



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 764 Newsy Stuff

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

October 17 2011



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USA, CA, TERMINAL ISLAND, OCTOBER 5 2011. ON THE WATERFRONT: TORPEDOED OIL TANKER IS STUDIED

Coast Guard officers from Terminal Island are helping oversee the survey of a sunken oil tanker torpedoed by a Japanese submarine 70 years ago just miles off the California coast. Union Oil's S.S. Montebello was carrying an estimated 4 million gallons of crude oil when it was destroyed Dec. 23, 1941 by Imperial Japan's notorious sub "I-21" roughly six miles west of Cambria in central California. The 38-man crew escaped on lifeboats under enemy gunfire, rowing nearly six hours before reaching land. But the tanker was lost, dropping some 900 feet to the ocean floor. Incredibly, the torpedo struck the ship's only compartment not loaded with oil or gasoline. Stunned by an attack so close to the mainland and just weeks after the Pearl Harbor atrocity, the federal government was largely successful in silencing news of the incident, but reports did eventually surface. Now, officials are conducting a two-week survey to determine whether the ship's hull - still loaded with oil - is structurally sound. To date, no signs of leakage have been detected, and from previous dive operations it appears the hull remains intact. But Coast Guard authorities aren't taking any chances. Concerns remain that the Montebello's hull could one day crack or deteriorate, spilling its crude onto local beaches. Coast Guard Capt. Roger Laferriere, who has worked on oil spills and disaster relief in the Gulf of Mexico, is overseeing the operation. Teams will study the wreckage, film operations and complete an initial report by the end of this month. "It is our duty to ensure we gain good information about the Montebello so we can do our best to protect the marine environment," Laferriere said. California Department of Fish and Game officials will also be on hand. "This sampling and observation operation will provide the answers needed to truly assess what threat, if any, the Montebello poses," said Capt. Chris Graff of Fish and Game. Unmanned submarines and other submersibles will retrieve oil and sediment samples from the ship and its surroundings. More information on the operation and history of the S.S. Montebello is available at www.dfg.ca.gov/ospr/Admin/Montebello. Road work may cause delays Repairs and repaving began Monday on a busy stretch of roadway near Harbor Department headquarters, and motorists are advised that traffic delays are likely. The project, fully funded by the port, will continue into early 2012 in the area of Harbor Scenic Drive, Harbor Plaza and northbound Queens Highway. The project is expected to provide smoother driving for the thousands of freight trucks and passenger cars using the roads daily. Lane closures are expected, but streets will remain open during the work. The port has set up an information line at 562-590-4167.

http://www.contracostatimes.com/california/ci_19032036

CHINA, GUIZHOU PROVINCE, QITAIHE, OCTOBER 5 2011. DEATH TOLL RISES TO 17 IN CHINA COAL MINE BLAST



Rescuers carry out the body of a victim of a mining accident in southwest China's Guizhou Province yesterday morning which killed at least 16 miners. A coal and gas explosion devastated the Anping Coal Mine in the county of Libo at about 7am when 28 miners were working in the shaft. Thirteen of them managed to escape, but three were so badly injured they died later in hospital. Two miners were still missing last night. An investigation into the cause of the accident is under way.

The death toll from a coal mine explosion in southwestern China has risen to 17. The official Xinhua News Agency says 28 miners were in the shaft when the blast occurred Tuesday in Guizhou province. Eleven were rescued and being treated in a hospital. Initial reports said 13 miners had died, but three rescued workers later died

in a hospital and another body was recovered from the shafts Wednesday morning, bringing the toll to 17. Xinhua did not give a cause for the blast. China's coal mines are the most dangerous in the world, although the industry's safety record has improved in recent years as smaller, illegal mines have been closed. Annual fatalities are now about one-third of the high of nearly 7,000 in 2002.

http://seattletimes.nwsource.com/html/nationworld/2016397465_apaschinamineaccident.html

USA, MD, BALTIMORE, OCTOBER 5 2011. EXXON MOBIL SAYS JURY'S GAS-LEAK DAMAGES AWARD WAS EXCESSIVE

Exxon Mobil Corp. said it shouldn't be forced to pay more than \$1 billion in punitive damages over a 2006 gasoline leak in Maryland that allegedly fouled residents' drinking water. The punishment damages, handed down in June to 160 homeowners and businesses as part of a \$1.5 billion jury award, are excessive and weren't justified based on the facts of the case, John E. Griffith Jr., one of Exxon Mobil's attorneys, told Baltimore County Circuit Judge Robert Dugan yesterday. "The evidence is totally insufficient to justify" the awards, Griffin argued in state court in Towson, Maryland. Dugan, who already has rejected

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Exxon's request for a new trial, said he'd issue a written decision on the punitive-damage awards later. The \$1.5 billion verdict in the environmental case was the second-largest in the U.S. this year and the 21st largest of all time, according to data compiled by Bloomberg. Officials of Irving, Texas-based Exxon Mobil have asked Maryland's appellate courts to overturn the verdict.

Rural Community

Jurors handed down the verdict on behalf of residents of the Baltimore County community of Jacksonville for losses tied to a 37-day gasoline leak from a local station's tank farm. The incident sent more than 26,000 gallons of fuel into the area's groundwater, according to court filings. The rural community doesn't have a public water system and relies on wells for drinking water. Residents contend Exxon Mobil officials misled them about the extent of the leak, the oil company's efforts to contain and clean up the gas and the long-term effects on the area's water supply. Jurors, who awarded \$495 million in compensatory damages along with the more than \$1 billion in punitive damages, found the company liable for fraud as part of their verdicts. Exxon Mobil's lawyers told Dugan yesterday residents couldn't show they relied on the company's statements about the progress of leak cleanup efforts when deciding whether to drink the local water or sell their properties. Since property owners "didn't do anything different" in the wake of the company's statements about the leak, they can't prove they were defrauded, Thomas H. Dundon, another of the company's lawyers added.

'Sustained Pattern'

Homeowners' lawyers argued in court filings that jurors' decision to award hefty punitive damages reflected evidence showing Exxon Mobil executives engaged in "a sustained pattern of fraudulent conduct over more than 20 years" that led to the gas leak. Exxon Mobil "is seeking to relitigate the case," Paul Raschke, a Baltimore-based lawyer for the plaintiffs, told Dugan at yesterday's hearing. Still, Raschke and other attorneys for homeowners acknowledge in court filings some of the punitive awards exceed guidelines handed down by the U.S. Supreme Court. The U.S. Supreme Court has ruled in the past that punitive damages should be proportional to compensatory damages. The high court has said punishment awards that are more than 10 times actual damages may be excessive.

Ratio 'Guideposts'

In a 2003 case involving State Farm Mutual Automobile Insurance Co., the Supreme Court said the Constitution's due process clause generally caps punitive damages at 10 times compensatory damages and often imposes even tighter limits. That ratio was one of three "guideposts" the justices said lower courts should consult, along with a comparison to potential civil fines and the level of reprehensibility involved. In one of the Maryland leak cases, jurors awarded punitive damages without a correlating award of compensatory damages, Rasche and other plaintiffs attorneys said in an Aug. 8 filing. In two other cases, the punitive awards were as much as 17 times the compensatory figures, they added. "Plaintiffs acknowledge that the jury's awards in these three cases should be modified by the court to comply with the Supreme Court's holdings," homeowners' lawyers said. In April, a Los Angeles jury awarded Pacesetter Inc., a unit of St. Jude Medical Center Inc., \$2.3 billion in damages over allegations Nevivcon Co., a firm owned by a former St. Jude employee, engaged in the theft of some of Pacesetter's trade secrets. That's the largest U.S. jury award so far this year, according to data compiled by Bloomberg.

<http://fuelfix.com/blog/2011/10/04/exxon-mobil-says-jurys-gas-leak-damages-award-was-excessive/>

USA, PA, TELFORD, OCTOBER 5 2011. RESIDENTS CONCERNED ABOUT RAILROAD CARS MARKED 'HAZARDOUS MATERIALS'

bob keeler

When Telford Borough Police Chief Randall Floyd meets this week with railroad investigators to review the Sept. 15 derailment in Telford, he also wants more information about railroad cars parked on the tracks. "We've had some complaints from local residents, mostly along East Broad Street, about the cars being parked there with hazardous materials placards," Floyd told Telford Borough Council Oct. 3. Some of the railroad cars apparently carry liquid petroleum products, Mark Fournier, borough manager, said, but the municipality doesn't have information on what is in all the cars. Concerns from residents are nothing new, he said. "We can't control the railroads. We can try to ask for their cooperation, but we can't legislate where they store these things," Fournier said. "This has been an ongoing thing for at least the 14 years I've been here." Railroad cars are dropped off and picked up at Telford, but not stored there, Bob Parker, president and CEO of East Penn Railroad, Kennett Square, said in a telephone interview the day after the Telford meeting. "That's the interchange track. That's not storage," Parker said. "Our railroad ends there, so that's where we exchange cars." When railroad cars are being brought to East Penn, the cars are usually picked up the next day, although there could be times that the cars remain there over a weekend, he said.

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"Nothing should be sitting there any length of time," Parker said. Even if a freight car is marked for hazardous materials, it may not be carrying any load at the present time, he said. "A placard doesn't indicate whether it's empty or full anymore," Parker said. "They used to reverse the placard [when the car was empty], but they don't anymore for security reasons." Rubber pellets used for manufacturing and that are not a hazardous material were in the approximately 120 ton load when the rear wheels of a freight car derailed at the track crossing on North Washington Street at East Broad Street on Sept. 15, police said. Witnesses said the derailment appeared to have happened while switching tracks. Parker attributed the cause to "crew handling." The derailment closed the crossing from about 1 to 6:15 p.m. Sept. 15, after which the crossing was reopened with cones and barricades blocking usage of a section of the road that had been damaged in the derailment, police said. Souderton Borough Police Department and Telford Fire Police assisted at the scene.

http://www.montgomerynews.com/articles/2011/10/04/souderton_independent/news/doc4e8b6f0d7b550877983276.txt?viewmode=fullstory

USA, MT, BILLINGS, OCTOBER 6 2011. LANDOWNERS SUE EXXONMOBIL OVER YELLOWSTONE RIVER OIL SPILL

jan falstad



Brad Kembel of Worden walks over a makeshift bridge that ExxonMobil built on his property. The bridge was supposed to allow workers to go onto a section of his property to clean up the oil mess. Kembel said the workers did a minimal job and left the bridge.

Three months after the ExxonMobil Silvertip pipeline burst near Laurel, pouring about 42,000 gallons of crude oil into the flooded Yellowstone River, the disaster has spilled over into the courts. Billings attorney Cliff Edwards filed a class action lawsuit Tuesday in Yellowstone County District Court on behalf of eight landowners. The suit asks for a jury trial and unspecified punitive damages from Exxon for long-term harm to their land and businesses. "The only thing

corporations understand is money, and I intend to cost them enough money for what they did to make them think twice before they do this again," Edwards said. "This is outrageous." Dale Getz, a community relations adviser for ExxonMobil in Billings, said this is the first lawsuit to his knowledge resulting from the July 1 spill. His company doesn't comment on pending litigation, he said. "We're going to be here until the job is done," Getz said earlier this year. But according to Edwards' lawsuit, Exxon's cleanup has been "haphazard, sloppy and not well coordinated." The lawsuit names ExxonMobil Oil Corp., ExxonMobil Pipeline in Houston, and two Billings individuals, Billings refinery manager Jon Wetmore and pipeline terminal superintendent Jason Montgomery, alleging damage including trespass, nuisance and stigma. That last allegation was made because landowners selling their land will have to disclose the oil spill to prospective buyers for years to come, Edwards said. Other plaintiffs include a company that owns land near the confluence of the Clark's Fork and Yellowstone River, where Capt. William Clark camped in 1806, and a gravel pit off Johnson Road in Lockwood that was flooded with oily water. Business activities on affected "oiled, soiled and spoiled properties" have been interrupted and damaged, the lawsuit claims. "They haven't been able to mine a shovelful of gravel since then," Edwards said, adding that the companies can't legally sell oiled sand and gravel and they can't easily drain the contaminated pit that is so close to the Yellowstone River. Brad Kembel, who owns 100 acres of riverfront land near Worden, said he joined the lawsuit, his first ever, after Exxon workers made several failed attempts to clean his land. While he was combining malt barley, the first ExxonMobil workers came onto his land, unannounced, on a survey mission, he said. One adjuster kept telling him the oil wasn't anything to worry about and would be gone in a couple of months, he said. Kembel then picked up a glob of oil from some grass to illustrate the problem. "Out of the blue, he knocked it out of my hand with his walking stick," Kembel said, adding he was too surprised and shocked to react. He said the first cleanup crew worked mostly on his cousin's neighboring land and they didn't do much in a day. After he complained, Exxon sent out another team in early August. More than 20 people dressed in hazardous materials suits spent a day loading about 98 bags of soiled oil residue into a large container, but that barely dented the pollution along 100 acres of riverfront, he said. Then a team dressed in blue jeans, without gloves, spent another day trying to clean up, Kembel said. Then officials from Houston came to visit, apologized for the spill and promised to try again. But the third cleanup team of around 50 people drove four-wheelers all over, wrecking his grass and still missing an obvious blob three feet from the road, he said. "They had ridden by a patch of oil so many times, their dust covered it up," Kembel said. If the oil isn't cleaned up before winter, spring runoffs will spread the trouble, he said. Should he decide to sell his property, Exxon officials promised to run soil

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tests to prove the land is clean, but Kembel said that wasn't practical either. "It just takes one spot to screw up our sale," he said. "I don't know if it will go away. I'm not a chemist." The original Silvertip pipeline, buried about 5 feet to 7 feet under the Yellowstone River, was exposed by the near-record floodwaters in July. Last month, Exxon completed a new section of the 12-inch pipeline buried far deeper, 60 to 70 feet, and resumed the oil flow. At the peak of the cleanup in August, ExxonMobil had nearly 1,100 workers cleaning up oil. Now the company is in the reclamation phase and is down to about 150 workers, Getz said Tuesday. An earlier preliminary estimate pegged the cleanup costs at \$42 million. Before starting the cleanup in July, the company first surveyed about 9,600 acres, with the help of state and federal agencies. Less than 40 percent of those acres had oil and less than 10 acres had heavy oil impacts, Getz said. Some landowners have received generous Exxon payouts, Kembel said, and the oil giant bought a boat for the Yellowstone County Sheriff's Office so it could help scout for oil. But, Kembel said he was put off by a parting gift from one oil company official who handed him an Exxon flashlight with an 800 number to call if he had more concerns. "This pollution won't go away. It's marked our land probably for the rest of our lives and they give me a \$2 flashlight that's made in China," he said.

Landowners' Lawsuit

The following are suing ExxonMobil for damage caused the oil spill on July 1.

- Brad Kembel: 100 acres near Worden with about ¾ mile of river frontage.
- Tina Castro: 2 acres with about 750 feet of river frontage.
- College Park LLC: 190 acres at the confluence of the Clark's Fork and the Yellowstone River, where explorer Captain William Clark reportedly camped.
- Jim Edwards: An island of 153-acres in the Yellowstone River.
- Larry Fox: 70 acres near Worden.
- A handful of companies that own a gravel pit and crushing operation near Johnson Lane in Lockwood: LLC Properties LLC; MCL Property Holdings LLC; CMG, Inc; Johnson Lane Enterprises Inc.
- Jim Swanson: Four acres and a home half a mile below the pipeline rupture.
- Jerry Williams, Cathy Williams, Erika Williams Madrigal and Brock Williams: 800 acres with three homes just downstream from the break near Laurel.

Document

- [ExxonMobil Complaint](#)

Related Links

- [Lawsuit filed over Yellowstone River oil spill](#)
- [Property owners file lawsuit against ExxonMobil over Yellowstone River oil spill](#)
- [Lawsuit filed over Yellowstone River oil spill](#)

http://billingsgazette.com/news/local/article_8ce89c35-c657-5651-bf4f-4b07c6065f7c.html

GERMANY, LINGEN, OCTOBER 6 2011. ONE PERSON SERIOUSLY INJURED IN BP GERMANY REFINERY FIRE

alexis flynn & jan hromadko

A fire at BP PLC's Lingen refinery Tuesday left one person seriously injured with severe burns, the company and local police said Wednesday. BP said the fire, which occurred in the crude distillation unit of the refinery, was brought under control 20 minutes after it broke out. It was extinguished shortly afterwards, a BP spokesman said. According to a local police spokesman, another person suffered minor injuries. BP said parts of the refinery linked to the affected facility have been shut down. However, the refinery has a second oil distillation facility and that is still up and running, the company said. BP said it was unable to give an indication of how much output had been lost as a result of the incident. The refinery has a capacity of 93,000 barrels a day, according to BP. It produces aviation fuels, gasolines, middle distillates, and fuel oil as well as other products.

Related Links

- [CDU at BP's Lingen refinery shut after fire](#)
- [Fire at BP's Lingen Refinery Delays Restart Of CDU](#)

<http://www.foxbusiness.com/industries/2011/10/05/one-person-seriously-injured-in-bp-germany-refinery-fire/>

NEW ZEALAND, TAURANGA, OCTOBER 6 2011. SHIP STRANDED ON TAURANGA REEF

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Watch the Video

- <http://www.3news.co.nz/VIDEO-Ship-stranded-on-Tauranga-reef/tabid/423/articleID/228319/Default.aspx>
- <http://www.stuff.co.nz/waikato-times/news/5736918/Container-ship-will-remain-stuck>
- http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10756799

Photo's <http://www.stuff.co.nz/5736817/Rena-stuck-on-reef/>



There are no indications of any fluids leaking from the boat.

A cargo ship has run aground off the coast of Tauranga after hitting a reef. The 236-metre Rena, with 25 crew on board, struck Astrolabe Reef around 2.20am on Wednesday with the vessel reportedly on a 12 degree list and two of its cargo holds flooded. No injuries had been reported, said Maritime New Zealand (MNZ). The tanks containing the ship's heavy fuel oil are believed to be undamaged but a marine pollution team was being readied and MNZ has technical experts monitoring the event from Wellington and a maritime safety inspector on board the vessel assessing the damage.

Oil Leak Spotted?

An oil sheen has been spotted by the vessel, but this is hydraulic oil. National Oiled Wildlife Response Team members were also on their way to Tauranga. A flight over the vessel would check to see if there is anything leaking from the vessel. The Astrolabe Reef is about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast). The ship has a draft of 10.4 metres, according to shipping records. The reef just breaks the surface at low tide and goes down to 37 metres, according to diving industry websites.

Who Owns the Ship?

The Liberian-registered container ship Rena stuck on a reef 12 nautical miles off the Tauranga coast is owned by the Mediterranean Shipping Company. MSC is owned by an Italian family and has a big Australian market presence. The company maintains a low public profile but has been expanding in the New Zealand market where shipping line Maersk Line is a big player. MSC's head office in New Zealand is in Christchurch but it is using Port of Tauranga as a New Zealand hub where freight from six New Zealand ports is consolidated. The Rena was not fully laden when it struck the reef. Port of Tauranga is assisting the rescue of the Rena, but port chief executive Mark Cairns says the port's operations will not be affected.

Related Links

- [Could be months before stricken ship refloated](#)
- [Stranded ship monitored for potential oil spill](#)
- [Rena stuck on reef](#)
- [Ship salvage to 'take some time'](#)

<http://www.3news.co.nz/VIDEO-Ship-stranded-on-Tauranga-reef/tabid/423/articleID/228319/Default.aspx>

INDIA, SRINAGAR, OCTOBER 6 2011. CIGARETTE TRIGGERS FIRE AT SONAWAR PETROL PUMP >> TRAGEDY AVERTED

syed imran ali hamdani

A major tragedy was averted Wednesday when fire erupted at Sonawar petrol pump but was doused by the timely action of the fuel station staff even as one of them was wounded. It all happened when a three-wheeler caught fire at the petrol pump as its driver allegedly lit cigarette while refuelling the cab. Officials said the driver had been warned by the staff not to smoke as it is prohibited but he defied their instructions and as soon as he lit his cigarette the petrol caught fire and within minutes his three-wheeler was in flames. The alert staff of the Srinagar Garages petrol pump, Sonawar immediately informed Fire and Emergency Department and the local police. "One of the staff members Syed Mustafa son of Syed Ahmed of Amdakadal, Bagwanpora, grabbed an AB type fire extinguisher and brought the fire under control," Head of Disaster Management Cell, Aamir Ali told Greater Kashmir while monitoring the situation at the volatile spot. "With the help of other fire extinguishers he ensured that the petrol tanks and pumps do not catch fire," Ali added. "The volunteer had recently undergone fire fighting training from oil company and the Civil Defence," he added. In the meantime, fire tenders rushed to the spot and the fire was doused within minutes. "During the fire fighting Gulzar Ahmed Chopan, a pump employee suffered serious burn injuries and was immediately rushed to the hospital, where his condition is stable," Ali said. Meanwhile the auto rickshaw driver Inayat

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Hussain Bhat of Nishat was arrested by SHO Ram Munshibagh and a case was registered. Additional Director General Police, Civil Defence, Home Guards and Auxiliary, Dr Ram Lubhaya has announced cash reward for the volunteer while Divisional Commissioner, Kashmir, Abdul Majid Mir and Deputy Development Commissioner Meraj Ahmed Kakroo appreciated Syed Mustafa for the "exemplary show of courage".

<http://www.greaterkashmir.com/news/2011/Oct/6/cigarette-triggers-fire-at-sonawar-petrol-pump-15.asp>

SPAIN, CASTLELLON, OCTOBER 6 2011. BP ASSESSING WEEKEND FIRE AT CASTELLON REFINERY

zaida espana & claire milhench

BP is investigating a weekend fire at a gasoline reformer in its Castellon refinery, a company spokesman said on Wednesday. A fire broke out on Sunday at the 110,000 barrels-per-day refinery south of Valencia, Spain and was put out within half an hour. "We don't expect the unit to be out for very long," the spokesman said. "We are just managing supplies and still assessing when it will come back, but we don't expect it to be a major outage in terms of timescale." The company is now investigating the damage to the unit after the incident, in which nobody was hurt.

<http://www.reuters.com/article/2011/10/05/bp-castellon-idUSL5E7L539A20111005>

USA, GA, POOLER, OCTOBER 6 2011. MCDONALD'S CUSTOMER DIES

The 56-year-old woman died as a result of being exposed to carbon dioxide gas used to carbonate fountain drinks.

A 56-year old woman died after being exposed to carbon dioxide gas at a McDonald's restaurant in Pooler, Georgia. Carbon dioxide, while considered as a harmless gas at concentrations as low as 5,000 parts per million (ppm), can be deadly at higher concentrations (30,000 ppm), especially in enclosed spaces. It is a colorless, odorless and non-flammable gas produced by cellular respiration and the burning of fossil fuels. It can normally be found in the atmosphere as a gas at concentrations of 0.035% (350 ppm). In the solid form, carbon dioxide is known as dry ice. Exposure to low concentrations of carbon dioxide may lead to increased respiration and headaches complaints from office workers. It has been used as an indicator of inadequate building ventilation and indoor air exchange rates. In a crowded office, as the work day progresses, levels of carbon dioxide may approach 1,500 to 2,000 ppm when sufficient amounts of outdoor air are not supplied by the building's air conditioning system. Carbon dioxide has a number of industrial uses ranging from the manufacturing of disinfectants, drugs, baking powder, pottery and mining. In food service, it is used in the making of carbonated drinks and beer. For smaller food service operations, carbon dioxide may be supplied in small gas cylinders that are replaced on a scheduled basis. In larger operations such as McDonalds and other fast food restaurants carbon dioxide may be stored in large bulk dispensing systems that are resupplied and serviced by delivery trucks.

- In 1996, a driver died while transferring carbon dioxide gas from a delivery truck to a restaurant bulk storage system. A leaking hose connection and a fill station located below ground level combined for the fatal exposure. Employees of the restaurant found the driver lying unconscious at the bottom of a stairwell and immediately called 911. When paramedics arrived they were not able to revive him.
- In 2009, a 50 year old male restaurant employee died in a walk-in cooler after being exposed to high levels of carbon dioxide off gassing from dry ice.
- During the incident at the McDonalds in Pooler, Georgia, a total of nine customers and three emergency responders had to be treated at a local hospital. The 56-year-old woman from Jacksonville, Florida, died the next day after being released from the hospital. Hospital officials apparently didn't know that she had been exposed to carbon dioxide, one of the most powerful cerebral vasodilator known.
- Earlier this year, a McDonalds in Phoenix, Arizona, experienced a similar incident involving a leak from a carbon dioxide bulk dispensing system. Emergency responders evacuated the facility and treated several customers at the scene. A female who was pregnant had to be hospitalized and was later released.

Additional information on the health effects of carbon dioxide and a description of the bulk dispensing systems typically used at McDonalds may be down loaded at the following website: <http://lepcnews.squarespace.com/co2/>.

<http://sciencereay.com/biology/ecology/mcdonald-customer-dies/>

USA, MO, TROY, OCTOBER 6 2011. GAS TANK EXPLOSION IN TROY, MO., INJURES WORKER



www.tanktechnology.com.au

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Capt. Michael Noonan, of the Lincoln County Fire Protection District, enters an underground gas tank to investigate an explosion that injured a man who was preparing to do maintenance work on the tank.

A Lenexa, Kan., man was severely burned by a vapor explosion in an underground gasoline tank at 8:11 a.m. Tuesday, firefighters said. The explosion came from a 6,000-gallon tank at Hilltop Phillips 66, 201 South Lincoln Drive in Troy, as Mark Freeman was preparing to enter it to perform service work, said Fire Marshal Barry Nuss, of the Lincoln County Fire Protection District. Heat from a halogen work light that was lowered into the tank ignited gasoline vapors, Nuss said. He said the explosion was accidental. He said Freeman sustained a head injury and severe burns to several areas of his body. He was taken by ambulance to Mercy Hospital St. Louis in Creve Coeur. A hospital spokeswoman said he was in satisfactory condition as of this afternoon.

http://www.stltoday.com/news/local/stcharles/article_77e049fc-ef71-11e0-82cf-001a4bcf6878.html

AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, OCTOBER 6 2022. \$2M FINES FOR FIRMS THAT DELAY REPORTING BREACHES AFTER ORICA SPILL

 **Watch the Video** [Orica chemical leak prompts tougher laws \(7pm TV News NSW\)](#)

Map: [NSW](#)

Companies responsible for pollution breaches will have to report them immediately or face a \$2 million fine, the NSW government said, as it released a report into a Newcastle chemical spill. The state's environmental watchdog would also become independent of the government following the incident at Orica's Stockton plant, Premier Barry O'Farrell announced. Mr O'Farrell today released the independent report into the hexavalent chromium leak on August 8. The chemical escaped from Orica's ammonium nitrate plant at Kooragang Island and wafted over the nearby Newcastle suburb. The report, by former director-general of the NSW Premier's Department Brendan O'Reilly, was critical of the delays in informing Stockton residents of the leak, prompting the government to change reporting requirements. Mr O'Farrell said that, under the new laws, companies would be required to report incidents immediately, rather than "as soon as practicable" under the current legislation. The maximum penalty for failing to report an incident immediately would be doubled to \$2 million, he said. The government would also establish the Environmental Protection Agency as an independent authority, and improve procedures for public notification of chemical incidents. Mr O'Farrell said the report "makes clear that errors were made", saying the three-day delay in notifying the public was unacceptable. "This report makes clear that, as a result of particularly the communication problems, the delays in communicating the incident to the appropriate authorities, the delays between the authorities, delays with the government, delays with the public, the people of Stockton went through enormous stress and concerns about their health. "That is unacceptable, it's regrettable, and this report and what we're doing is about ensuring that never happens again. "We want to ensure that the lessons of the Kooragang Island incident are learnt. We want to make sure that no community has to go through what Stockton went through in August. "The strong tough legislative response is about guaranteeing that." Mr O'Reilly's 53-page report makes nine recommendations, including the changes to reporting standards and establishing an independent EPA. The report clears Environment Minister Robyn Parker of any personal responsibility for the debacle, despite her being heavily criticised for not informing the public sooner. Ms Parker only learnt of the leak two days after the incident, but waited a day before making a statement to Parliament. Mr O'Reilly criticised the series of delays which left residents in the dark for so long, both from Orica, which took 16-and-a-half hours to notify the Office of Environment and Heritage, and within government. "[The residents of Stockton] have every right to express their anger, concern and frustration that at the end of the day, despite the legislation, the government and company plans, policies and procedures, they were let down," the report said. NSW Health and an independent report commissioned by Orica have since found the leak posed no health risk to the Stockton community. Asked if she would apologise to Stockton residents for the poor handling of the Orica leak, Ms Parker said: "We're all sorry that the people of Stockton went through so much heartache, so much concern, and so much worry. "We've taken those lessons and said 'OK, don't let other communities like Stockton go through this again,' " Ms Parker said. "There will be incidences from time to time - make sure we've got the right regulation in place."

<http://www.smh.com.au/environment/2m-fines-for-firms-that-delay-reporting-breaches-after-origa-spill-20111005-1l88o.html>

ENGLAND, LONDON, OCTOBER 6 2011. BP HAS 2 EUROPEAN REFINERY FIRES IN 3 DAYS

A fire seriously burned one person and inflicted minor injuries on another Tuesday at BP PLC's Lingen refinery in northwest Germany, the second blaze in three days at European refineries owned by the U.K. oil major, following a separate incident Sunday at its Castellon facility in Spain. Tuesday's fire also is the second serious accident at its Lingen facility this year. The

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troubles have once again thrown the spotlight on BP's refining safety record, which reached its nadir with a 2005 fire and explosion that killed 15 people and injured more than 170 others at its refinery in Texas City, Texas. A local German police spokesman didn't identify the two people injured at Lingen but said the severely burned individual remained hospitalized Wednesday. Both are BP workers, he said. Subcontractors who were present at the refinery for maintenance work were temporarily evacuated Tuesday. Fire-safety engineers Wednesday were investigating the cause of the blaze, the police spokesman said. BP said the fire, which occurred in the Lingen refinery's crude-distillation unit, was brought under control 20 minutes after it broke out. It was extinguished shortly afterward, a BP spokesman said. The company said it was unable to indicate how much output had been lost as a result of the incident. Parts of the Lingen refinery linked to the affected crude oil-distillation facility have been shut down. However, the refinery has a second oil-distillation facility, which is still running, BP said. The Lingen refinery has a crude-processing capacity of 93,000 barrels a day, according to BP. In late March, a barge being loaded at the same BP refinery in Lingen exploded and caught fire, BP confirmed. No one was seriously injured in that incident, although the fire took an entire night to bring under control, according to local media reports at that time. And on Sunday evening in Spain, a fire also occurred at BP's 110,000-barrel-a-day Castellon refinery, BP said. No one was hurt, and that blaze was extinguished soon afterward with no impact on production, the company said. Taken together, however, the incidents could raise questions about the company's approach to safety and risk management. The fires follow BP's overhaul of its reporting structure and safety oversight, in the wake of last year's deadly Deepwater Horizon offshore platform accident and the subsequent Gulf of Mexico oil spill. Chief Executive Robert Dudley has said the company puts safety at the heart of its operations. The Lingen refinery had been undergoing routine maintenance when the fire occurred, and it hadn't been supplying local product markets, BP spokesman Robert Wine said. A broker, who asked not to be named, said he hadn't seen any effect on fuel oil prices, which remained stable in morning trading. The Lingen refinery produces aviation fuels, gasolines, middle distillates and fuel oil, as well as other products.

<http://online.wsj.com/article/SB10001424052970203476804576612931131352962.html>

USA, WI, SHORWOOD, OCTOBER 8 2011. GASOLINE LEAK IN SHOREWOOD SENDS CREWS SCRAMBLING TO FLUSH THE SEWER SYSTEM

 **Watch the Video** <http://www.620wtmj.com/news/local/131192413.html>

Crews got the call around 10 Wednesday morning that residents on Wilson Drive in Shorewood smelled gasoline. North Shore Fire Chief Robert Whitaker said, "We arrived. Our crews found that it was quite strong, called for additional crews." Today's TMJ4's Annie Scholz reports the North Shore Fire Department has been at it ever since with meter readings showing high concentrations of gasoline vapor. Fire crews are pumping water and air into the sewer system to clear it. "We have it pinned down to an area but we're not positive the exact source of the product right now," said Chief Whitaker. He couldn't comment on where that area is exactly, but TODAY'S TMJ4 did see the pumps roped off at a Citgo Station on Capitol Drive. Katherine Stephens owns a design business in a building that was evacuated, and noticed something smelled odd when she opened the door. "When I opened by business door it did smell like gas, so I left the door open just to kind of air it out," said Stephens. All while crews continue to air out and flush out the sewer system until the source can be stopped. And that isn't likely to stop anytime soon. The problem they're running into is that they'll stop flushing the system for a little while, and then the meter readings jump back up again. Today's TMJ4 reports that if you smell gasoline in the area, you don't face a real health risk, it's just unpleasant, but you should call 911 and crews will come out to inspect the area.

<http://www.620wtmj.com/news/local/131192413.html>

ENGLAND, WOLVERHAMPTON, OCTOBER 6 2011. BILSTON FIRE CANAL CONTAMINATION KILLS FISH

About 5,000 fish have died as a result of water contamination after a fire in Wolverhampton. The fire last month hit five separate firms in Millfields Road in Bilston. The Environment Agency (EA) and British Waterways have been working to remedy the problem in the nearby Birmingham canal and Wyrley and Essington canal. Sarah Brudy from British Waterways said: "The chemicals aren't like oil, they're dissolved in the water so it's case of waiting for them to dissolve." The leaked chemicals from the businesses at the industrial site have caused the oxygen levels in the water to drop rapidly which has suffocated the fish. A spokesperson for the EA said: "We are currently aerating the water at a number of sites to contain the incident and prevent further fish mortality." Ms Brudy said: "We are hoping it's going to get better but with chemicals in the water it's a case of monitoring and testing the water."

 **Related Links** [Major building blaze 'was arson](#)

<http://www.bbc.co.uk/news/uk-england-hereford-worcester-15183736>

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NEW ZEALAND, TAURANGA, OCTOBER 6 2011. OIL SLICK NOW 5KM LONG; LEAK CONTINUES FROM SHIP GROUNDED NEAR TAURANGA HARBOUR

Watch the Video

- [Dead birds in oil slick near stranded ship-TVNZ](#)
- [Ship oil spill spreads, birds found dead-Stuff](#)

Photo's

- [Fears stricken ship will break up](#)

Related Links

- [International company appointed to handle salvage of grounded container ship](#)
- [Fears stricken ship will break up](#)
- [Dead birds found near oil slick from grounded ship](#)
- [Ship oil spill spreads, birds found dead](#)
- [Oil slick stretches 5km](#)



The 236m cargo vessel struck the Astrolabe Reef, near Tauranga Harbour, around 2.20am yesterday. The Astrolabe Reef is about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast).

Press release from Maritime NZ at 3.30pm

The grounded container ship Rena is still leaking oil. The leak is intermittent and appears to be coming from damaged pipework on the vessel. The slick is running from the ship in a northerly direction for about 5 kilometres. Another observation flight later this afternoon will assess its direction. "We are not aware of any actual breaches in the fuel tanks. However, because of the extensive damage to the vessel, it is difficult to determine accurately what the scale and scope of the damage is. The crew are working to prevent further leakage," says the national on scene commander

Rob Service. It still unknown what quantity of oil has spilled from the ship. Mr Service said dispersant field testing was going well. "We have had one vessel doing on-water dispersant testing today and one helicopter doing aerial testing, with an observation plane guiding the helicopter and monitoring the effectiveness of the dispersant. We will review the results from the trials later today, with a view to launching a full dispersant operation tomorrow morning." The dispersant being used is Corexit 9500. Dispersants work by diluting oil through the water and assisting the natural breakdown process.

Press release from Maritime NZ at 11am

The oil spill response team based in Tauranga is currently conducting an on-water assessment of the oil slick from the cargo vessel Rena. A Maritime New Zealand Maritime Safety Inspector on board the ship has confirmed oil is still leaking from the vessel. An aerial observation flight this morning identified the slick, which stretches from 1500 to 2000 metres from the vessel in a narrow ribbon. An assessment team has now gone to the area in a vessel to conduct a closer analysis. The team will also conduct dispersant field tests to assess the potential effectiveness of a dispersant operation. If the tests are successful, it is likely a dispersant operation will be launched this afternoon. National On Scene Commander Rob Service said the on-water assessment would provide a clearer picture of what the oil spill response team was dealing with. A dispersant operation would be a viable option if it was found there was a significant amount of oil in the water. Dispersant works by diluting the oil in the water and assisting its natural breakdown. Mr Service said dispersant operations were only undertaken after careful consideration of the impact on the environment. Around 25 members of the team arrived in Tauranga yesterday, working with members of the Bay of Plenty Regional Council and other environmental agencies. Supplies from the national oil spill response equipment stockpile arrived in Tauranga overnight and have been readied for deployment this morning. A wildlife response plan is now in action, with specialist oiled wildlife wash and rehabilitation equipment mobilised and underway from Massey University. The equipment is due to arrive in Tauranga this afternoon, and a wildlife centre will be set up. Mr Service said wildlife teams were on standby to join those already in Tauranga to assist with field monitoring and response if and when required.

Press Release from Maritime NZ at 9am

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An aerial observation flight this morning has confirmed oil leakage from the cargo vessel Rena overnight has led to a light oil slick. The National Response Team was advised of the leak around 10pm yesterday, and plans were put in place overnight to prepare for responding at first light. The National On Scene Commander, Rob Service, said the flight this morning had confirmed a slick of very thinly spread oil streaming around 2000 metres in a narrow strip from the ship. "The oil is very thin and it appears it is starting to break up and disperse naturally," Mr Service said. The response team was assessing what the next steps would be. The 236m cargo vessel struck the Astrolabe Reef, near Tauranga Harbour, around 2.20am yesterday. The Astrolabe Reef is about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast). Around 25 members of the team arrived in Tauranga yesterday, working with members of the Bay of Plenty Regional Council and other environmental agencies. Supplies from the national oil spill response equipment stockpile arrived in Tauranga overnight and have been readied for deployment this morning. "We were lucky in the sense that we had all of yesterday to get the team to Tauranga and get plans in place. We are ready to launch whatever level of response the situation requires." Planning is also underway to manage any impact on wildlife in the area. Wildlife experts from Massey University went on an observation flight over the vessel yesterday to assess wildlife populations in the area. They are working with local specialists, including the Department of Conservation to plan how to manage any affected wildlife.

Press Release from Maritime NZ at 7am

Oil spill response specialists remain on standby in Tauranga this morning following the grounding of the cargo vessel Rena near Tauranga Harbour yesterday. The oil spill response team will this morning again conduct aerial observation following a small leak from the vessel overnight. The National On Scene Commander, Rob Service, who is in charge of the response, said reports from the vessel were that a small amount of oil had leaked during pumping operations last night.

Representatives of the salvage company were now on the vessel and had confirmed the leak had been stopped and only a small volume of oil had gone into the water. An aerial observation flight will go out at first light today to assess the situation and Maritime New Zealand was remaining in regular contact with the ship's master. The 236m cargo vessel struck the Astrolabe Reef, near Tauranga Harbour, around 2.20am yesterday. The Astrolabe Reef is about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast). Around 25 members of the National Response Team arrived in Tauranga yesterday, working with members of the Bay of Plenty Regional Council to prepare to respond to any spilled oil from the vessel. Supplies from the national oil spill response equipment stockpile arrived in Tauranga overnight and have been readied for deployment this morning. "While reports of a leak are unfortunate, they are not unexpected. We were lucky in the sense that we had all of yesterday to get the team to Tauranga and get plans, equipment and people in place," Mr Service said. "We are ready to launch whatever level of response the situation requires." The exclusion zone imposed by the Regional Harbour Master yesterday remains in place. All unauthorised vessels are required to stay at least 1 kilometre (0.62 miles) clear of the Astrolabe Reef and the grounded ship until further notice.

Press Release from Maritime New Zealand – October 5

Maritime New Zealand is putting contingency plans in place to manage any potential risks arising from the grounding of a vessel near Tauranga. The 236m cargo vessel Rena struck the Astrolabe Reef, near Tauranga Harbour, around 2.20am. There are no reported injuries to the 25 crew on board. The Astrolabe Reef is about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast). MNZ activated its Maritime Incident Response Team which is made up of maritime experts who are providing technical advice and oversight of the situation. While a light sheen of oil has been identified around the vessel, it has been assessed as hydraulic oil from the engine and does not pose a significant environmental risk at this point. MNZ's Marine Pollution Response Service is setting up an incident command centre in Tauranga, staffed with around 25 members of the National Response Team. The Team is made up of oil spill response specialists from around the country and, in the event of a significant spill from the ship, would lead the response. MIRT incident controller Renny van der Velde said the plans being put in place by the oil spill response team will form a safety net in the event of any spilled oil. "While the aim is to remove the vessel with no oil spilled, it is important to have contingency plans in place in case something goes wrong."

The vessel owner is responsible for coordinating a salvage plan. Wildlife experts from Massey University have also headed to Tauranga to support the NRT and prepare contingency plans to manage any risk to wildlife. MNZ is also working with the Department of Conservation (DoC), which advises there are no immediate concerns for marine life. DoC has staff available to respond if required.

Earlier Press Release – Maritime New Zealand – October 5

An aerial flight this morning has identified a light oil sheen on the surface of the water near a grounded vessel off the coast of Tauranga. The oil sheen has been assessed as hydraulic oil from the vessel's engine. All the fuel tanks are still intact.

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Maritime New Zealand (MNZ) was advised this morning that the 236m cargo vessel Rena had struck the Astrolabe Reef, near Tauranga Harbour, around 2.20am. There are no reported injuries to the 25 crew on board. The Astrolabe Reef is about 4 nautical miles north of Motiti Island (about 12 nautical miles off the coast). MNZ activated its Maritime Incident Response Team (MIRT), comprising technical maritime experts. The team is monitoring the situation closely from Wellington and has a Maritime Safety Inspector on board the vessel assessing the damage. The inspector has advised there are several breaches to the ship's hull, affecting cargo holds on the port side. The vessel is on a 10 degree list, or lean, but is stable on the reef. As a precautionary measure, fuel in tanks on the port side is being transferred to the starboard side. Pumps are also in operation to remove water from the cargo holds. The ship's captain is in discussion with the ship's owner and salvage experts to assess how best to move the ship off the reef – this is expected to take some time. MNZ's Marine Pollution Response Service (MPRS) is mobilising its team of trained spill responders, as well as specialist equipment to Tauranga, as a precautionary measure. Members of the National Oiled Wildlife Response Team are also on their way to Tauranga.

Press Release from Bay of Plenty Regional Council – October 5

Bay of Plenty Regional Council staff are assisting Maritime New Zealand with the response to a cargo ship grounding near Tauranga overnight and a 1 kilometre exclusion zone has been declared. The fully laden container ship, the 236m Rena, grounded on Astrolabe Reef, approximately 11.5 nautical miles from the Tauranga coast, at 2.20am local time today. Regional Harbour Master Carl Magazinovic has directed all unauthorised vessels to stay at least 1 kilometre (0.62 miles) clear of the Astrolabe Reef and the grounded ship until further notice. Mr Magazinovic said there were already reports of 'sightseeing vessels' near the grounded ship, potentially causing safety issues and disrupting response efforts. "This situation is expected to continue for some time so we will be monitoring movement of vessels around the area, and anyone found breaching the exclusion zone could face a fine of up to \$20,000." Maritime New Zealand declared a Tier 3 Response, due to the size and complexity of the grounding, and is managing the operation through the Incident Command Centre established at Mount Maunganui. Maritime New Zealand's Marine Pollution Response Service (MPRS) has mobilised a team of trained responders, and has deployed specialist equipment to the site.

<http://auckland.scoop.co.nz/2011/10/oil-leak-from-grounded-ship-off-tauranga-coast/?ScoopSrc=scoopackland>

USA, ID, KELLOGG, OCTOBER 6 2011. PIPELINE SHUT DOWN, OIL BOOMS IN COEUR D'ALENE RIVER

 **Watch the Video**

<http://www.krem.com/news/Oil-booms-in-Couer-dAlene-River-possible-unleaded-gas-leak-131163893.html>



Crews from Conoco Phillips and the Idaho department of Environmental Quality are testing the water on the Coeur d'Alene River right now in Kellogg, Idaho after a 'loss of pressure' signal in one of Conoco Phillips' lines. Officials say the line carrying unleaded gas from Missoula, Montana to Spokane is shut off and losing pressure. Crews have targeted the problem near Kingston, Idaho. Crews have placed several booms along the Coeur d'Alene River in Shoshone County as a precaution, after a ConocoPhillips pipeline was shut down last week. Workers are keeping a close eye on the waters making sure nothing is seeping out of a handicapped section of the Yellowstone Pipeline. ConocoPhillips officials say the pipeline carrying unleaded gas shut down last Thursday between Enaville and

Cataldo, Idaho. The section started losing pressure on Saturday and an investigation followed. No leaks have been detected and no traces of gas have been found in the water. Crews will continue to monitor the river and local water sources for traces of gas. Special equipment is being flown in Thursday to try to pin-point where any leaks may be pipeline. Results should be available by Friday.

<http://www.krem.com/news/Oil-booms-in-Couer-dAlene-River-possible-unleaded-gas-leak-131163893.html>

NIGERIA, NIGER DELTA, OCTOBER 6 2011. SHELL'S ENVIRONMENTAL GUILT CONFIRMED

sokari ekine



10 November 2011 will mark the 16th anniversary of the execution of Ogoni activist Ken Saro-Wiwa by the then Nigerian military dictatorship of General Sani Abacha. Saro-Wiwa was one of the founding members of the [MOSOP](#) [Movement for the Survival of the Ogoni People]. MOSOP and Saro-Wiwa were the first Niger Deltans

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to openly and forthrightly call for political autonomy and resource control, through the document known as the [Ogoni Bill of Rights](#). Article 4 details the environmental destruction of Ogoniland by operating oil company Royal Dutch Shell's Nigerian subsidiary – Shell Petroleum Development Corporation [SPDC]. Fifteen years ago, Ken Saro-Wiwa Jr and the families of the eight Ogoni men who had been murdered with him by the Nigerian state in 1995 sued SPDC for human rights abuses against the Ogoni people, for arming the Nigerian army and for being complicit in the extrajudicial killing of the Ogoni Nine. [On 9 June 2009, the case was settled out of court](#) to the sum of \$15.5 million for the families. The above case is just one of [over 1,000 cases brought against Shell](#) in the past 30 years. In 2002, [Esther Kiobel](#), along with 12 other Ogonis, sued Royal Dutch Shell for being complicit in the murder of the dissidents including Saro-Wiwa. The case was dismissed by the US courts, which ruled that they did not have jurisdiction on 'alleged violations of international law by corporations'. In June of this year, the village of [Bodo filed a class action suit](#) against Royal Dutch Shell and SPDC over a four-month oil spill in 2008. 'As of May 2009, the site of the spill had still not been cleaned up and there was controversy over the clean-up contract,' an Amnesty report said. 'On 2 May 2009, eight months after the spill, Shell staff reportedly brought food relief to the community, which they rejected as inadequate.' Finally, after 50 years of oil production in the Niger Delta, thousands of oil spills, untold damage to the local ecological system and human rights violations, Royal Dutch Shell is having to admit to its terrible actions. Two recent reports have now confirmed Shell's environmental guilt and their role in fuelling violence in the region. A [report by the UNEP](#) [United Nations Environmental Programme] made official what activists in Ogoniland and the Niger Delta have been saying for years – that Royal Dutch Shell and SPDC have polluted the lands. This week a report by Platform London, '[Counting the Cost](#)', found that between 2000 and 2010, Shell fuelled violence in the Niger Delta by paying huge contracts to armed militants. One of the towns mentioned in the report is Rumuekpe, which I recently visited. I spoke with women activists from the town, who told me how militants paid by oil companies had terrorized the town to the point when everyone had to flee, abandoning their homes, property and farms, and seek refuge in nearby Port Harcourt. During the period of terror some 60 people were known to have been killed. What is left is a ghost town. On the day we visited, the women and I were fearful that we were being watched and it was too dangerous for me to stay for any length of time or walk through the town centre. The women also pointed out that in those towns and villages which did not have oil, people lived in peace, confirming for many that it was the oil and the oil companies who were responsible for the violence and militarization of their town.

<http://www.newint.org/blog/majority/2011/10/05/niger-delta-shell-environment/>

AUSTRALIA, VICTORIA, KYABRAM, OCTOBER 6 2011. EXPLOSION PENALTY

A Kyabram refrigeration business has been convicted and fined \$45 000 in relation to an explosion that left an apprentice with third-degree burns to 35 per cent of his body. Worksafe's construction and utilities division acting director Allan Beacom said the worker could have been killed and explosions could have "devastating consequences". The worker was performing a service check on a commercial refrigerator in the cellar of Echuca's Bridge Hotel on July 7, 2009 when the explosion happened. He suffered third-degree burns to his arms, face, back and hands and was flown to The Alfred hospital, where he was in a coma for eight days. He has not been able to work since the incident. WorkSafe Victoria's investigation found there was a leak in an acetylene gas torch, which resulted in a build-up of gas that could not disperse in the poorly ventilated cellar space. According to WorkSafe, the gas bubble erupted when the worker lit the torch. The investigation also found his employer, Kanga Coolers Pty Ltd, failed to:

- comply with regulatory requirements for working safely within confined spaces;
- assess the need for the worker to use personal protective equipment, such as safety glasses, gloves, fire retardant clothing or a fire extinguisher, as recommended in the manufacturer's instructions;
- ensure the worker's ute was adequately equipped to carry acetylene gas equipment in a secure upright position and ensure previous users had properly stored and transported the equipment;
- have a safe system of work in place for the regular inspection, cleaning and gas leak testing of the acetylene equipment; and
- provide the worker with access to the acetylene equipment's safety and operating instructions and be properly trained by his employer in accordance with those instructions.

Kanga Coolers Pty Ltd pleaded guilty in Shepparton Magistrates' Court to failing to provide a safe working environment and failing to provide proper information, instruction, training and supervision. The company's early guilty plea and stated remorse about the incident was taken into account in sentencing. Mr Beacom said the incident should remind businesses of the need to properly deal with flammable gases in confined spaces. "This incident showed the devastating consequences of an

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explosion," he said. "People should make sure cylinders, hoses and attachments are in good condition, turned off, secure and that there is proper ventilation in the event of a leak. "While this young man suffered very serious injuries, the possibility of him or others dying was significant."

<http://www.sheppnews.com.au/article.aspx?id=1241644>

USA, MS, PASCAGOULA, OCTOBER 6 2011. BARRIER ISLANDS SPILL CLEANUP RESUMES



BP cleanup crews used slotted scoops to sift the clumps of oil from the sand along a two-mile stretch of Petit Bois Island's southern beaches in June of 2010. Cleanup operations have resumed on Petit Bois Island, where work was suspended in March by the National Park Service.

BP cleanup operations have resumed on Petit Bois Island, where work was suspended in March by the National Park Service. The cleanup on the islands was suspended March 1 to allow birds to nest with minimal disturbance from humans. Small crews continued to work on West Ship and Cat islands, and on the mainland after the March suspension. BP spokesman Ray Melick said operations have returned to the east end of Petit Bois Island. Melick said BP is using its new 90-foot-long shallow-draft units -- self-propelled barges with front ends that can be raised and lowered. Five deck boats and two crew boats with about 100 people landed on Petit Bois Island on Wednesday. "Weather permitting, a second team of approximately the same size will begin work on Horn Island today. "We are still working a little bit of East Ship," Melick said. An eight-person crew is working there, he said. He said Cat Island is a monitor, maintenance phase. The cleanup is limited to oil material that is visible, he said. "There is product out there," Melick said of the islands. "There is oiled debris out there. There are tar balls we are picking up."

<http://www.sunherald.com/2011/10/05/3488509/barrier-islands-spill-cleanup.html>

USA, VA, FRANKLIN, OCTOBER 6 2011 SPILLS INTO NOTTOWAY RIVER NET \$1 MILLION IN PENALTIES

tim mcglone

Three companies that run a chemical plant in Franklin have agreed to pay more than \$1 million in penalties for a series of toxic spills into the Nottoway River, which supplies drinking water for Norfolk and Virginia Beach. The federal government sued the three companies and has already received \$365,000 from Eastman Chemical Resins, according to settlement papers. The other two, Hercules and GEO Specialty Chemicals, have agreed to pay \$700,000, officials said. Officials said there should be no concern over the quality of tap water. The discharges, which took place between 2005 and 2007, occurred downstream from the water intake pipe. The Department of Justice filed a 40-page civil action on behalf of the Environmental Protection Agency against Hercules and GEO on Sept. 29, and a settlement agreement is expected to be filed any day. A spokesman for Hercules confirmed the matter had been settled. In an email, EPA spokeswoman Donna Heron said: "The EPA has been in extensive settlement discussions with these companies. And by filing both the complaint and settlement at the same time, it saves the government and ultimately the taxpayer the expense of litigation." In an unrelated action, Hercules paid a \$14,000 state fine in August for an unauthorized discharge, in September 2010, of ammonia-contaminated water into a canal that leads to the Nottoway. GEO paid the state a \$12,800 fine in 2008 for a 1,800-gallon chemical spill into the river. Both spills, like some of the others listed by the EPA, caused fish kills in the Nottoway. The chemical plant, which has been around since 1955, is on about 120 acres three miles west of Franklin where Va. 650 and 671 meet. The Nottoway River is a quarter-mile away and linked by a canal. Hercules operated the entire facility until 2001, when it sold off two units on-site to Eastman and GEO. The plant produces rosin, fatty acids and organic peroxides. The primary raw material is tall oil, a byproduct of the wood pulping industry. The federal lawsuit lists five spills that occurred between 2005 and 2007. In 2005, at least 100 pounds of crude tall oil and fatty acids were discharged into the canal and later found downstream in the river. Later that year, 20 gallons of a combustible chemical were discharged through the canal and into the river. A similar spill occurred in 2006 and two more in 2007, according to the lawsuit. Other allegations in the suit:

- A dam-and-containment system at the canal failed to prevent discharges into the river.
- Hercules failed to implement an emergency response training program and failed to conduct annual training drills as required by federal law.

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- An inventory of storage tanks failed to identify four above-ground tanks containing chemical mixtures, two 300-gallon fatty acid reclamation vats and several 55-gallon drums of oil.
- Hercules failed to report storage of sulfuric acid, a hazardous chemical.

Officials involved said the case has taken years to reach the point of settlement. Jim Vitak, a spokesman for Columbus, Ohio-based Ashland, the parent company of Hercules, maintains that the company did nothing wrong. Hercules merely owns the land underneath the equipment operated by Eastman and GEO, he said. "The important points are while we're pleased to have this matter brought to a resolution, from our standpoint we denied that we violated any regulations or that we were responsible for those of GEO or Eastman," he said. Eastman's corporate communications office in Kingsport, Tenn., issued a statement saying that the spills were minor and did not result in significant environmental damage. According to the statement: "Eastman made substantial capital improvements to spill preparedness at the site even before receiving EPA's inspection report. The company also has made improvements to its waste water treatment system and procedures to characterize wastes. "Eastman takes great care in our day-to-day operations to protect the river. We have a strong environmental management system in place and continually work at improving it." GEO did not respond to messages seeking comment.

<http://hamptonroads.com/2011/10/spills-nottoway-river-net-1-million-penalties>

USA, PA LANSDALE, OCTOBER 6 2011. DEP INVESTIGATING SOURCE, AMOUNT OF SPILL >> HAZMAT CREW DEPLOYS BOOMS ACROSS SMALL TRIBUTARY OF THE WEST BRANCH NESHAMINY CREEK

tony di domizio & david powell



The Pennsylvania Department of Environmental Protection will be investigating Thursday to identify the source and quantity of a contaminant that spilled into a tributary of the West Branch of the Neshaminy Creek on West Third Street in Lansdale Wednesday afternoon. According to Deborah Fries, spokesperson for the Southeastern Regional Pennsylvania DEP, the agency was notified via Montgomery County Fire Radio of the spill. Emergency operations manager Walt Bair informed the proper parties at the DEP. "The fire marshal on the scene reported a light sheen on the creek," Fries said. "The fire company responded to place booms in the creek to absorb the release." At this time, the source and amount spilled is unknown. "We had no assistance (at the scene)," Fries said. "Water quality folks will follow up tomorrow." A hazmat crew from [Fairmount Fire Company](#) deployed containment booms at the site of spill into a creek on West

Third Street in Lansdale, between Mitchell Avenue and Valley Forge Road. The affected section of the creek lies adjacent to [KSG Industrial Supplies, Inc.](#) The smell of fuel was evident near the creek. Three containment booms were deployed across the creek in an attempt to prevent the spill from moving further along the waterway. The source of the spill has not been located but the spill is not ongoing, according to Fairmount Fire Chief Joe Stockert. "There's not much else we can do now," Stockert said. Stockert said the state DEP and the EPA have been notified of the spill. Stockert said an investigation into the spill would be conducted by county officials.

<http://lansdale.patch.com/articles/report-diesel-fuel-spill-in-lansdale>

UGANDA, KAMPALA, OCTOBER 7 2011. FIRE GUTS KOBIL SERVICE STATION



Kobil fuel service station along Bombo road Kampala after the fire.

Fire gutted the Kobil Fuel service station along Bombo road Kampala in the wee hours of Thursday morning. The fire that started at about 1am was as a result of a speeding Motor Vehicle, registration number UAH 803V Toyota Primo that lost control and collided into a fuel pump. The highly flammable pump and shade structures did not stand a chance. The driver is believed to have been speed driving under the influence of alcohol. "The vehicle was coming from Kampala road towards Bombo road at about 1am on terrible speed and when the driver saw a bus that was parked alongside the road, on trying to avoid a collision he instead drove into the station ending up crushing into the fuel pump," said Paul Ochom, an eye witness working as a security guard at the station. He said that the five occupants of

the vehicle, two men and three women, fled after the collision. Ochom also explained that the impact was so fast because the

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station caught fire immediately after the collision. Police was alerted and arrived at the scene to put out the fire. The station manager Kobil Bombo road, Patrick Ssekamate said that he didn't know exactly what happened though he had received a phone call at 1: 30am by one Richard Omuyo a pump attendant. He added that no one had been injured among his staff.

<http://www.newvision.co.ug/news/18230-fire-guts-kobil-service-station.html>

USA, CA, LINCOLN, OCTOBER 7 2011. TANKER HAS YET TO BE MOVED FROM ITS CURRENT LOCATION

 **Watch the Video** [Propane Fire in Lincoln >> Two day rail car blaze evacuates residents](#)



It is not known when the tank car involved in a propane fire will be moved by owner Union Tank Car Company for a forensic investigation, according to Lincoln Fire Chief Dave Whitt. The propane fire alongside Nicolaus Road was from Aug. 23 to Aug. 24. The forensic investigation will look at the tank and its valving system to determine what caused the fire, according to previous News Messenger reports. City Council has previously said that the investigation will help in future discussions on preventing tanker fires. The tank car, which contained 29,000 gallons of propane when it caught fire, burned for more than 36 hours, causing the evacuation of 4,800 downtown homes and businesses.

<http://lincolnnewsmessenger.com/detail/189752.html>

NEW ZEALAND, OCTOBER 7 2011. 10 LARGEST OIL SPILLS IN HISTORY

Gulf War, 1991, Kuwait - 240 to 336 Million Gallons

As Iraqi forces retreated from Kuwait during the first Gulf War, they opened the valves of oil wells and pipelines in a bid to slow the onslaught of American troops. The result was the largest oil spill history has seen. Some 240 million gallons of crude oil flowed into the Persian Gulf. The resulting oil slick spanned an area just larger than the size of the island of Hawaii. However, the largest oil spill the world has seen exacted little permanent damage on coral ecosystems and local fisheries, according to a report by the Intergovernmental Oceanographic Commission at Unesco.

Deepwater Horizon 2010, Mexican Gulf - 210 Million Gallons

The BP oil spill flowed for three months, becoming the largest accidental marine oil spill in the history of the petroleum industry. The spill stemmed from a sea-floor oil gusher that resulted from the April 20, 2010, explosion of Deepwater Horizon, which drilled on the BP-operated Macondo Prospect. The explosion killed 11 men working on the platform and injured 17 others. On July 15, 2010, the leak was stopped by capping the gushing wellhead, after it had released about 4.9 million barrels of crude oil. An estimated 53,000 barrels per day escaped from the well just before it was capped. The spill caused extensive damage to marine and wildlife habitats and to the Gulf's fishing and tourism industries. Skimmer ships, floating containment booms, anchored barriers, sand-filled barricades along shorelines, and dispersants were used in an attempt to protect hundreds of miles of beaches, wetlands, and estuaries from the spreading oil. Scientists also reported immense underwater plumes of dissolved oil not visible at the surface as well as an 80-square-mile "kill zone" surrounding the blown well.

Ixtoc 1 Oil Well, 1979, Bay of Campeche, Mexico - 140 million gallons

In June 1979, an oil well in the Bay of Campeche collapsed after a pressure buildup sparked an accidental explosion. Over the next 10 months about 140 million gallons of crude spouted into the Gulf of Mexico from the damaged oil well. In order to slow down the flow of oil from the damaged well, mud and later steel, iron and lead balls were dropped down its shaft. The resulting slick measured 1100 square miles.

Atlantic Empress, 1979, Trinidad & Tobago, West Indies - 88.3 million gallons

One stormy evening in July 1979, two full supertankers collided off the coast of Tobago in the Caribbean Sea, precipitating the largest ship-sourced oil spill in history. Crippled by the accident, both vessels began to leak their crude and caught fire. One of the tankers exploded 300 nautical miles offshore, killing 26 crew. Luckily, only minor shore pollution was reported on nearby islands.

Fergana Valley, 1992, Uzbekistan - 87.7 million gallons

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Nearly 88 million gallons of oil spilled from an oil well in Fergana Valley, one of Uzbekistan's most active energy- and oil-refining areas. While the spill didn't get much press at the time, it is the largest inland spill ever reported. The ground absorbed this spill, leaving nothing for cleaning crews to tackle.

Nowruz Oil Field, 1983, Persian Gulf - 80 million gallons

During the Iran-Iraq War, an oil tanker crashed into the Nowruz Field Platform in the Persian Gulf and knocked it askew, damaging the well underneath. The oil well then leaked about 1500 barrels a day, but because it was in the center of a war zone, seven months went by before it was fixed.

ABT Summer, 1991, Off the Coast of Angola, 80 Million Gallons

En route to Rotterdam, the fully loaded tanker ABT Summer experienced an explosion onboard and caught fire while it was 900 miles off the coast of Angola, leaking its payload into the ocean. Surrounded by a growing oil slick that spanned 80 square miles, the tanker burned for three days before sinking. The oil is thought to have been broken up by high seas at little environmental cost, thanks to the incident's offshore location.

Castillo De Bellver, 1983, off Saldanha Bay, South Africa - 78.5 Million Gallons

The tanker caught fire about 70 miles northwest of Capetown, South Africa, on August 6, 1983. The blazing vessel was abandoned and drifted offshore until it eventually broke in half. The stern capsized and sank into the deep ocean. The vessel was carrying nearly 79 million gallons of crude at the time of the accident. About 1500 gannets that happened to be gathered on a nearby island, gearing up for their breeding season, were oiled, but the impact on local fish stocks was minimal.

Amoco Cadiz, 1978, off Brittany, France - 68.7 Million Gallons

The tanker ran aground off the coast of Brittany after its steering failed in a severe storm. Its entire cargo of 246,000 tons of light crude oil was dumped into the roiling waters of the English Channel, with the grim consequence of killing off more marine life than any other oil spill to date at the time. Cleanup efforts were foiled by strong winds and heavy seas and less than 3300 tons of dispersants were used.

Odyssey Oil Spill, 1988, 700 Nautical Miles off the Coast of Nova Scotia, Canada - 43 Million Gallons

In November 1988 the Liberian tanker Odyssey, virtually full to the brim with North Sea crude oil, broke in two and sunk in the North Atlantic 700 miles off the coast of Nova Scotia.

Source: popularmechanics.com

<http://www.telegraph.co.uk/news/worldnews/australiaandthepacific/newzealand/8812598/10-largest-oil-spills-in-history.html>

USA, OK, DEL CITY, OCTOBER 7 2011. OIL TANK BATTERY FIRE EXTINGUISHED >> A TANK BATTERY CAUGHT FIRE THURSDAY MORNING BUT HAS BEEN PUT OUT. NO ONE WAS INJURED IN THE DEL CITY FIRE.

 **Watch the Video** <http://www.koco.com/r/29406196/detail.html>

An oil tank battery caught fire Thursday morning but has been extinguished, a Del City fire spokesman said.

No injuries were reported, said fire [Maj. Brandon Pursell](#). Firefighters extinguished the blaze at NE 10 and Vickie Drive. The tank was empty but previously had contained jet fuel, Pursell said. It had been empty since 2003. Workers were trying to demolish the tank when it caught fire. He did not have a damage estimate. NE 10 between Sooner Road and Vickie was closed while firefighters put it out, Pursell said.

<http://newsok.com/oil-tank-battery-fire-is-reported-in-del-city/article/3610815>

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