



Dangerous Goods - Hazardous Materials Group & Network

Release 2012 – 841 Newsy Stuff

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May 26 2012



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AUSTRALIA, WESTERN AUSTRALIA, COOLGARDIE, MAY 17 2012. ROAD TRAINS COLLISION CAUSES CHEMICAL SPILL

Two road trains have collided near Coolgardie, causing a chemical to spill on the road. The vehicles collided at 11:50am on Great Eastern Highway, a kilometre out of Bullabulling, 35 kilometres west of Coolgardie. It is believed the road trains were carrying ammonium nitrate, which is used in explosives and fertiliser and is classified as a strong oxidiser under the Dangerous Goods Safety Management Act. Police have closed the section of the highway until the spill has been safely dealt with. One driver was trapped initially but has since been freed. The drivers received minor injuries and St John Ambulance is in attendance. Police do not yet know what caused the two road trains to collide.

<http://www.smh.com.au/wa-news/road-trains-collision-causes-chemical-spill-20120516-1yqk7.html>

USA, N.J, MARLBORO, MAY 16 2012. CONTAMINATED IMPERIAL OIL SITE DEEMED TO BE CLEAN >> RESIDENTS, OFFICIALS PRESSED GOVERNMENT AGENCIES FOR DECADES TO REMEDIATE LAND

jack murtha

Officials gathered on Orchard Place in the Morganville section of Marlboro last week to announce the completion of the cleanup process at the Imperial Oil toxic waste site. The announcement put a cap on a process that stretched over 30 years and cost \$50 million. Imperial Oil was listed on the federal Superfund as one of the nation's worst toxic waste sites. Marlboro officials and members of the community's Burnt Fly Bog-Imperial Oil Citizens Advisory Committee worked for years to pressure the New Jersey Department of Environmental Protection (DEP) and the federal Environmental Protection Agency (EPA) to clean the site. Work proceeded in fits and starts over the intervening decades and was dependent on available funding, but in the end the waste site has been remediated. "Today we believe this site is poised for reuse," said U.S. Environmental Protection Agency Regional Administrator Judith Enck. "It is amazing that this was once a polluted site." U.S. Rep. Frank Pallone (D-NJ), Monmouth County Freeholder Lillian Burry and Marlboro Mayor Jonathan Hornik attended the event on the morning of May 2, beneath gray skies. "The most important thing here is (the parcel) no longer creates any problems in terms of people's health," Pallone said. Imperial Oil leased the tract, off Tennent Road near Route 79, from Champion Chemicals in the 1950s and continued its oil processing operations until 2007, leaving behind one of the most ugly members of the state's "toxic legacy," Enck said. Arsenic, lead and polychlorinated biphenyls spread throughout the 15-acre property, Enck said. Those pollutants can cause several types of cancer and neurological problems, she added. EPA officials designated the property as a Superfund site in 1983, which made its cleanup eligible for federal funding. Both the EPA and the DEP have worked to clean the parcel since that time. Of the \$50 million that was used to rid the site of contaminants, \$33 million came from the American Recovery and Reinvestment Act of 2009 (generally known as the federal stimulus bill) and \$17 million came from the Superfund program, EPA Project Manager Farnaz Saghaei said. Workers excavated 180,000 cubic yards of polluted soil, treated 30 million gallons of ground water and removed 4,600 gallons of oil from the land, Saghaei said. The contaminated soil was shipped from Marlboro to landfills in Michigan, Texas and Pennsylvania, she said. The EPA conducts cleanups in two parts — soil and ground water remediation stages, Saghaei added. She said officials believe the initial soil remedy was enough to purify the parcel. Officials will leave 22 wells and piezometers on the Imperial Oil site to continue to monitor the area, Saghaei said. The property will undergo the ground water remediation stage if that is eventually determined to be necessary, she said. "We think that taking care of the source areas should have taken care of the ground water at this point, but we will not leave until we have all the data on the ground water and make sure the levels are safe," Saghaei said. The site will be sampled every five years, Enck said. Onsite ground water contaminants are not on par with drinking water standards, but the level of contamination has dropped significantly, Saghaei said. No households receive water from the land, she added. The Imperial Oil property is now for sale, Saghaei said, noting that proceeds from the sale will be used to cover cleanup costs and back taxes owed to Marlboro. Because the land which formerly housed Imperial Oil is zoned for residential or commercial use, it could one day be possible for a developer to build a neighborhood on the lot. "It has been cleaned up to our most stringent standards, which are residential standards, so it's usable," Saghaei said. Hornik recalled visiting the site as a 13-year-old with his late father, Saul, who was Marlboro's mayor at the time that Imperial Oil and other sites in Marlboro were placed on the Superfund list. "When I first came here in 1983 ... I was nervous to be here," the mayor said. "I didn't want to breathe the air, I was very careful about where I walked and I couldn't wait to get out of here." The announcement by the EPA that Imperial Oil has been remediated brought upon the end of a "long, terrible saga," Hornik added. Passionate community members who fought for the cleanup and government officials from various agencies who supported the local activists were to thank for the accomplishment, he said. Saghaei later addressed the need for repairs to



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Marlboro roads that were caused by trucks involved with the restoration project. "There are a few areas along the roads our trucks took that were damaged because of the trucking. We are taking care of that," the project manager said. "That was part of our deal with the town. We would take care of any damage we caused." Municipal and EPA officials have not assigned a dollar amount to the damaged infrastructure, Marlboro Business Administrator Jonathan Capp said.

http://nt.gmnews.com/news/2012-05-16/Front_Page/Contaminated_Imperial_Oil_site_deemed_to_be_clean.html

USA, MI, GRAND RAPIDS, MAY 17 2012 EXPLOSIONS AT GRAND RAPIDS METAL COMPANY SOUNDED LIKE 'DYNAMITE,' OWNER SAYS

heidi fenton



Fire at Enterprise Iron & Metal in Grand Rapids.

An evening fire at Enterprise Iron & Metal didn't last long, but black smoke and the sounds of steel barrels exploding were enough to stop many traveling south on Alpine Avenue. Firefighters [responded just after 5 p.m. Monday](#) to 850 Pannell Ave. NW after workers at the metal company reported flames in a scrap metal pile. Owner Jason Emanouil said an employee had been using machinery to drop steel barrels on the pile when one exploded, followed by two or three more. He attributed the problem to gas fumes left over in the barrels that likely ignited. "it sounded like dynamite going off," he said. Emanouil told about 30 workers to stand back as huge plumes of black smoke filled the scrap yard. Firefighters said the flames, contained to the scrap metal pile were put out minutes after they arrived on scene. There were no injuries to fire crews or employees at the company.

http://www.mlive.com/news/grand-rapids/index.ssf/2012/05/explosions_at_grand_rapids_met.html

QATAR, RAS LAFFAN, MAY 17 2012. SEVEN DIE IN BOAT TRAGEDY OFF QATAR

Seven persons on board a tug boat were killed in an explosion off Qatar's coastal area on Sunday, a statement issued by Qatar Petroleum said yesterday. Four others were injured. Arabic daily Arrayah said one of the fuel tanks of the boat had exploded, resulting in the casualties. The boat was at a distance of 25 nautical miles from the Ras Laffan Industrial City at the time of the incident. "The explosion happened when some of the crew was carrying out routine maintenance work in the engine room of the ship," Arrayah said. The 30metre long boat had a crew of 15. Upon receiving information about the incident at the central control room in the Ministry of Interior, the Coast Guard personnel sprang into action. As many as four large and eight small speed boats arrived at the spot and rescued the injured and retrieved the bodies of those who had died. "They launched their operation within 45 minutes and were assisted by the Internal Security Force (Lekhwiya)," Arrayah said. "Emiri special air force planes provided assistance from the air," it said. "The cause of the incident is under investigation and further details will be released soon," a QP spokesman said. "Operations schedule has not been affected," the spokesman added.

http://www.gulf-times.com/site/topics/article.asp?cu_no=2&item_no=502734&version=1&template_id=57&parent_id=56

IRELAND, COUNTY CORK, MAY 17 2012. FIRM FINED OVER CORK EXPLOSION



The process reactor vessel plant at the Corden Pharma Chem factory in Little Island, Co Cork, where a man died following an explosion at the chemical and pharmaceutical factory

A pharmaceutical company has been fined €300,000 following a chemical explosion at its Co Cork plant that killed one of its employees and seriously injured another. Corden Pharma Ltd, trading as Corden Pharmachem Ltd, received €15 million in an insurance payout following the explosion, which happened at its 20-acre plant at Little Island on April 28th, 2008. The company, which is no longer operating at the site, pleaded guilty to four separate charges under the Safety, Health and Welfare at Work Act 2005.

Corden Pharma had been initially been charged with 16 offences relating to breaches of the act. In addition to handing down the €300,000 fine, Judge Patrick Moran at Cork Circuit Criminal Court also awarded costs of €72,193 to the State. Father-of-



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one Liam Nodwell (58) from Glanmire on the outskirts of Cork city was fatally injured and workmate Jimmy O'Sullivan was seriously injured in the chemical explosion that happened in a process reactor. The court heard last week that Corden Pharma received €15 million in compensation following the explosion. It had used €7.5 million to pay redundancies to 92 staff, €4 million to decommission the plant, while it had invested €3.5 million in research. The company had previously been fined €2,000 for a breach of health and safety rules on March 2nd, 2008, over its storage of waste materials and €5,000 for another breach on March 7th, 2008, relating to a similar process to that which led to the fatal explosion, he said. "This was a very serious incident leading to the tragic death of one worker and serious injury to another," said Sharon McGuinness, assistant chief executive of the Health and Safety Authority. "Whether manufacturing chemicals or using chemicals in the production of other products, it is critical that a comprehensive risk assessment is undertaken and appropriate safety precautions put in place," she added.

Related Links

- [Man killed in explosion at Cork plant](#)
- [Firm got ?15m after chemical explosion](#)
- [Chemical firm and executives charged over fatal explosion](#)
- [220 staff to be let go in double blow for Cork](#)
- [Firm pleads guilty over fatal blast at factory](#)
- [Pharma company fined over two explosions at Cork plant](#)

<http://www.irishtimes.com/newspaper/breaking/2012/0501/breaking44.html>

INDIA, MADHYA PRADESH, INDORE, INDORE, MAY 17 2012. POLICE GET 'VITAL CLUES' ABOUT MISSING CHEMICAL-LADEN TRUCK

Police today claimed to have received vital clues about a truck, which had mysteriously disappeared on its way to Singrauli from Indore about a month back, while carrying 30 tonnes of explosive chemical. "We have got vital clues regarding the mysterious disappearance of a truck carrying 30 tonnes of explosive ammonium nitrate. A police team is in Satna town and we are hoping to expose the matter soon," a senior police official, who is probing the case, told PTI. Licensed fertiliser trader Kamal Agrawal from Indore had loaded the truck with 600 bags of ammonium nitrate, meant for transporting it to Singrauli town. The registration number of the truck was MP-19/ HA 1163, sources said. However, when the truck did not reach its destination, Agrawal made frantic efforts to locate it, without any success. Following this, he reported the matter to police. According to sources, although ammonium nitrate is generally used for fertilisers, in the recent past, there have been reports that it was being used as an explosive by ultras, after which, the Centre has classified it as an explosive material.

<http://ibnlive.in.com/generalnewsfeed/news/police-get-vital-clues-about-missing-chemicalladen-truck/999091.html>

AUSTRALIA, WESTERN AUSTRALIA, FREMANTLE, MAY 17 2012. OIL SPILL AT FREMANTLE HARBOUR



Oil spill at Fremantle Harbour.

Oil giant BP was today unable to say how much oil had spilled into Fremantle Harbour following a "regrettable" accident at its North Quay terminal operations. A spokesman for the group initially said between 90 and 100 litres of a diesel and oil mixture had escaped from a "pin-hole" leak in one of its pipelines into Fremantle Harbour. However, the spokesman later suggested the initial estimate had been "optimistic" and the true amount of leaked oil would not be known until the clean-up was finished. The event, which was reported to Fremantle Ports shortly after 10am, forced the agency to deploy emergency measures to contain

the spill after an oil slick spread over a wide area of the busy river precinct. BP said the amount of oil that spilled appeared to be "relatively" small but insisted any incident involving an oil leak at one of its operations was very serious. It was unclear tonight what caused the hole in the pipeline or for how long it had been leaking. Fremantle Ports' spokeswoman Ainslie de Vos said there would a joint investigation into the incident by the authority and BP, which would be referred to the Department of Environment and Conservation. Mrs de Vos said the agency had highly trained staff to deal with incidents such as oil leaks and they had acted "promptly" to manage the spill when it was detected. She downplayed the risks to the environment from today's incident, saying the oil had been contained before it could affect any sensitive areas and the damaged pipe was



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repaired immediately. The Swan River Trust said the spill had been contained in Fremantle Harbour and was therefore not considered a threat to upstream parts of the waterway. A spokeswoman for the trust said the agency would monitor the situation. Fremantle mayor Brad Pettitt said while any incident that could harm the environment in the port city or Swan River was concerning, today's spill was unlikely to have done any lasting damage. "These things happen in working ports – that's the reality," Mr Pettitt said.

<http://au.news.yahoo.com/thewest/a/-/breaking/13703519/oil-spill-at-fremantle-harbour/>

UNITED ARAB EMIRATES, UMM AL QUWAIN, MAY 17 2012. FRESH ATTEMPT TO SALVAGE SUNKEN SHIP

yasin kakande

Authorities have begun the latest in a series of attempts to salvage the White Whale, the tanker that sank off Umm Al Quwain several months ago. Sultan Alwan, the assistant undersecretary for external audit at the Ministry of Environment and Water, said yesterday that salvaging work had already started and would take another four or five days to complete. A number of previous attempts to salvage the wreck ended in failure but Mr Alwan said he was confident the latest effort would succeed. "Dubai Ship Building, the company contracted by the ministry to do the salvaging work, is an experienced company committed to removing the ship without any leakages that would cause pollution and damage marine life," he said. "The reason for the earlier delays were just based on the unstable bad weather that brought high waves." The ship was carrying several hundred tonnes of diesel when it sank 11 nautical miles off the UAQ coast on October 22. The ship lies water about 30 metres deep.

Related Links

- [Sunken ship close to being raised](#)
- [Shipwreck is leaking oil, fishermen claim](#)
- [Wreckage of sunken ship to be salvaged](#)

<http://www.thenational.ae/news/uae-news/environment/fresh-attempt-to-salvage-sunken-ship>

USA, N.J, JERSEY CITY, MAY 17 2012. PMG TRIPLES FOOTPRINT IN NEW JERSEY >> PURCHASES 117 RETAIL SITES, SUPPLY AGREEMENTS FROM EXXONMOBIL



With its purchase of 117 retail sites and supply agreements from Exxon Mobil Corp., PMG New Jersey LLC II has more than tripled its presence in the New Jersey market.

As reported in a Raymond James/CSP Daily News Flash yesterday, PMG purchased the Exxon-branded gasoline service stations and dealer supply-only agreements in northern and central New Jersey. John Sartory, managing director and principal of Petroleum Capital & Real Estate LLC, which acted as the exclusive financial advisor for the deal, said many of the stores are supply-only agreements. "The New Jersey market was broken into four clusters [by ExxonMobil]. PMG was originally awarded two of the four," he told CSP Daily News. "The dealers that exercised the right of first refusal, and there was a large

percentage of them, did not have to sign a supply agreement with the jobber that won that cluster. They could have signed it with any distributor that was on Exxon's approved list. "PMG did a good job of their staff going out, meeting with the dealers in their clusters, and then also picked up some volume from some other areas outside their two packages." PMG expects to increase its total gasoline volume by about 200 million gallons from the deal, according to Sartory. "The 117 sites include a mixture of fee locations that they took title to, some lease sites and a large number of supply-only agreements," he said. "This was a rare opportunity for our client to acquire a large number of premium real-estate sites and long-term supply-only agreements from the Exxon retailers that exercised their right of first refusal purchase option under New Jersey state law." The Exxon deal is the second major acquisition by PMG in New Jersey. In December, PMG New Jersey LLC, a recently formed entity created by Washington-based Petroleum Marketing Group Inc., closed on the acquisition of 46 Shell gas stations in Northern New Jersey previously owned by Shell subsidiary Motiva Enterprises LLC. This is the third major acquisition in which Petroleum Capital & Real Estate LLC, West Friendship, Md., has acted as the exclusive financial advisor to the Petroleum Marketing Group Inc.

<http://www.cspnet.com/news/corporate/articles/pmg-triples-footprint-new-jersey>



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USA, TX, NIXON, MAY 17 2012. OILFIELD EXPLOSION SENDS 2 WORKERS TO HOSPITAL

rob ford



What began as a quiet night in Nixon turned into a raging inferno when a fracking truck at an energy plant exploded, sending two oilfield workers to the hospital. The Gonzales County Sheriff's Office reported that around 2:30 a.m. Wednesday, two workers with Vann Energy Service LLC received second-degree burns when a fracking truck exploded on the premises. The men were airlifted to San Antonio Military Medical Center. Nixon, Smiley and Belmont fire departments converged on the scene and extinguished the blaze, which occurred about a mile south of Nixon on Eighth Avenue. Nearby homes were briefly evacuated. A worker at the Vann Energy jobsite declined comment, and the workers' names and conditions were not available at press time. Numerous calls to Vann Energy spokesman Oscar Casas remained unanswered as of press time. This incident, however, is not the first time Vann Energy has come under

scrutiny. The U.S. Department of Labor's Occupational Safety and Health Administration had previously cited the company for 17 serious violations following a safety and health inspection at the company's maintenance facility on East Avenue in Nixon. The penalties totaled more than \$70,000. OSHA began its inspections on Aug. 19, 2011, after receiving a complaint about employees who were required to enter oilfield hydraulic fracturing tanks for cleaning without receiving precautions about confined space atmospheric hazards. Vann Energy provides trucking and oil field support services, including cleaning fracturing tanks, at the Nixon location. A serious violation occurs when there is substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known. "Confined space and electrical hazards like the ones found at this site can kill workers. It is fortunate these hazards were identified before anyone was seriously injured," said Casey Perkins, director of OSHA's Austin Area Office, at the time of the inspections. Vann Energy employs about 20 workers at the Nixon facility.

http://www.gonzalesinquirer.com/news/article_017890d4-9f71-11e1-9115-001a4bcf887a.html

USA, MI, DETROIT, MAY 17 2012. PROPANE TANKER CRASH CLOSES EASTBOUND I-94 IN DETROIT

josh katzenstein

[Watch the Video Crash Involving Tanker Closes EB I-94 in Detroit](#)



State Police closed eastbound Interstate 94 in Detroit west of Lonyo on Wednesday afternoon after a propane tanker crashed into a car near Michigan Avenue.

Michigan State Police are investigating a crash involving a propane hauler that left diesel fuel on Interstate 94 at Michigan Avenue Wednesday afternoon. Eastbound I-94 will remain closed for several hours from Schaefer Road to Lonyo Street, MSP said in a news release issued two hours after the crash, which occurred about 1 p.m. The spill wasn't dangerous, according to an alert from authorities, but the freeway won't open until the fuel is cleaned up. MSP's initial investigation shows a tractor-trailer tried to veer left from the right lane because it was an inch taller than the 13-foot, 5-inch bridge. When it switched lanes, the semi crashed into the propane hauler in the center lane and pushed it into the far left lane, where it crashed into a car. The car became wedged under the propane tank. Police didn't have information about injuries. The Detroit Fire Department's Hazmat Unit responded to the crash and determined the propane hauler wasn't damaged, according to MSP.

<http://www.detroitnews.com/article/20120516/METRO05/205160411/1409/rss36>

USA, AKA, NIKISKI, MAY 17 2012. TESORO CITED FOR COOK INLET TANKER 'NEAR MISS' IN JANUARY

katie medred

According to the [Peninsula Clarion](#) the Tesoro Corporation earned itself a violation notice from the state of Alaska when one of its tankers caused a "near miss" in Cook Inlet this winter. Heavy tidal currents, winter ice, deteriorating tugs and negligent eyes



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all appear to have stacked up against the Tesoro tanker [Overseas Martinez](#) as it attempted to load cargo during the wee morning hours of January 13th. Overseas Martinez was docked at the Port of Nikiski when the engine on the tug assisting it failed. Without the tug boat to hold it steady the heavy current pushed the massive tanker along the [Kenai Pipe Line Co. dock](#) causing damage to railings. Fortunately, the tanker did not break with her mooring lines, nor did she do outstanding damage to any other boats or property. However, the debacle highlights the third time in the last six years that a winter-time incident involving an oil tanker has damaged property at the Kenai Pipe Line Company's Nikiski Wharf. In 2006 the fully loaded Seabulk Pride was pulled off the dock by strong tidal drifting without direction before running aground north of the port. In 2007 the same tanker was again ripped off the dock, although this time around her crew was quick on the draw and directed her toward open water before getting the engines going, thus avoiding a second beaching. Despite this rather embarrassing trend, Tesoro officials insist that when done right, loading cargo at the Nikiski Wharf is not dangerous. Tell that to the poor tug boat. <http://www.alaskadispatch.com/article/tesoro-cited-cook-inlet-tanker-near-miss-january>

IRELAND, CO LOUTH, DUNDALK, RATHMORE, MAY 17 2012. CUSTOMS FIND ILLEGAL OIL LAUNDERING PLANTS IN DUNDALK

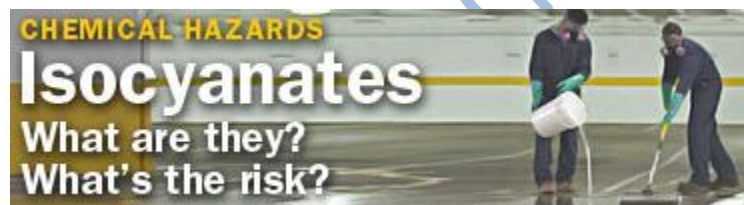


Customs officers uncovered this illegal oil laundering plant in South Armagh. Irish customs officers have uncovered two illegal oil laundering plants in Dundalk. One was concealed in a shed and the other in a 40 ft container on commercial premises in Rathmore. They had the capacity to launder four million litres of fuel per year with a potential loss of two million euros revenue to the Exchequer. An oil tanker containing 19,000 litres of smuggled fuel, was seized on the M1 in a separate operation. At the plant in Dundalk, customs officers also found four lorries, a jeep, 18,000 litres of marked mineral oil, a tanker containing 6,000 litres of laundered fuel, a 40 ft trailer with concealed tank for the transport of fuel, bleaching earth and ancillary equipment were seized. In a separate operation in Dublin, officers seized 248,000 cigarettes, with an estimated retail value of 116,000 euros. Tobacco was also seized along with a small quantity of herbal cannabis. The cigarettes, tobacco and drugs were located mainly in a discreet lock-up facility in Dublin's north inner city. A man in his 20s was arrested.

<http://www.bbc.co.uk/news/world-europe-18096171>

CANADA, B.C., MAY 17 2012. NEW VIDEO: ISOCYANATE EXPOSURE

[Watch the Video Isocyanate exposure](#)



This video highlights the hazards of reactive chemicals, known as isocyanates, during the application of finish coatings. Isocyanates can severely irritate the skin, eyes, and respiratory system. (2 min 6 s)

<http://www2.worksafebc.com/Publications/Multimedia/Videos.asp?ReportID=36795>

ENGLAND, LANCASHIRE, PREESALL, MAY 17 2012. 'EXPLOSION' FEARS OVER GAS PLAN

A top company has demanded answers over fears a controversial gas storage project under the River Wyre could trigger "explosions" in Blackpool's holiday heartland. United Utilities (UU) has raised concerns over gas escaping into a nine-mile underground sewage tunnel which runs from South Shore to Fleetwood. It says Halite's plans for gas storage in Over Wyre "potentially puts at risk both UU's assets and properties/hotels in close proximity to the (sewage) tunnel and the coastline." UU is now seeking assurances from Halite over the plan to store 900 million cubic metres of gas in salt caverns near Preesall – formerly proposed by American company Canatxx. In a document sent to Halite, UU say: "A key concern of the proposed development would be to ensure our wastewater assets remained well protected from any gas leakage which would occur



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through the fissured ground strata believed to exist underneath Wyre Estuary. The developer would have to satisfy sufficient investigation had been done to assure the development would not increase the risk of future explosions of gas impacting on the treatment facilities. "This would also apply to the Fylde Coast Interceptor (sewage) Tunnel which runs the whole length of the Fylde coast from Manchester Square headland at the southern end of the Golden Mile, along the front up to Rossall School." Brian Stanley, safety and risk director at Halite Energy, said: "We spoke to UU in September last year as part of the consultation process. "All risks have been considered and are addressed within our application which is now with the Planning Inspectorate for examination."

<http://www.garstangcourier.co.uk/news/local/explosion-fears-over-gas-plan-1-4552995>

USA, WASHINGTON, MAY 17 2012. BIG OIL'S RESEARCH TESTS SHOW E15 DAMAGES VEHICLE ENGINES

 **Document** [Intermediate-Level Ethanol Blends Engine Durability Study](#)

 **Click-2-Listen** [Listen to the Complete Teleconference](#)

The American Petroleum Institute and two [auto maker](#) associations, Global Automakers and Alliance of Automobile Manufacturers, presented a long expected official rebuttal to the EPA's 2010 and 2011 waiver announcements regarding the use of E15 fuel. The Big Oil presentation took place during a live teleconference earlier today. API's President and CEO Jack Gerard told reporters this morning that testing by the Coordinating Research Council showed that use of E15 – gasoline with 15 percent ethanol – could harm car and truck engines, potentially affecting millions of cars and trucks. Gerard said despite evidence of incompatibility problems with E15 and service station equipment and incomplete E15 testing in automobile engines, the U.S. Environmental Protection Agency approved E15 for the vast majority of the nation's cars and light trucks: "EPA's decisions in 2010 and 2011 approving E15 ethanol-gasoline blends for most [American vehicles](#) were premature and irresponsible. EPA approved E15 knowing ongoing vehicle testing had not been completed. Worse, as API noted in its press briefing two weeks ago, it approved the fuel even though government labs had raised red flags about the compatibility of E15 with much of the dispensing and storage infrastructure at our nation's gas stations. "Today, the results of just completed [engine testing](#) of E15 by the Coordinating Research Council confirm that EPA did not perform due diligence and moved too quickly in its E15 vetting process. The tests provide strong evidence E15 could damage [the engines](#) of many cars and light trucks. The council, known as the CRC, is a non-profit research and testing organization made up of the automobile and oil companies. "Ironically, EPA's decisions actually threaten broader use of biofuels. Federal law requires blending of increasing amounts of biofuels in gasoline, and most of the gasoline now sold in America has ethanol in it. Yet, if E15 is introduced and vehicle problems develop, public support for E15 and the federal renewable [fuels](#) program could erode."

 **Related Links** [American Coalition for Ethanol Responds to Big Oil](#)

<http://www.theautochannel.com/news/2012/05/16/036505-big-oil-s-research-tests-show-e15-damages-vehicle-engines.html>

USA, MT, BILLINGS, MAY 17 2012. MONTANA LOOKS FOR MORE EXXON OIL FROM 2011 SPILL

Montana officials said Wednesday they are investigating several sites with suspected oil left over from an Exxon Mobil pipeline break last year, but recent tests showed at least one such site downstream of the spill is oil-free. The July 1 accident spilled an estimated 1,500 barrels of crude oil, or 63,000 gallons, into the Yellowstone River near Laurel. In recent weeks, Montana Fish, Wildlife and Parks workers have found sheens or other evidence of oil at several sites downstream of the spill, said agency spokesman Bob Gibson. Department of Environmental Quality scientist Laura Alvey said that includes a sheen she saw last week on an island east of Laurel. She said there was "no question" the sheen came from oil. Officials are on the lookout for more crude to get stirred up in coming weeks as high waters from mountain snowmelt shift sandbars that could hold trapped oil. However, recent tests on water and sediment samples at another site, a riverfront residence near Laurel, were negative for oil contamination. Earlier tests in the vicinity of a fish kill near Huntley about two months ago also came back negative. In both cases, Alvey said, the sheens appeared to be naturally occurring — from algae, decomposing organisms or something else besides oil. Homeowner Jim Swanson had contacted the DEQ after seeing sheens along the river behind his Laurel house. His property suffered extensive contamination last year, which Exxon Mobile Corp. workers attempted to remove as part of an estimated \$135 million in cleanup and pipeline repair work. The company recovered an estimated 1 percent of the oil spilled, which marred about 70 miles of shoreline and numerous islands in the river channel. "I was looking at Mr. Swanson as a worst-case scenario and thinking if (the sample results) came back dirty, we would have to do more work or have Exxon go out and do more work," Alvey said. That could still happen if the sites with suspected oil identified by Fish, Wildlife and Parks



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are confirmed for contamination. Gibson said it is uncertain when the test results will come back. As part of a settlement over state water pollution law violations, Exxon is obliged to do any additional cleanup work that is necessary. However, government regulators and the company already have agreed that much of the remaining contamination should be left in place to naturally degrade. Exxon is monitoring 45 such sites along the river to gauge whether that is working. Swanson welcomed Wednesday's news that there were no toxic compounds in the sheens found on his property but said it "boggles my mind" that they could be from something other than oil. He said he can still see rings of degraded oil around trees and rocks on his property and oil in brush that was left to break down naturally. "The fact remains they only recovered 1 percent," Swanson said. "There's still an ugliness there but at least it's not toxic and at least it's going away." Swanson is a plaintiff in a lawsuit against Exxon from riverfront landowners who allege they suffered diminished property values and other damages because of the spill. A trial in the case is set for October 2013 before state District Judge Gregory Todd in Billings. Exxon spokeswoman Amber Flournoy said in an emailed statement that the company remains committed to a full cleanup and remediation. "We continue to work cooperatively with the (DEQ)," Flournoy wrote. She added that the company "has agreed to monitor and document the degradation of visible oil over time." Additional lab tests are pending on fish collected from the river by state biologists last month. Evidence of oil was found in some fish last year, but officials said it was not at high enough levels to pose a threat to people who might eat them. The latest round of tests is meant to determine if there were any residual effects on fish that came into contact with oil. Although the oil itself likely would have worked its way through a fish's system, Gibson said, a fish still "may have liver problems or gall bladder problems, some residual damage that would indicate petroleum hydrocarbons." That information will be used in part to determine how much Exxon will be asked to pay to cover natural resource damages from the spill. The investigation into those damages could take years to complete and is separate from the DEQ cleanup-related work.

http://www.cbsnews.com/8301-505245_162-57435794/montana-looks-for-more-exxon-oil-from-2011-spill/

CANADA, SK, REGINA, MY 17 2012. REFINERY FIRE CONTAINED



Smoke coming from the Co-op Refinery Complex on Tuesday in Regina.

Emergency crews quickly contained a fire in a pumphouse at the Co-op refinery complex on Tuesday night. No one was injured in the incident. Bud Van Iderstine, senior vice-president of refining, said operations at the refinery were expected to continue as normal this morning. Emergency crews rushed to the site shortly after the fire began at 8: 20 p.m. A large plume of smoke from the crude-oil blaze drifted through the skies north of the city. Area roads were shut down temporarily. The fire forced the evacuation of 350 contract workers at the site. All workers were accounted for shortly after the fire began. Contractors are

currently working on a \$1.9-billion renovation and expansion. Officials suspect leaking fluid in the pumphouse was set ablaze by an unknown ignition source. An internal investigation has been launched. Van Iderstine emphasized Tuesday's incident was vastly smaller in scope than the blast that rocked the complex seven months ago. On Oct. 6, an explosion injured 36 people, 13 of whom were treated in hospital.

<http://www.thestarphoenix.com/news/Refinery+fire+contained/6628102/story.html>

USA, CA, SAN DIEGO, MAY 18 2012. SS ESSEX CRASHES INTO REFUELING TANKER, USNS YUKON, OFF THE COAST OF CALIFORNIA

michael billera



The Navy began assessing the damage of the USS Essex after it collided with a refueling tanker, USNS Yukon, in the Pacific Ocean off the coast of California Wednesday. Early reports indicate that the Essex experienced technical difficulties with its steering. The Navy began assessing the damage of the USS Essex after it collided with a refueling tanker, USNS Yukon, in the Pacific Ocean off the coast of California. Early reports indicate that the Essex experienced technical difficulties with its steering. The Wednesday morning accident between the USS Essex and the USNS Yukon occurred 120 from the coast of Southern California as the Essex approached the Yukon to refuel, reported the Associated



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Press. The United States Navy said that there were no injuries and no fuel or oil spilled into the ocean. The USNS Yukon had 82 crew members on board while the USS Essex had 982. This is the third time the Yukon has been in an accident since it began sailing the seas, but a first for the Essex. In 2000, the Yukon hit another San Diego-based ship, the Denver. The Navy said the accident was due to human error. Six months earlier, the Yukon hit a civilian cargo ship as it docked in Dubai's Jebel Ali port in the United Arab Emirates, reported KFMB. However, it was the Essex, an 844-foot-long military warship, that experienced the steering malfunction, reported KGTU. "It's not easy, that's why professionals do it," said Capt. Joseph DeNigro, who retired from the Navy after 28 years. "But it's very rare to have an occurrence such as this." While DeNigro said that refueling a ship at sea is routine, it does take careful precision especially when there are rough ocean conditions. "The replenishment ship maintains a steady course and the other ship maneuvers in behind it and comes alongside and takes on fuel," he said. The USS Essex had spent the past 12 years in Sasebo, Japan and was part of the Navy's Expeditionary Strike Group 7. It was traveling with a new crew that boarded the ship for the trip to California, reported the AP. As part of standard Navy procedures, the original crew swapped ships with another assault ship, the Bonhomme Richard. After the crash, the Essex and Yukon continued on their way to San Diego, despite the damages. The Navy said that neither the fuel tanks nor mechanical systems of either ship were affected. The Yukon arrived in San Diego after 3 p.m. on Wednesday and the Essex arrived 9 a.m. on Thursday. "While both ships reported some damage, no one was injured, there was no fuel spilled and the ships' fuel tanks and systems were not compromised," the U.S. Navy's Third Fleet said in a statement, reported KFMB. A spokesman for the Navy said the crash and the damage was still being assessed, reported the AP. Maritimes Afety consultant, James W. Allen said the ships most likely just bounced off of each other. However, this sometimes can present problems because it can be "a pretty hard bump that can bend metal" and cause dents, reported the AP. "They were probably so close there was no time to respond when the steering went out," said Allen, who served 30 years in the Coast Guard. The Essex is scheduled to partake in exercises of Hawaii this summer. It will then go for a complete overhaul and review at the General Dynamics NASSCO shipyard, reported KGTU.

<http://www.ibtimes.com/articles/342279/20120517/uss-essex-crashes-refueling-tanker-usns-yukon.htm>

USA, N.J, SALEM CO, CARNEYS POINT, MAY 18 2012. TOUR BUS, TANKER TRUCK CRASH ON NJ TURNPIKE >> REPORTS OF ONLY 1 MINOR INJURY AFTER BUS, BIG RIG COLLIDE NEAR THE DELAWARE MEMORIAL BRIDGE
dan stamm

[Watch the Video](#) [New Jersey Turnpike Reopens after Rig, Tour Bus Crash](#)



The right lane of the New Jersey Turnpike remained closed Thursday morning as crews used equipment to try and pull the tanker truck out of the woods.

A tour bus and tractor-trailer tanker crashed along the New Jersey Turnpike Thursday morning leaving the big rig down an embankment as traffic backed up along the highway. The crash happened around 9:30 a.m. in the southbound lanes near mile marker 3.7 in Carneys Point, a little bit north of Exit 1, New Jersey State Police told NBC10. There were people on board the bus though the total amount of passengers is unknown at the time of the crash, cops said. No one on the bus was hurt while the driver of the big rig suffered minor injuries, police said. The right southbound lane remained closed as of 10:30 a.m. as

crews worked to pull the tanker up from the embankment and out of the wooded area where it came to rest. Traffic backed up for up to three miles. The road was eventually reopened. The exact cause of the crash remained under investigation but police told NBC10 that a witness claims the bus changed lane and hit the tanker.

<http://www.nbcphiladelphia.com/news/breaking/Tour-Bus-Tractor-Trailer-Crash-NJ-Turnpike-151875725.html>

USA, IA, MASON CITY, MAY 18 2012. COMPANY STATEMENT RELEASED IN SOY ENERGY FIRE

shane delaney

Investigators are still trying to figure out what caused an explosion at a Mason City biodiesel plant. The Mason City Fire Department says experts in the biodiesel field were at Soy Energy in Mason City Wednesday, trying to figure out how a methanol tank exploded. That explosion happened just before 6 p.m. Tuesday. It created a small fire inside the facility which was put out by the sprinkler system. The fire department stayed on the scene until around 5:30 Wednesday morning, making



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sure nearby tanks didn't explode as well. The following is a statement released Wednesday by Jeff Oestmann, Soy Energy CEO and General Manager: "We are grateful no one was injured in the fire that took place at the Soy Energy plant yesterday. We are still investigating the exact cause, but know it originated in a tank inside a restricted area. Our employees initiated a phenomenal response. They followed their training to the letter, evacuating the building safely and immediately notifying the fire department. We believe we have put into place the most highly skilled, experienced workers that make up the Soy Energy team, and I'm very proud of the professionalism with which they handled the situation. "We have called together a team of experts who are at the plant today to investigate what may have caused the incident. We are also working proactively with local officials and the fire department to determine the cause, and thank them for their quick response. Damage was minimal, essentially limited to one tank. After the investigation is complete and the tank repaired, we should be back up and running. "Biodiesel is the safest fuel to use, handle and store. However, the production process does involve hazardous chemicals, like methanol, which is why it should only be produced by trained workers in a commercial setting. Safety is our first priority, and we are in the final stages of becoming an accredited plant under the biodiesel industry's voluntary BQ-9000 quality assurance program. We want to reassure the community that our plant is a safe, state-of-the-art facility. We provide 40 jobs, making valuable contributions to the area economy as well as our nation's energy security."

<http://www.kimt.com/content/localnews/story/UPDATED-Company-Statement-Released-in-Soy-Energy/3-1rg5H4Ck-TUMQAikh0iw.csp>

USA, PA, BUCKS CO, BRISTOL, MAY 18 2012. CHEMICALS FROM DAMAGED STORAGE TANKS SHOULD BE CLEANED UP BY FRIDAY

jo ciavaglia



Dow cleanup crews expect to complete the removal of chemical materials Friday from the above-ground storage tanks damaged in a massive fire at the Bristol Township coatings plant, according to the state Department of Environmental Protection. The company has started its preliminary investigation and safety review into Wednesday's early morning inferno after lightning struck two storage tanks containing the flammable chemicals ethyl acrylate and butyl acrylate, which are used to make acrylic coating products for paints. Meanwhile, some area residents continued to complain about symptoms such as irritated eyes and headaches that they blame on the lingering chemical fumes. Some Burlington County, N.J., residents, some as far south as Medford, said the smell was worse Thursday than it was Wednesday. The leftover chemical materials that escaped from the two storage tanks, which held a combined 154,000 gallons of the two chemicals, had been pumped into containers and "greatly diminished" from the surrounding protective dikes, said Barbara Del Duke, a Dow spokeswoman. "We

are making great progress through the combination of our emergency services group along with other team members from across the country," Dow site leader Brian Albright said. "The teams are working around the clock to ensure the safety of the site and community." The Pennsylvania DEP storage tank staff at the site Thursday reported that so far six tanker trucks have been filled with the excess chemical material from the tanks and a seventh is being filled, agency spokeswoman Deborah Fries said. Del Duke did not know how long the company's internal investigation into the fire would take. She also did not say if the tanks were equipped with lightning rods or fire suppression systems, but emphasized they met local, state and federal safety standards. The Pennsylvania Department of Environmental Protection storage tank regulations do not require the installation of lightning rods. The state Department of Labor & Industry requires that storage tanks containing flammable or combustible materials be grounded, but lightning rods are not required, a spokeswoman said. A grounded metal rod placed high on a structure prevents damage by conducting lightning to the ground. The lingering acrid odor might persist in the air until all the chemical material is removed, Del Duke said. Any remaining odor is the result of cleanup activity, she added. The DEP said that on-site air quality monitoring did not find any unhealthy levels of volatile organic compounds, or VOCs, outside the Bristol plant perimeter. The results of air sampling tests done inside the plant property were not immediately available. Both chemicals involved in the fire have a low-odor threshold, which means a small amount can be smelled at great distances. Health and environmental officials say the vapors cause temporary eye and respiratory irritation, headaches and nausea, but do not pose a long-term health risk since only a small amount of chemicals was released and they were widely dispersed in



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the air surrounding the plant. Short-term occupational exposure to ethyl acrylate vapors reportedly can cause drowsiness, headache, nausea and respiratory and gastrointestinal irritation, according to the U.S. Environmental Protection Agency. The short-term effects for butyl acrylate include eye and skin irritation, respiratory problems, coughing, headache and dizziness, according to the New Jersey Department of Health's hazardous substance fact sheet. Joyce Beer, though, wonders how long the temporary symptoms will last. Beer, who lives in the Lakeside section of Bristol Township, said her family experienced vomiting, eye burning and major headaches Wednesday evening as the odor drifted through her neighborhood. When she woke Thursday morning, the strange smell outside was mostly gone, but she still had a bad headache, stinging sensation in her eyes and she was coughing like crazy.

http://www.phillyburbs.com/news/local/the_intelligencer_news/breaking_news/chemicals-from-damaged-storage-tanks-should-be-cleaned-up-by/article_debb173a-a2ff-51bd-bb0e-5f2a9d559241.html

CANADA, AB, CALGARY, MAY 18 2012. GAS PLUS LEAK CHARGES ON HOLD WHILE CLEANUP CONTINUES >> OWNER HOPES BOWNESS SITE WILL BE RESTORED WITHIN SIX WEEKS

amanda stephenson



Sal Handel is president of Gas Plus.

The case against five companies charged in relation to a 9,000-litre gasoline leak at a Gas Plus site in Bowness two years ago has been adjourned until June. Gas Plus Inc., Handel Transport Ltd., Handel Transport (Northern) Ltd., Tank Testers Plus Inc. and Tri-Con Transport Ltd. were charged in March under Alberta's Environmental Protection and Enhancement Act. Lawyers for the companies appeared in a Calgary courtroom Wednesday, where the matter was adjourned until June 27. The gasoline leak was discovered on the Gas Plus site in May 2010. Dissatisfied with early remediation attempts, the province issued an environmental protection order that December. That order, as well as a series of amendments added later, was appealed by Gas Plus owner Sal Handel. By the time formal charges were laid in March 2012, Handel had

already missed the deadline laid out in a ministerial order to remove all contaminated soil from the site. Three homes in the neighbourhood were found to have high levels of benzene and other hydrocarbon chemicals following the spill and one couple had to evacuate their home for eight months due to health concerns over fumes seeping into the basement. While clean-up has now begun, it is not yet complete. Preliminary construction work has taken place, but the site cannot be fully excavated until after it has been drained. Handel who started the excavation on the site in early March after a liquor store tenant moved out of an on-site building — said he hopes the entire project could be finished within four to six weeks. "We think it's coming along very well," he said. "It's taken a little bit longer than expected, but we're quite pleased." Alberta Environment and Sustainable Resource Development spokeswoman Carrie Sancartier said she is unsure when the remediation might be finished, but said the province is keeping a close eye on Gas Plus's progress. "There has been some movement forward. It's sort of a step-by-step process," Sancartier said. "We'll certainly continue to monitor it as they continue with the remediation." The charges the five companies face include releasing or permitting the release of a substance that may cause a significant adverse effect, two counts of failing to report the release, failing to remedy or confine the effects of the substance, and failing to remediate. Each company is facing a maximum possible penalty of \$500,000 per count.

<http://www.calgaryherald.com/business/energy-resources/20continues/6633582/story.html>

USA, CT, HARTFORD, MAY 18 2012. DIESEL FUEL SPILL ON I-95 >> 150-GALLONS OF DIESEL FUEL SPILLED AT A GAS STATION REST STOP ON I-95 IN MILFORD WEDNESDAY NIGH

Fire crews responded to a diesel fuel spill at a rest stop station off I-95 in Milford, according to a spokesman from the state Department of Energy and Environmental Protection. Milford firefighters reported the spill just before 8 p.m. The incident happened on I-95 near exit 40. About 150 gallons of diesel fuel spilled from a dispenser malfunction at the gas station, said DEEP. Officials said the majority of the spill was contained on the pavement. The operator of the station, Alliance Energy, hired TruBlue enviro to clean up the spill.

<http://www.nbcconnecticut.com/news/local/Diesel-Fuel-Spill-on--I-95--151819365.html>



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USA, MD, WALKERSVILLE, MAY 18 2012. FUEL TANKER AT WALKERSVILLE SHEETZ RAISES CONCERNS >> ONE MAN WANTS TRUCK REMOVED BEFORE G-8 SUMMIT

sherry greenfield



A resident in Walkersville has said that the tanker truck parked at the Sheetz gas station along Md. Route 194 could be a target for G-8 protesters or terrorists. Employees say the tanker frequently sits empty when at the station.

A Walkersville man wants the gasoline tanker truck parked at the Sheetz service station on Md. Route 194 removed before this weekend's G-8 economic summit, because he worries it could be a target for protestors or terrorists. George C. Rudy, who has 50 years of experience working as a nuclear systems consultant, said he has contacted officials with the federal, state, county and Walkersville governments asking they force Sheetz to remove the tanker, even though the summit is being conducted about 12 miles north in Thurmont. Rudy said the tanker poses a safety risk for Walkersville if demonstrators decide to blow up the truck. "The fact is it can happen and I'm worried about it," Rudy

said. "I think my concerns are valid." Rudy said in early 2000 he first complained to the town about the tanker truck; he said nothing was done. Rudy again is worried because of the upcoming G-8 summit, and the possibility of demonstrators prompted him to take action. Jay Apperson, spokesman with the Department of the Environment, which oversees gas stations, said they are aware of Rudy's concerns. Apperson said Sheetz has all the necessary permits to park a tanker in their lot. The Maryland Emergency Management Agency referred the issue to the Department of the Environment. "Under the 'oil operation permit' they are in compliance," he said. "We checked and they are in compliance." According to the Sheetz website, the Walkersville station is one of seven that operate as petroleum transporter stations. This means the tankers parked at the Walkersville Sheetz are used to deliver gasoline to other stations in the region. Brad Wiles, assistant manager at Sheetz, said when the tanker is parked it is kept empty. However, Rudy said the vapors inside the empty tanker still are dangerous. "Empty tankers are full of vapors," he said. "Vapors are highly explosive. They are high-energy explosives. Which ever way you want it, it isn't a good experience." When asked about the truck's vapors, officials at the Sheetz referred all further questions to their corporate headquarters. Attempts to reach officials at the headquarters in Pennsylvania were unsuccessful. Gloria Rollins, town manager of Walkersville, said in 2004 she contacted Sheetz and was told the truck only sits there long enough for the next driver to come and take the tanker a maximum of four hours. Rollins said there is no town ordinance preventing Sheetz from parking tankers in their lot. "We still think a gas station should be allowed to be park a delivery truck on their property," she said. Rudy is not backing down. "The G-8 summit in concert with the Sheetz depot operations clearly place the townspeople of Walkersville at a unneeded and unacceptable risk," he said.

<http://www.gazette.net/article/20120517/NEWS/705179892/1016/fuel-tanker-at-walkersville-sheetz-raises-concerns&template=gazette>

USA, WASHINGTON DC, MAY 18 2012. CSB COMMENDS MASSACHUSETTS AUTHORITIES FOR ISSUING TOUGH HAZARDOUS MATERIALS STORAGE AND PROCESSING RULES



Investigation Details: [CAI / Arnel Chemical Plant Explosion](#)

The U.S. Chemical Safety and Hazard Investigation Board (CSB) announced

today that it is commending Massachusetts authorities for improving the regulation of hazardous materials storage and processing in the state, including monitoring of high risk facilities to ensure they are complying with key federal process safety and risk management programs. The action – taken by the Massachusetts Department of Fire Services – satisfied a [key recommendation](#) made by the CSB in its 2008 final report on the 2006 explosion at an ink and paint products manufacturing facility in Danvers, a suburb of Boston. The CSB concluded that an unattended mixing tank overheated in an unventilated building at CAI, Inc, causing the release of flammable vapors which subsequently ignited. The facility stored alcohols, heptanes, other solvents, pigments, resin and nitrocellulose ; all of it which were destroyed in the explosion. Twenty-four



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houses and six businesses were destroyed. Many other homes were extensively damaged in the blast. Ten people were injured, but no one was killed, possibly because the accident occurred in the middle of the night while people were asleep in bed. The [CSB investigation](#) found that CAI had increased its quantities of flammable liquids over the years. The additional quantities went undetected by local authorities who had not inspected the facility for over four years prior to the time of the incident. At the time of the accident mandatory notification by companies to local authorities that a facility had increased its quantities of flammable materials from the initial amount listed in the permit was not well enforced. Therefore, the Board recommended that Massachusetts require companies storing and handling flammable materials to amend their license and re-register with state or local authorities when increasing their quantities of flammable materials; they must also verify compliance with local, state fire codes and hazardous chemical regulations. Noting the Board voted unanimously to declare the status of the recommendation as "Closed – Exceeds Recommended Action," CSB Chairman Rafael Moure-Eraso said, "Massachusetts authorities have not only adopted the CSB recommendation, but went beyond their intent with the regulations issued by the Board of Fire Prevention Regulations in 2012. The Massachusetts approach, if adopted by other states, has the potential of leveraging the resources of fire authorities to complement the regulatory and enforcement work of OSHA and the EPA with regard to high hazard facilities." Dr. Moure-Eraso noted that the Massachusetts regulations classify hazardous materials into five categories based on threshold quantities. Categories 1-4, for example, must be in compliance with OSHA's Hazard Communication standard. Category 5, under which CAI would have fallen, requires companies to certify compliance with the OSHA Process Safety Management standard and with the EPA Risk Management Program regulation. "Had this state regulation been in place, and been enforced, in 2006," Dr. Moure-Eraso said, "the company and regulators would have been more likely to have recognized the hazard presented by the operation and to have prevented the accident." A key related Board recommendation to the state remains open. It urges the Department of Fire Services to audit local governments and local fire authorities in Massachusetts for their enforcement of compliance with permit limits and inspection requirements for storage and handling of flammable materials. The Department of Fire Services informed the CSB that it lacks the resources to audit all local government for compliance, and would instead provide training for local fire authorities to adequately review permits and inspect facilities for compliance with the new requirements. Training materials are reportedly in development, CSB recommendation status is determined by a board vote following a staff analysis. Responses may be deemed "Acceptable" or "Unacceptable," and either closed or left open for further consideration. To date, 57% of CSB recommendations have been designated "Closed – Acceptable action." In some cases, the board has designated responses as exceeding recommended action. Only 2% of CSB recommendations – open or closed – have resulted in an "unacceptable" status.

<http://idevmail.americaneagle.com/message.aspx?d=30&m=972&e=PETENV@OPTUSHOME.COM.AU&r=4334143&f=HTML>

CANADA, N.S., DARTMOUTH, MAY 1 2012. IMPERIAL OIL EYES SALE OF N.S. REFINERY OR CONVERTING IT TO A TERMINAL

luann lasalle



The Imperial Oil refinery is seen in Dartmouth, N.S. on Thursday, May 17, 2012. The company is considering selling the facility due to global competition and the lower demand for gasoline.

Imperial Oil Ltd. is eyeing the sale of its refinery in Halifax, citing global competition and lower demand for gasoline — particularly in Europe. A decision is expected on a sale or other alternative, including having the operation in the Dartmouth community converted to a terminal, by the first quarter of 2013, Imperial executive Gilles Courtemanche told a news conference Thursday. "The demand for diesel has grown by a factor of five, but gasoline demand in Europe today is lower than it was in 1970," said Courtemanche, vice-president of refining and surplus for Imperial Oil. "So that is causing surplus gasoline production," he said. "The Dartmouth refinery operates in the highly competitive, over-supplied Atlantic basin, which as you all know is open to significant global competition."

Courtemanche said there are a couple dozen potential buyers in a variety of businesses. He cited an airline company that bought a refinery recently in Pennsylvania to meet its needs as an example of the diversity of possible buyers. About 200 employees and 200 contractors work at the refinery and related terminals in Dartmouth, Sydney, N.S., Corner Brook, NL, Sept-Îles, Que., and Cap aux Meules in the Magdalen Islands. Converting the refinery to an import terminal would require



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about 20 to 25 employees, Courtemanche said. The refinery now processes almost 90,000 barrels of crude oil per day. He said the Halifax airport and the Department of National Defence need a secure supply of fuel and "our commitment is to maintain that security of supply via a terminal as opposed to refining the crude oil and turning it into finished products." Nova Scotia Premier Darrell Dexter said Imperial Oil's announcement would be felt most by its employees. "This will be a difficult day for a lot of people at that refinery," Dexter said at the provincial legislature. "It will be a difficult day for the community." The company's decision comes two months after the provincial government extended a tax break for the refinery for five years. But Dexter said he has no regrets providing that relief. "Anybody who thinks that putting higher taxes in place for the refinery will make it more attractive as an asset for sale is really in la-la land," he said. "We have to be concerned, as governments, about things like energy supply and security and what these things mean when you fail to keep this kind of a key piece of the economy." Nova Scotia once had three refineries. If the Imperial Oil facility were to shut down, it would leave the province without any. The Dartmouth refinery began production in 1918 and has a capacity of about 88,000 barrels a day. It produces a wide range of petroleum products, including gasoline, diesel, jet fuel, home heating fuel, marine fuel, heavy fuel oil and asphalt. Imperial Oil is a major producer of crude oil and natural gas, Canada's largest petroleum refiner and a key petrochemical producer in addition to running a coast-to-coast supply and retail service station networks, operating as Esso.

<http://www.canadianbusiness.com/article/84515--imperial-oil-eyes-sale-of-n-s-refinery-or-converting-it-to-a-terminal>

ENGLAND, LONDON, MAY 18 2012. OLYMPIC TORCH: TOP PILOT'S 'MOST PRECIOUS CARGO' >> CLASSED AS DANGEROUS GOODS, THERE IS A SPECIFIC REGULATION FOR THE CARRIAGE OF THE OLYMPIC FLAME. THE UK CIVIL AVIATION AUTHORITY HAS APPROVED A DETAILED SAFETY CASE DRAWN UP



The Eyes of the world will be on The Firefly when it lands at Royal Navy airbase Cudrose in Cornwall.

When pilot Captain David Thomas takes off from Athens El. Venizelos airport later, on board his gold-painted plane will be a highly precious cargo. Strapped into seats 1A and 1B, in what would normally be business class, will be the Olympic flame as it makes its journey from Greece to the UK. Its arrival heralds the start of a [70-day relay around the UK](#) ahead of the 2012 Olympic Games in London. On board the British Airways plane, named The Firefly, will also be a party of dignitaries including footballer David Beckham, Princess Anne and London 2012 chairman Seb Coe. At the controls of flight 2012 from Athens

International Airport to the Royal Navy airbase at Cudrose in Cornwall, Mr Thomas knows the eyes of the world will be on him and his team. "You try to forget about a lot of the external pressure as it's not helpful, when you're flying passengers you are thinking about safety," he told the BBC. "I've been in that position before, you don't want to get it wrong but I have got a couple of great guys with me. "The worst thing for me is I know how good the [TV] cameras are so I'll have to watch what I'm doing at all times." Nothing has been left to chance in planning for the flight as Mr Thomas, 45, said: "It's slightly unusual to be playing with fire on an aeroplane."

Fire Warden

Classed as dangerous goods, there is a specific regulation for the carriage of the Olympic flame. The UK Civil Aviation Authority has approved a detailed safety case drawn up by Mr Thomas and BA's Dangerous Goods team. The flame is in four lanterns which sit in two specially-made metal cradles secured to the chair by a seatbelt and a Velcro strap. In seat 1C will be the fire warden - a Metropolitan Police officer trained in firefighting - who will monitor the flame for the duration of the 1,500-mile flight. Unusually, and reflecting the significance of the flight, Mr Thomas will be joined by two pilots - a captain and a first officer - whom he selected. "We're taking an extra pilot which helps with the distractions and if one of you goes sick. It also allows you to delegate responsibilities which is helpful in these situations." During his career, Mr Thomas has flown the Queen on two royal tours and former prime minister Tony Blair to a G8 summit in Germany, so has few nerves about high-profile flights. "With any VIP flight there are added distractions and you need to focus on keeping everyone safe. "Once you land and turn the engine off then you can start to enjoy yourself." The plane is due to leave Athens at 17:00 (15:00 BST) and the journey should take just under four hours. As head of flight training at British Airways, where he has clocked up almost 20 years of service, Mr Thomas said his selection for the role was something of a given among colleagues. "Everyone assumed it would be me," he said. "Maybe they thought it would be good to get me out of the office." And despite telling his two children - aged 10 and 12 - the news several months ago, they managed to keep it under wraps.



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Rehearsal Flight

"I told my kids, and told them it was a secret and they couldn't tell anyone up until about a month ago when we did the trial flight to Culdrose and they managed it. "It is fantastic. It's a once-in-a-lifetime for me. There's lots of history, being involved in the Olympic movement which goes back thousands of years. "In terms of symbolism this is the most precious cargo I have carried and it's a new story for me to tell at dinner parties."

London 2012 Olympic Torch Relay

As part of the planning, an airport code - CDR - had to be created for Culdrose as it is a military base and did not exist in the computer database that sets the course of a flight. Mr Thomas also carried out a rehearsal flight from Heathrow to Culdrose in March in which one - unlit - lamp was taken in the cradle and strapped in as it would be on the Athens flight. The pilot said it was "good to have a dry run" as at Culdrose pilots have to be talked down by the controller instead of using radio signals to guide the aircraft. "It was also a different size and speed of aircraft than they are used to so was good for them to have a run-through," he said. The turning circle was also tested out as they checked out the best place to park the plane at a safe distance from where the cauldron will sit. But despite planning for every eventuality, with a week to go until the flight Mr Thomas admitted leaving what he would say to the dignitaries on board after landing until the last minute. "I haven't prepared anything but I will give it some thought as you have to do something a bit different," he said.

Related Links

- [London 2012 torch relay](#)
- [Find out where the Olympic torch is going](#)
- [Olympic flame handed over to UK](#)

The Olympic flame is officially handed over to organisers of the London 2012 Games at a ceremony in Athens.

<http://www.bbc.co.uk/news/uk-18006750>

USA, CA, MANTECA, MAY 18 2012. CHEMICAL SPILL AT POOL SUPPLY STORE LEADS TO FLASH FIRE



Fire Captain Rob Grycel rushes the front door of the Leslie Pools store on South Main Street as a chemical-fueled fire erupted inside the sales floor area.

A strong chemical odor inside the Leslie Pools store brought firefighters to air out the building after two employees evacuated the store shortly after 9 a.m. Thursday. A chemical fire started an hour later inside the front door. Manteca Fire Battalion Chief David Marques held his men outside the building not knowing what caustic chemicals they were dealing with and called in the San Joaquin County Hazmat Team from Stockton. Another hazmat specialist employed by the pool company was responding from Oakland. Firefighters had placed an exhaust fan in the doorway to draw fumes out of the building. They then stood between their engines and waited for the arrival of the hazard materials specialists. At about 10:30 a.m. one firefighter yelled "fire". The firefighters scrambled toward the pool sales building. An immediate call to the

dispatcher alerted the call center that they now had a structure fire. Another fire engine was sent to the scene not knowing what was going to develop once the chemicals started reacting with each other. Fire Captain Rob Grycel and firefighter Brad Missouri were the first to make it to the front of the building. They grabbed the water line that had already been laid in front of the structure as a preventative measure. A small blaze centered in and around buckets filled with calcium hypo chloride igniting nearby cardboard displays near the front window. Flames licked up the sides of the containers from the floor level. Firemen were also concerned about putting water on the fire not knowing if it would cause a chemical reaction as well. The nearby businesses were notified that they might have to evacuate if the threat worsened in the building. Firefighters agreed that the outcome of the chemical mix could have been very serious if it had taken place during the predawn hours possibly causing a horrific reaction that could have affected freeway traffic to the south of the store. The store remained closed throughout the morning hours and orange cones blocked the driveway and parking area.

<http://www.mantecabulletin.com/section/1/article/43025/>



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