



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,005 Newsy Stuff

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

September 23 2013



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USA, TN, KNOXVILLE, SEPTEMBER 7 2013. TEAM DEVELOPS DEVICE TO DETECT BIODIESEL CONTAMINATION

In 2010, a Cathay Pacific Airways plane was arriving in Hong Kong when the engine control thrusts seized up and it was forced to make a hard landing—injuring dozens. The potential culprit? Contaminated fuel. The probability of contamination of diesel fuel is increasing as biodiesel becomes more popular and as distribution and supply systems use the same facilities to store and transport the two types of fuels. A professor and student team at the University of Tennessee, Knoxville, has developed a quick and easy-to-use sensor that can detect trace amounts of biodiesel contamination in diesel. The work of chemistry professor Ziling (Ben) Xue and doctoral student Jonathan Fong has been published in the journal Chemical Communications. "The ability to detect biodiesel at various concentrations in diesel is an important goal in several industries," said Xue. "There is particular concern over biodiesel contamination in jet fuel, because at higher levels it can impact the thermal stability and freezing point of jet fuel leading to deposits in the fuel system or gelling of the fuel. These issues can result in jet engine operability problems and possible engine flameout." Xue and Fong tested several dyes and found that the dye Nile blue chloride dissolved in alcohol, can be made into a thin film with high sensitivity toward biodiesel contamination in jet fuel. They tested small strips of the sensor and found it could successfully detect amounts of biodiesel contaminant in diesel as low as 0.5 parts per million—ten times below the allowable limit of 5 ppm in the U.S.—in less than 30 minutes. With diesel, because it does not displace alcohol in the dye, the sensor remains blue. However, biodiesel replaces the alcohol, changing the sensor color to pink. This change can be seen with the naked eye. "Right now, there is a dire need for quick, easy and direct detection of biodiesel in diesel and biodiesel-diesel blends to ensure safe and efficient-performing fuels," said Fong. "The sensors we developed are intrinsically small, easy to use, inexpensive and can be mass produced for disposable applications" The researchers say the sensor can be deployed in a portable reader for use in the field. The sensor can also be used for drivers delivering biodiesel-diesels to gas stations to quickly verify that the blends are accurate. They are working with the UT Research Foundation to find partners to commercialize the technology.

<http://phys.org/news/2013-09-team-device-biodiesel-contamination.html>

USA, WASHINGTON DC, SEPTEMBER 7 2013. SHELL TO PAY \$1.1 MILLION IN FINES TO SETTLE WITH EPA OVER ARCTIC DRILLING

jennifer a. dlouhy



Shown here is the drillship Noble Discoverer while it was anchored in the Chukchi Sea north of Alaska. Shell is using the drillship to hunt for oil in the Arctic sea.

In a settlement with the federal government announced late Thursday, Shell Oil Co. will pay \$1.1 million in fines to settle claims that it violated air pollution permits while drilling in U.S. Arctic waters last year. Shell agreed to pay \$390,000 for running afoul of the federal permit governing emissions from its Kulluk drilling rig in the Beaufort Sea and \$710,000 for violations of the air permit associated with its contracted drillship Discoverer and support vessels operating in the neighboring Chukchi Sea. The Environmental Protection Agency said it documented "numerous air permit violations" for Shell's fleets based on inspections and the company's own excess emission reports during

the approximately two months the vessels operated in the waters north of Alaska. The EPA issued violation notices to Shell in January, [saying the company's self-reporting of emissions revealed excess nitrogen oxide](#) was released from both the Discoverer and Kulluk. Emissions from the Discoverer were a known problem heading into the brief Arctic drilling season. After the EPA granted a one-year air pollution permit to Shell for the Discoverer and its support vessels, Shell asked to be allowed to release an unlimited amount of ammonia and more nitrogen oxide than originally authorized from the ship's main generator engines. Because the generator engines were not the biggest source of nitrogen oxide, Shell did not exceed its overall annual cap on emissions. Shell spokesman Curtis Smith said the company "accepted stringent emission limits that were based on assumptions and modeling" for its 2012 operations, but "following a season of operations, we now better understand how emissions control equipment actually functions in Arctic conditions." Smith stressed that despite the excess emissions, the EPA did not allege the pollution caused any harm to local populations. Environmentalists cast the size of the fine as a slap on the wrist, especially given that Shell has invested nearly \$6 billion in its Arctic drilling pursuit already. Conservationists previously have noted that the pollution violations were just one more mishap in a problem-plagued drilling season that



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included the failed test of a unique oil spill containment system, the drifting of the Discoverer in Dutch Harbor and the grounding of the Kulluk on an Alaskan island on New Year's Eve. Facing a long time to repair the Kulluk in an Asian shipyard, **Shell called off its plans to resume hunting for oil** in U.S. Arctic waters this year. **ConocoPhillips followed suit**, saying it would delay its own plans to begin a fresh round of Arctic drilling — decades after the last wells were completed in U.S. waters north of Alaska.

http://fuelfix.com/blog/2013/09/05/shell-to-pay-1-million-in-fines-to-settle-with-epa-over-arctic-drilling/?utm_source=WhatCountsEmail&utm_medium=FuelFix&utm_campaign=FuelFixNewsLetter

ARGENTINA, BUENOS AIRES, SEPTEMBER 6 2013. EXPLOSION IN ARGENTINE MILITARY GUNPOWDER FACTORY - ONE KILLED

A blast in the Military Gunpowder and Explosive Factory in Villa Maria city, the Argentine province of Cordoba, some 700 km west of Buenos Aires killed one person, local media reported. The explosion occurred at 1:20 p.m. local time (4:20 p.m. GMT), said the website of local daily Clarin. Some reports said there are several injured and one factory worker was killed, but there are no official reports. Witnesses told Cordoba's television channel that the blast occurred in the "dynamite mixing plant." The explosion was heard in Cordoba's downtown area, 149 km from the factory, local media reported. Police and fire fighters have rushed to the scene of the blast, while volunteers and military units trained for emergencies were offering assistance.

<http://www.bernama.com.my/bernama/v7/wn/newsworld.php?id=975312>

THAILAND, PATTAYA, SEPTEMBER 7 2013. FISHERMEN BLAMED FOR OIL SLICK ON SATTAHIP BEACH

patcharapol panrak



A local hotel employee points out the green slick that washed up on a Sattahip Beach.

Local fishermen are being blamed for a mysterious oil slick has washed up on a Sattahip beach, fouling the air and water for tourists and local business operators. A number of dead sea creatures washed up behind the Dor-Shada Resort in Najomtien Sub-district Aug. 27-29. Residents also reported a strong, foul odor coming from the water. About 500 meters of beachfront was contaminated by chemicals that appeared to derive from an oil slick. Sub-district chief Sompong Sai-napa said the oil slick and the greenish stain were likely caused by an illegal discharge of oil by fishing boats or a release of polluted water by a local tapioca factory. Local environment officials were investigating the incident and collecting water samples for analysis. A cassava plant on the northern side of Sakngaew may also be to blame, he alleged.

<http://www.pattayamail.com/localnews/fishermen-blamed-for-oil-slick-on-sattahip-beach-29901?ref=pmci>

USA, N.Y, CAPE VINCENT, SEPTEMBER 7 2013. BOAT SINKS, SPILLS FUEL IN CAPE VINCENT

Photo's [10] [Cape Vincent Waterfront Fuel Spill.](#)



This 30 ft. work boat sunk at the end of Club Street in Cape Vincent. It was reported that the boat was a 1954 vintage Coast Guard vessel. Diesel fuel, which can be seen on the surface, was leaking uncontrolled into the water and at 8:45 AM, the Cape Vincent initial responders were waiting for a fuel spill control team.

A work boat sank in Cape Vincent Friday morning, spilling diesel fuel into the St. Lawrence River and delaying Horne's Ferry to Wolfe Island for several hours. State environmental officials say they don't know why the 30-foot boat sank. The U.S. Coast Guard will investigate the incident. The boat, a 1954 former Coast Guard boat, is owned by Thousand Island Marine and Island Service of Alexandria Bay. Company officials say it had recently been serviced and seemed fine when it was docked around 10 p.m. Thursday. It was at the downtown Cape Vincent dock with other boats that were scheduled to head for a job in Lake Ontario. About 10 to 15 gallons of



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diesel fuel were spilled. The remainder of the fuel was pumped out and the boat re-floated. The boat was kept off the bottom with a crane on a barge, which blocked the ferry from its hourly runs for several hours. The company says it will use its own workers to clean up the spill.

<http://www.wnnytv.com/news/local/Boat-Sinks-Spills-Fuel-In-Cape-Vincent-222675631.html>

USA, KS, WICHITA, SEPTEMBER 7 2013. HAZARDOUS LIQUIDS POSE PROBLEM AT WICHITA BUILDING FIRE

jennifer montenegro

 **Watch the Video's:**

- [Crews Respond to Fire at Chrome Plus International](#)
- [Chrome-Plating Business Catches Fire in SW Wichita](#)

A building with hazardous materials caught fire Friday morning. The fire at Chrome Plus International broke out at 29th and south West Street. When firefighters arrived, they saw a lot of black smoke and some flames coming from the building. They went inside and saw there were large containers of hazardous liquids. The hazmat team was called and they learned about the kind of chemicals the business uses. Once they had the information, they were able to put out the flames. Firefighters say the biggest concern was runoff from fighting the fire. They set up a system to collect the water so it didn't go into the sewer system.

http://articles.kwch.com/2013-09-06/hazardous-liquids_41841126

USA, AZ, MORRISTOWN, SEPTEMBER 7 2013. US 60 OPEN AFTER CLOSURE DUE TO HAZ-MAT SITUATION

 **Watch the Video's:**

- [U.S. 60 Near Wittmann Reopened after Truck's Copper Smolders](#)
- [US 60 Open after Closure due to Hazmat Situation](#)

A seven-mile stretch of U.S. 60 northwest of Phoenix has reopened after a nearly six-hour closure Friday morning because of a hazardous material incident. The [Department of Public Safety](#) says a truck was hauling copper concentrate that began to smolder and emit a toxic gas, hydrogen sulfide. The driver felt woozy and pulled over. He was treated at a hospital and released. Firefighters cooled off the load with water. DPS spokesman [Bart Graves](#) says another truck had a similar load that was smoldering when it arrived in Phoenix. He says firefighters put out the fire and there was no injury. The highway was closed between Wittmann and Morristown, two small communities between Phoenix and Wickenburg on the main route between Phoenix and Las Vegas. Traffic was detoured during the closure.

<http://www.sfgate.com/news/article/US-60-open-after-closure-due-to-haz-mat-situation-4791946.php>

KENYA, BUSIA COUNTY, SEPTEMBER 7 2013. BUSIA PETROL DEALERS ISSUED WITH A RIOT ACT

cheki abuje

The Busia County National Environmental Management Authority (NEMA) Director Ezekiel Moseri has given petrol station owners in Busia County an ultimatum to conform to environmental regulations or risk closure in 20 days. The County Director reiterated that all petrol stations in the County have violated the Environmental Management and coordination Act of 1991, which requires every petrol station across the country to have a permanent floor. Busia County has 37 petrol stations. He noted that these violations are pollution to underground waters in streams and rivers resulting to human health complications. Mr. Moseri disclosed that carbon emissions from the petrol and diesel penetrate the ground, especially during rainy season, interfering with the ecosystem of underground organisms. He cautioned the investors in oil industry to apply for effluent discharge license within the remaining 20 days, noting that already eight stations have applied for the license and two have passed environmental impact assessment test. Petrol stations have an obligation across the country to meet the EMCA standards and regulations which include soil PH, location and nitrate level. He however expressed optimism saying that compliance will be 100 percent, but warned failure to obey the law will attract a penalty of Kshs. 2 million, or 24months jail term or both. The environmentalist noted that low awareness of the regulations to the public is to blame for the hiccups.

http://www.africasciencenews.org/en/index.php?option=com_content&view=article&id=934:environment-busia-petrol-dealers-issued-with-a-riot-act&catid=49:food&Itemid=113



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USA, LA, GRETNA, SEPTEMBER 7 2013. SHELL GAS STATION SUED FOR ALLEGEDLY PROVIDING BAD FUEL THAT DAMAGED VEHICLE

kyle barnett

An insurance company is suing a local gas station for damages that bad gas allegedly caused one of their policy holder's vehicles. State Farm Mutual Automobile Insurance Co., as subrogee of Victor Sevin, filed suit against Diaz II LLC and Cousin's Shell in the 24th Judicial District Court on July 15. State Farm claims their policy holder Sevin bought gas from Cousin's Shell located on Barataria Boulevard in Marrero. The plaintiff alleges that the defendant's gas contained debris and foreign substances that caused their customer's car to fail. State Farm asserts that the bad gas damaged the fuel system and related parts in Sevin's vehicle. The defendant is accused of failing to properly inspect the fuel and fuel pumping system, failing to properly maintain and inspect the fuel and failing to warn customers of the potential damage contaminants in fuel can cause. An unspecified amount in damages is sought for insurance deductible payment and any other expenses. State Farm Mutual Automobile Insurance Co. is represented by attorney James E. Brouillette of Metairie. The case has been assigned to Division N Judge Stephen D. Enright Jr. Case no. 728-946.

<http://louisianarecord.com/news/254643-shell-gas-station-sued-for-allegedly-providing-bad-fuel-that-damaged-vehicle>

USA, PA, DAUPHIN COUNTY, LONDONDERY TWP, SEPTEMBER 7 2013. MIDDLETOWN GAS STATION WORKS TO FIX FUEL MIX UP

A Dauphin County gas station is working to fix a fuel mix up. The Valero gas station on the Harrisburg Pike in Londonderry Township, Dauphin County, said the fuel delivery person inadvertently filled the diesel pump with regular fuel and the regular fuel pump with diesel. The wrong type of fuel in your car could cause serious damage. The gas station was closed while the mix up was being fixed.

http://cumberlink.com/news/local/capital_region/middletown-gas-station-works-to-fix-fuel-mix-up/article_83fb9dec-1682-11e3-813f-001a4bcf887a.html

GRAND BAHAMA, NASSAU, SEPTEMBER 8 2013. RUBIS SPENDS MILLIONS ON GAS LEAK CLEAN-UP

dana smith

Rubis is in the final stages of "active," multi-million dollar remediation plans following the underground gas leak at its Robinson Road Texaco gas station. Marine and maintenance manager, Huel Dames, said the leak has been repaired and residents in the affected areas have been connected to the city water line at the company's expense, rather than relying on contaminated well-water. The leak happened earlier this year, and Rubis "immediately mobilised a team" of Bahamian and international consultants to address the problem, Mr Dames explained. "It was a situation where we had a faulty product delivery line," he said. "That leak was repaired and the system was pressure-tested, which then guaranteed us that we had stopped the leak. The service station was closed and the products in the tanks were removed, and we basically just had a shell of a site." In the following weeks, Mr Dames said Rubis moved to identify where exactly the product "would have migrated to" by drilling monitoring wells in the area. "The effort is, whenever you have a product release, to identify where it is. You'll appreciate the fact that it's not above ground so you can't look and see... So in this process, we drilled monitoring wells, and by analysing the soil and the vapour that was coming from those wells we can say what's there," he added. "As a result of those wells we're pretty confident we know exactly where this product is and where it was, and there's been quite a lot of testing going on. "We've employed a number of recovery methods starting from vacuuming, skimming, and on the site presently we are employing a system called soil vapour extraction - where we actually create a vacuum under the ground in those areas impacted, and that has the effect of pulling the product and the vapours into a machine that then burns it and makes it safe to emit to the atmosphere as carbon monoxide." Mr Dames said this remediation process has cost Rubis "in the millions of dollars", as the company "spared no quarters" to get the work completed. Rubis also did a survey of surrounding homes in the area, where they discovered that some were on their own private wells even though there was a facility for connection to the city's water main. "All of those wells, we went in and we put those homes on the city water," Mr Dames said. "We're picking up the cost for their monthly water bills, and the wells in their yards are being constantly monitored to see if there's any presence of hydrocarbons. We're making every effort to minimise any impact, definitely, to the neighbourhood and the adjoining properties." Connecting these residents "was not that costly", Mr Dames said, explaining it is a "a necessary cost and one that we're more than happy to bear". Rubis will cover residents' bills until the government agencies and authorities are satisfied that there's no further threat, he said. Mr Dames added that Rubis is hoping to have the Robinson Road gas station re-opened



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by the end of the year. "We are actively remediating the site," he said. "We are very much on schedule, we are pleased with the progress we have made and we are in the process of completing our remediation plans, which are going to be submitted to the Government for their approval... We are hoping to get the site open by the end of this year." In an effort to mitigate further incidents, Rubis has "computerised and modernised" inventory controls and is moving to install double-walled tanks and product lines at their stations.

Related Stories:

- [Rubis tackles 'unfortunate' gas station leak](#)
- [Official: Texaco Oil Leak Significantly Reduced](#)

<http://www.tribune242.com/news/2013/sep/05/rubis-spends-millions-on-gas-leak-clean-up/>

SCOTLAND, GRANGEMOUTH, SEPTEMBER 8 2013. BRITAIN IS NOT AN ATTRACTIVE PLACE TO MANUFACTURE, SAYS INEOS CHIEF JIM RATCLIFFE

alistair osborne



Chemicals company Ineos.

Jim Ratcliffe may not be a household name. But it's hard to find another British industrialist who, in 15 whirlwind years, has built a business from scratch into a global \$43bn (£27.5bn) sales machine. That, briefly, is the story of Ineos, today one of the biggest petro-chemical companies on the planet. Its operations span 51 sites in 11 countries, including five in Britain, where it employs 3,500 people – notably at its plants at Runcorn, Cheshire, and Grangemouth in Scotland. Put last year's \$2.75bn underlying earnings on an industry-typical, six-times multiple and here is a £10.5bn business, more than half-owned by Ratcliffe, its billionaire chairman. It's been a roller-coaster ride, as befits an entrepreneur who is celebrating his sixtieth year with three challenges – one June's 90km Comrades

marathon in South Africa, an uphill slog finished in 11 hours that left him "a wreck". In what he likens to a "three-act play", Ratcliffe built Ineos via a decade-long, \$7bn acquisition blitz, snapping up 22 unloved chemicals businesses from the likes of BP, ICI and BASF. Then, 2008's recession bit and he came perilously close to losing the lot. A "technical" covenant breach was all Ineos's 200 banks needed to extract €804m (£677m) in various fees, while the group's debt hit a low of 7p in the pound and Ratcliffe relocated the company to Switzerland to escape Britain's taxes. Now Ratcliffe is on Act 3, heading a more "mature" business that is making a packet out of America's US shale gas revolution. So much so that the same banks queued up "in spades", he says, for a refinancing of Ineos's \$7.8bn debts that cut \$140m a year off its interest bill. Ratcliffe, then, is hardly a man short of experience. So when he says that Britain "frankly has not been a very attractive place to manufacture", or that the UK should stop "faffing about" with shale gas and nuclear power, or that he'll be forced to close Grangemouth unless the Government and the unions come to the table, then his views command respect. Ineos currently invests about €500m a year on its operations around the world. But the incentive to pump more money into Britain is dwindling. "Historically the UK has not had many USPs [unique selling points] for manufacturing as opposed to some other countries," says Ratcliffe. "If you go to the US, you've got a huge market, cheap energy, good skills and pensions are a sensible cost. "Germany has great skill levels, great infrastructure, high-quality plant. If you go to the UK, we're very creative and we've got the language, but energy costs are pretty much the most expensive in the Western world, pensions are pretty expensive and the skills are significantly below those in Germany and the US." UK energy costs are a major handicap, he says, pointing out that large users incur environmental taxes of more than €6/MWh in Britain versus less than €1 in Germany and nothing in the US Gulf. "The UK said it wanted to be the greenest country on the planet. That's fine but you end up putting very high environmental taxes on users. So where are you going to invest?" asks Ratcliffe. "The Government needs to understand it and do something about it. Do your analysis of energy costs. Either it comes from windmills and solar or things like nuclear and shale gas. You have to think about how you provide competitive energy for UK Ltd." Such costs are particularly important for Ineos. Its Runcorn plant, which provides the chlorine for 95pc of Britain's water, "consumes as much energy as Liverpool", says Ratcliffe. It helps explain Ineos's current US focus. "It's a bit of a no-brainer from an investment point of view because of the economics you have got from shale gas being both a primary feedstock for chemicals and cheap energy," he says. Thanks to shale gas, ethane costs around 75pc less in America, "a colossal saving". It explains why, although only a third of Ineos's assets are in America and just 18.8pc of last year's sales, the US accounted for 48.6pc of earnings and "will be more than half



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this year". "We are faffing about with shale gas," says Ratcliffe. "The US has got on with it and they are reaping the benefits – a lot of activity, a lot of investment and resurgent manufacturing." He says Ineos is "going to have a look at whether we should submit for some of the shale gas licences" in the UK. But in the meantime the company isn't sitting back. It's building a £150m facility so that it can ship cheap US ethane to Norway, the site of one of its two European gas "cracking" plants – part of the process for making chemicals. Ineos could make a similar investment at its other one – Grangemouth – if the Government and the unions played ball. "We have had some discussions with the UK Government about using their loan guarantee scheme but we would need some help – it's too big a cheque for Ineos to do on its own." The Grangemouth facility, which Ineos bought from BP in 2006, employs more than 1,000 people but has "lost about £200m in the past three years". Ratcliffe says there are two main problems. First, "there aren't enough chemical feedstock gases coming out of the North Sea to run Grangemouth economically" – hence the attractions of importing cheap US ethane. "The second is the cost structure of Grangemouth is not competitive – labour and pensions." Some 65pc of salary costs at Grangemouth relate to pensions. Yet the pension deficit is stubbornly stuck at £200m. "If we can't address the costs, there's only one ultimate destination unfortunately," says Ratcliffe, hinting that Grangemouth has two years at best unless Ineos gets a deal with both the Government and the unions. At the height of the recession, Ineos asked the Government to defer a £350m VAT repayment for a year. When it refused, he relocated the HQ to Rolle, on the shore of Lake Geneva. "We didn't do it out of spite," he laughs. "What happened when we emerged from the crisis was look at everything we could do, we sold some businesses, entered joint ventures, we reduced costs, we reduced headcount and we moved our head office from the UK to Switzerland." Would he come back? "The UK Government has talked to us about it – I wouldn't say they've tried to persuade us. I can't see us coming back now, we moved 80 people and their families." Neither has he any plans to float or sell Ineos. "I've no intention of selling it. I'm not sure what I'd do if I sold it. We've still got a lot to do," he says. How much of that's in Britain, though, remains a moot point.

<http://www.telegraph.co.uk/finance/newsbysector/industry/10292664/Britain-is-not-an-attractive-place-to-manufacture-says-Ineos-chief-Jim-Ratcliffe.html>

USA, ILL, ALTON, SPETEMBER 8 2013. ROXANA PROPERTY OWNERS' BENZENE CONTAMINATION LAWSUIT MOVES FORWARD AGAINST OIL REFINERY OWNERS >> ILLINOIS FEDERAL COURT GRANTS CLASS CERTIFICATION, REJECTS SHELL'S ATTEMPTS TO DISMISS CASE.



Property owners in the Village of Roxana filed suit last year against Shell Oil Company, ConocoPhillips and WRB Refining LP, seeking to hold the former and current owners and operators of the Wood River Refinery responsible for releasing carcinogenic chemicals underneath portions of the village (Case No. 12-cv-336-GPM). The U.S. District Court for the Southern District of Illinois rejected Shell's immediate efforts to dismiss the case and, this week, certified a class of property owners to pursue these claims. "This means our clients and the class can look forward to having their day in court," said Simmons Firm shareholder Derek Brandt, who leads the firm's efforts on behalf of the property owners. Despite extensively mapped chemical plumes under the Village, the refinery defendants argued there should be no class action and that each property owner should have to proceed individually. Instead, the Court granted

the plaintiffs' motion to certify the class and appointed the named plaintiffs in the suit - each of whom is a Simmons Firm client - as the class representatives. The Simmons Firm and its co-counsel have been appointed class counsel. The lawsuit alleges property damage stemming from benzene and other carcinogenic chemical releases that have contaminated the groundwater, land and air of Roxana. According to the complaint, the fugitive emissions are attributed to broken pipelines and the refinery itself. In one incident, which occurred during the time Shell owned the refinery, more than 200,000 pounds of pure benzene was released from a pipeline directly into the ground. Much of the contamination remains underground, where a network of monitoring wells has detected excessive levels of benzene at numerous locations. Brandt said some monitoring wells have shown increasing benzene concentrations in 2012 and even as recently as the second quarter of 2013. One monitoring well in the residential area of the village recorded groundwater benzene concentrations of 72,900 micrograms/liter. The Illinois Environmental Protection Agency's maximum benzene contaminant limit for drinking water is 5 micrograms/liter. Meanwhile, Shell continues to construct additional wells at the western edge of the investigation area, seeking to identify just how far the plume extends. The highest levels of benzene detected in groundwater have been found below the Village of Roxana's Public



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Works Yard at the southern end of the residential area adjacent to the refinery. Benzene readings there have exceeded 1.8 million micrograms/liter. In certifying the plaintiff class, the Court ruled the property owners have sufficient common interests and the case turns on sufficiently common questions that the action may be pursued on a group basis under federal procedure. "We will continue to vigorously pursue this action on behalf of our clients and the class," Brandt said. The plaintiff class is also represented by the New York-based litigation firm Hanly Conroy Bierstein Sheridan Fisher & Hayes LLP. The Village is pursuing separate litigation and is also represented by outside counsel at the Simmons Firm, Hanly Conroy, and others.

http://www.lawyersandsettlements.com/articles/environment/environmental-law-environment-8-19066.html#_UitMr8anp9U

USA, VA, SUFFOLK, SEPTEMBER 8 2013. TCC MUNITIONS CLEANUP SLOWS >> AGENCIES COMPETE FOR LEADERSHIP IN LONG EFFORT

matthew ward

A disagreement between government agencies over which will be the project lead has stalled the decontamination and restoration for future development of a North Suffolk site once used by the military to store ammunition. Sher Zaman, overseeing the cleanup for the U.S. Army Corps of Engineers, reported at a restoration advisory board meeting Thursday that the standoff involving his agency, the Environmental Protection Agency and the Virginia Department of Environmental Quality has been ongoing for five or six months. While all parties agree on what needs to be done to make the prime 975-acre site at the end of College Drive safe for future development, the project is stalled until the legal issue of which agency will be the project lead is resolved. "If we don't get an agreement, the EPA will delist it as an NPL (National Priority List) site," Zaman said. The EPA reports it placed the site on its National Priorities List in 1999, when the board to advise on the cleanup — which gathered for its quarterly meeting Thursday at the Harbour View Courtyard Marriot — was formed. The Corps' latest plans involve excavating new areas of possible contamination by munitions and "explosives of concern" uncovered by a 2009 nor'easter and Hurricane Irene in 2011. Geophysical mapping of a 150-foot swath of James River shoreline detected 55 areas of interest and 8,761 "single-item anomalies," said Jeff Zoeckler, a manager on the project for the corps' Norfolk division. Now, the corps wants to use backhoes and shovels to "intrusively investigate" 33 areas of interest and 11 single-item anomalies, both on a bluff above the beach and on the beach itself. "We just dig a trench and see what's there," Zoeckler said, adding that he thinks the Corps' approach will be to remove any buried ordnance discovered. "There are significant potential archaeological issues, so we will definitely have monitoring by our archaeological people." The corps also wants to award contracts for feasibility studies involving three separate sections of the site. Sparring agencies hasn't been the cleanup's only challenge. Federal funds for the project were withheld due to sequestration. After \$1.6 million was budgeted for fiscal 2013, allocations were frozen in February, Zaman said. Initially, he said, \$500,000 was provided just to keep existing operations alive, before a little more than \$1.1 million was released in July. Since 1987, 4,000 tons of munitions debris has been removed at an estimated cost of \$56 million, according to Zaman. He estimated it would take a further \$24 million to have the site ready for the commercial and residential development earmarked for it by 2019 — set as the delisting date. The site's history as an ordnance depot dates back to the U.S. Army's initial purchase of 271 acres in September 1917, as a temporary storage site for 2.5 million pounds of artillery powder for the French, according to Army records cited by John Haynes, a resident archeologist with the corps' Norfolk Division. It also received, stored and shipped large quantities of ammunition during World War II, before the U.S. Navy declared it excess to requirements in 1960, and a large portion was developed as a community college. Despite this background, Zoeckler doesn't think the fresh probes will find a lot of potential explosives. "We don't know if they are munitions or not," he said of the hits during geophysical mapping, which used special instruments to peer at least 15 feet into the ground. "I would bet that those we are going to investigate aren't going to be munitions, just because of the debris on the shoreline." Various other decontamination activities are underway, all linked to the site's former life as a military installation. Plans by Tidewater Community College and the city of Suffolk to redevelop a large portion of the site are still being finalized, and its numerous other owners include General Electric, Dominion, Lockheed Martin and Sysco, according to the Corps. The Corps has been working with state and federal partner agencies to finalize the legal framework for the project's continuation since March, Zaman said. Removal actions, which he said are "typically done to take away the risk associated with an area," have been possible without the framework as an interim measure, he added. When they last met, on Aug. 2, the agencies resolved "essentially all the problems except one," Zaman said. "There's no question what needs to be done, it's only the legal aspect (of) who's the lead agency," he said. "I'm hoping in a month or so we can relieve these issues and get the proposed plan out." A stumbling block in reaching an agreement, Zaman said, has been that the Corps and the EPA have both enjoyed



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lead-agency status on previous cleanup operations at the site. "That's why we never had a clear picture of who was the lead agency," he said. Col. Paul Olsen, commander of the Corps' Norfolk District, was a special guest at Thursday's meeting. He said he gained insight into the challenges cleanups present as a Pentagon-based major managing a spreadsheet of EPA-listed restoration sites. Those involved in the Former Nansmond Ordnance Depot cleanup should be proud with the 4,000 tons removed so far, he said. "I can see the end, and it's not too far away," he said.

<http://www.suffolknewsherald.com/2013/09/07/tcc-munitions-cleanup-slows/>

USA, FLA, PARKER, SEPTEMBER 8 2013. FUEL LEAK CONTAMINATES GROUNDWATER>> PETROLEUM PLUME CALLED 'IMMINENT THREAT'

zack mcdonald

 **Photo** [Fuel Leak Contaminates Groundwater](#)

 **Document** [See the AECOM Presentation](#)



Greg Herrick and John Martin work Thursday on a machine that is drilling a well designed to test for possible contamination in Parker.

Leaking underground gas tanks introduced a cancer-causing chemical into groundwater wells that will take several years and millions of dollars to correct, City Council members learned this week. Parker has been dubbed an "imminent threat" by the Florida Department of Environmental Protection (FDEP) due to a large petroleum plume reaching as deep as 125 feet beneath the city's surface, extending from Second Street down to Marigold Street and possibly flowing into Pratt Bayou. Representatives of AECOM, an engineering company hired by FDEP, identified the source of contamination to be a gas station known as "Crook Stewart," formerly adjacent to Parker City Hall. "We found a lot of contamination on the city's property and it actually went deep, which is unusual for a petroleum plume," said Jennifer Bass, senior engineer with AECOM. "It normally floats on top." Petroleum plumes tend to stay on top of groundwater

and typically do not affect drinking water or irrigation wells, Bass said. But that is not the case in Parker. AECOM took samples from wells surrounding the contamination site and detected levels of benzene, a colorless, sweet-smelling chemical known to cause leukemia. In 2011, benzene levels at some sites reached 750 milligrams per liter — or a one in a billion chance of getting cancer after a lifetime exposure, according to FDEP documents. State target levels of benzene are set at 1 milligram per liter. How the contamination made its way into wells, Bass said, was similar to agitating a bottle of salad dressing. "The more they pump on the well, the more they exacerbate the problem," Bass said. "And the Department of Health has no authority to tell people they can't use the wells on their private property."

History

The owners of the gas station sold the property to the city in 1978 after operating since the 1950s. Many years later in 1991, the city replaced the underground storage gas tanks with above-ground storage tanks. The city filed a discharge report when the tanks were removed and the contamination was discovered. How long the underground tanks were leaking before the city replaced them is unknown. State funds, capped at \$300,000, were used to conduct limited assessments until 1995, when the contaminated area received a low-priority score from the state, in comparison to other contaminated areas across the state, and cleanup efforts were discontinued. In 2003, FDEP sampled several potable wells in the area, found petroleum contamination and gave Parker an "imminent threat status." AECOM and the FDEP have kept up communications as the cleanup efforts progressed, relaying the information to Parker officials. The contamination was detected as deep as 125 feet, but the highest levels of contamination exist in the 65 to 85 foot depth, AECOM reported. AECOM crews currently have set up treatment facilities in the contaminated area. Three areas have cleared groundwater inspections: the site of the city maintenance yard first, followed by the city's softball field area and then the Bible Believers church property. FDEP and AECOM agreed to remediate the contamination in phases due to the size and anticipated costs, and the duration of cleanup efforts is unknown. Due to the imminent threat status, FDEP continued to fund the cleanup beyond the \$300,000 cap once the city showed it was unable to pay. "Because of the size and the depth of the petroleum plume, there's no way \$300,000 is going to cut it to clean it up," Bass said. "We spent well more than \$300,000 just to find it and find out how deep it is."



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Wells & Irrigation

Few people still use drinking wells within Parker; only about 40 residents are not hooked into the city's system. But a major concern is with irrigation wells. Water from the wells is used to water lawns and vegetation, causing the petroleum to spread and seep into groundwater. Mayor Richard Musgrave said he uses an irrigation well himself. "They're pulling that potentially contaminated water up," Musgrave said of the wells. "When you do that, it goes somewhere else but slowly seeps back down and could get back into the groundwater." When Parker bought the property in 1978, they did not place an indemnification clause in the contract, which places the liability on the city, Musgrave said. "If we have a \$2 or \$3 million problem, I don't know what the heck we do," Musgrave said. "Our whole budget is only \$4 million a year." Although the DEP is paying for the work, it isn't required to pay for anything over \$300,000 and could cut the funding above that. "It's scary," he added. Musgrave said the council will be contacting state representatives to see what can be done on that level. He also said the city will be looking into waiving the fee for people who rely on drinking wells to hook up to the city's system. "I want to encourage them to tap in," Musgrave said. "I want to make sure they're safe." Bass also was concerned state policy, in regard to petroleum contamination, does not fund monitoring of sites after they are cleared. "Typically you have to test for a year to make sure contamination levels do not come back up," Bass said. "They did not fund us to do that monitoring."

What does "Imminent Threat Status" mean?

"Imminent threat status" is a temporary state designation for a site that is a confirmed or potential source of documented petroleum contamination that poses a hazard to human health and safety or the natural environment if left unchecked. The purpose of this designation is to facilitate a high priority for state cleanup funding, oversight and, if necessary, enforcement of responsible party cleanup actions.

<http://www.newsherald.com/news/health/fuel-leak-contaminates-groundwater-in-parker-document-photo-gallery-1.198945>

USA, TX, LONGVIEW, SEPTEMBER 9 2013. NOBODY HURT AS 2 TANKER CARS DERAIL IN LONGVIEW

Nobody has been hurt when two tanker cars bound for Tennessee derailed and overturned in East Texas and one spilled a small amount of a tar-like substance. Longview Fire Marshal Johnny Zackary says the BNSF Railway accident happened early Sunday as some cars were being switched. Longview police say nearby highway traffic was affected for nine hours until reopening around 10 a.m. Sunday. Zackary says one tanker carried diesel fuel and didn't leak. The other tanker hauled molten resin, similar to road tar, and less than 50 gallons leaked. Firefighters contained the spill. BNSF spokesman Joe Faust says the train was heading from Dayton, 30 miles northeast of Houston, to Memphis, Tenn. Faust says other railroad traffic won't be affected during the cleanup. Longview is 120 miles southeast of Dallas.

<http://www.wrcbtv.com/story/23372505/nobody-hurt-as-2-tanker-cars-derail-in-longview>

USA, AKA, ANCHORAGE, SEPTEMBER 9 2013. COAST GUARD: KULLUK REPORT TO BE PUBLIC IN 2014

A Coast Guard report on the grounding of a Royal Dutch Shell PLC drill vessel likely will not be made public until early 2014, according to a spokesman for the agency. The Coast Guard in May conducted nine days of hearings in Anchorage that reviewed the grounding of the Kulluk off a small Alaska island. Representatives of Shell, rig operator Noble Corp., and tow vessel operator Edison Chouest Offshore were among the witnesses. Cmdr. Joshua McTaggart of the Coast Guard Investigations National Center of Expertise in Louisiana has been granted a six-week extension to complete a report from the hearings, Chief Petty Officer Kip Wadlow told the Anchorage Daily News. The new deadline is Aug. 19, Wadlow said. Ostebo will review the report, make recommendation and forward the document to Coast Guard headquarters. "Once Coast Guard headquarters completes their review they will issue the final report, which will be publicly available. Right now it is estimated that the final report will be released sometime early next year," Wadlow said Monday by email. Shell and other private parties will not review the report before it's released to the public. "Coast Guard policy prohibits the release of information regarding ongoing investigations," Wadlow said. The Kulluk is a 266-foot diameter drilling barge built in 1983. Shell bought the vessel in 2005. It has a funnel-shape, reinforced steel hull designed to operate in ice. The vessel's most prominent feature is a 160-foot derrick centered in the round vessel. The vessel during the 2012 open water season performed top hole work, a preliminary step in exploratory drilling, at a prospect in the Beaufort Sea. The Kulluk after the drilling season was towed to Dutch Harbor in the Aleutian Islands. In December, the vessel began the next planned leg to a Seattle shipyard but ran into rough Gulf of Alaska water. The Kulluk broke from its towing vessel, the 360-foot anchor handler Aiviq. After four days of futile attempts to keep the barge reattached to the Aiviq or other tugs, the Kulluk ran aground New Year's Eve in shallow water off Sitkalidak.



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Island, near Kodiak Island. It was refloated Jan. 6 but damage to the rig played a role in Shell's decision not to drill in Arctic waters in 2013. The Kulluk is undergoing repairs at a Singapore shipyard.

<http://juneauempire.com/state/2013-08-14/coast-guard-kulluk-report-be-public-2014#.Ui2P9sanp9U>

AUSTRALIA, NEW SOUTH WALES, S BUDGEWOI, SEPTEMBER 9 2013. BUDGEWOI CHEMICAL SPILL

janek speight



Hazmat crews removed powder from a car that was involved in an accident in Walu Avenue, Halekulani on Sunday.

Hazmat crews were clearing up a chemical spill at Budgewoi on Sunday afternoon after an unidentified powder was discovered on the road. Fire and Rescue NSW and police were called to the scene on Walu Avenue about 3.15pm. A Fire and Rescue NSW spokesman said a vehicle had crashed into the back of a parked car, exposing an acid-based chemical that was stored in the boot. Some of the chemical spilled on the ground, causing emergency services to close the road to the public. Hazmat crews arrived to neutralise and clean up the chemical spill. The Fire and Rescue spokesman said the incident was not causing any danger to

residents and said the spill should be cleared up by about 11pm Sunday.

<http://www.theherald.com.au/story/1762145/budgewoi-chemical-spill/?cs=305>

PHILIPPINES, CEBU, SEPTEMBER 9 2013. P1.4M IN AID GIVEN TO FAMILIES AFFECTED BY CEBU OIL SPILL

At least 131 families in Cebu received livelihood assistance from the Bureau of Fisheries and Aquatic Resources, in the wake of an oil spill from a [collision of a passenger ship and a cargo vessel last month](#). The BFAR extended some P1.4 million in assistance to the families in Cordova town, which was affected by the oil spill, state-run Philippines News Agency reported Wednesday. Each family received P1,000 after committing to take care of 500 potted mangrove propagules, [the report said](#). Also, the BFAR gave P750 worth of fish balls, squid balls and tempura along with cooking oil to 110 households. It likewise gave P55 per liter of fuel for the boats of 286 fishermen. Cordova town was among the most affected areas in the wake of the collision between MV Saint Thomas Aquinas 1 and MV Sulpicio Express Siete. As of Wednesday, the Philippine Coast Guard said at least 110 had died in the tragedy. BFAR Central Visayas finance action division head Ionne Villagonzalo said the livelihood assistance amounted to P1.4 million. Villagonzalo said they distributed 65,699 potted mangrove propagules and paid P2 for each propagule. She added some of the beneficiaries had potted mangrove propagules under their beds and even on top of beds and tables. For his part, Department of Environment and Natural Resources (DENR) Central Visayas coastal management division head Edmundo Aregadas said the propagules will be ready for planting in three to four months. He added the propagules will replace the mangroves damaged by the oil spill in Cordova town.

<http://www.gmanetwork.com/news/story/325567/news/regions/p1-4m-in-aid-given-to-families-affected-by-cebu-oil-spill>

ENGLAND, LONDON, SEPTEMBER 9 2013. SHELL CLOSE TO DEAL OVER 'RUINOUS' OIL SPILL IN NIGER DELTA

sam masters



Five years after fishing and farming livelihoods were ruined, oil giant is ready to agree compensation which could reach £100m.

For five years a London law firm and Anglo-Dutch oil giant have argued over reparations for one of the world's worst spills in Africa's oil heartland. But now, as fishing villages on the banks of the Niger Delta continue to count the cost of the leaks, compensation claims are finally due to be settled. Royal Dutch Shell will tomorrow seek to reach an "acceptable agreement" with inhabitants of the cluster of Nigerian fishing villages over claims their livelihoods were ruined by the spills in 2008. The compensation talks, which could reportedly cost Shell £100m, start in Port Harcourt – the capital of Nigeria's southern Rivers state and the centre of Africa's oil industry. Should a multimillion-pound settlement be reached, it could set a precedent for payouts in developing, but oil rich, nations. Some 15,000 residents of the villages in the Bodo community are seeking



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compensation. The London law firm Leigh Day, which is representing the Nigerians, estimates that up to 600,000 barrels was spilled into the waters over 100 days. Shell disputes that figure and the amount of damage caused, but admitted liability in 2011 for the spills. The oil firm estimates that 4,100 barrels were leaked. According to the United Nations, the spill left at least 10 Ogoni communities with drinking water contaminated by "high levels of hydrocarbons" and the public health "seriously threatened". In Nisisioken Ogale, in western Ogoniland, people were drinking water from wells contaminated with benzene at levels 900 times those of World Health Organisation guidelines. "The oil industry has been a key sector of the Nigerian economy for over 50 years, but many Nigerians have paid a high price," said Achim Steiner, the UN environment programme executive director, in 2011. But two years after the UN said trust needed to be built and action taken to remedy the "multiple health and sustainable development issues", no agreement has been reached. Shell said there was a "very limited" chance of a resolution as recently as last month. But on Friday a spokesman was more positive. "We're hopeful that an acceptable agreement can be reached with the Bodo during next week's negotiations." Leigh Day's position that "no clean-up work has begun" is disputed by Shell. According to Leigh Day, much of the oil that leaked into waterways around the Bodo and Niger Delta is yet to be cleared. The Nigerians' lawyer, Martyn Day, last week described Shell's clean-up efforts as "pitiful". He said some 1,000 hectares of mangrove swamps were destroyed and another 5,000 hectares affected. Mr Day said: "We will be doing our damndest to ensure Shell pays out a fair amount for the damage they have caused, and put the Bodo Creek back into its pre-spill state." He added: "It is entirely depressing that one of the largest companies in the world is acting like the playground bully, trying to batter local people, whose lives have been devastated, into submission." Shell said it hoped a deal would be reached to provide "fair compensation, as well as a way forward on cleaning up the entire area affected by oil spills". The oil company, which described the 2008 spills as "highly regrettable" and blamed corrosion to a pipeline, said it sought "resolution, not recrimination" tomorrow. The Nigerian environmentalist and activist Nnimmo Bassey welcomed the talks, but added that Shell needed to clean up the spill. "More important is a clean-up of the mess, the pollution, so that the fishermen and farmers can have their means of livelihood back," he said.

Related Stories

- [Shell to Negotiate with Nigerians Affected by 2 of Largest Oil Spills in Niger Delta](#)
- [Will this Oil Spill end up Costing Shell Big?](#)
- [PENGASSAN writes Jonathan on abduction, Killing of Oil Workers](#)

<http://www.independent.co.uk/news/world/africa/shell-close-to-deal-over-ruinous-oil-spill-in-niger-delta-8803435.html>

THAILAND, RAYONG, SEPTEMBER 9 2013. RAYONG OIL SPILL DANGERS REMAIN DESPITE CLEAN-UP, SAY US EXPERTS

pongphon sarnsamak

Despite the clean-up efforts of PTT Global Chemical in the early stages of the recent oil spill at Rayong province's Koh Samet, the re-emergence and long-term impact of submerged oil should be inspected, according to US experts. "It's believed by the oil company that the oil dispersant can improve the overall oil-spill conditions, but there are many unknown long-term impacts of the use of the dispersant on marine life and public health," said David Krause, an expert with US-based Geosyntec Consultants. Krause was with the teams that responded to the 2010 Deep Water Horizon spill in the Gulf of Mexico. He said oil companies worldwide had used the same dispersant to contain spills as they believed it could make the oil disappear from the sea's surface as rapidly as possible. But in fact, the spilled oil was merely submerged by the dispersants and could cause long-term environmental impacts on marine life. "The impact of the oil spill will go on for quite some time and may involve more clean-up events, diminished health of marine life, and increased stress on the food chain," he said. Krause was speaking to the media during the three-day 34th International Environment Forum "Pacem in Maribus", held in Bangkok, on the topic "Hazards to the World's Oceans". Contamination from oil spills under the sea can be harmful to seafood and those who consume it. It can take several seasons for contaminants to break down and pose no further risk, Krause explained. On concerns about whether it is safe to consume seafood from the area in the long term, Krause said well-established methods to measure any oil-related contaminants in fish from local waters were needed. To date there are many studies under way to find out the impact of submerged oil on coral reefs and sea creatures such as crab, shrimp and oysters. "The submerged oil sometimes will not kill marine life but it could weaken it," he said. Robert Bruce, a principal of Geosyntec Consultants, said storms and changing sea currents could cause the re-emergence of the submerged oil along the coastal areas.

<http://www.nationmultimedia.com/national/Rayong-oil-spill-dangers-remain-despite-clean-up-s-30214440.html>



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AUSTRALIA, VICTORIA, SEPTEMBER 9 2013. EXXON CONFIRMS OIL SPILL IN BASS STRAIT

peter ker

Federal agencies are investigating an oil spill in Bass Strait after they were alerted to problems at one of the offshore platforms owned by Exxon Mobil and BHP Billiton. Exxon, which operates the rigs, said the "Cobia" platform had been shut down recently after an oily sheen was observed on the surface of the ocean about 70 kilometres off the eastern Victorian coast. The shutdown remained in place last night as both Exxon and the National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) investigated the leak. Exxon was confident the spill was not large, saying an aerial survey on Monday had suggested the sheen had dissipated, and estimating that only 750 litres had leaked. For comparison, the 2009 Montara oil spill in the Timor Sea was estimated to have leaked about 318,000 litres every day for about 10 weeks. Exxon said it was satisfied its workers responded quickly and in accordance with protocols. "An investigation is under way as to the cause of the incident and we regret that this incident has occurred," the company said in a statement. Victorian National Parks Association director Matt Ruchel said the spill was an important reminder. "It clearly demonstrates that even in the best managed operations that oil spills happen, we would be wanting a very full response and appropriate monitoring to ensure the environmental impacts are minimised as far as they can be," he said. The Cobia rig is understood to be more than 30 years old. Environmental campaigners have expressed concern about the ageing infrastructure in Bass Strait. The strait is fading from prominence as a petroleum precinct, with the nation's north-west and the coal seam gas boom in Queensland now dominating supply. NOPSEMA said Exxon had notified it of the incident. "The incident was reported by the operator to NOPSEMA and is being investigated," a spokeswoman said.

Related Stories

- [Environment Pollution in Australia on Monday, 09 September, 2013 at 06:08 \(06:08 AM\) UTC.](#)
- [ibiru Facts/Elenin Facts/2012/NWO/FEMA/Earth Quakes/T Cyclones etc](#)

<http://www.smh.com.au/business/mining-and-resources/exxon-confirms-oil-spill-in-bass-strait-20130909-2tfr0.html>

CANADA, B.C, SAANICH, SEPTEMBER 9 2013. SPILL IN CENTRAL SAANICH'S GRAHAM CREEK TRACED TO PAVING FACILITY

cindy e. harnett



Biologist Ian Bruce examines some of the unknown substance found Friday in Graham Creek, which runs through Centennial Park in Central Saanich.

The province has identified the globs of black stuff gumming up parts of Graham Creek in Central Saanich as an asphalt-type product of low toxicity. The Environment Ministry identified the source as Island Asphalt's facility in the Keating Industrial Park. "The product is confirmed to be an asphalt-related product (SS1 Emulsifier) used as a tack coating for the application of asphalt and is of low toxicity," the Environment Ministry Saturday in an emailed statement. An Island Asphalt spray truck sprung a leak Thursday, said Cory Sangha, assistant general manager of OK Industries Ltd., Island Asphalt's parent company, but the company was confident it had been contained. "Saturday morning, upon reading the Times Colonist, we realized the spill could have come from our site," Sangha said in an email. "We immediately contacted

the Ministry of Environment and met them on site." The company is working with Central Saanich and the province and has contracted B.C. Hazmat Ltd. and Terivita to assess the spill and remediate the creek. "OK Industries Ltd. is doing everything in our power to have the spill rectified quickly and professionally," Sangha said. The spill was discovered Friday morning. Provincial emergency crews and Central Saanich municipal workers were tasked with containing and cleaning up the spill. Ian Bruce, executive co-ordinator of the Peninsula Streams Society, said he's pleased the government identified the substance and the source. "It's good that it's low toxicity, but the residue is going to be there quite a while," he said. However, he was less pleased with the Environment Ministry's suggestion that there were "no overt signs of impact to wildlife or vegetation" at this time. "That's just a ridiculous statement — there's tar in the creek," Bruce said. Unlike gas, which is volatile and stinks but evaporates, the asphalt-like compound is low toxicity and doesn't smell, but it sticks to everything, he said. Provincial and municipal staff and the company were on site Saturday. The Conservation Officer Service has also been notified. The cleanup costs are the responsibility of the company. The Environment Ministry will set the conditions that the company must satisfy



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with regards to the cleanup and restoration of the creek, a ministry spokesman said. "Additional work will be conducted by Island Asphalt and their contractor to clean the storm water system, prevent further transport of the materials, and conduct appropriate cleanup," the ministry said in an email.

<http://www.timescolonist.com/life/spill-in-central-saanich-s-graham-creek-traced-to-paving-facility-1.616345>

AUSTRALIA, QUEENSLAND, MACKAY, SEPTEMBER 10 2013. FUEL-LADEN TRUCK EXPLODES >> CRASH SURVIVORS 'LUCKY TO MAKE IT OUT ALIVE'

 **Watch the Video's:**

- [Tanker Blaze](#)
- [Fuel Tanker up in Flames on Highway](#)
- [Fuel-Laden Truck Explodes](#)

 **Photo's [5] Fuel Tanker in Flames**



A witness has described the scene of a three-vehicle traffic accident on the Peak Downs Hwy as horrible, saying it was lucky the people involved made it out alive. Two fuel tankers and a Holden Calais sedan were involved in the crash about 2.30am yesterday between Eton and Walkerston. The witness, who was delivering Daily Mercury newspapers out west, said when he arrived on scene just after the collision, he saw one tanker on its side with fuel leaking into a nearby cane paddock. "We decided we better move our van back and there were a lot of mining contractor vehicles coming along so we got them to block the road and then 'boom, boom', both trucks went up." The witness said the sedan involved was "unrecognisable". "The front was so smashed up... I can't believe the people inside were alive. "They were in a pretty bad way and we told them the ambulance was coming. "The car was pretty far away from where the trucks ended up." He said once the trucks ignited the flames got dangerously

high. "The flames from the trucks were so high they burnt through the powerlines," the witness said. "By the time I left, one power line had dropped down." The truck driver said his vehicle and the car collided, the witness said. He said the truck driver was attempting to escape from his rolled vehicle when the second fuel tanker, which had been travelling behind him, collided with his rig. "We left after the police arrived," the witness said. "We were going back that way at about 6.10am and the fire was still blazing. "It looked like they were letting the fuel burn out."

 **Related Stories**

- [Peak Downs Highway near Mackay Closed after 3-Vehicle Crash, Diesel Fire](#)
- [2 Hurt in Fiery Crash on Peak Downs Highway near Mackay](#)

<http://www.dailymercury.com.au/news/crash-survivors-lucky-to-make-it-out-alive/2015106/>

USA, CT, SOUTHTON, SEPTEMBER 10 2013. MAN GETS JAIL TIME FOR TANKER ACCIDENT

lauren sievert

A Naugatuck man was sentenced in Waterbury Superior Court to jail time in connection with a collision with a fuel tanker in December 2011. Brian Miele, 45, was arrested on Dec. 27, 2011, and charged with first-degree larceny, interfering with an officer, driving under the influence and reckless driving. He pleaded guilty to substituted charges on Sept. 5 in Waterbury Superior Court, consisting of two counts of using a motor vehicle without permission, engaging police in pursuit, possession of narcotics, failure to appear, and operating a motor vehicle with a suspended license, according to court records. Miele was sentenced Thursday to seven years in prison for one of the charges of using a motor vehicle without permission, one year for engaging police in pursuit, one year for possession of narcotics, one year for failure to appear, and 30 days for driving with a suspended license. Miele will serve the sentences concurrently, and his total effective sentence for the five convictions is seven years. Miele will also be credited with time already served, dating to Dec. 27, 2011. Sentencing information for the second charge of using a motor vehicle without permission was not available Friday. The accident occurred around 3:30 p.m. at the intersection of Old Turnpike Road and Meriden-Waterbury Turnpike. State police were in pursuit of Miele, who they said had stolen a SUV, when Miele crashed into a fuel tanker. The trooper jumped out of his cruiser and chased Miele, who tried to



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run away from the scene, police said. As the trooper was struggling with Miele, as seen on the troopers dash camera footage, a fire broke out under the SUV and the side of the fuel tanker. The trooper is seen running back to his cruiser and backing it up, creating distance between himself and the fire. The video cut to a few minutes later and flames are above the trees and multiple police and fire crews are seen blocking the streets and working to extinguish the fire. According to Southington Assistant Fire Chief Thomas Wisner, Miele was in custody when fire crews arrived, and extra units were called in from Waterbury and Hartford fire departments to assist. "Thankfully the tanker didn't go fully up," Wisner said on Friday, recalling the incident. "It was a potentially catastrophic incident, but luck was on our side." Wisner said the tanker truck was able to vent the heat, and fire crews worked to cool off the tanker while the fire burned through some of the fuel. At the time of the crash, the tanker had 8,600 gallons of fuel in it, Wisner said. The fuel was in five different compartments, and the fire didn't spread from one compartment to another, therefore not causing the tanker to explode, Wisner said. If the worst scenario had happened, the houses and several businesses close to the scene could have been heavily damaged, Wisner said. "Homes and lives could have been lost," Wisner said. Southington fire Lt. Glenn Dube was also on the scene that night, and said the fire reached above the tree line, melting power lines and other wires. Dube said the fuses at the top of the utility poles might have gone out, and when that happens there is a very loud noise that can sound like a blast, which is why some residents reported hearing explosions and said transformers exploded. Dube said the situation involved a lot of luck, but also a lot of hard work. Nearby homes and businesses were evacuated, and Dube said for the most part, people were cooperative. "When you see a burning gas tanker, you don't hang around," Dube said. "They didn't need a lot of convincing to head the other way." Dube said the situation had the potential to be a massive environmental hazard, as well, if the fuel had gotten into the river that was right near the scene of the crash. Wisner said a small amount of fuel made it into the river, but the fire crews were able to use absorbent booms to soak it up. The damage to the road, the electrical wires, the tanker truck and the stolen SUV was estimated to be around \$170,000, Wisner said. Fire and police crews were on the scene for an extended time and fire departments from other towns sent crews, so the total cost of the incident was most likely more than \$200,000, Wisner said.

<http://www.myrecordjournal.com/southington/southingtonnews/2300036-129/man-gets-jail-time-for-tanker-accident.html>

USA, N.H, MANCHESTER, SEPTEMBER 10 2013. 2 men injured in Mobil Manchester, NH UST flash fire

josh brogadir,

- Mobil Station on Hanover Street
- industrial lighting fixture inadvertently dropped
- Both men, from Tank Tech, Inc in Miss sustained serious burn injuries

Watch the Video's:

- [Workers Seriously Injured In Fire In Diesel Tank](#)
- [2 Workers Seriously Burned in Tank Explosion at Manchester](#)



Download Podcast - [2 Workers Seriously Burned In Tank Explosion at Manchester, NH Gas Station](#)



"The smoke was coming pouring out and I was watching over there and one of the guys that was working climbed up out of the hole and fell down on the ground with his arms up in the air," said John Brewer, the owner of Johnny B's Car Care. Below the ground, a massive diesel fuel tank was smoldering after having caught fire about 1 p.m. Monday at the Mobil Station on Hanover Street in Manchester, N.H. "It appears that at some point one of the industrial lighting fixtures was inadvertently dropped," said Manchester Fire Chief James Burkush. Two workers were underground. One man freed himself, the other was stuck in the tank. The crew from Missouri-based Tank Tech was re-lining the empty 8 foot by 24 foot tank. It's a two step process that is somewhat new to New Hampshire, an alternative to a full replacement of a fuel tank using highly flammable fiberglass, then a hardener. "Until it hardens there's a possibility of a flash fire, so there can't be any explosive vapor or source of ignition," Chief Burkush said. John Brewer saw it all play out from his Citgo station across the street and did everything he could. "I was kind of holding his head, keeping his mouth open so he could breathe about the time the fire department got there. About the time the fire department got there he tried to move, he was moving but he was in bad shape and wasn't responding at all," Brewer



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said. Chief Burkush says the workers are 24 and 31 years old, both from South Carolina. They were medflighted to Shriners Hospital in Boston.

Related Stories

- [2 injured in NH gas station blast](#)
- [2 workers injured in gas tank explosion in NH](#)
- [2 injured in Manchester gas station blast](#)
- [2 men injured in N.H. gas station blast](#)
- [2 Workers Seriously Burned In Tank Explosion At Manchester, NH Gas Station](#)
- [Gas tank flash fire in Manchester, NH](#)

<http://www.necn.com/09/09/13/2-men-injured-in-Manchester-NH-flash-fir/landing.html?blockID=851909&feedID=11106>

UK, RUDSTON, SEPTEMBER 10 2013. FUEL THIEVES SIPHON DIESEL WORTH £500 FROM PARKED TANKER

Police are investigating the theft of £500 worth of diesel from a tanker left parked overnight in Rudston. A white tanker with jetting facilities was parked up overnight on Wednesday 4 September in the entrance to a field on Thwing Road. Unknown people approached the vehicle and siphoned £500 worth of diesel from the tank, emptying the tank completely and damaging the cap. A police spokeswoman said: "They also removed the water hydrant from the side of the tanker which was inside a locker and made off with it along with the fuel." If you noticed any suspicious activity or vehicle in that area on Wednesday 4 September please contact the police and quote crime reference 1996262.

<http://www.driffieldtoday.co.uk/news/local/fuel-thieves-siphon-diesel-worth-500-from-parked-tanker-1-6030550>

INDIA, GUJARAT, PALANPUR, SEPTEMBER 10 2013. GAS LEAK KILLS 7 IN MEHSANA COLD STORAGE

pramod panwar

Seven workers, including a woman, died of asphyxia following a massive ammonia leak at a cold storage unit in Vijapur Taluka of Mehsana on Saturday. Five others were hospitalized after being rescued. Four of these have been rushed to Ahmedabad Civil Hospital in critical condition while one is being treated at Vijapur. Sources said that the leakage took place at Manan Cold Storage in Ranasar. Rescue teams had to cut the roof and break the side wall to enter the storage facility to reach the workers. P V Waniya, deputy superintendent of police (DSP) at Vijapur said, "The gas leak was triggered by a carton of butter falling on a valve of a pipe that had ammonia. Sixty-five workers managed to flee when the leak started."

http://articles.timesofindia.indiatimes.com/2013-09-08/ahmedabad/41873360_1_gas-leak-ammonia-mehsana

USA, AZ, PHOENIX, SEPTEMBER 10 2013. THOUSANDS OF UNDERGROUND FUEL TANKS AT RISK OF LEAKING

morgan loew

 **Watch the Video** [Underground Fuel Tanks at Risk of Leaking](#)



A recent state audit highlights a problem that's taken decades to materialize. More than half of the underground fuel storage tanks in Arizona are either reaching or have passed their 30-year life expectancy. The result, according to environmentalists, state auditors and regulators, is that those tanks are at risk of leaking gasoline, diesel fuel and other chemicals into the surrounding soil and groundwater. "We are aware of this situation. We are taking it very seriously," said Laura Malone, who directs the waste programs division of the Arizona Department of Environmental Quality. Malone said her agency is taking steps to reach out to gas stations with older fuel tanks and educate the owners about the need to monitor the tanks for leaks. But the agency does not have the statutory

authority to require the businesses to switch out the tanks when they reach their intended life spans. "That is an authority ADEQ would like to have, for common sense reasons," said Malone. But the audit, conducted by the Arizona Auditor General's Office, concluded that ADEQ had not been enforcing a requirement that businesses with underground fuel storage tanks show a financial ability to deal with spills and leaks. "The state's doing a terrible job," said Steve Brittle, who is the president of Don't Waste Arizona, an environmental group. Brittle said the aging tanks pose a real threat of groundwater contamination, as well as neighborhood pollution across the state. In 2010, a tank at a Tempe gas station leaked 10,000 gallons of fuel into the



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surrounding soil. Efforts to remediate the environmental damage could cost \$1.5 million, according to the auditor's office. So far, the state has spent more than \$330 million dealing with the problem. But Brittle and other critics argue that if the state forced the businesses to carry the proper insurance policies, the insurance companies would take care of much of the problem by requiring gas stations to install newer tanks and adequately monitor the tanks for leaks. "It's just the cost of doing business, and if you can't afford to do that, you should find something else to do," said Brittle. Meanwhile, the state legislature passed a bill this year that sets up a study group, meant to come up with some solutions to the impending problem of old, leaking storage tanks. The group's findings are set to be released in December.

<http://www.kpho.com/story/23386085/thousands-of-fuel-tanks-at-risk-of-leaking>

USA, TX, PORT ARTHUR, SEPTEMBER 10 2013. FIRE AT VALERO REFINERY IN PORT ARTHUR

erika harris

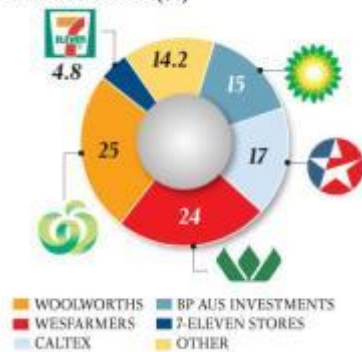
A spokesperson for the Valero Refinery in Port Arthur said there are no injuries from a fire Sunday at the refinery. Plant spokesperson Barbara Phillips told 12News the fire was contained to one of the units at the refinery. She said Valero firefighters quickly put it out. The Port Arthur Fire Department was on stand-by to assist. Phillips says no one was hurt. The cause of the fire is under investigation.

<http://www.12newsnow.com/story/23374440/fire-at-valero-refinery-in-port-arthur>

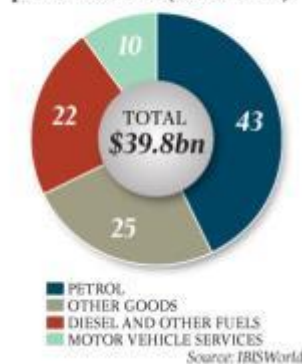
AUSTRALIA, SEPTEMBER 10 2013. \$1BN DUTCH BID THREATENS WATCHDOG'S WAR ON SHOPPER DOCKETS

richard gluyas

Petrol: major players
market share (%)



Product mix at
petrol stations (% revenue)



Dutch-Based commodities trader Trafigura Beheer's six-month spending spree of up to \$1 billion on independent petrol retailers could have profound implications for the competition watchdog's pursuit of retail giants Coles and Woolworths over their petrol discounting schemes. Trafigura, through its global fuels business Puma Energy, became the nation's largest independent petrol retailer in February with the \$625 million purchase of Ausfuel from private equity firm Archer Capital. But the potential game changer in the nation's \$40bn-a-year fuel industry is Puma's interest in United Petroleum, which could sell for \$1bn. United Petroleum was founded by Avi Silver and Eddie Hirsch more than 30 years ago and operates a chain of petrol stations across Australia. It also sells bulk fuel products to

other independent service stations, fuel distributors, mining sites and marinas. KPMG Corporate Finance is advising on the sale. If Puma's expression of interest turns into an acquisition of United, its share of the petrol retailing market will leap from 4 per cent to 10 per cent. Industry sources said that would make it harder for the Australian Competition & Consumer Commission to sustain the argument that fuel discounts offered by Coles and Woolies -- so-called shopper dockets -- were anti-competitive, destroying the economics of the petrol industry. Ray Taylor, Puma's general manager for Australia, declined to comment yesterday on the United transaction. "I've seen speculation about (Puma's interest) but I can't comment on that," Mr Taylor said. "We look opportunistically at acquisitions, but most of my day is spent on integrating what we already have." The Ausfuel deal, featuring 110 retail sites and 11 depots in Western Australia, Northern Territory and South Australia, came only weeks after Puma acquired Neumann Petroleum. Neumann had more than 120 service stations in Queensland and NSW. Puma's expansion has been facilitated by companies such as Shell shutting down their refineries and increasing imports from larger, more efficient plants in Asia. As a result, Australia is set to become a net importer of fuels, creating opportunities for independent importers and distributors. Meanwhile, ACCC chairman Rod Sims has excoriated the big retailers for the \$200m a year spent on petrol subsidies, arguing the practice could amount to predatory pricing or abuse of market power. Petrol discounts around the middle of the year rose to 40c a litre, depending on the size of the customer's shopping basket in a Coles or Woolies store. Mr Sims said in July that he was concerned by the size of the subsidies, and urged the chains to limit their



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discounts to food and groceries. "If these shopper dockets continue at these levels, it's going to be very hard for other players to compete and we may end up with just two companies in the country selling petrol," he said. Mr Taylor said Puma, which does not have a substantial east-coast retail presence, was doing its own work on the impact of shopper dockets on the petrol industry. He also said Puma had had an "informal chat" with the ACCC about the issue. "But we're the new kid on the block here," the Puma chief said. "We don't have a national presence but we do see an impact in Perth and Brisbane." While an acquisition of United would be a vote of faith by Puma in the future of petrol retailing, helping Coles and Woolies in their battle with the ACCC, the commission also has its attention firmly fixed on the retail industry. In a tense pre-poll climate, the industry has intensified rhetoric about the anti-competitiveness of shopper dockets. Lobby groups including the Australian Retailers Association, Master Grocers Australia, Australian Newsagents and Small Business Australia have called on the major parties to end the schemes. Last week, as well, Metcash boss Ian Morrice blamed shopper dockets and a cost-conscious consumer for the grocery wholesaler's profit downgrade of up to 10 per cent for 2014.

<http://www.theaustralian.com.au/business/companies/bn-dutch-bid-threatens-watchdogs-war-on-shopper-dockets/story-fn91v9q3-1226710096110>

USA, TX, GALVESTON, SEPTEMBER 10 2013. BP TEXAS REFINERY NEIGHBORS SEEK BILLIONS AT TOXIN TRIAL

laurel brubaker calkins & margaret cronin fisk

[BP Plc](#) faces the first of almost 48,000 toxic exposure claims from neighbors of a Texas refinery who say they'll give the billions of dollars in punitive damages they're seeking to charity if they win at trial. The residents claim BP intentionally exposed them to cancer-causing gases for five weeks in 2010 without any warning. The four plaintiffs in the state court [trial](#) that started today in Galveston seek as much as \$200,000 each in actual damages, plus \$10 billion in punitive damages they said in court papers would be donated. BP knowingly vented at least 500,000 pounds of toxic chemicals, including benzene, from a faulty refinery unit to a flare the company knew was incapable of destroying the toxins, [Tony Buzbee](#), the residents' lead attorney, said in a phone interview. He claims BP would have lost more than \$20 million if it had shut the unit down during repairs. "BP decided there was just too much money to be made at the time, so they decided to flare the emissions and take the consequences," Buzbee said. He plans to ask jurors to send BP a message that "the wanton poisoning of an entire community is not an acceptable business practice," he said. London-based BP denies anyone was injured by emissions from the [refinery](#), which was later sold. "Neither the community air-monitoring network nor the BP fence-line monitors showed elevated readings during April and May 2010," [Scott Dean](#), a BP spokesman, said by e-mail before the trial. "We do not believe that any negative health impacts resulted from flaring at BP's Texas City refinery during this period."

Oil Spill

The Texas City emissions incident overlapped with the beginning of the 2010 Gulf of Mexico [oil spill](#), which was caused by the explosion of the Deepwater Horizon rig while drilling a BP well off the Louisiana coast. BP has paid more than \$30 billion in spill cleanup costs, fines and damages and still faces thousands of spill-related injury and damage claims in federal court in [New Orleans](#). The large number of local residents suing the company over the emissions case gives the plaintiffs in this trial a "home court" advantage, said [David Berg](#), a Houston trial attorney who isn't involved in the BP litigation. "I don't see how the jury can be anything but friendly to the plaintiffs," Berg said in a phone interview. "But BP has such a terrible reputation for recklessness and disregard for safety, you could probably try this case in [England](#) and win."

Jury Pool

About 250 jurors were summoned to the Galveston courthouse today, where they answered a six-page questionnaire intended to weed out people with strong opinions about BP. Craig Eiland, a former state legislator who represents a group of police officers and firefighters in the case, said several prospective jurors were dismissed because they are plaintiffs whose claims will be tried in later stages of the litigation. Potential jurors were asked if they "believe even one molecule of a known dangerous chemical will usually cause long-term health problems" and whether they think living near local refineries "usually causes" long-term health issues, according to a copy of the questionnaire provided by a lawyer in the case. They were also asked if they believe "large refineries would knowingly violate their own safety standards if they thought they could get away with it" and whether they listen to certain conservative talk-radio hosts. This trial will test claims of four individuals who lived or worked in the immediate vicinity of the plant, according to court records. Two other plaintiffs were dropped from the trial before jury selection began. BP Products North America has a lengthy litigation history with the Texas City refinery, which the company sold to Marathon Petroleum Corp in a transaction announced last October.



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2005 Explosion

More than 3,000 people sued BP after a 2005 explosion at the site killed 15 workers and injured hundreds. BP ultimately paid \$2.1 billion to settle those claims. About 100 area residents sued BP separately over health complaints following the leak of an unidentified gas that lasted about an hour at the Texas City plant in 2007. A federal jury in Galveston awarded more than \$100 million for the first 10 of these emission claims, almost all of it punitive damages. The trial judge threw out that 2009 award, and the verdicts were overturned on appeal.

Forty-Day Event

"This case is different from that one," Buzbee said. "This was a 40-day event that's documented -- even BP admits it happened -- involving known carcinogens." The company was slow to tell the community or regulators of the leak and underreported the volume of toxins released, he said. BP agreed in 2011 to pay Texas \$50 million to settle air-pollution violations at the plant from 2005 through 2011, including the release of about 500,000 pounds of harmful chemicals during the 2010 flaring incident. BP disputes the claim that enough chemicals were released to harm residents. "Plaintiffs' own experts admit" that toxin concentrations "did not exceed any health-based government standards," Katherine Mackillop, a BP lawyer, said in court papers. "All of the plaintiffs' complaints are transient, minor complaints commonly experienced by the general public every day -- like sore throats, headaches, coughing, irritated eyes and the like." Opening statements are set to begin Sept. 11, with the trial estimated to last six weeks. The case is In re MDL Litigation Regarding Texas City Refinery Ultracracker Emission Event Litigation, 10-UC-0001, Texas 56th Judicial District Court (Galveston).

<http://www.bloomberg.com/news/2013-09-09/bp-texas-refinery-neighbors-seek-billions-at-toxin-trial.html>

USA, NV, SPARKS, SEPTEMBER 11 2013. FIGHTING FUEL FIRES WITH FOAM

joshua h. silavent



Vince Bush with the Sparks Fire Department watches the ground monitor as foam is shot high in the air from the new foam truck at the Kinder-Morgan tank farm on Monday.

The city's fire department on Monday unveiled a state-of-the-art foam delivery vehicle designed to fight petroleum fires and other fire events with combustible and hazardous components. For instance, the new fire fighting apparatus could be used to put out a fire from a tractor-trailer carrying petroleum, or could be used to address an incident at Kinder Morgan Energy Partners' terminal facility — known as the "fuel farm" — located in the Sparks industrial area. The new vehicle comes four years after being proposed, with Kinder Morgan covering 97 percent of the costs, or more than \$150,000, according to Jim Giles, director of operations. "Not only was Kinder Morgan instrumental in funding nearly all the costs for the new equipment, but they have been proactive in working with our fire department to improve the storage facility's fire protection system," Sparks Mayor Geno Martini said. "We greatly appreciate their generous support and partnership in this important endeavor." The vehicle was constructed using an existing city fire department vehicle that was fitted with a custom-designed foam delivery system supplied by Kinder Morgan. The new apparatus improves the Sparks Fire Department's ability to mitigate an incident with greater efficiency and control, increases safety for firefighters and the public and minimizes environmental impacts. Sparks Fire Department Captain Joe Warner said a few minor outfitting adjustments need to be made and that training also must be done before the new vehicle becomes fully operational. A demonstration Monday morning showed just how the foam delivery vehicle is used. Hoses

connect it to a regular fire engine, which supplies the water. Then, with a turn of a lever, the foam-water mix sprays out at a rate of up to 1,500 gallons per minute, the stream stretching hundreds of feet. Though no single incident sparked the need for the foam delivery vehicle, it stands ready to serve in the event of a fire at the Kinder Morgan fuel farm, which holds ethanol, gasoline, diesel and even jet fuel, the latter of which is pumped through a pipeline to the Air Force base in Fallon. Through a memorandum of understanding, Kinder Morgan will allow the fire department to use the vehicle in response to other



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petroleum-related fires, such as a tanker rollover on Interstate 80. City officials were on hand to thank Kinder Morgan officials for stepping up and helping improve public safety services during a time when government revenues are increasingly shrinking. "This project should be considered a model for public-private partnership," said Tom Garrison, Sparks Fire Department division chief. The four-year project was also made possible with the support of High Desert Fire Equipment, FoamPro, Hi-Tech Fire Apparatus, Custom Performance Restoration and Advanced Powder Coating, Inc
http://www.dailysparkstribune.com/view/full_story/16159338/article-Fighting-fuel-fires-with-foam?instance=commented

KENYA, MERU, SEPTEMBER 11 2013. 7 PEOPLE BURNT TO DEATH IN MERU OIL TANKER ACCIDENT

 **Watch the Video** [Meru Tanker Tragedy](#)

kathure mukuru



A wreckage of the private car, in which the five victims were travelling in before the accident.

Seven people were on Tuesday afternoon burnt beyond recognition after an oil tanker hit a [matatu](#) and a private vehicle at Iraru Bridge along the [Meru](#)-Nairobi highway. The tanker that was heading towards [Meru](#) town lost control after hitting another oil tanker coming from the opposite direction and started accelerating towards the bridge. It hit the bridge rail guards and caught fire immediately, before hitting the [matatu](#) and the private car, a Toyota Rav 4. All occupants in the [matatu](#) managed to escape through the windows before the vehicle burst into flames, but five occupants of the private vehicle and two

others, a driver and turn boy of the lorry were burnt beyond recognition. The [matatu](#) driver who identified himself as Ambrose Kimani narrated how he spotted the lorry heading to his vehicle at high speed and he veered off the road towards the rail guards to avoid a head-on collision. "The lorry was in flames and it hit our vehicle and hurled fire balls to our vehicle. We all rushed out through the windows, only to see the lorry hit another small vehicle and both burst into flames," said Kimani. The [matatu](#) and the Rav 4 vehicle were heading towards Embu town. Some sources claim that the ill-fated private car belonged to the Catholic Arch Diocese of [Meru](#), and the occupants were heading to a burial in Chuka town. All the three vehicles involved in the grisly accident stalled at the bridge which connects Kanyakine and Igoji towns. A somber mood engulfed the scene and transport was paralysed for at least four hours. Fire fighters from [Meru](#) County government rushed to the scene to fight the fierce fire that consumed the three vehicles and reduced them to shells.

 **Related Stories** [Meru Tanker Tragedy](#)

http://www.standardmedia.co.ke/?articleID=2000093244&story_title=seven-burnt-to-death-in-meru-oil-tanker-accident

CANADA, QC, MONTREAL, SEPTEMBER 11 2013. CONCERN GROWING OVER SEPT-ÎLES OIL SPILL

An oil spill that happened more than a week ago in Sept-Îles might be far more serious than first reported. Quebec Environment Minister Yves-François Blanchet visited the area Sunday while cleanup crews tried to contain a large slick before tides and winds take the oil out into the Gulf of St. Lawrence. While Blanchet urged a more "aggressive approach" to preventing oil spills during his visit, local environmental groups worried about damage to aquatic life in Sept-Îles Bay and beyond. Overnight on Aug. 31, bunker oil was spilled near a shipping operation of an iron ore pellet plant operated by Cliffs Natural Resources Inc. at Pointe Noire. While the "source of the incident" is under control, investigation into the cause of the incident is ongoing, the company said Sunday. Some media reports have pointed to a botched reservoir transfer as being at the heart of the problem. Environment Quebec has said that about 450,000 litres of bunker oil were spilled. The focus is on how much of the spilled oil has been retained and how much has escaped the retention basin or avoided containment altogether. Initial reports from the Environment Department put the amount of oil escaped at about 1,000 litres. By Sunday, that estimate had climbed to 5,000 litres. There is widespread concern about aquatic life in the bay, salt marches and birds. Fisheries and Oceans Canada has barred all commercial and recreation fishing in the bay. The Société d'intervention maritime est du Canada (SIMEC) is leading the containment and rehabilitation process. Federal and provincial environment personnel are on site. More than 20 boats are involved in oil containment and recovery operations in the bay, while about seven kilometres of floating dikes have been deployed. About 150 people are working on the containment project, including Cliffs' employees. Twice daily helicopter inspection tours are done of the bay, its islands and beaches up to the Moisie River. Cliffs Natural Resources Inc. is an international mining company that operates iron ore and coal mines in North America and an iron



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ore mining complex in Western Australia. Earlier this year, Cliffs announced it was closing its Pointe Noire pellet plant, putting about 165 people out of work. Financial observers contend that Cliffs drastically overpaid for Consolidated Thompson Iron Mines Ltd.— including its Bloom Lake project in Quebec — in 2011. Cliffs has put its loading operations on hold in the wake of the spill.

<http://www.montrealgazette.com/news/Concern+growing+over+Sept+%C3%8Eles+spill/8889662/story.html>

AUSTRALIA, VICTORIA, NEWPORT, SEPTEMBER 11 2013. CALTEX TO BUILD EIGHT NEW TERMINALS 150M FROM SPOTSWOOD HOMES, PUBLIC NOT GIVEN A SAY

The Environment Protection Authority and Hobsons Bay Council have given the green light to the expansion of Caltex's Newport terminal. Caltex will build eight new tanks with the biggest containing 44.1 megalitres of diesel fuel, just 150m from Spotswood homes. The council issued a planning permit without seeking input from surrounding residents or putting it before elected councillors for consideration. The site has 12 tanks but the new tanks will double terminal capacity, enabling 179 extra megalitres of diesel, unleaded petrol and jet fuel to be stored at Newport. EPA spokeswoman Lauren Novak said the EPA ensured Caltex complied with buffer zone requirements through the installation of an internal floating roof for the diesel tank, which would also reduce tank emissions by 90 per cent. The minimum buffer for such a tank is 100m. "Throughout the application process, the EPA welcomed community engagement, with letters delivered to 1400 residents and an information session and conference held to ensure any issues and concerns were understood from all perspectives and the public was fully informed," she said. Residents can lodge an appeal against the decision at the Victorian Civil and Administrative Tribunal by September 24. The council's strategic development director Natalie Walker said the Caltex application was exempt from public notification under the Planning and Environment Act. "In determining the application, advice was sought from EPA, WorkSafe, VicRoads and Melbourne Water," she said. As residents were not consulted on the planning permit application, they have no right of appeal on planning grounds. Newport resident Cath Borg said she was baffled the council did not consult residents about such a major planning decision. The EPA's decision can be appealed through VCAT. A public meeting will be held at 5.30pm, Wednesday, October 2, 411 Douglas Pde See the plans at epa.vic.gov.au/our-work/licencesandapprovals <http://www.heraldsun.com.au/leader/west/caltex-to-build-eight-new-terminals-150m-from-spotswood-homes-public-not-given-a-say/story-fngnvmj7-1226715204479>

CHINA, GUANGZHOU, BAIYUN, SEPTEMBER 11 2013. 4 KILLED, 36 INJURED IN BLAST AS TRUCK UNLOADS GOODS >> VEHICLE WAS UNLOADING DANGEROUS GOODS

 **Watch the Video**

- [4 Killed in Huge Guangzhou Warehouse Explosion](#)
- [Explosion in Storehouse in Guangzhou City](#)



The explosion sent a 100-metre-tall smoke cloud billowing over Baiyun district. At least four people died and 36 were injured, one seriously, in an explosion that ripped through a building in south China's Guangzhou City at around noon yesterday. Fire authorities believe the blast happened as a vehicle was unloading dangerous goods at a warehouse in the city's Baiyun district. Residue of explosives were discovered at the scene and rescuers found the remains of four bodies among the debris. Authorities believe two of the dead were the truck driver and the owner of the cargo, both of whom are unaccounted for. Feng Jinhua, 47, one of the janitors at the warehouse, is receiving treatment in the intensive care unit of a hospital in Guangzhou, Xinhua news agency said. The blast shattered windows at a nearby shopping mall and damaged billboards at a bus station. The warehouse, which covers an area of 14,000 square meters, was mainly used to store shoes. "I was collecting garbage with others when I heard a bang. I was shocked and felt dizzy," said a female sanitation worker who is being treated at the No. 1 People's Hospital in Guangzhou. Witness Liang Jiawen said the ceilings and windows of a nearby building where he worked were damaged. "We thought it was an earthquake and ran outside," Liang said. Heavy smoke could still be seen coming from the site two hours after the explosion as firefighters struggled to put out the blaze. They eventually brought it under control at around 2:30pm. The exact cause of the blast is under investigation.

<http://www.shanghaidaily.com/national/4-killed-36-injured-in-blast-as-truck-unloads-goods/shdaily.shtml>



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