 29](#)
- [Three injured in wreck involving tanker](#)

<http://www.wyff4.com/r/29689540/detail.html>

NEW ZEALAND, 'NOVEMBER 6 2011. OIL PUMPING GOING WELL ONE MONTH SINCE RENA GROUNDING



Deep Work: Divers check the hull of the Rena.

Maritime New Zealand says oil removal from stranded cargo ship Rena's engine room onto the tanker Awanuia is progressing well. The operation to remove oil from one of the tanks located in the centre of the boat began yesterday afternoon and continued overnight. MNZ salvage unit manager Kenny Crawford says the oil is a mix of lubricants, hydraulic oils and heavy fuel oil. "Most of them are light and do not pose the same threat as the heavy fuel oil," says Mr Crawford. He says the heavy oil has been the salvage team's priority since the Rena grounded on the Astrolabe Reef exactly one month ago. Salvors have removed over 1000 tonnes of heavy fuel oil off the ship, and there are 358 tonnes of heavy fuel oil

remaining on board in the submerged 'number 5 starboard' tank. MNZ also says work on the 'hot tapping' of the starboard tank is going well. The process of hot tapping see a hole cut into the fuel tank through a flange attached to the deck. Water is then pumped into the tank, which raises the oil to the top so it can be extracted. Salvors were continuing to pump sea water into the tank this morning.

<http://www.3news.co.nz/Oil-pumping-going-well-one-month-since-Rena-grounding/tabid/423/articleID/231798/Default.aspx>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

INDIA, T.M, ERODE, SITHTODE, SAMATHUVAPURAM, NOVEMBER 6 2011. 8 KILLED AS FIRE ENGULFS BUS >> HIT BY AVIATION FUEL-LADEN TANKER

s. ramesh

 **Watch the Video** <http://www.ndtv.com/article/cities/five-burnt-to-death-as-bus-collides-with-fuel-tanker-147274>



Mangled Remains: Fire fighters putting out the flames that engulfed a private bus after it hit a fuel tanker at Chithode, near Erode on Sunday >> Three of the injured in serious condition; accident follows collision with tanker.

Eight people, including three women and a child, were charred to death and 21 others sustained injuries when a private bus they were travelling in caught fire after hitting a fuel tanker at Chithode in Erode district in the early hours of Sunday. The condition of the three injured is said to be serious. The bus was proceeding from Bangalore to Coimbatore. The bus hit the tanker which was carrying aviation turbine fuel, when the driver tried to overtake the vehicle from the left side. In the impact, the fuel spilled over the bus, setting it afire immediately. About 5,000 litres of fuel in the rear chamber of the tanker got drained on the road within a few

minutes. Aided by the fuel, flames quickly engulfed the front portion of the bus. The passengers, who were shaken up from their sleep, saw fire spreading quickly and rushed to the rear portion of the bus. Some of them managed to break open the emergency exit and a few windows and jumped out of the vehicle. Two police personnel, who were part of the anti-robbery team and patrolling in the area, arrived at the spot within a few minutes of the accident and helped the passengers get out of the vehicle. They alerted the fire and rescue service personnel and also informed the 108 ambulance service and nearby government hospitals. The police personnel found the burnt bodies of a child, three women and the driver. The driver was identified as Sasikumar, a resident of Salem. The other four were Kiran Chand, a resident of Mangalore, Jayalakshmi (60), a resident of Bangalore, and her granddaughter Kamalika (2) and Shanmuga Sundara Vadivu, a native of Viruthunagar. Of the 21 injured, three persons, who jumped out of the bus, from the windows landed on the burning fuel on the road and sustained 90 per cent burns. Ilavarasan (50), a private lodge owner, succumbed to wounds at a hospital. Muthukumar (56), husband of Shanmuga Sundara Vadivu, and Kavelchand, husband of Kiran Chand, were admitted to private hospitals in Coimbatore. Later, Muthukumar and Kavelchand succumbed to burns at the hospital.

<http://www.thehindu.com/news/states/tamil-nadu/article2603424.ece?homepage=true>

SOUTH AFRICA, GAUTENG, JOHANNESBURG, NOVEMBER 6 2011. TOXIC MINE DUMPS THREATEN JOBURG

sheree bega



A mine dump.

The 380 mine dumps and slimes dams in Gauteng could be a far bigger threat than acid mine drainage (AMD). They are causing radioactive dust fallout, toxic water pollution and soil contamination, according to the final draft of a new report by the Gauteng Department of Agriculture and Rural Development (GDARD) on mine residue areas (MRAs), called for by Premier Nomvula Mokonyane "as a potential provincial priority". The report was completed in July but is yet to be released. It warns that if the province doesn't act, "Joburg will eventually be seen as an old mining town that has reached the end of its working life", with banks redlining (refusing) to finance any homes or development near the dumps. The report found that most MRAs – including mine dumps, waste rocks dumps and water storage facilities – in Gauteng are radioactive "because the Witwatersrand gold-bearing ores contain almost 10 times the amount of uranium in gold. "These radioactive tailings

co-exist in these MRAs alongside the iron sulphide mineral pyrite, which reacts in the presence of oxygen and water to form a sulphuric acid solution – the main cause of acid mine drainage," says the report, Feasibility Study on Reclamation of Mine Residue Areas for Development Purposes: Phase II Strategy and Implementation Plan, co-written by water scientist Anthony Turton. But it says that the broader issue of "diffuse sources" of pollution represented by the mine dumps and slimes dams and their possible interactions with rainfall, seepage, surface water runoff and shallow groundwater "is possibly more important



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

than the impact of AMD" in Gauteng. In February, the Saturday Star revealed how the National Nuclear Regulator (NNR) had recommended the relocation of residents of Tudor Shaft informal settlement, on an old radioactive mine dump, in Krugersdorp. The report suggests that this NNR ruling is "likely to become a watershed ruling likely to be relevant for a number of other sites" and that high-risk informal settlements will need to be relocated to minimise human health risks. It singles out the dangers of ground instability and the collapse above abandoned mine workings and around open mine shafts that present a danger to nearby informal settlements as well as the danger of wind-blown mine dust being inhaled, damaging lung tissue, resulting in respiratory diseases. The department will survey and map all MRAs "with a view to determining the physical location of each source of hazard – chemical, radiological and physical" and quantify risks.

<http://www.iol.co.za/news/south-africa/gauteng/toxic-mine-dumps-threaten-joburg-1.1172190>

USA, LA, SHREVEPORT, NOVEMBER 6 2011. CHEMICAL ESCAPES AT CALUMET, SENDS 3 TO HOSPITAL

Safety officials at the Calumet Specialty Products refinery are investigating an accident that sent three contract workers to the hospital. The Times reports (<http://bit.ly/slgSVL>) the workers were part of a crew performing routine maintenance on a diesel hydrotreater — a fuel processing unit — when hydrogen sulfide gas escaped from a nearby pipe about 9 a.m. Friday. Calumet spokesman Derek Daniel says two workers were overcome by the gas, while the third man was affected when he tried to help them. All three were taken to area hospitals for treatment. Their conditions were not immediately released. Daniel says the Occupational Safety and Health Administration was notified. What caused the pipe to release the chemical remains under investigation. He says the gas was immediately contained and shut off after the accident.

http://abclocal.go.com/kgo/story?section=news/local/east_bay&id=8419998

USA, MT, BILLINGS, NOVEMBER 7 2011. EXXON MOBIL SAYS YELLOWSTONE RIVER PIPELINE BREAK, CLEANUP TO COST \$135 MILLION



Emergency response crew hired by Exxon Mobil clean up an oil spill along the Yellowstone River on Theil Road in Laurel, Montana, July 5, 2011.

Exxon Mobil Corp. said Friday it expects to incur costs of about \$135 million from an oil pipeline break beneath Montana's Yellowstone River that triggered a massive effort to limit damage to the scenic waterway. The cost figure was released in response to a request from The Associated Press and is more than triple an earlier estimate. It includes for the first time the expense of replacing the section of broken pipeline with a new one buried more deeply beneath the river. The company's 20-year-old Silvertip crude oil pipeline broke July 1 during severe flooding. In the 56 minutes it took Exxon Mobil to seal off the 12-inch line, an estimated 1,000 barrels of oil, or 42,000 gallons, poured into the river near Laurel. That fouled dozens of

miles of riverbank, numerous islands and swaths of low-lying cropland with crude. More than 1,000 workers were involved in the cleanup effort at its peak. Work to remove the damaged pipeline began Monday and is expected to take several weeks. An Exxon Mobil spokeswoman declined to release a breakdown of the company's costs, providing only a broad overview of expenses. "This estimate includes costs for overall emergency response and cleanup efforts including personnel, equipment, landowner claims and projects associated with the restart of the pipeline such as the horizontal directional drill," company spokeswoman Claire Hassett said. "Horizontal directional drill" refers to the process the company used to bore a new route for the pipeline dozens of feet beneath the riverbed. That move was mandated by federal pipeline regulators. The original pipeline was buried only a few feet beneath the river. State and federal officials have speculated that summer flooding scoured the riverbed and left the pipe exposed to damaging debris and the force of the rushing river. An investigation into the cause remains pending. State officials said they hope to learn more when the first pieces of the damaged section of pipeline are pulled from the river, possibly this weekend. Those will be sent to an independent laboratory for analysis, according to state and federal officials and the company. An inspector from the federal Pipeline and Hazardous Materials Safety Administration will be on site throughout the removal process. The agency wants to make sure all evidence is preserved as part of the accident investigation, spokesman Damon Hill said. Several property owners along the river have sued Exxon Mobil in federal court, accusing the company of damaging their land and conducting a "haphazard, sloppy" cleanup. The landowners also claim the company failed to heed warnings from local officials who raised concerns about Silvertip months before the accident. The lawsuit was originally filed in state court but was transferred last week to U.S. District Court in Billings. The case was



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

assigned to Judge Richard Cebull. In a response filed Thursday, Exxon Mobil attorneys rejected many of the lawsuit's assertions and suggested some of the injuries suffered by the plaintiffs were caused by their own negligence. Exxon Mobil's Hassett said the company has reached settlements with 95 percent of affected property owners. The U.S. Environmental Protection Agency oversaw the most intensive parts of the cleanup before turning over authority to the state Department of Environmental Quality in September. At the time, EPA representatives said they were pleased with the cooperation they had received from the company. Although Gov. Brian Schweitzer clashed with Exxon Mobil over its initial response, a spokeswoman for the Montana Department of Environmental Quality said Friday that the state has no major complaints as the first phase of the cleanup nears an end and long-term monitoring begins. "We're not thrilled we had to do it in the first place," DEQ spokeswoman Mary Ann Dunwell said. "We can scientifically clean up something appropriately and have no problem with it. But there's also the inconvenience, the lifestyle changes that many people were forced to endure this last summer and fall. I don't know if you can put a price on that." State agencies through October spent about \$900,000 on the spill and cleanup, said DEQ deputy director Tom Livers. Livers said the state expects to be fully reimbursed by Exxon Mobil and through an oil industry fund set up to pay for emergency spill response costs.

http://www.washingtonpost.com/business/apnewsbreak-exxon-mobil-says-yellowstone-river-pipeline-break-cleanup-to-cost-135-million/2011/11/04/gIQAqpgJnM_story.html

NEW ZEALAND, AUCKLAND, NOVEMBER 7 2011. LABOUR TO REVIEW NZ'S OIL SPILL PREPAREDNESS

victoria robinson

Labour is promising to review New Zealand's preparedness for marine oil spills, bring agriculture in to the Emissions Trading Scheme quicker, and not to mine on schedule 4 land. The party launched its environmental policy at Auckland's Wynyard Quarter this afternoon. Phil Goff told the crowd of about 50 Labour supporters that one of New Zealand's greatest assets is its "100% pure" brand. "It's worth billions of dollars to us, but it's not worth billions if it's only a slogan and not a reality." He said Labour will urgently review New Zealand's preparedness for marine oil spills, and ensure liability for the clean-up of any oil spills lies with polluters, not tax-payers. Goff said the country needs plans to guarantee rapid responses to any environmental disasters, such as the grounding of the Rena. The party has also ruled out undertaking deep-sea drilling unless it could be proved the environment would not suffer as a result. "After the Rena disaster, I can't see that happening."

Under a Labour government, there would be no mining on schedule 4 land, Goff promised the crowd.

<http://www.stuff.co.nz/national/politics/5917246/Labour-to-review-NZs-oil-spill-preparedness>

USA, IN, MONROEVILLE, NOVEMBER 7 2011. CLEANING UP LEAKY PROBLEM >> DECREPIT STORAGE TANKS LITTER STATE UNDERGROUND

jeff wiehe



A leaky underground storage tank lies under the former Jerry's Marathon in Monroeville.

There's little doubt that Jerry's Marathon has seen better days. A former service station near downtown Monroe, the building is now dilapidated and rotting, abandoned along a stretch of Main Street just over some railroad tracks and across the way from a few houses. The paint on the building is peeling, and the inside of the structure is littered with cans and boxes. And underneath a yard littered with broken wooden skids, oil drums and a rusting Chevy Eurosport is a gasoline storage tank system that's leaking. It's one of more than 2,100 sites in Indiana with leaking tanks, many of which contain gasoline and diesel fuel that can damage soil and groundwater, according to the Indiana Department of Environmental Management. Unlike many of those sites, though, the tank under Jerry's Marathon

will be fixed with money from the government. Two years ago, Indiana received \$4 million in federal stimulus money from the American Recovery and Reinvestment Act to fix such leaking storage tank systems. The money – \$2.6 million of which has already been spent – is going toward the cleanup or repair of 28 sites statewide. But that will hardly make a dent in the number of leaking storage tanks throughout the state, which property owners are responsible for and could require more than an estimated \$400 million to completely fix.



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

Fine Assessed

The 28 sites chosen to receive the stimulus money all have something in common with Jerry's Marathon: "Typically, those are sites where the responsible party is no longer around or is bankrupt," said Bruce Palin, IDEM's assistant commissioner for the office of land quality. In other cases, the owner of the property must pay for tank repairs as well as cleanup of the surrounding environment, according to IDEM. This includes testing the soil and groundwater to gauge the extent of the leak. Failure to properly take care of any problems can result in fines and penalties. Since Jan. 1, 2009, IDEM has collected \$227,689 in fines through the enforcement of cases involving leaking underground storage tanks. For some property owners, finding out they even have an underground storage tank can come as a surprise. "There have been many documented cases like that," said Cheryl Ryan, the director of business development at SES Environmental, a company with a Fort Wayne office that repairs and addresses damage done by underground storage tanks. Before 1988, underground storage tanks, which can contain almost any liquid but usually store petroleum or diesel fuel, did not have to be registered with the government. Laws passed at the end of the 1980s required that property owners notify the federal government if they had such a tank. If they did, the tank also had to meet, by 1998, new regulations designed to help prevent leaks. While this caused many property owners to rip out and replace their tanks with improved models, many also simply walked away, abandoning their property. New owners for those properties would take over and never know they had a tank until a leak occurred. "A lot of times, you end up dealing with people who just didn't know and are trying to correct a problem they never knew existed," Ryan said. And along with such a problem comes a variety of solutions. Sometimes, leaking fuel is confined to the soil, where over time it degrades. Sometimes large areas of soil must be dug up, which will in effect clean any nearby water that might be contaminated. Sometimes liquid and sludge can be removed from an abandoned, inaccessible tank, while other contaminants can be sucked from the ground. "There's so many ways to skin a cat," said Rose Gabet, a senior project manager for SES Environmental. There are also different state requirements for cleaning residential areas compared to industrial areas. Prices for such projects can fluctuate, with IDEM estimating the cost of an average fix and cleanup at \$200,000 in 2011.

Continuous Testing

Many places with underground storage tanks are gas stations, but not all. A list of 207 Allen County locations with storage tank leaks that are considered "open," or still needing attention, by IDEM includes: the former National Guard Armory on South Clinton Street; a former fire station on Fairfield Avenue; the Time Corners shopping center; and Lindenwood Cemetery on Main Street. Just last month, the Lutheran Health Network reported to IDEM that a storage tank at 2123 Lincolnway Court, off Bluffton Road, had begun to leak. But when a leak is considered "open" by IDEM, that could mean merely that ground testing continues after the storage tank has been taken care of. A representative for Lindenwood Cemetery said officials got rid of the storage tank there in 1992 after it leaked, but soil testing in the area continues. That's typical, according to Ryan and Gabet, who both said continuous testing over time is sometimes needed. "It's a very methodical process," Ryan said. According to IDEM, there are 2,152 leaking storage tanks throughout the state, but that is by no means a comprehensive count. Those are just the ones that officials know about, and there could be countless others that have yet to be detected. "It's a continual moving target," said Barry Sneed, IDEM spokesman. "The number is always changing." Plus, according to IDEM, each case is in a different stage of cleanup. There are 200 to 300 cleanups completed per year while the agency receives 150 to 170 new confirmed reports of leaking tanks during the same time.

Land Reclaimed

Of the 28 sites with leaking storage tanks marked to receive stimulus money in Indiana, Jerry's Marathon is the only one in Allen County. The most recent owner of the building could not be reached for comment. IDEM, though, has sent him several letters over the years trying to contact him about his storage tank system, which was reported as leaking or not meeting regulations as early as 2006, according to documents on the agency's website. The owner was warned by IDEM several times of fines, but it's unclear whether he ever responded to IDEM or ever faced any fines. An inspector with IDEM had been to the site Sept. 12, though, and found not much had changed since the previous inspection months earlier – cans and boxes in the building, piles of wood and a rusting car in the gravel. "Facility abandoned – tanks still exist," the report said. So far, many of the sites receiving the stimulus money are either being turned into parks by their respective communities or are being fixed and cleaned so the grounds can finally be sold, according to Palin. It's unclear what Jerry's Marathon will become or when work on it will begin, but \$130,000 has been earmarked to fix and clean the area around the building – and to maybe bring back its better days.

<http://www.journalgazette.net/article/20111107/LOCAL/311079946/1002/LOCAL>



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

USA, HI, HONOLULU, NOVEMBER 7 2011. STUDENTS TRAIN FOR HAZARDOUS MATERIALS SPILL >> MOCK EMERGENCY HELD AT HONOLULU COMMUNITY COLLEGE

 **Watch the Video** <http://www.kitv.com/r/29694159/detail.html>

Eighteen Oahu students have been preparing for weeks to make sure they can handle the threat of a hazardous material spill. A mock emergency was held at Honolulu Community College Saturday morning. "There was a hazardous spill at the college," said HCC student Justin Kessler. The drill was designed to look just like an actual hazardous materials emergency. "We try to make it as close to real life as possible," said HCC professor Chulee Grove. The students took part in the test which was also the final exam for their accelerated course in environmental safety. The drill required students to safely enter a hot zone, check for victims and identify hazardous materials. "We're talking about things that can be toxic to the body, cause suffocation, things that can cause long term health effects negative effects," said Kessler. Those chemicals aren't just found in laboratories or manufacturing plants. In fact, you don't have to go far to find chemicals that can cause problems if not properly used or contained. "You could go to any kitchen sink and find hazardous materials from ammonia to clean your glass, to lye to clean your sink, to bleach to wash your clothes," said Kessler. The training gave students a chance to see what happens during a hazardous materials spill, although the test was much more controlled than an actual emergency. "It was really very small and very contained. In real life, it won't be contained and controlled. An actual hazardous materials spill would be much more chaotic," said Grove. The drill resulted in a grade for the students but it also helped prepare them for a real emergency, when knowing the right thing to do could be a life or death difference. The next 10 week-long hazardous materials safety course will be held at HCC August 2012.

<http://www.kitv.com/r/29694159/detail.html>

ENGLAND, LONDON, NOVEMBER 7 2011. METHYL CHLORIDE TO BLAME FOR REEFER EXPLOSIONS?

Methyl chloride in a rogue counterfeit refrigerant may be responsible for the explosions and three fatalities which have grounded hundreds of reefer units around the world. Information supplied to the UK shipping insurers group UK P&I from Cambridge Refrigeration Technology suggests that the R134a refrigeration units had been contaminated with methyl chloride. Ironically, methyl chloride was formerly a common but highly toxic refrigerant responsible for a number of deaths prior to the introduction of CFCs in the 1930s. According to the report to UK P&I, the methyl chloride contained in the counterfeit refrigerant blend which had been added to the systems reacted with the aluminium in the compressor forming trimethyl aluminium, a liquid at room temperature which ignites spontaneously on contact with air. While standard tests will identify the counterfeit refrigerant, making the units safe may be more of a problem. According to Cambridge Refrigeration Technology (CRT) the liquid trimethyl aluminium will be sitting in the crankcase of the compressor. They suggest a possible solution being to find a reagent that could be injected into the compressor, which would slowly react with the trimethyl aluminium and passivate it. Another solution could be to find a way of puncturing the base of the crankcase and blowing out the oil and trimethyl aluminium into a barrel of water using dry nitrogen. The source of the contaminated refrigerant in this instance is not yet known but last year ACR News reported on faulty refrigerant from China containing methyl chloride being sold in car centres in Korea.

<http://www.acr-news.com/news/news.asp?id=2641&title=Methyl+chloride+to+blame+for+reefer+explosions%3F>

INDIA, JAIPUR, NOVEMBER 7 2011. 'OPEN TANK' FEAR FUELS FRENZY AT JAIPUR AIRPORT



Reports of a Sharjah-bound Air Arabia plane flying with its fuel tank open kept officials at Jaipur International Airport on toes throughout Sunday. Officials were alerted after unconfirmed reports said the Air Arabia flight G-90433 from Sharjah had an open fuel tank and the mistake was not rectified even after the plane had left after landing at Sanganer in the early hours of Sunday. There were 77 passengers for Sharjah on the plane. When reports of the plane leaving for Sharjah at 4.03 am without the fuel cover surfaced senior airport staff including the airport director RK Singh rushed to the airport. Officials at the airport said it was impossible for a plane to fly with the fuel tank exposed to natural air from Sharjah to Jaipur and then fly back on the same state. Jaipur airport director RK Singh said he had rushed to the airport after these reports reached him. He said the staff checked the pre-departure



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



APICSA



Franklin Fueling Systems

www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

security drill and found that the fears were unfounded. Air Arabia station manager Mehran Khan also rubbished the report as "false" saying passengers in the plane were safe. The plane arrived in Jaipur and left for Sharjah safely, he said.

<http://daily.bhaskar.com/article/RAJ-JPR-open-tank-fear-fuels-frenzy-at-jaipur-airport-2546506.html>

ENGLAND, LUTON, NOVEMBER 7 2011. FIREFIGHTERS DEAL WITH CHEMICAL SPILL

Forty firefighters were called to deal with a chemical leak at a Luton sandwich factory on Saturday morning. The incident occurred at Hain Celestial's premises (formerly Daily Bread Ltd) in Britannia Estates, Leagrave Road, when a quantity of sodium hypochlorite leaked from a container, at around 8.30 a.m. Five fire appliances and a number of specialist support vehicles from Bedfordshire and Luton Fire and Rescue Services (BLFRS) were sent to the scene, together with the ambulance service and police. Workers in the sandwich making plant and adjacent factory units on Britannia Estate were evacuated and Leagrave Road was closed as emergency crews arrived to deal with the spillage. No local residents were evacuated. Representatives from the Environment Agency and Thames Water also attended the scene as there were concerns that the chemical, a bleach, which had entered the on site drainage system, might enter the water courses, if not contained. However, firefighters wearing chemical protection suits and breathing apparatus quickly contained the spillage, limiting the quantity of chemical entering the water courses, isolated the drains and diluted the leakage to safe levels. Fire crews used special pumping equipment to recover the sodium hypochlorite that had leaked – thought to be about 400 litres. BLFRS then used its specialist portable equipment to decontaminate crews involved in dealing with the spillage. Area Commander Dave Fothergill, BLFRS's incident commander, praised the actions of the fire crews and other agencies involved. He said: "This was potentially a complex incident. However we do prepare for situations such as this, and have the necessary equipment and expertise to deal with incidents involving hazardous materials." "The co-operation of the company's staff on site, and its directors, was excellent, helping to ensure the safety of its workers, and assisting us with our operation to contain the spillage and make the area safe." "The representatives from the Environment Agency and Thames Water provided specialist advice, which also assisted us, and the East of England Ambulance Service Hazardous Area Response Team was soon on site; however, there were no casualties." The incident was declared under control by 10.30am, and fire crews remained on site into the afternoon, making the area safe, before handing the premises back to the owners.

http://www.lutontoday.co.uk/news/local/firefighters_deal_with_chemical_spill_1_3222715

AUSTRALIA, QUEENSLAND, KILKIVAN, NOVEMBER 8 2011. ONE DEAD IN B-DOUBLE TANKER CRASH NEAR KILKIVAN



A witness has told of his shock as he watched a small four-wheel-drive vehicle veer into the path of a petrol tanker on the Wide Bay Highway, north of Gympie yesterday.

A motorist watched in horror yesterday as a small four-wheel-drive swerved to the wrong side of the road and into the path of an oil tanker. The car was crushed, instantly killing the elderly female driver on the Wide Bay Hwy near Kilkivan. Her name had not been released late yesterday. Travis Ewan, who was driving behind the woman's blue Toyota Rav4, told police it appeared that the driver had fallen asleep or had a heart attack. Mr Ewan, 31, said he watched as the vehicle swerved wide on to the wrong side of the road. "The car suddenly pulled out in front of the truck when it was less than 20m away," Mr Ewan said. "The truck (driver) tried to

avoid her but there was no time." The crash, at the intersection with Oakview Rd, shut down the highway. Police said there were no options for detours around the crash scene. Police said the truck driver was not injured. Mr Ewan said there were no other vehicles on the road at the time of the crash, about 2pm. He told police there was no braking by the car as it swerved. The truck, which was carrying engine oil, drove straight over the top of the small four-wheel-drive, Mr Ewan said.

<http://www.sunshinecoastdaily.com.au/story/2011/11/07/highway-closed-serious-crash-kilkivan/>

USA, WA, PASCO, NOVEMBER 8 2011. ETHANOL SPILLS IN PASCO RAIL YARD ACCIDENT >> TWO TRAINS COLLIDED IN A SWITCHING YARD AT PASCO, DERAILING TWO LOCOMOTIVES AND ABOUT A DOZEN CARS.

Two trains collided in a switching yard at Pasco, derailing two locomotives and about a dozen cars. One of them has leaked about 2,000 gallons of ethanol. Burlington Northern Santa Fe spokesman Gus Melonas (mel-OWN'-us) says about three



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

dozen fire department hazmat crews and other emergency responders are at the scene. They evacuated about 10 people from the area. Melonas says they are spraying foam to prevent fire and building dikes to prevent the ethanol from reaching the nearby Snake and Columbia Rivers. Molasses is leaking from another car. Melonas says the accident was caused when a coupler broke and a string of about 50 cars rolled into an idling train. Three crewmen on a locomotive escaped unharmed before the crash about 3:40 a.m. Monday.

http://seattletimes.nwsources.com/html/localnews/2016709740_apwapascorailaccident2ndld.html

AUSTRALIA, SOUTH AUSTRALIA, ELIZABETH, NOVEMBER 11 2011. GROUNDWATER CONTAMINATION PROMPTS EPA WARNING

Map: [Elizabeth 5112](#)



Car maker Holden says chemical contamination of water in an aquifer about 20 metres below its Elizabeth plant in northern Adelaide has spread to neighbouring properties. The Environment Protection Authority (EPA) has told the property owners to test their groundwater. EPA acting chief executive Tony Circelli says residential properties and the nearby Lyell McEwin Hospital have not been affected. He says no neighbouring businesses are registered as using water from the aquifer but all are being notified as a precaution. "If they're using it for their own processes or cleaning or whatever on the site then make sure that it's fit for that use," he said. "The chemicals themselves in the groundwater don't present an immediate risk. They do present a risk if used over a significant period of time." Meanwhile, Opposition

frontbencher David Ridgway has been criticised for comments he made about redeveloping the former Clipsal and SAGASCO sites at Bowden in Adelaide's inner north-west. Mr Ridgway says the cost of remediating the area has blown out to \$43 million, which the South Australian Government denies. He has questioned the Government's due diligence to ensure the safety of home owners and businesses in the area. But SA Infrastructure Minister Pat Conlon has told State Parliament Mr Ridgway already knows the site will not be developed for housing without approval from the Environment Protection Authority. "He actually says at the end to try and market housing product in the middle of a remediation and construction zone I think the government's going to find it very difficult. That is nothing less than a comment that damages the interests of the taxpayer and the Bowden site," he told Parliament. "It's not true."

<http://www.abc.net.au/news/2011-11-11/holden-groundwater-bowden-remediation/3659548?section=sa>

USA, TS, TOPEKA, NOVEMBER 11 2011. REPORT SAYS ATCHISON GRAIN ELEVATOR EXPLOSION STARTED IN MAIN BIN

kathleen pointer



Smoke continued to rise from the damaged Bartlett Grain Co. elevator in Atchison, Kan., two days after a grain dust explosion rocked the facility.

The Atchison grain elevator explosion that killed six men on Oct. 29 was an accident that started in the main bin area, according to a preliminary report the State Fire Marshal's office issued Thursday. The final report is not finished because debris still needs to be removed from the Bartlett Grain Co. elevator and fire continues to smolder in the bin areas, said Chief of Investigations Rose Rozmiarek. "There are about three or four areas under where the grain is usually kept that still needs to be made accessible," she said. "We have to give it some time to get that area cleared out." The office is also conducting interviews. There was no sign of criminal activity at the grain elevator, according to the preliminary report. Investigation so far points to the explosion starting in the main bin area, which is where a majority of grain would flow through. The bins were

about two-thirds full and contained mostly corn. On the night of the explosion, workers were loading grain onto a train in that area, Rozmiarek said. The Occupational Safety and Health Administration is conducting a separate investigation into the explosion, which may not be finished for several months. On Wednesday, Bartlett officials said the company plans to rebuild in Atchison, though a timeline for that has not been released. The blast killed four Bartlett employees, John Burke, 24, of Denton,



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

and Ryan Federinko, 21, Curtis Field, 21, and Chad Roberts, 20, all of Atchison, and two private grain inspectors, Travis Keil, 34, of Topeka, and Darrek Klahr, 43, of Wetmore. Pat Maxwell remains in critical condition at the University of Kansas Hospital. Clinton Ellerman, who was seriously injured in the explosion, has been released from the hospital.

<http://www.kansascity.com/2011/11/10/3258891/report-says-atchison-grain-elevator.html>

USA, ID, BONNEVILLE CO, NOVEMBER 11 2011. PALISADES FUEL SPILL CLEANED UP

brett crandall

 **Watch the Video** <http://www.localnews8.com/news/29740501/detail.html>

Two weeks after a fuel spill near the Palisades Reservoir crews are still cleaning up the mess. The 6,500 gallons of gasoline were spilled down a hillside and into the reservoir on Oct. 28 when the driver of a gasoline truck lost control as he came around a bend on Highway 26, hitting the guardrail and sparking a fire. Since the day after the spill, crews have had to excavate about 1,000 cubic yards of dirt between the highway and the reservoir. Rich Harness has been heading the effort. "We've had to dig pretty deep and because of the presence of the lake it's been a difficult excavation and it's been slow going," Harness said. "But the purpose is to get out as much of the soil that was impacted by the gasoline as possible." Once the contaminated soil is removed from the ground it is brought to a stock pile, which will then be taken to Idaho Falls to be turned into asphalt. It's not just the soil that's contaminated, but the water underneath it as well. Once they tap into the groundwater below, cleanup crews use special pads designed to soak up the fuel off the surface of the water. Crews plan to finish the excavation Friday and begin to back fill next week, but to ensure they have removed all the fuel, wells will be drilled in the freshly placed soil. "We will just have to keep monitoring it to see if there are any problems," Harness said. And with winter almost here, crews will have to wait until spring to replace the damaged guardrail and repave the burned highway. "Because of the time of the year we can't repair the highway and it won't be completed until April or May," Harness said. To protect the damaged roads during the winter, speed limits will be reduced in the area until it can be repaired. From the excavation and cleanup to the road repairs, it's all paid for by the insurance company of the truck that spilled the gasoline.

<http://www.localnews8.com/news/29740501/detail.html>

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, NOVEMBER 13 2011. THE UNTOLD STORY OF ORICA'S CHEMICAL LEAKS

natalie o'brien & heath aston

 **Watch the Video**

- [Orica plant shut down after ammonia leak](#)
- [Orica plant shut down after ammonia leak](#)
- [EPA to undergo major reforms](#)



Unaware ... Orica had not known it was leaking ammonia in the latest case.

The Orica chemical plant in Newcastle, shut down after a 900-kilogram ammonia leak last week, had already leaked 69,000 kilograms of the chemical in uncontrolled releases over the past year. National pollution records reveal the extent of the so-called "fugitive" emissions. But they also show the environmental watchdog has allowed the company another 481,000 kilograms of "controlled" releases of ammonia over 12 months. It means an average 10,000 kilograms of ammonia each week are released from the Kooragang Island plant. Last week authorities had to alert Orica's staff to the fact that a leak caused two people to be taken to hospital. The plant has been shut down indefinitely since the ammonia leak on Wednesday - the same day the Office of the Environment and Heritage revealed it was prosecuting Orica over a leak of the cancer-causing chemical hexavalent chromium

in August. That chemical cloud drifted across the Hunter River to the Newcastle suburb of Stockton and, although later tests showed the risk to human health was very low, it took three days for the government to notify the public, causing a public outcry. In a statement late yesterday Orica managing director, Graeme Liebelt, conceded: "We agree the ongoing incidents on the site are not acceptable and following thorough reviews, we will take steps to ensure they cannot be repeated ... We are obviously bitterly disappointed about the release of ammonia from Kooragang Island on November 9. We have been working



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

very hard since the incident on August 8 to rebuild the trust of the community and to address technical issues on the site," he said. Mr Liebelt said the latest leak had occurred when ammonia vapour released through a "relief valve" after pressure built up in a 20-tonne ammonia feed tank attached to the nitric acid plant. Ammonia is vented through a 55-metre high chimney stack but on Wednesday, ammonia fell to ground. Dr Mariann Lloyd-Smith, senior adviser with the National Toxics Network, said Orica had been allowed to put out an "appalling amount of pollution" every year. "Some comes out as planned venting, but some comes out as fugitive leaks, which means that they don't know where or why," said Dr Lloyd-Smith. "There must also be a commitment from Orica to reduce the pollution from the plant." Last week, the deputy chief executive of the Office of the Environment and Heritage, Greg Sullivan, said he was alarmed that Orica had not even known it was leaking the ammonia in the latest case. Orica has had 90 breaches of its pollution licence at its Newcastle plant in the past 10 years. However, the OEH has allowed the company to self-report any incidents and leaks. Dr Lloyd-Smith said that meant the public and the government may not be getting the full picture. The Greens MP and environment spokeswoman, Cate Faehrmann, said "until now we've only heard about the very tip of the Orica pollution iceberg. The response to the Orica incidents needs to be more than a witch hunt against an underperforming minister. We need comprehensive reform that assesses and then reduces pollution being released into the environment and communities." Ms Faehrmann added: "Orica's fugitive ammonia emissions are the equivalent to last week's incident occurring at least once a week, we just aren't told about it." The OEH has ordered the company to undergo an environmental audit, which will start this week and is due to be completed by May 2013. The cost must be underwritten by the company. The OEH says the plant will remain closed until it can establish the cause of the latest ammonia leak and that the business can operate safely.

Related Links

- [Two workers treated after Orica ammonia leak near Newcastle](#)
- [NSW Greens seek cap on toxic chemicals](#)

<http://www.smh.com.au/environment/the-untold-story-of-oricas-chemical-leaks-20111112-1ncup.html>

CHINA, BEIJING, NOVEMBER 11 2011. CHINA: CONOCOPHILLIPS OIL SPILLS DUE TO NEGLIGENCE

Chinese authorities say oil spills in the Bohai Bay from an oil field operated by a ConocoPhillips subsidiary were caused by negligence. The State Oceanic Administration said in a statement Friday that there were shortcomings in ConocoPhillips China's systems and management and that the company failed to take necessary preventive measures after signs of a problem emerged. ConocoPhillips China operates the Penglai 19-3 oil field with state-owned partner China National Offshore Oil Corp. The oil spills have drawn intense criticism from marine authorities and environmentalists. The government has already ordered the company to stop all production pending a full cleanup and review to ensure no more oil seeps into the sea.

<http://fuelfix.com/blog/2011/11/11/china-conocophillips-oil-spills-due-to-negligence/>

NEW ZEALAND, MARLBOROUGH, NOVEMBER 12 2011. AQUAFLOW PARTNERS UP IN REFINERY

michael berry

A Marlborough-based bio-fuel start up company has partnered with an Australian company to plan and build production refineries, its co-founder says. However, it needs hundreds of millions of dollars to fund the build. The Aquaflo Bionomic Corporation, which is based in Blenheim and Nelson, claims it can make cost-effective fuel from algae on sewage ponds and other green waste. It has partnered with Energy Parks Australia to develop sites for production refineries across the Tasman. One site has been identified on the Sunshine Coast, Queensland. Aquaflo and its international partners were working on three potential refineries, one in the top of the south, one in Queensland and another in the United States, he said. Aquaflo co-founder Nick Gerritsen, of Picton, said the science for refining the bio-fuel was finished and the company needed only the money to build the refineries and the sites to take their alternative fuel to market. The addition of technology from a partnership with fuel giant Shell Group subsidiary CRI Catalyst means Aquaflo can use other lower-cost biomass to complement its algae which means it has the production scale to make commercial quantities of the bio-fuel, he said. Aquaflo is also partnered with Boeing, Honeywell/UOP and has been funded by the US Department of Energy and Department of Defence. "We've earned a key seat at the table. These are all major multi-nationals. You don't get a seat at the table because you're some little company from New Zealand and they feel sorry for you, so it's pretty exciting for us." The refineries would produce about 300 tonnes - or 3000 litres - of bio-fuel a day. Aquaflo chairman Barrie Leay said Queensland produced millions of tonnes of waste biomass each year from primary production such as sugar cane and forestry, which could be converted to



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

liquid fuels. The bio-fuel would be competitive with today's fuel prices, Mr Gerritsen said. If Aquaflow and Energy Parks move quickly it would take about a year of planning and two years of building for the refinery, he said. The company was looking for ways to finance the projects, which would cost hundreds of millions to build, he said. The money would come from off shore as there was not enough capital within New Zealand, he said. He was confident the company could entice the investment as infrastructure was an attractive investment at the moment, he said. "The way it's shaping up is we've got a good opportunity to make commercial scale bio-fuels in the near term in infrastructure sense - which means within the next three or so years."

<http://www.stuff.co.nz/marlborough-express/news/5951454/Aquaflow-partners-up-in-refinery>

IRAN, BID GANEH, NOVEMBER 12 2011. AMMUNITION DUMP BLAST KILLS 27

 **Watch the Video**

 <http://www.aljazeera.com/news/middleeast/2011/11/20111112105645946264.html>

 http://www.youtube.com/watch?v=_JXMnFflacA



In this image taken from amateur video smoke rises from an accidental explosion at a Revolutionary Guard ammunition depot outside Bidganeh village, west of Tehran which killed at least 15 people on Saturday Nov. 12, 2001, officials said. The explosions occurred when military personnel were transporting munitions at a base, said Guard spokesman Ramazan Sharif. The base is located outside Bidganeh village, 25 miles (40 kilometers) southwest of the capital.

An accidental explosion at a Revolutionary Guard ammunition depot west of Tehran has killed at least 27 soldiers, Iranian officials said. The explosion occurred while military personnel were transporting munitions at a base, said Guard spokesman General Ramazan Sharif. The site is located outside Bidganeh village,

25 miles south-west of the capital. The Guard is Iran's most powerful military force. "My colleagues at the Guard were transporting ammunition at one of the depots at the site when an explosion occurred as a result of an accident," Gen Sharif said. At least 27 Guard members were killed, state TV reported. The broadcast said 16 other soldiers were injured and hospitalised. Sharif said some of them were in critical condition. Lawmaker Parviz Soroori ruled out sabotage. "No sabotage was involved in this incident. It has nothing to do with politics," Mr Soroori was quoted as saying by the parliament's website, icana.ir.

http://www.google.com/hostednews/ukpress/article/ALeqM5jTvqjP_0zR9_fGjx4CIRypj16sw?docId=N0608721321102998931A

PAKISTAN, LAHORE, NOVEMBER 12 2011. CHARAR DRAIN OIL SPILL COULD BE A LOT MORE

hashim bin rashid



Over 24,000 litres of diesel and petrol that flowed into the Charar Drain after an oil tanker overturned on the Ring Road Bhatta Chowk Interchange late on Thursday night, continues to pose a fire hazard to the residents settled in houses around the Malikpur Road parallel to the drain, 24 hours after the oil spill. The spilled oil, slowly creeping through the clogged drain, will flow through residential colonies including Green Avenue Housing Scheme, Gohawa, Khuda Bux Colony, Punjab Small Industries Colony, DHA Phase 2, DHA Phase 5 and cross the Lahore University of Management Sciences (LUMS), before it makes its way into the Hudaira Drain in what is expected to take at least 2-3 more days. Fire breaks out:

Around 4pm on Friday, a fire broke out in the Charar Drain, two bridges from the main oil spill. Eye-witnesses said the fire spread rapidly but was contained by plant overgrowth within the drain. Fire brigades arrived and put out the fire. Rescue officials were putting sand and water on the burning fuel to ease its temperature. Meanwhile, a small fire broke out on a WAPDA transformer around 5.15pm, which was also immediately put out. Speaking to Pakistan Today at the site, Fire Brigade official Inamat Ullah said, "We have stationed two fire brigades here until the oil clears. Two other fire brigades are putting out the fire that broke here. We are still trying to contain it." Asked about the details of the oil spill, he said, "Last night (Thursday), an oil tanker overturned on Ring Road. It was carrying 12,000 litres of petrol and 12,000 litres of diesel. We expect the petrol



This work is licensed under the Creative Commons Attribution-Non-Commercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



www.tanknology.com.au

Australian Petroleum Industry Contractors & Suppliers Association

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

to have evaporated. But the diesel will take time to flow out." Asked how long the oil will take to clear, he said, "It should take two-three days. The only way is for the spilled oil to flow into the Hudaira drain." No plan to deal with oil spills: Residents of the colonies around the oil-infested Charar Drain expressed concern over the fire threat posed by the oil and blamed the Cantonment Board for lack of action before the fire broke out and Punjab Chief Minister Shahbaz Sharif for faulty design of the Lahore Ring Road section. Speaking to Pakistan Today, Green Town resident Masood Ahmed said, "The inefficiency of officials is clear. The oil has yet to cross the first kilometer track of the drain 16 hours after the oil spill. Is there no plan to deal with oil spills in drains?" he oil spilled into a monsoon-drain built to drain rainwater from the Ring Road into the Charar Drain. Pakistan Today observed that oil still filled the 200-metre monsoon drain and had yet to cross the first 500 metres after entering the main Charar Drain. Residents of neighbouring communities were also seen bottling up oil floating on the surface of both drains. No estimate of time: Speaking to Pakistan Today, Environment Protection Agency (EPA) officer Kamran said the EPA was unaware of the oil spill but it had conducted a survey of the Charar Drain in 2011 in which they had recommended that the Irrigation Department clear vegetation growth in the drain and line the drain with bricks. He said the discharge of the drain was 72 cusecs but this was not an indicator of the time it would take for the oil to be discharged. He said, "Oil floats at the surface since it is not a solvent and would take more time since it clings to any obstructions in the drain, especially the vegetation." With respect to the time it would take, he said, "There can be no estimate. 24,000 litres is a lot of oil."

<http://www.pakistantoday.com.pk/2011/11/charar-drain-oil-spill-could-be-a-lot-more/>

USA, AK, ANCHORAGE, NOVEMBER 12 2011. HISTORIC EXXON VALDEZ SPILL DOCUMENTS TO BE MADE AVAILABLE TO THE PUBLIC >>FEDERAL GRANT WILL HELP SORT HUGE OIL SPILL ARCHIVE, MAKING IT AVAILABLE OUTSIDE ALASKA AS WELL

pat forgey



Project Director Larry Hibpshman and Archivist Sara Bornstein with the Exxon Valdez Oil Spill litigation records boxes at a Alaska State Archives facility in Juneau. Photo by Chris Hieb/Alaska State Archives.

Alaska accumulated a massive trove of data in its long fight with Exxon Mobil Corp. following the company's then-record oil spill in Prince William Sound. Now, with help from the National Archives, the Alaska State Archives will be making that information available to scholars, litigants, descendants, or anybody else who wants to view the source data from the event that consumed the state's attention for a decade. "The Exxon Valdez oil spill is a historic event of worldwide importance," said Larry Hibpshman, project manager for the Archives who will be working to make the records available worldwide, and to future generations. But it won't be easy, and it won't be quick, he said. The records already in Juneau amount to 3,200 cubic feet, he said, with that much or more in storage in Anchorage, and possibly more still in agency files. Such records tend to tally about 3,000 pages to the cubic foot, he said. "It's millions and millions of pages," said Hibpshman, a professional archivist who has worked with large projects before, though not one this large. The National Archives' National Historical

Publications and Records Commission will enable the state to hire two full-time professional archivists for two years, Hibpshman said. "What we will do first is appraise the collection, determine what is of permanent value, and that will include anything that's needed for future reference," he said. Many of the records can actually just be thrown out. They are expecting that nearly 90 percent of what's there doesn't need to be saved, he said. "We expect, by the time we are done, to winnow out all but 10 or 15 percent" of the records, he said. The records include voluminous amounts of discovery obtained from Exxon and other parties in the case, including depositions, scientific documents and tremendous amounts of legal filings, Hibpshman said. "A lot of what we eliminate will be duplicates," he said. "Being lawyers, they thought everything needed to be copied over and over again." Then they'll weed out the stuff that just isn't very important. To help with that, an Oversight Task Force of seven Alaskans, including Craig Tillery, the state's lead oil spill litigation attorney, and former Department of Environmental Conservation Commissioner Kurt Fredriksson will help with advice on what should be kept. If the project determines a record would "enrich historic knowledge" it will go into the collection, he said. The bulk of the records are on paper, but they also include microfiche, audio and visual media, and some electronic records. The records do not include actual items, such as oil samples or dead otters, he said, but there are likely scientific studies and expert testimony



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Franklin Fueling Systems

Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 776 Newsy Stuff

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

November 19 2011



Alliance Partner

JOIFF

www.joiff.com

Every effort has been undertaken to ensure information accuracy however it is not intended to be comprehensive nor to render advice, referred URL's are current at time of the edition release.

An Industry Partner of

ISCO

www.spillcontrol.org

providing the same info. A key early part of the process is creating "finding aides," the beginning of the indexing system that will help organize the documents and eventually make them available through the internet. The documents themselves won't be available, Hibpsman said, but will be able to be looked up and obtained from the Archives. At one point the Alaska Department of Law had an electronic database for its records, but that appears to no longer exist, he said. Hibpsman said the grant requires the work to be done by Sept. 30, 2013, and he expects to meet the deadline.

<http://juneauempire.com/local/2011-11-11/historic-exxon-valdez-spill-documents-be-made-available-public#.Tr7BovRFuso>

USA, ME, PORTLAND, NOVEMBER 12 2011. AIRPORT OIL SPILLS INTO FORE RIVER

david hench



Emergency personnel monitor a fuel spill into the Fore River today.

Emergency responders planned to resume efforts this morning to keep hundreds of gallons of spilled fuel oil from contaminating sensitive ecosystems in the Fore River. Crews on Thursday strung absorbent booms across the mouth of a cove near where the east end of the main Portland International Jetport runway approaches the river. Much of the spilled fuel ended up in the cove and responders were working to keep it there so it could be cleaned up. The spill was the result of an automatic pump at the new terminal failing to shut off as intended, so that it pumped as much as 600 gallons from what officials called a "day tank" up through a vent system to the

terminal roof. The oil ran into the storm drain system, which leads underground to a retention pond near the end of Yellowbird Lane adjacent to the runway and then into the Fore River, state and city officials said. Clean Harbors was cleaning what it could out of the retention pond but it appears most of the spilled oil was washing into the river cove because of the day's rains, said Samantha Depoy-Warren, spokeswoman for the [Department of Environmental Protection](http://www.epa.gov). "It appears the quick response was preventing it from spreading much beyond that cove," Depoy-Warren said. A natural eddy within the cove kept the oil from spreading, she said. Crews suspended their efforts Thursday night after putting booms and pads in place. The cove is inaccessible by boat at low tide and is difficult to reach by foot because it is at the base of a steep and slippery embankment, Depoy-Warren said. Officials were first alerted to the spill by the smell of fuel shortly before noon. The Portland Fire Department responded, and when the sheen was detected on the water, they called in the Coast Guard and the Department of Environmental Protection. The Coast Guard checked downstream in the Fore River and determined that the spill had not spread there, nor upstream into Long Creek. Later investigation showed some fuel did reach the Thompson Point Marsh. Cleanup crews from Clean Harbors Environmental Services of South Portland are scheduled to work in the area today, Depoy-Warren said. Barbara Parker, DEP's director of response services, inspected the site Thursday. Parker helped coordinate cleanup efforts in parts of the Gulf Coast following the BP spill there. Parker said the cleanup at the Fore River was effective and said that much of the oil had been removed, Depoy-Warren said.

Related Links

- [Hundreds of gallons of oil spill at Portland Jetport, drain into river](#)
- [Crews forced to suspend oil spill cleanup at Portland Jetport](#)
- [Hundreds of gallons of oil spill at Portland Jetport, drain into river](#)
- [Gasoline spill cleanup continues in Wallagress with no sign of water contamination](#)

http://www.onlinesentinel.com/news/airport-oil-spills-into-fore-river_2011-11-10.html

MEXICO, TABASCO, VILLAHERMOSA, NOVEMBER 12 2011. 3 KILLED IN TANKER MISHAP

Three women were killed and four others seriously injured when a tanker overturned and fell on them on the Durgapur-Bankura National Highway in the district today. A senior police officer said a bus, carrying a group from Contai in East Midnapore district to temple town Nabadwip in Nadia, had stopped on the roadside and some passengers got down for refreshments. As the passengers were standing on the side of the busy, arterial road, a passing tanker suddenly veered to one side and turned turtle trapping seven women underneath. The seven were soon brought out by locals and other members of the group. But while three of them were already dead, four others were rushed to hospital and stated to be in serious condition.

<http://ibnlive.in.com/generalnewsfeed/news/3-killed-in-mishap/897201.html>



This work is licensed under the Creative Commons Attribution-NonCommercial-Share-Alike 3.0 Unported License.

The DG-Hazmat Group is proudly supported by:



Australian Petroleum Industry Contractors & Suppliers Association

www.tanknology.com.au

www.pica.net.au/

www.upp.co.uk