



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,003 Newsy Stuff

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

September 18 2013



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INDIA, GHAZIABAD, VIJAY NAGAR, SEPTEMBER 1 2013. CALL CENTER EMPLOYEE CRUSHED TO DEATH BY SPEEDING TANKER IN VIJAY NAGAR

A 24-year-old call center employee died after a speeding tanker hit his motorcycle in Vijay Nagar area in Ghaziabad, police said on Friday. The deceased has been identified as Daman Kumar, who lived with his family in [Bharat Nagar](#) area of the district. The incident took place when Kumar, who worked with a call center situated in Noida Sector 62, was returning home from his office on Friday night. Kumar suffered severe head injuries and was rushed to a nearby private hospital where doctors declared him brought dead on arrival. According to eyewitnesses, the [tanker](#) was speeding and the driver was in an inebriated state. After hitting Kumar from behind, the tanker driver fled from the spot. "We have got the registration number of the killer vehicle and the driver would be arrested soon," said a senior police officer. A case has been registered against the driver.

<http://ibnlive.in.com/news/call-center-employee-crushed-to-death-by-speeding-tanker-in-vijay-nagar/418595-3-242.html>

USA, N.H, PORTSMOUTH, SEPTEMBER 1 2013. TANKER OWNERS SEEK \$2.4M REFUND FOR BRIDGE CRASH



On April 1, area residents gather under the Sarah Mildred Long Bridge on the Kittery, Maine, side to watch a large tanker that struck the bridge after breaking away from the state pier.

Owners of the Portuguese tanker MV Harbour Feature, which allided broadside into the Sarah Mildred Long Bridge on April 1, claim the states of Maine and New Hampshire "are guilty of negligence to such a degree" that they should refund a \$2.4 million bond posted to secure the tanker's release, and pay for the tanker owners' attorneys fees. In a federal court document dated Aug. 26, attorneys for the tanker owners also ask a federal judge to dismiss a lawsuit filed by Maine and New Hampshire against the owners of the Harbour Feature. The tanker owners claim they are entitled to "set off" costs for damage to the tanker, against costs associated with damage to the bridge. Because of that, they claim

in federal court documents, the \$2.4 million bond posted so the tanker could leave the Portsmouth port after the incident should be returned. The Harbour Feature owners incurred costs associated with temporary and permanent repairs to the vessel, costs associated with delay and loss of use of the tanker, and legal expenses associated with responding to the states' lawsuit, they claim. Further, the Harbour Feature owners allege, when the bridge was repaired, "new structures and components" were used to replace "old and depreciated structures and components" so the ship owners are entitled to a reduction of the damages claimed by the states. The states allege the tanker's crew failed to properly secure the vessel, "resulting in the parting of her mooring lines and allowing the vessel to drift away from her berth." The states also point to maritime law, which says that in the case of an allision — when a vessel strikes a stationary object — the vessel is at fault. Attorneys for the tanker owner say the ship was required by New Hampshire law to hire a tugboat and captain that controlled the ship when it was in the harbor. The tugboat pilot "stipulated the precise number and arrangement of the mooring lines," therefore, any negligence that caused the ship to break from the pier lies with the Pease Development Authority, which hired the tugboat pilot, they claim. The state owns the pier and its PDA agents failed to warn the Harbour Feature crew of "unsafe conditions," the tanker owners allege. A discovery plan announced by the federal court notes the states have until Dec. 16 to make a settlement demand and the tanker owners have until Jan. 16, to make an offer. The case was previously scheduled for a jury trial, but is now scheduled to be heard by a judge, according to federal court records. The trial is scheduled to commence Oct. 7, 2014.

<http://www.seacoastonline.com/apps/pbcs.dll/article?AID=/20130831/NEWS/308310320/-1/NEWSMAP>

INDONESIA, NORTH MALUKU, TERNATE, SEPTEMBER 1 2013. PERTAMINA SAYS EAST INDONESIA OIL SPILL CONTAINED

Indonesian state-owned oil and gas company Pertamina said Friday that it had contained an oil spill from a tanker leak in the eastern province of North Maluku. An oil tanker carrying 7,000 kiloliters (1.8 million gallons) of gasoline and diesel fuel crashed into a jetty while unloading at an oil terminal in Ternate, the province's capital, late Tuesday, breaking one of the ship's 12 storage compartments. Ali Mundakir, a Pertamina spokesman, said Friday that the accident caused some fuel to leak from the compartment into the water, but that not all of it spilled. The exact amount that leaked remains unclear. The company has worked since Wednesday to contain the spill and help minimize damage to the environment, Mundakir said. He said the



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company was now preparing to evacuate the tanker, MT Patriot Andalan, which was chartered by Pertamina to transport the fuel from Wayame in neighboring Maluku province to Ternate. "Pertamina has set up a team to anticipate its impact on the environment," said local Pertamina official Bagus Handoko. "The oil spill has not yet reached the shore, but can damage the coral reefs if not handled well."

http://www.wavy.com/news/international/pertamina-says-east-indonesia-oil-spill-contained_82425235

CANADA, N.S, STEWIACKE, SEPTEMBER 1 2013. FIRE, EXPLOSIONS ROCK NOVA SCOTIA SHOP >> FUELLED BY COMBUSTIBLE MATERIALS STORED ON SITE.

📺 **Watch the Video's:**

- [Fire Destroys Warehouse in Stewiacke](#)
- [Fire, Explosions Rock Machine Shop in Nova Scotia Town](#)



RCMP are investigating a large fire and multiple explosions in Stewiacke, N.S. early Saturday morning.

About 20 people were forced from their homes early Saturday as multiple explosions rocked the site of a machine shop in downtown Stewiacke, N.S. The RCMP said the first explosion rang out around 4:30 a.m. at BJ Electric Motor and Control Ltd. on George Street after several employees noticed a small fire. "I think they were responding to smoke alarms going off there," said Cpl. Addie MacCallum. "They discovered the small fire and an explosion took place while they were there. No one was injured." Multiple explosions followed as the flames spread, fuelled by combustible materials stored on site. "It was like a war zone," said Mark Crozier, the town's deputy fire chief. "It was just explosion after

explosion." He said between 60 and 70 firefighters were called in to help fight the blaze as the explosions continued and homes in the area were evacuated as a precaution. "We knew we were in for a long one," said Crozier. "Being an industrial building, they have a lot of big, industrial, electric motors in there, the transformers for Nova Scotia Power are stored there, acetylene torches, propane tanks — all kinds of goodies." No one was seriously hurt, but two firefighters were taken to hospital by ambulance with minor injuries. Crozier said one of the firefighters hurt his ankle while another was treated for dehydration. Evacuees were allowed to return to their homes about two hours after the fire broke out. Crozier said at least two buildings owned by the company were destroyed in the fire. A third building that houses the company's computer equipment sustained serious damage, he said. The cause of the fire remains under investigation.

<http://globalnews.ca/news/812872/fire-explosions-rock-nova-scotia-shop/>

USA, KY, OWENSBORO, SEPTEMBER 2 2013. GAS STATION CANOPY BLOWS OVER IN MORNING STORMS

gabrielle shirley



The canopy blew over in the strong winds Sunday morning in Owensboro.

Storms last night blew through the Tri-State area causing all kinds of damage. The canopy of an Owensboro gas station was blown over in Sunday morning's storm. No one was injured, but the store's surveillance video shows that there was a truck nearby just minutes before. It happened at the Even Steven's Gas Station at the corner of Burlew Boulevard and Old Hartford Road around 12:30 Sunday morning. Helen Coker, the District Manager for the Even Steven stores in Owensboro, came to work on Sunday and saw the gas station canopy resting on the ground. "People were pulling in to take cover because the way it looked on the camera. The rain was so hard people probably couldn't even see to be driving," Coker says the employee working at the time, Katrina, was running around trying to keep things under control. "Poor Katrina was in a panic. It scared

her to death. She was on the phone with 911 at the same time she is grabbing towels trying to put them under the door," Coker said. Coker says the rain started coming into the store, but thanks to Katrina, nothing other than the canopy was damaged. "Katrina was trying to handle the whole thing and she did a great job," Coker said. But in Evansville, Cholan Davenport had less to laugh about. A tree had fallen on his house around 11:00 Saturday night, knocking out the power. He'd



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been without it for more than 12 hours. "I couldn't even get sleep last night, so I didn't go to sleep until around 4:00 in the morning," Davenport said. Crews were out there Sunday afternoon fixing power lines and power should be back on by Sunday night. Both Davenport and Coker say they are thankful that the damages were not any worse.

<http://www.14news.com/story/23314186/gas-station-canopy-blows-over-in-sundays-strong-storms>

USA, IA, DES MOINES, SEPTEMBER 2 2013. HOW SAFE IS ETHANOL SHIPPING? >> IOWA RESIDENTS SHOW LITTLE CONCERN, DESPITE WORRIES ELSEWHERE OVER DERAILMENTS

christopher doering



Crews work at the scene of a derailment near Charles City in May. This accident and others have focused attention on the safety of transporting ethanol, crude oil and other hazardous materials by rail.

Ethanol by Rail

Ethanol is a small but growing commodity for railroads, with ethanol shipments commanding just over 1 percent of total carloads moved by train annually. In 2011, rail companies transported 340,657 carloads of ethanol, according to the latest data, more than double the number shipped in 2007.

The May derailment of a Canadian Pacific train five miles outside of Charles City in northern Iowa hasn't caused residents to question the safety of shipping the corn-based fuel by rail, despite concerns elsewhere. Farmers nearby grow row upon row of corn that is shipped to local ethanol plants, including a Valero facility just two miles northwest of town. The ethanol plants have attracted jobs and helped pump money into local businesses that populate the community of nearly 7,700 residents. The late-night derailment, the result of a washed-out track following flooding, sent four cars loaded with ethanol, one carrying rocks and three locomotives from the 80-car train into the Little Cedar River that runs parallel to the tracks. The accident sent 49,000 gallons of ethanol from three of the tank cars and up to 400 gallons diesel from one of the train's locomotives leaking into the water. "I haven't heard any negative comments or concerns about ethanol being transported through the community," said Eric Whipple, the fire chief in Charles City. "I think it has become a way of life and just the way things go with all of the ethanol plants in the area." "It has to be transported somehow, and as long as the ethanol companies and the railroad companies are using safety precautions ... I think people are fairly confident that their safety is OK." Still, the Iowa derailment was just one of the accidents in recent months

that have focused attention on the safety of transporting ethanol, crude oil and other hazardous materials by rail. In early July, a runaway freight train hauling crude oil in Lac-Megantic, Quebec, derailed and exploded, killing 47 people. A few weeks later, a CSX ethanol train derailed in Florida's Port of Tampa, sending 11 cars off the track, including three that spilled fuel. Ethanol cannot be shipped through gasoline pipelines because of its corrosive properties, leaving movement of the flammable liquid to trains and trucks, often through densely populated residential areas. The ethanol industry has conceded that with railroads shipping about 75 percent of ethanol transported each year, safe delivery of the fuel is paramount. "For the ethanol industry to be viable, we need rail transport," said Monte Shaw, executive director of the Iowa Renewable Fuels Association. "If someone is saying we need to make some changes, then we need to be a part of the discussion." The Surface Transportation Board, a regulatory body charged with overseeing the rail industry, estimated that in Iowa, the country's largest ethanol producer, nearly 100,000 cars, or about 32 percent of U.S. shipments, originated from the state in 2011. "You want a perfect record, but I'm not sure that's going to happen," Shaw conceded. "We're a big part of Iowa's economy, and you can't just take that lightly." Toward that end, ethanol producers, emergency officials, railroads and local communities have worked more closely to prevent accidents and ensure that any that do occur are quickly addressed. Before the Charles City derailment, Whipple said railroad officials and other experts had trained local fire and rescue personnel on how to deal with spills of substances such as ethanol, giving firsthand knowledge about the way the fuel acts in an accident and what to do if it starts on fire. "Everything seemed to go really smoothly with how we've been trained to handle those situations," he said. Rail companies are required to



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provide towns, upon request, a list of the most popular hazardous materials shipped through the area to help local officials prepare for any emergency. In addition, the contents of each tank car and its position in the train must be documented. For its part, the federal government reviews routes picked to transport hazardous materials and can require a carrier to use another rail line if the risk to population centers or environmentally sensitive areas is determined to be too great. The number of severe accidents involving ethanol tank cars has been small considering the sharp growth in ethanol shipments from the Midwest to the East Coast, California and Texas, and a corresponding increase in mileage. Ethanol tank cars traveled a total of 38.8 billion miles in 2011. The rail industry has touted its strong safety record on hazardous materials shipments, including ethanol, with more than 99.99 percent of all shipments arriving at their destination without incident. Overall, accidents involving the release of hazardous materials have fallen by 16 percent over the last decade, according to the Federal Railroad Administration. In 2011, the agency said there were 2.2 million carloads of hazardous materials shipped by rail, with only 21 cars experiencing any type of release. In Iowa, only a handful of train cars have released hazardous material in the last decade: three this year from the derailment in Charles City, one in Lester in 2012, and two in 2009 from an accident near Jesup. "The tremendous safety record (we have) for moving hazardous materials includes crude and ethanol," said Holly Arthur, a spokeswoman with the Association of American Railroads. When asked if tankers used to ship ethanol are as safe as they can be, Arthur said: "The industry is constantly looking for ways to improve the safety of everything we do, including tank cars." Tank car manufacturers, along with the rail and chemical industries, agreed voluntarily to strengthen the safety of tank cars built since October 2011 by including thicker, puncture-resistant shells and extra protective shields at the ends of each car. The groups considered retrofitting cars built before that time, about 40,000 tankers, but determined it would be too difficult and costly. The decision drew the ire of the National Transportation Safety Board, which said in a March 2012 report that the rail industry's proposal "ignores the safety risks posed by the current fleet" that will be in higher demand as more ethanol is blended into the nation's fuel supply through 2022. The "older" cars currently are on average eight years old, the NTSB said, with an estimated service life of 30 to 40 years, meaning they will still be in use for several more years while newer, updated tankers come online. The Federal Railroad Administration made a point of singling out ethanol shipments in an Aug. 2 emergency order outlining a series of safety initiatives for securing trains following the accident in Quebec. The agency noted that since 2009 there have been four serious derailments involving ethanol: one each in Illinois and Montana and two in Ohio. "Although these accidents were serious, their results had potential for more catastrophic outcomes" such as additional deaths, injuries and environmental damage, the Federal Railroad Administration said. Concerns like these were at the center of a vigorous public campaign by activists from the Chelsea Creek Action Group near Boston. The association, which spent two years organizing the community and pressuring state lawmakers over a local energy company's plan to transport ethanol through densely populated areas, said the shipments would pass through nearly 100 cities and towns within Massachusetts where some 200,000 residents live within a half-mile of the track. Global Petroleum, a Waltham, Mass.-based energy company, withdrew its proposal in July following mounting pressure from the community group and passage of an amendment by the state Legislature that would prevent the storage of large amounts of ethanol near areas that are densely populated. "This was a huge victory. It was two years organizing the community and doing a lot of activism to stop this proposal, and they felt that pressure," said Jovanna Garcia Soto, a member of the group. "But this is not the end of the campaign." The amendment ran into a roadblock when it reached Massachusetts Gov. Deval Patrick's desk last month. Instead, Patrick proposed a two-year moratorium on new routes of ethanol transport by rail and sent it back to state legislators for more work. Members of the Chelsea Creek Action Group fear they could have to fight the battle all over again in two years if Global Petroleum or another company makes another attempt to build the rail line.

<http://www.desmoinesregister.com/article/20130901/BUSINESS01/309010025/0/NEWS/?odyssey=nav%7Chead>

PAKISTAN, POTHOKHA, RAWALPINDI, SEPTEMBER 2 2013. GAS LEAK: THREE-YEAR OLD GIRL BURNED TO DEATH

A three-year old girl died of burns while four others were injured after a fire broke out in a house near Car Chowk on Friday. Rescue-1122 officials said the fire appeared to have erupted from a gas cylinder leak. "The wife of Khalid, the house's owner, lit a match and the fire engulfed the whole house," said Waqas, a rescue official, adding that the rescue team managed to put out the fire in around 45 minutes. Five persons were seriously injured and taken to the District Headquarters Hospital where Laiba, the young girl, died of her severe burns. The furniture and valuables in the house were reduced to ashes. Neighbours were also seen assisting fire fighters in putting out the flames. Meanwhile, at the hospital, relatives of the injured had an argument with the management for the lax provision of medical treatment to the injured patients. "Their treatment was initiated after we threatened to stage a protest," said one of Khalid's neighbours. However, the hospital administration said that the



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injured had been provided proper care. "Laiba sustained 90 per cent burns and could not be saved, however, the other injured are stable and will soon be discharged," stated Dr Zafar, a hospital official.

<http://tribune.com.pk/story/598127/gas-leak-three-year-old-girl-burnt-to-death/>

MALAYSIA, SELANGOR, BATU ARANG, SEPTEMBER 2 2013. WORKSHOP OWNER PLEADS INNOCENCE, SACKS WORKERS FOR CAUSING DIESEL SPILL

lee shi-ian



The workshop has been sealed off by authorities pending further investigations. The Malaysian Insider pic by Nazir Sufari, September 2, 2013.

A workshop owner has blamed his workers for spilling oil into a river which caused a water disruption affecting more than a million people in the Klang Valley this past weekend. The owner, identified only as Mok, claimed that his workers were negligent and irresponsible and that he had sacked four of his employees over the incident. "When the Department of Environment checked my workshop, my workers unclogged the drain. But by unclogging the drain, the diesel flowed into the main drains before seeping into the river," Mok claimed. He said the used oil had first leaked from his lorries and flowed into the drain inside the workshop's compound. The 55-year-old businessman claimed that he repaired his own lorries at the workshop located on the 1.21 hectare of

agricultural land. "I feel wronged as the blame has been placed entirely on my shoulders," Mok told The Star, claiming that it was the first time such an incident had occurred in the 13 years he had been operating his business. "Why would I deliberately pour the oil into the river when I could have sold it? I was shocked when I read the news that the spillage was the cause of the water disruption which affected millions," he said. Mok claimed that he was a sub-contractor for the Selayang Municipal Council (MPS) and his lorries were used to transport solid and industrial waste. He also repaired roll-on/roll-off containers and waste compactors at his premises. "The two tankers which the DoE had seized as evidence were actually used to store the diesel which my workers had tried to clean up from the drain," Mok said, while also denying claims by authorities that his operation was illegal. "There is no need to apply for a licence from the authorities to operate as I am not conducting any business activities there. I'm only repairing my own lorries, it's not as if I'm running a business to repair lorries," he said. Mok denied claims that he had been collecting waste engine oil and reprocessing it, as stated by the local municipal council. He said he would be meeting with MPS representatives today to discuss the next course of action and also plans to lodge a police report to explain his side of the story. It had earlier been reported that Selangor state secretary Datuk Mohammed Khusrin Munawi planned to take the strongest possible action against the culprit responsible for spilling diesel into Sungai Selangor. One possibility authorities are exploring is seizing the land on which the business is located. Mohd Azizi Mohd Zain of MPS had alleged that the owner had been collecting waste engine oil and reprocessing it, adding authorities had seized 20 items which consisted mainly of heavy machinery. The council also claimed that the owner had previously been issued 14 compounds totalling RM34,000. - September 2, 2013.

Related Stories

- [Wanted: Owner of firm that caused Klang Valley water woes](#)
- [The cause of Klang Valley's water woes, an illegal factory in Rawang](#)
- [Water frenzy in Klang Valley as 1 million consumers face dry tap](#)

<http://www.themalayinsider.com/malaysia/article/workshop-owner-pleads-innocence-over-water-disruption-sacks-workers-for-cau>

ZAMBIA, LIBALA LUSAKA. SEPTEMBER 2 2013. CLIENT CHALLENGES MOUNT MERU PETROLEUM OVER 'BAD' FUEL

Mount Meru Petroleum has come under fire for allegedly providing misleading information on contaminated diesel sold to a customer in June this year. Rodwell Shaputu, who was sold contaminated diesel, has challenged Mount Meru Petroleum to produce documented evidence indicating that he demanded for a new vehicle as indicated in the Press statement released by the petroleum company. Mr Shaputu, whose motor vehicle is still packed at Toyota Zambia where it was taken for repairs after it developed a fault following the purchase of the alleged contaminated diesel from Mount Meru Filling Station opposite Libala



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Secondary School, said he had never asked for a new car. Mr Shaputu on June 23 this year allegedly bought contaminated diesel from Mount Meru Filling Station after which his vehicle started emitting white smoke. According to a letter to Mount Meru dated August 6, 2013 made available to the Sunday Times, Mr Shaputu requested for a new engine for his vehicle and not a new car as claimed by Mount Meru Petroleum. He said, according to professional advice, a new engine was the surest way of putting his vehicle back on the road after it developed a fault due to the contaminated diesel he bought. Mr Shaputu said it was shocking that Mount Meru had now changed its statement, adding that it was the fuel attendant who erroneously dispensed petrol in his vehicle and that it was Mount Meru that had maintained from the very beginning that it never sold him contaminated diesel. "It is surprising that Mount Meru in a Press release is now changing to say that it was the petrol attendant who erroneously put petrol in my vehicle when from the very beginning of this issue they maintained that there was no contamination. "In fact if that was the case we would not even have subjected the diesel to tests taken to the Zambia Bureau of Standards (ZABS) which showed that the diesel I bought was contaminated. It would have been a different case altogether," he said. Mr Shaputu also said it was surprising that Mount Meru had stated that he only reported the contamination the following day when in fact it was done on the same day. He further said it was unfortunate that Mount Meru had not been truthful in dealing with the issue from the very beginning, adding that it was sad that the petroleum company even went to the extent of producing fake fuel test results. Mr Shaputu revealed that at one point the managing director even bragged that he was a well-known person and that he did not care where he (Mr Shaputu) took his case. A Mr Mulengeshi from Mount Meru Petroleum declined to comment on the matter.

<http://www.times.co.zm/?p=30127>

USA, IA, DENISON, SEPTEMBER 2 2013. VAPORS SPARK EXPLOSION AT NW IOWA RECYCLING CENTER >>ACCUMULATED GAS VAPORS IGNITED

Kristen Johnson

 **Watch the Video**

- [Vapors Spark Explosion at NW Iowa Recycling Center](#)
- [One Firefighter Injured During Fire at Schau Recycling in Denison](#)

 **Photo's [5] Witnesses Report Loud Explosion & Fire at a Denison Business**

 **Photo's [4] Firefighter Injured at Recycling Fire**



An explosion leads to a massive amount of smoke and flames at a Western Iowa business. The incident, at Schau Recycling, caught the company and its neighbors off guard. "I heard what I thought was a sonic boom," said Brian Muhlbauer. "I knew it either had to be a jet flying over or explosion," added Lonnie Heuton. The rumbles were heard and felt blocks away. Heuton was in his office at Adam's Motors. "The windows rattled. I was standing just two feet from the windows and they did rattle," he described. Crews arrived to find flames shooting out from a 30-foot pile of scrap metal. "It was hot. Blazin black. Flames shootin' high," added Muhlbauer. This carnage of cars proved challenging for firefighters. "You're also never entirely sure what kind of fire load is contained in a pile," said Cory Snowgren, the Denison Fire Chief/Marshal. While it took 20 minutes to get the fire contained, crews were on the scene for over two hours. Snowgren said they stayed on the scene putting the fire out and making sure it didn't spread to nearby flammable equipment. Snowgren determined that the fire

was an accident, caused when a crane operator turned over a car in the pile. Snowgren believes vapors accumulated in a void space in that pile, sparking the blaze. The Denison department was joined by crews from Dow City, Veil, and Deloit. One firefighter was briefly hospitalized after he twisted his knee in the scrap pile. Gina Schau didn't want to comment on camera, but said the company's thankful for the volunteer firefighters' efforts. The situation could have been a lot worse, especially considering 500 gallon fuel tank that sat just feet away from the fire. The company says no equipment or property was damaged, and even the iron itself can still be recycled. Schau says the company started about 55-years ago. The Denison branch opened in 2009. It's main office is in Ida Grove.

<http://www.ktiv.com/story/23304737/2013/08/30/vapors-spark-explosion-at-nw-iowa-recycling-center>



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USA, CA, SAN JOAQUIN COUNTY, SEPTEMBER 2 2013. CRASH INCINERATES TANKER



Heavy black smoke and flames rise from a fuel truck fire Saturday near Escalon.

Witnesses pulled a man from a burning truck after his fuel tanker erupted in flames following a three-car collision about 1:30 p.m. Saturday on East Mariposa Road in an unincorporated part of San Joaquin County, authorities said. According to the California Highway Patrol, Jaime Portillo, 29, of Galt was traveling west on East Mariposa Road, just east of Dodds Road, when he made an unsafe turning movement into an eastbound lane. Portillo collided with the left side of the tanker truck, which was driven by an unidentified 43-year-old Modesto man. The collision caused Portillo to collide with another vehicle driven by David Costa, 58, of Ripon and ruptured fuel tanks carrying about 8,000 gallons of fuel, authorities said. The tanker continued east spilling

burning fuel until coming to rest on the south shoulder of East Mariposa Road. Witnesses pulled the truck driver from the burning vehicle, but he suffered major injuries, the CHP said. Portillo had minor injuries while Costa was uninjured, authorities said. The investigation is ongoing, but alcohol or drugs were not believed to be a factor and no arrests have been made, authorities said.

http://www.recordnet.com/apps/pbcs.dll/article?AID=/20130901/A_NEWS/309010310

CANADA, B.C, VICTORIA, SEPTEMBER 2 2013. OIL TANKER FLIPS OVER, SENDS DRIVER TO HOSPITAL

 **Watch the Video** [Oil Tanker Flips Over](#)



Crews are working to remove a tanker flipped over on U.S. Highway 185 South. The road is closed.

The driver of a crude oil tanker was transported to Citizens Medical Center with minor injuries after his trailer flipped over. Will Robbins, 38, of Victoria, was northbound on the U.S. Highway 59 frontage road attempting to turn right on state Highway 185, said Sgt. Lee Lemmons with the Victoria Police Department. Robbins was treated and released from Citizens, said a hospital spokeswoman. Speed may have been a factor in the wreck, Lemmons said, causing the load of the trailer to shift and turn the tanker over. The tanker, an Atlas Oil truck, blocked 185 South until the crude oil could be safely removed and the tanker towed.

http://www.victoriaadvocate.com/news/2013/sep/01/tanker_turnover_ch_090213_218655/?entertainment

AUSTRALIA, NEW SOUTH WALES, SYDNEY, SEPTEMBER 2 2013. NSW GOVERNMENT CRACKS DOWN ON DISCOUNT FUEL PRICES AT PETROL STATIONS



Petrol companies in New South Wales could face fines of up to \$110,000 for failing to display the full price of fuel. The NSW Government has banned petrol stations from only displaying discounted fuel prices available to drivers using grocery shopper dockets. Mr Roberts says Woolworths and Coles will still be able to advertise the discounts, but the price on the board must be the real price. "Service stations in New South Wales will now be required to display the real price of fuel without any discount offer," Fair Trading Minister Anthony Roberts said. "Fuel stations that aren't compliant will face fines of up to \$110,000 for a corporation and \$22,000 for an individual." He says inspectors from the Fair Trading Department will be out in force to make sure motorists are getting a fair deal. "For far too long there's been a lack of openness and transparency within the market place," he said. "What we've found is that major companies have

been using shopper dockets and various other discounts to lure motorists in." Petrol stations will also be required to display the price of the two top selling fuels for the past six months, as well as LPG and diesel if they are sold. "What we found is that



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there was a huge discrepancy between the price of the usually signed E10 and the very rarely signed premium fuel," Mr Roberts said. "So if you were a premium fuel car driver, you quite often didn't know the price of your fuel until you actually pulled up to the pump. "What that meant is that companies were making sure premium fuel customers were paying 10, 11, 12 cents more per litre, than E10."

Regulations To Create 'Level Playing Field'

National Roads and Motorists' Association (NRMA) research shows 95 per cent of motorists think the advertising is misleading, while half ended up paying more for petrol they thought was cheaper. NRMA president Wendy Machin says the new regulations will create a level playing field for retailers without discounts or special offers. "There's an inquiry going into shopper docket. It will be interesting to see what that says," she said. "We do not believe the supermarkets are giving us anything for free, so if we're getting anything from 8 to 45 cents a litre discount at the pump I'm pretty sure we're paying for that at the checkout in the supermarket." The Service Station Association says regulations banning the inclusion of shopper docket discounts in petrol prices in NSW is a good move for smaller fuel operators. Association spokesman Colin Long says there is still not 100 per cent compliance with the new regulations despite having 12 months to work towards it. "Some of the major companies are dragging their feet. They're probably just seeing how the land lies," he said. "They're also probably waiting for the national agreement which didn't come, but to New South Wales' credit it's preceding and it's been very clear about it for 12 months notice. "There's been adequate notice there, so in terms of the bigger oil companies they really need to pull their socks up."

Related Stories

- [RAA welcomes move on petrol price displays](#)
- [Calls for consistent petrol price displays](#)
- [Calls for action on petrol board pricing](#)

<http://www.abc.net.au/news/2013-09-01/nsw-cracks-down-on-discount-fuel-prices-at-petrol-stations/4927466>

USA, SEPTEMBER 2 2013. MERCEDES: IN A CRANKCASE, BIODIESEL CAN BECOME 'GUNKY, GOOPY' SLUDGE



Unlike German brands' vehicles, the Chevrolet Cruze diesel is certified to handle fuel that contains as much as 20 percent biodiesel.

Not all diesel is created equal, and that fact has challenged Mercedes-Benz and Volkswagen Group in their quest to popularize the fuel in the United States. Two summers ago, Mercedes stopped allocating BlueTEC diesels to dealerships in Illinois. The reason? Testing showed the engines could be ruined by diesel blends heavy on biodiesel, a fuel made from crops, animal fat or fryer grease that has strong political support in the Midwestern farm belt. Biodiesel can seep into the crankcase of a diesel engine, form acids and degrade into "gunky, goopy" sludge, says William Woebkenberg, fuels policy director for Mercedes-Benz USA. The sludge can coat intercoolers, exhaust gas recirculation valves

and engine and turbocharger bearings, putting a driver at risk of an engine failure. "Once you sludge an engine, there's no going back," Woebkenberg says. "There's no magical stuff that you can pour into the top of the engine and flush it all away." Mercedes, like all the German brands, has certified its engines to handle blends with up to 5 percent biodiesel, which are called B5. Higher blends void the warranty. In most parts of the United States, that is not a problem, but Illinois helps out local biodiesel producers with tax incentives that put their fuel at a price advantage. This, combined with a federal law that created a lucrative market for renewable fuel credits, means diesel in Illinois usually contains about 11 percent biodiesel. It is a situation that could spread across the Midwest as stricter biofuels laws take effect. Minnesota is next; the state is on track to have a mandate by June 2014 that all diesel contain more than 10 percent biodiesel. Only one U.S. passenger car, the Chevrolet Cruze, is certified to handle that much biodiesel. It can take any blend from 0 to 20 percent biodiesel, which is called B20. VW and Audi have kept selling their TDI models, sending letters to owners saying that they will cover any damage caused by B20. Service intervals for diesel vehicles have also been tweaked so oil filters can be changed more often. It could raise warranty costs, but given the huge bet that VW and Audi have placed on diesel engines, the company deemed it a necessary risk. Eric Matway, general manager of Continental Audi in Naperville, Ill., said customers are asking about the situation, but he thinks Audi's promise of warranty coverage will keep them from being scared off. Diesel versions of the A6, A7 and Q5 launch this fall; his store is ordering about 20 percent of them with diesel engines. "They've taken a very specific position with the letter,"



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he said of Audi. "It's strong and confident, saying 'We're going to take care of you.'" Mercedes says that using blends with more biodiesel than B5 can cause damage that isn't covered by a warranty, but the company will consider paying for repairs case by case, depending on whether a vehicle has been regularly serviced. Automakers are also looking at B20-certified engines, but it would take costly re-engineering, Woeb-kenberg said. That includes redesigning crankcases, oil filters and oil pans to hold more oil, which adds weight and creates packaging problems. "It becomes a study in risk management," he said. "How much are we willing to do? What do our warranty claims look like? We know what to do to make our hardware more tolerant to higher blends, but by the nature of the fuel ... there are things that you can't get past."

<http://www.autonews.com/apps/pbcs.dll/article?AID=/20130902/OEM06/309029970/mercedes-in-a-crankcase-biodiesel-can-become-gunky-goopy-sludge-axzz2djhHXrAi>

ROYAL GOVERNMENT of BHUTAN, HAA, SEPTEMBER 3 2013. 11 BHUTAN SOLDIERS KILLED IN ARMS DEPOT EXPLOSION



Emergency: Hospital and RBA officials transfer the critically injured into ambulances at the Lungtenphug helipad yesterday >> The fatalities and wounded belonged to an unserviceable ammo disposal unit of the RBA.

Eleven ammunition technicians of the Royal Bhutan Army (RBA) were killed yesterday in Haa, after the unserviceable ammunition they were trying to dispose of exploded around 10am. Another five, in critical condition, were airlifted to Thimphu referral hospital yesterday afternoon, while another five, including a storekeeper and a driver, are recovering at the IMTRAT hospital in Haa. Of the 11 dead, eight were killed on the spot, and three died after reaching the IMTRAT hospital. One was reportedly thrown almost 100m away from the explosion area. The RBA has ordered an inquiry to ascertain the cause of the accident, according to a press release from the RBA. An injured soldier said he

was resting inside another tent a few metres above the blast site when the incident occurred. "The blast was so strong that it blew the tent into pieces," he said. He was injured in the neck. The incident occurred in a cleared forested area of football ground size in Anakha, three km away from the main road in Jyenkana, cleared to dispose the unserviceable ammunition. Army sources said about 33 soldiers had been undergoing training to upgrade skills in unserviceable ammunition disposal for more than a month in Anakha. The troop, consisting of ammunition technicians, storekeepers, drivers and one officer, reached Anakha on July 24. They were supposed to dispose the unserviceable ammunition today. The ammunition technicians were among the bomb disposal squad of the RBA. The officer, however, was not at the site when the incident occurred. A press release from RBA stated the incident occurred when the soldiers were preparing the unserviceable ammunition for destruction. "One of the fuses got ignited, resulting in an explosion of the remaining fuses," the press release stated. It was learnt that about 5,700 detonators, TNT slabs and PEK explosives were among the ammunition to be disposed of. Sources said detonators were used to defuse TNT slabs and PEK explosives. "When there are many detonators in one place, the impact it could cause is equal to a bomb blast," an official said. RBA disposes the unserviceable ammunition every year. Officials explained that ammunition technicians first dig a pit and then put the explosives and detonator in it to dispose of them. Some of the ammunition was made in the 1960s, a Kuensel source said. Last evening at Anakha, soldiers were seen combing the forest, filled with burnt smell, looking for pieces of TNT slabs and detonators that were scattered across the dense pine forest. Burnt pieces of tents and camouflage dresses were also found on the road and open spaces. "We have to ensure that the explosive pieces don't explode," an official said. His Majesty the King yesterday rushed to the explosion site, IMTRAT hospital and met with the injured soldiers. His Majesty commanded RBA officials to make proper funeral arrangements and look into the welfare of the bereaved families. This was not the first incident where ammunitions exploded. On August 21, a 42-year-old soldier was injured from an explosion. He is recovering in hospital. Meanwhile, Lyonchhoen Tshering Tobgay in a statement offered his sympathy to the family and the loved ones of the victims. "I was shocked to hear about the tragedy in Haa that cut short the lives of eleven of our young soldiers and injured ten others. Young Bhutanese men in uniform with their entire lives ahead of them, some with wives and children, laid down their lives while in the service of our nation," read the statement. "I hope that some measure of comfort will come to you knowing that you are not alone in your grief – that people across our country, and Bhutanese everywhere, pray and mourn with you."

http://www.kuenselonline.com/11-killed-in-explosives-mishap-at-haa-10-injured/.UiWxmTanq_k



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AUSTRALIA, NEW SOUTH WALES, NEWCASTLE, SEPTEMBER 3 2013. AMMONIA LEAK AT NEWCASTLE ORICA SITE

[Map: Newcastle 2300](#)



Chemical giant Orica is close to finishing the clean up of another ammonia spill at its Newcastle site. It is the latest in a series of toxic leaks at Orica's Kooragang Island site which in 2011 resulted in the shut down of the ammonium nitrate plant. At around 4:00am (AEST) Orica workers discovered a leaking pipe containing about 100 kilograms of liquid ammonia. Fire and Rescue New South Wales' Greg Symonds says they were called about three hours later. He is not sure how much of the chemical was lost but says the danger is contained. "With the monitoring, from a 30-metre distance, we have a zero reading for any ammonia gas," he said. "We've also taken readings down wind as well for 100, 150 metres and again got zero readings. "So it is contained locally and we've notified WorkCover and EPA (Environment Protection Authority) to attend." He says residents in surrounding suburbs including Stockton will not be notified of

the leak because nothing has escaped off-site. Orica's Kooragang Island general manager Greg Holmes says the incident is very minor. "None of our instruments could pick up the amount that's leaking because it's so small," he said. He says the faulty pipe should be repaired by later this afternoon.

Updates:

- [Fire Crews Called After Ammonia Spill at Orica's Kooragang Island Plant near Newcastle](#)
- [Orica Workers Discover Leaking Pipe Containing about 100 Kilograms Of Liquid Ammonia](#)

<http://www.abc.net.au/news/2013-09-03/ammonia-leak-at-newcastle-origa-site/4931160>

NEW ZEALAND, AUCKLAND, ONEHUNGA, SEPTEMBER 3 2013. WATERCARE PLEADS GUILTY OVER FATAL EXPLOSION



Philomen Gulland: The mother-of-two was killed and six others were injured in a massive blast that rocked the suburb of Onehunga in June 2011.

The actions of a contractor working with a blow torch probably caused the fatal gas explosion in a waterpipe in Onehunga in 2011, a court has heard. Contractor Canadian Pacific Limited (CPL) is defending two charges under the Health and Safety in Employment Act in relation to the blast. Watercare employee Philomen Gulland, 48, was killed in the explosion while inspecting the watermain on June 4, 2011. Engineer Ian Winson later had both of his legs amputated above the knee. Several other people were injured in the explosion. A defended hearing began before Judge Rob Ronayne began at Auckland District court this morning. Ministry of Business, Innovation and Employment prosecutor Shona Carr told the court CPL employees who were carrying out work on an air valve using a gas torch probably provided the ignition for the fatal explosion. It ignited natural gas from the Vector gas distribution network which had been drawn into a watermain through its air valves while it was being drained. MBIE alleges CPL failed to identify the hazard of explosive gas being present when its employees were working on an air valve on the watermain, failed to monitor the atmosphere in the work space for explosive gas. Mrs Carr said it wasn't known whether the monitoring would have detected the gas and prevented the explosion, but it was a practicable step that CPL should have carried out anyway. At the time of the explosion, Watercare Services was installing a new water main, Hunua 4, along

the same path as an existing main, Hunua 3. In order to install a connecting T-section, Hunua 3 had been drained of water. Mrs Carr said a four-person inspection team, which included Ms Gulland and Mr Winson, was being sent into Hunua 3 while, at the same time, pipe specialists CPL had been contracted to fix an air valve on the pipe, about 500m east on Mays Rd. When Ms Gulland and Mr Winson entered the pipe their personal gas alarms sounded, so a fan was brought in to ventilate the



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pipe and they entered again a short time later. "After Ms Gulland and Mr Winson had taken a few steps into the pipe an explosion occurred," Mrs Carr said. Mrs Carr said CPL workers had gas monitors on them, but did not use them to monitor the atmosphere in the air valve chamber. The company had also failed to follow Watercare's procedures relating to working in restricted spaces, which would have required gas monitoring. CPL faces two charges under the Act, failing to take all practicable steps to ensure it's employees were not harmed, and that it failed to take all practicable steps to ensure it's employees' actions did not cause harm to others. Watercare Services Ltd earlier today pleaded guilty to two charges, while a third was withdrawn by MBIE. One of the charges relates to failing to take all practicable steps to ensure the safety of its employees, and the other to failing to take all practicable steps to ensure the safety of its contractor's employees. The charge withdrawn related to failing to ensure the safety of CPL employees. Watercare will be sentenced next week. In a statement afterwards, Watercare said it had taken responsibility for health and safety breaches before the fatal explosion. "Watercare has pleaded guilty to these charges. Since that terrible day we have made every effort to understand what actually happened to ensure something like this cannot happen again. That is the minimum we owe those involved," Watercare chief executive Mark Ford said. "We continue to extend our support and ongoing sympathy to those involved and their families," he said. The incident had deeply affected the company and it had reviewed its processes and reinforced its health and safety training since. Speaking from their home in Green Bay, Auckland today, Mr Winson's wife Katherine said today: "We've got no comment to make at all."

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11118178

INDONESIA, JAKARTA, SEPTEMBER 3 2013. PERTAMINA TO BUILD 14 GAS STATIONS IN 2014



State-owned oil and gas company PT Pertamina (Persero) plans to build 14 gasoline stations financed by the state budget in 2014. Pertamina director of gas Hari Karyuliarto said that besides the gas stations, the company would also develop other fuel infrastructure. "The total budget needed from the 2014 state budget amounts to Rp 2 trillion (US\$182 million)," he said in Jakarta on Monday as quoted by Antara news agency. He was speaking on the sidelines of an event on the use of gasoline in military vehicles. Energy and Mineral Resources Minister Jero Wacik and Indonesian Military Commander Adm. Agus Suhartono were present at the event. According to Hari, six of the 14 gas stations will be built in Greater Jakarta, four in Surabaya, East Java, and the remaining four in Palembang, South Sumatra. In 2013, Pertamina will receive Rp 470 billion in budgetary allocation. Pertamina will also develop a 22-kilometer-long gas pipeline worth Rp 127 billion. Pertamina will also fund the development of one gas station in Cilincing and another in Pulogadung, East Jakarta, respectively worth around Rp 140 billion to Rp 160 billion, using internal funds. Hari said winners of the tender for gasoline infrastructure projects funded by the

government and the company had been decided and half of the projects had begun. "The progress is at 10 to 20 percent," he said.

<http://www.thejakartapost.com/news/2013/09/02/pertamina-build-14-gas-stations-2014.html>

GHANA, TAKORADI, SEPTEMBER 3 2013. GAS TANKER RAMMED TAKORADI HOSPITAL

A major disaster was averted on Saturday morning after a 15,000-tonne capacity LPG tanker rammed the Out-Patient Department (OPD) of the Takoradi Hospital and leaked gas into the rooms. The incident forced a shut-down of the hospital for hours as hospital authorities struggled to evacuate patients on admission in wards located above the OPD. No one was injured, however, the entire OPD was destroyed, along with patients' records. The tanker had just finished discharging gas to the hospital for use at its kitchen at about 9:30am, when in an attempt to reverse down the sloping road, the steering and break system According to the driver, Kobina Fobih, the vehicle, a Renault tanker with the registration number GN 2963-10, ran down the slope at an uncontrolled speed, skid a gutter before ramming into the OPD where about seven people including attendants were. A loud thud from the impact sent people running for dear life, and gas from the tanker soon started leaking into the rooms including the kitchen where fortunately, there was no fire. All emergencies to the hospital had to be re-routed immediately, as the Emergency and the OPD units closed until the police, and a joint Ghana Ports and Harbours Authority



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cum Ghana National Fire Service personnel managed to move the tanker to safety. They also sprayed a foamy substance on the tanker and its immediate surroundings while safety officers went to the residential facilities nearby to warn of the danger and ensure there. It took the team more than four hours to move the vehicle out of the collapsed OPD to a nearby Ghana Oil Company (GOIL) depot to discharge the gas safely. The emergency unit of the hospital has since been reopened, however officials said they would have to look for an improvised structure to serve as OPD. Eye witnesses to the accident said the tanker had struggled to climb the slope amidst a loud Officials of GOIL from whose premises the product was lifted assured the hospital of support to ensure operations returned to normalcy. The Takoradi Depot Manager of GOIL Mr Stephen E. Asare said the product had been safely discharged and that they would be investigating the cause of the accident.

<http://www.spyghana.com/gas-tanker-rammed-takoradi-hospital/>

PHILLIPINES, CEBU CITY, SEPTEMBER 3 2013. THOUSANDS OF FISHERMEN DEVASTATED BY OIL SPILL IN CEBU, PHILIPPINES

mong palatino

 **Photo's [4]** [Thousands of Fishermen Devastated by Oil Spill in Cebu](#)



Coconut husks used to remove oil.

Two weeks ago, more than 90 people died when a passenger ship sank off the coast of Philippine province Cebu after it [collided](#) with a cargo ship. But the impact of the collision is still being felt today after 120,000 liters of oil from the sunken ship [spilled](#) into the shorelines of the coastal towns of Talisay, Cordova, and Lapu-Lapu. Aside from affecting more than 300 hectares of mangroves, the oil spill also displaced more than 3,000 [fisherfolk](#) and threatened to undermine the tourism business in the area. Lizzy Oi [visited](#) a fishing village in Cordova and [shared](#) what she witnessed: This is the face of Cordova today after the oil spill killed the livelihood of thousands of fishermen in the Municipality. 80% of its population depends mainly on fishing for their daily needs and now when everything was vanished by the devastating man-made tragedy, they seem to

lose hope knowing that this problem will last for many months and even years.

<http://globalvoicesonline.org/2013/09/01/photos-oil-spill-disaster-in-cebu-philippines/>

USA, PA, WILKES-BARRE, SEPTEMBER 3 2013. 12-YEAR-OLD GAS SPILL CASE LINGERS >> APPEAL FILED WITH STATE'S HIGHEST COURT IN TRANGUCH CASE

sheena delazio



[Attorneys](#) representing a man in a 12-year-old gasoline spill lawsuit have filed an appeal to the state [Supreme Court](#), asking the high court to throw out previous rulings in the case. Attorneys Donald Karpowich, Sean Logsdon and Kevin Walsh Jr. filed the appeal on behalf of Franklin Tarantino, whose family was one of 1,000 original plaintiffs who sued, alleging fuel leaks at the former Tranguch Tire and Service Center on Church Street in Hazleton entered the ground and spread to the surrounding area, causing residents to come with down illnesses, including cancer, and causing property damage. The appeal to the high court seeks to overturn rulings by Luzerne County judges to award a judgment to the defendant in the case, Exxon Mobil, as well as a ruling by the state Superior Court to uphold those rulings. Tarantino said the appeal to the state's high court is necessary because the Superior Court overlooked two

important facts. Former Judge Joseph Musto in 2009 denied a motion for [summary judgment](#) while a county jury in September 2010 found a few plaintiffs in the case would not receive any money, but ruled that Exxon Mobil and Tranguch were partially responsible for the spill. "That Exxon had already been denied a motion for summary judgment and that the matter of control already went to a jury and Exxon lost on that matter," Tarantino said. "The Superior Court clearly should have reversed the lower courts granting of the motion and they didn't. Clearly, we were treated unfairly." Attorneys for Exxon Mobil in August 2012 filed a motion for summary judgment and asked that the [lawsuit](#) be dismissed based on there being no "evidence of an



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intentional act" on behalf of Exxon Mobil, and that Exxon Mobil did not control the gasoline at Tranguch when it was sold to Tranguch by another distributor. Tarantino said the jury has already ruled Exxon Mobil was responsible and that his family, too, is entitled to a jury trial. "It appears to me that all the Superior Court did was rehash Exxon Mobil's talking points and didn't think about the fact that the issue had already been dealt with twice by the lower court," Tarantino said. The state Supreme Court will rule if it will hear an appeal or not. Tarantino said he hopes the appeal will get to a hearing. In Tarantino's appeal, he argues "collateral estoppel" in that decisions in the case were already made by a judge, Musto, and jury, and that judges Lewis Wetzel and William Amesbury, who awarded judgment in favor of Exxon Mobil in 2011 and 2013, respectively, cannot reverse decisions already made. Collateral estoppel is a doctrine that prevents a party from re-litigating an issue. In a recent filing by attorneys who represent Exxon Mobil in response to the state Supreme Court appeal, the attorneys say no appeal should be allowed due to that doctrine. Attorneys Frank Allen, Arthur Jones and Jamie Slimm, of Haddonfield, N.J., said in a response to the appeal that collateral estoppel does not apply in Tarantino's case because he has not raised that issue in any proceeding before. The attorneys argue it is "uncontested" that Exxon Mobil did not own the storage tanks that leaked, and that Tranguch never made any written or oral agreements with Exxon Mobil. The Tranguch business closed in 1995 after filing for bankruptcy. The building that still remains on the site is in the process of being torn down. The case also involved rulings and an order made by disgraced former county Judge Mark Ciavarella, that Tarantino had previously sought to throw out, citing Ciavarella forced him to sign an agreement to settle the case and settlement offers were "grossly unfair." Nearly all of the cases were either settled out of court or had gone to a jury trial – such as in the case of Carol and Dennis Dawley, now of North Carolina, and Bernadine Marusak, of Hazleton, in September 2010. There is another outstanding case of Peter Melnick, who still lives in the gas spill area, and his family that will also see an appeals court soon. Six named defendants in the case, Exxon Mobil, BP Products, Shell Oil Co., Scullin Oil Co., Dunmore Oil Co. and Fegley Oil Co., filed requests for a judgment to be entered in their favor and the suit dismissed. On Aug. 13, county Judge Amesbury granted that request, dismissing the lawsuit. Amesbury also dismissed a request for a medical monitoring damage claim on behalf of the Melnick family. Amesbury said in his ruling that none of the Melnick family members received a diagnosis confirming that higher than normal levels of gasoline-related components exist in their blood and that submitted doctors reports were insufficient to allow the issue to go before a jury. Peter Melnick, who represents his family in the matter, is planning on appealing Amesbury's rulings.

<http://golackawanna.com/news/local-news/791633/12-year-old-gas-spill-case-lingers>

CORSICA, AJACCIO, SEPTEMBER 3 2013. 'NOTHING TO FEAR' FROM CORSICA SPILL



An aerial picture shows a vast liquid hydrocarbons spill off the western coast of Corsica.

A liquid hydrocarbon spill off the western coast of Corsica poses no serious risk to the coast, a maritime official says. The spill was probably the result of an uncontrolled discharge on a vessel and is 43km long and one kilometre wide, officials say. It was first spotted by a French customs helicopter. A maritime official says pollution from the spill poses no serious risk to the coast and was "nothing to fear". The spill was seen about six nautical miles off the coast and was drifting away, but there were initially fears it could go towards the Scandola Nature Reserve, a UNESCO-listed Heritage Site. The reserve covers 800 hectares on land and nearly 1,000 hectares at sea. Its waters are incredibly rich in fish, while schools of dolphins can be found just metres from shore. The exact

nature of the contents was not immediately clear, but preliminary information indicated that only 10 to 20 per cent of the spill comprised heavy hydrocarbons, limiting the potential environmental impact. Two naval tugs had left the southern port city of Toulon and the Corsican capital Ajaccio to help in clean-up operations. The coast off Corsica is rocky, making it difficult to take measures to contain the spill.

http://www.nzherald.co.nz/world/news/article.cfm?c_id=2&objectid=11118800

AUSTRALIA, WESTERN AUSTRALIA, COOLGARDIE, SEPTEMBER 3 2013. AMMONIUM NITRATE TRUCK ACCIDENT

john smith

A truck carrying ammonium nitrate crashed about 60km west of Coolgardie in Western Australia last night, closing a section of the Great Eastern Highway. The driver lost control of the truck on the highway near Pumping Station Road at about 2.15 am. A



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police spokesperson said ammonium nitrate had spilled onto the road, [The West Australian reported](#). The road was closed in both directions and is not expected to be reopened until later this afternoon. The driver of the truck was not seriously injured. <http://www.logisticsmagazine.com.au/news/ammonium-nitrate-truck-accident>

GERMANY, DEGGENDORF, SEPTEMBER 3 2013. TANK TERMINAL ACQUISITION A REVISIT FOR OILTANKING DEUTSCHLAND

Oiltanking Deutschland, a subsidiary of tank storage company Oiltanking, has acquired the BayWa tank terminal in the town of Deggendorf with effect from 1 September. The Deggendorf tank terminal is located directly on the Danube river and has connections to the road and rail network. Its 14 tanks, with a total capacity of approximately 25,000m³, are used to store heating oil and diesel. Oiltanking, a division of Marquand and Bahls, believes the facility fulfils 'an important function' in supplying the regions of Lower Bavaria, the Bavarian Forest and western Austria via barge or railcar. Marquand and Bahls actually built the Deggendorf tank terminal in 1957 and operated it up until 1983, when Oiltanking Deutschland sold it to BayWa, which operated it under the name DTL Danube Tank Terminal. Oiltanking Deutschland currently runs 14 terminals at an overall capacity of 2.3 million m³ throughout Germany.

http://www.tankstoragemag.com/industry_news.php?item_id=6712

AUSTRALIA, VICTORIA, NEWPORT, SEPTEMBER 3 2013. PLANS FOR CALTEX'S NEWPORT TERMINAL SHOW IT WOULD BE 150M FROM SPOTSWOOD HOMES

fiona o'doherty

Plans for the expansion of Caltex's Newport terminal show its biggest new tank would be just 150m from Spotswood homes. The tank is one of eight new tanks planned, doubling terminal capacity. If approved, it will contain 44.1 megalitres of diesel. Caltex has lodged an application with EPA Victoria and Hobsons Bay Council. The site now has 12 tanks. Greens MP Colleen Hartland said 150m was an inadequate buffer zone to protect residents in the case of an emergency. "Shell in Newport has raised safety concerns about residential development in such proximity to these major hazard facilities," she said. "Yet Caltex, also in Newport, seems to have no problem with putting residents within a couple of hundred metres of the same hazards. "VCAT has also ruled to prevent hazardous facilities being located adjacent to housing in the case of Shell, so I feel confident that if the local residents took this case to VCAT, the outcome would be favourable." Caltex spokesman Sam Collyer said the recommended buffer distance was 100m, so its location was well within acceptable standards. He said the proposed upgrade would ensure the fuel needs of Victorians were met without compromising amenity or safety for neighbours. The EPA will decide on the application by September 23. The council has referred plans to the EPA, Melbourne Water and Port of Melbourne Authority before assessing A public meeting on the plans will be held at 5.30pm, Wednesday, October 2, at 411 Douglas Pde. See the plans at epa.vic.gov.au/our-work/licences-and-approvals

<http://www.heraldsun.com.au/leader/west/plans-for-caltex8217s-newport-terminal-show-it-would-be-150m-from-spotswood-homes/story-fngnvmj7-1226709195308>

AZERBAIJAN, BAKU, SEPTEMBER 3 2013. TURKISH TRUCKS BURN IN IRAQ >> MAJOR ACCIDENT INVOLVING A FUEL TANKER



As the result of a fire 20 Turkish trucks completely burned in Iraqi Kurdish autonomy, Sabah newspaper reported on Tuesday. The fire broke out due to a major accident involving a fuel tanker. The fire injured four Turkish citizens, their condition is estimated as extremely serious. The injured were taken to the nearest hospital. The case is under investigation.

<http://en.trend.az/news/incident/2185612.html>



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BARBADOS, SEPTEMBER 3 2013. RUBIS TO RE-BRAND 31 FORMER TEXACO SITES BY SEPTEMBER

natario mckenzie



Rubis plans to "ramp up" its brand promotion in the next two to three weeks, as it gets set to re-name 31 Texaco locations beginning this August. "We're starting some promotions. We want to get the Rubis brand out there before we begin our re-branding, which starts in August," said Rubis RUBIS retail and sales executive, Lamont Ellis. "What we are going to be doing is going around to various stations every Friday from 4 pm to 6 pm, on different radio stations, just promoting the Rubis brand and all of the different things we intend to bring to the station." Mr Ellis said the company plans to introduce a 'pay at the pump' system and its Total Lubricants brand. He added: "During our promotion we are going to have some giveaways as well."

We will be giving away a \$25 gasoline coupon. With the purchase of \$25 or more in fuel, random customers would receive a \$25 gas coupon. "We are going to run the promotion up to the middle of August. We will be coming out in the print ads and television commercials. We had a soft launch but we are definitely going to ramp it up in the next two to three weeks." Mr Ellis said Rubis plans to re-brand 31 locations this year, beginning in August. "We have 16 stations in Nassau, 20 in total, including Abaco and Eleuthera, and we have about 10 marinas we are going to re-brand as well," he added. "There are going to be 31 locations we are going to re-brand this year, and there are going to be more locations for next year. The 31 locations are slated to be completed by September 22. We will be in the peak of the hurricane season, so give or take four weeks after that." Since taking over from Chevron last May, Rubis has been focused on replacing existing equipment and rebuilding the strained relationship with many of its retailers. Back in May 2012r, Chevron concluded the sale of its fuels marketing and aviation businesses in the Bahamas, Cayman Islands and Turks & Caicos to Vitogaz, a wholly-owned subsidiary of Rubis. With its takeover from Chevron, the French multinational energy company gained ownership of 39 retail stations, eight aviation facilities, six fuel terminals and one joint operation at the Nassau airport terminal, plus a commercial and industrial fuels business. These disposals are in addition to Texaco's previously announced sale of assets in the Caribbean and parts of Central America to Rubis in July 2011. That deal consisted of 174 service stations operating under the Texaco brand, an equity interest in an associated refinery operation, proprietary and joint-venture terminals and aviation facilities, and Chevron's commercial and industrial fuels business.

<http://www.tribune242.com/news/2013/jun/03/rubis-to-re-brand-31-former-texaco-sites-by/>

USA, TX, DALLAS, SEPTEMBER 4 2013. DECADES OF RUPTURES FROM DEFECT SHOW PERILS OF OLD PIPE

mike lee



While the U.S. debates the safety of proposed new pipelines such as the Keystone XL from Canada - deemed by owner TransCanada Corp. to be the safest, most modern pipeline ever designed - more than half the nation's pipelines are at least 40 years old.

Cristobal Sustaita didn't know about the pipeline running underground near his West [Texas](#) home until it erupted into a fireball in 1976, burning to death five people including his wife and 20-month old son. The explosion was one of the first to focus attention on a lethal welding flaw in U.S. pipelines built before 1970. In the decades since, this type of pipe has continued to leak, rupture and explode, killing more people, despite repeated warnings to the industry from federal investigators and private consultants. In fact, as much as 50,100 miles of similar pipelines -- a quarter of all U.S. liquid-bearing lines -- still [crisscross](#)

[communities](#) carrying explosive products such as gasoline, liquefied gas or crude oil. While critics contend their lingering presence represents an unacceptable public safety threat, pipeline industry officials estimate it would cost \$50 billion to replace them all, helping explain why they remain. The U.S. Transportation Department, which has oversight through its [Pipeline Safety and Hazardous Materials Administration](#), is required to weigh costs against the fact that the number of accidents involving welded pipe are a small percentage of all pipeline accidents. Phillips 66 and Magellan Midstream Partners



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LP are among pipeline operators that might have to pay for upgrades if they were ordered. "There isn't a silver bullet," said Carl Weimer, executive director of the [Pipeline Safety Trust](#), a non-profit watchdog. "It's going to be a hard fix and with 50,000 miles of it in the ground, it's going to be an expensive fix."

Exxon Spill

Meanwhile, they continue to rupture. The latest major incident -- an Exxon Mobil Corp. oil spill in March that swamped an Arkansas neighborhood -- may provide the final push to action for [Washington](#) regulators studying whether more needs to be done to prevent future accidents. They're considering whether to mandate new, more expensive tests, or even force companies to dig up the pipes to look for corrosion, according to Weimer. "I think that's the noose that's tightening," Weimer said in an interview from Bellingham, Washington. The Whitharral, Texas, explosion is among at least 200 accidents that have occurred along the same kind of welded pipe, bringing total deaths blamed on the defect to at least 14, according to data gathered by pipeline safety administration. In 1976, [National Transportation Safety Board](#) investigators had quickly realized the Texas disaster pointed to a bigger problem. The 8-inch pipe carrying liquefied petroleum gas had cracked open along a welded seam -- a defect they'd begun seeing more frequently in pipelines failures.

Explosive Cargo

Vapors poured from the rupture, building into a cloud that eventually ignited. The explosion shot flames 200 feet into the sky and engulfed an area nearly a mile long and a quarter mile wide, including Sustaita's home while he was away visiting his parents. Both his baby son and wife lingered a few days in the hospital before dying. Sustaita, who was 33 when he lost his family, moved to Michigan to get out of the oil patch and away from the oil rigs and pipelines that reminded him of the accident, he said in an interview. But 37 years later, he still hasn't lost his fear of pipelines. "I don't want to be near them at all," he said. While the U.S. debates the safety of proposed new pipelines such as the Keystone XL from [Canada](#) -- deemed by owner TransCanada Corp. to be the safest, most modern pipeline ever designed -- more than half the nation's pipelines are at least 40 years old. They were built before current standards such as corrosion protection and X-ray testing were in place. Policing old pipe that's at higher risk for ruptures has become one of the biggest challenges of U.S. transportation officials.

Expanding Network

Demand for pipeline capacity in the U.S. has skyrocketed as improved drilling methods unlocked huge new sources of oil and natural gas that need to be moved to market. Pipeline companies, seeking the fastest, cheapest way to increase capacity, have repurposed many of their older pipes to carry different kinds of products. Faulty welds and materials accounted for 36 percent of spills and leaks on liquids pipelines between 2006 and 2010, more than any other cause, according to a Transportation Department report. Low-frequency electric resistance welded pipe, or ERW, such as that used at Whitharral, was identified as prone to seam failures as early as the 1960s. In use since the 1930s, it was phased out by 1970 and replaced by stronger welding techniques. Over the decades, federal pipeline safety regulators now known by the acronym PHMSA have relied on company testing programs to detect flaws in pipelines before they get bad enough to cause a rupture or leak. Line operators use devices known as "pigs" to run through the pipes taking measurements with sonar and magnetic waves to find cracks, dents and corrosion. The pigs are used to supplement more expensive and infrequent tests, such as filling the pipe with pressurized water to test for leaks.

Testing Frequency

Between 2000 and 2005, the agency [required](#) more rigorous testing of pipes in populated or environmentally sensitive areas, and asked companies to avoid increasing pressure on older ERW pipes. Now, it's focusing on whether those tests are adequate to prevent accidents with the ERW pipe. "Operators don't fully understand the limitations of the tools," said Alan Mayberry, a deputy associate administrator at the safety agency. In 2011, it began a study of pipe testing procedures, with results of the study due next year. Replacing all the ERW pipe still in use would cost as much as \$1 million a mile, or more than \$50 billion, said Brigham McCown, a Dallas transportation consultant who served as administrator of PHMSA in 2005 and 2006. About half of the pre-1970 ERW pipes are owned by five companies, according to 2012 data from the Transportation Department.

Pipeline Owners

Phillips 66, the pipeline operator spun off by ConocoPhillips, has about 5,300 miles. Magellan Midstream, which ships gasoline and other refined fuels, has about 5,000 miles. Enterprise Products Partners LP, the nation's second-biggest pipeline company, is third with about 4,300 miles. Buckeye Partners LP, which transports oil, jet fuel and other products, owns 4,000 miles. Exxon, the biggest U.S. oil and gas producer, owns about 3,500 miles. Exxon and Phillips 66 said in statements that they have special procedures to monitor ERW pipe and stressed their commitment to safety. "The age of the pipe steel alone



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cannot be used to determine a pipeline's integrity," Aaron Stryk, an Exxon spokesman, said in a statement. Magellan complies with all federal rules, Bruce Heine, a spokesman, said in an e-mail, without further comment. Buckeye and Enterprise declined to comment, representatives for the companies said in interviews.

Maintenance Triage

The [Association of Oil Pipe Lines](#), a trade group, says companies should have the freedom to spend their maintenance dollars on the most pressing problems, rather than being forced to focus on older pipelines. "There are no inherent safety concerns to pipe that's well-maintained," John Stoody, a spokesman for the association, said in an interview. Overall, pipeline safety is improving, according to PHMSA. Annual injuries and deaths from pipeline accidents fell by more than half in 2009 from 1991, the agency says on its website. It issued a record \$8.75 million in fines in 2012. Typically, ERW was formed from a flat sheet of metal rolled into a tube, according to a 2002 report by the engineering firm [Kiefner & Associates Inc.](#) The pipe's seam was sealed by heating the edges with electric current and forcing them together under pressure. Companies installed more than 18,000 miles of ERW pipeline in the 1950s and 19,000 miles in the 1960s, according to Transportation Department data.

Fast, Cheap

The technology allowed fast and cheap expansion of the nation's energy transportation network, said Bob Fassett, a pipeline expert at the Santa Rosa, [California](#), consulting firm Kleinfelder. Later it was discovered the method left a brittle area in the pipe along the welded seam, which was prone to corrosion and cracking, Fassett said. Federal investigators documented 14 previous seam failures since 1968 along the same pipe system that exploded in Texas. Five other people had been killed in those incidents and 2.5 million gallons of fuel spilled, according to Transportation Department data and a June 14, 1976, report by the transportation safety board, known as NTSB. The investigators issued a warning to the Transportation Department urging the agency to review all similar pipelines for the same kind of defect and to "take necessary corrective action."

Small Percentage

The Transportation Department responded at the time that flawed welds led to only a small percentage of pipeline incidents and declined to take action, according to a 1986 Transportation Safety Board review of the Whitharral explosion and several later incidents. Ten years after the Whitharral disaster, two people died in a fire after the same kind of seam ruptured on a gasoline pipeline in Mounds View, [Minnesota](#). The safety board recommended that the Transportation Department determine if electric-resistance welded pipe "presents an unreasonable hazard," according to an investigator's report on the accident. In 2007, another two died in an explosion in Carmichael, [Mississippi](#), after a 52-foot section of a pipe split along its seam, according to an [NTSB report](#). Investigators identified a ruptured ERW seam as the culprit when they issued their final report two years later, and recommended for the third time that pipeline safety regulators study the problems connected to ERW pipe.

Previous Tests

Investigators observed that operators had tested their pipe within a year or two of many of the accidents. Enterprise Products Partners, the majority owner of the Mississippi pipe that exploded, had tested its line twice in the two years before it ruptured without finding a significant flaw in the section that ruptured, according to the NTSB. "Current inspection and testing programs are not sufficiently reliable" to find problems in ERW pipe, the NTSB concluded in its report on the incident. It was not the first time researchers had come to that conclusion. In 1988, Shell Pipe Line Corp.'s Ozark line, which was made with ERW pipe, ruptured and dumped 20,000 barrels of oil into the Missouri River, according to Transportation Department records. Around that time, U.S. Senators Chris Bond and John Danforth of Missouri asked the National Institute of Standards and Technology, a technology lab run by the U.S. Commerce Department, to review the history of ERW pipe.

Commerce Report

"It is clear that ERW pipe manufactured before about 1970 is particularly susceptible to failure," the institute said in a 1989 report. It documented 172 seam failures in ERW pipelines carrying liquids over the previous 20 years. The research reported evidence that corrosion and metal fatigue caused by pressure changes from flowing liquids could worsen the pipe's weld defects. Researchers recommended extra testing for ERW pipe and precautions such as installing cutoff valves to protect river crossings and populated areas. They also suggested companies consider replacing some of the pipe in sensitive areas. The Transportation Department advised pipeline companies in 1988 and 1989 to [monitor ERW](#) pipe more closely for corrosion and to either reduce the lines' operating pressure or retest them to ensure they're operating within safe limits.

'Manufacturing Defect'

Previous tests of Exxon's Pegasus pipeline that spilled 5,000 barrels of oil in Mayflower, [Arkansas](#), earlier this year had discovered no problems, according to a May 10 PHMSA report. Conclusions drawn from another test just weeks prior to the



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rupture are not yet available. In a July statement, Exxon blamed the seam split on a "manufacturing defect," after a study the company commissioned found small cracks that had worsened over time. In 2011 the Transportation Department began a \$4.2 million study of ERW pipe failures and the adequacy of industry tests and possible alternatives. The study followed two high-profile pipeline disasters in 2010: a natural gas pipeline that exploded in San Bruno, California, killing eight people, and an Enbridge Inc. pipeline rupture that spilled 20,000 barrels of crude into a creek that feeds the Kalamazoo River outside Marshall, [Michigan](#). Neither of the 2010 incidents involved ERW seam ruptures, but both involved pipes older than 40 years. The independent labs running the PHMSA study have produced preliminary reports confirming that inline "pigs" can't always detect problems in older ERW pipe, and recommending a combination of pressure-testing and inline testing.

Stiffer Rules

PHMSA is considering tougher standards for testing and monitoring pipelines. One approach may be to require companies to excavate pipes and visually verify the cracks and dents spotted by inline pigs, to determine if the pigs are accurately identifying problems, PHMSA's Mayberry said in an interview. Mandating a replacement program for ERW pipe in populated areas "is a no-brainer," said James Hall, a former chairman of the National Transportation Safety Board. "The record of the pre-1970-ERW pipe speaks for itself and I think the risk justifies the replacement cost." "It doesn't make economic sense for the future of our country that we don't address a lot of this older pipe that's in the ground now," Hall said.

<http://www.bloomberg.com/news/2013-09-02/decades-of-ruptures-from-defect-show-perils-of-old-pipe.html>

USA, AKA, CANTWELL, SEPTEMBER 4 2013. TANKER TRUCK ROLLS ON DENALI HIGHWAY SPILLING UNDISCLOSED AMOUNT OF DIESEL


w rastopsoff

Nenana Heating Services is on the scene of a tanker truck accident near mile 136 of the Denali Highway cleaning up a diesel spill that occurred when their tanker truck rolled in the ditch there. On Saturday at 4:55 pm, a call went in to the Alaska State Troopers informing them of a tanker truck rollover on the Denali Highway near Cantwell. Troopers responded and their investigation revealed that while tanker truck driver Roger Ketzler was traveling east on the Denali Highway in a blue 1999 International tanker truck, he lost control of the vehicle and it entered the ditch on the south side of the highway and rolled. The accident caused the front of the tank to crack and an undisclosed amount of diesel fuel leaked out. The Cantwell Fire Department also responded to the scene and was able to temporarily stop the leak until the fuel could be pumped from the tank. 56-year-old Ketzler, who was not wearing his seat belt, suffered minor injuries in the accident and was transported by EMS to Fairbanks Memorial Hospital for treatment. DEC was notified of the spill.

<http://alaska-native-news.com/rural/9197-tanker-truck-rolls-on-denali-highway-spilling-undisclosed-amount-of-diesel.html>

USA, NE, NORFOLK, SEPTEMBER 4 2013. NORFOLK FUEL MIX-UP LEAVES DRIVERS FRUSTRATED

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 **Watch the Video**

- [Norfolk Fuel Mix-Up Leaves Drivers Frustrated](#)
- [Company Plans to Cover Repair Costs](#)
- [Gas-ly Error](#)



Three Norfolk gas station say a company that supplies them fuel put diesel into the underground tanks set aside for unleaded gasoline. And that's not good for the folks who filled up. "We needed gas we went to the gas station and filled up and drove across town home and everything was fine and we went out to turn it on and it wouldn't start," said Leona Maseman and Richard Pfeifer of Norfolk. It's not exactly how you picture Labor Day. While most travelers for the holiday worried about gas prices today, some drivers in Norfolk, Nebraska faced another issue at the pumps. A shipment by NewStar Gas Industries pumped diesel gas into the unleaded pipelines of several gas stations within the region. Two Casey's and one Shell station in Norfolk received the bad batch early this morning, and customers whose cars now have the diesel face serious consequences. The results of today's mix-up means that cars filled with the diesel gas will start to malfunction that can mean anything from the fuel pump not working to the engine not starting. The cost of these repairs will



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vary depending upon the make and model of the affected vehicle, and the damages, some which may be irreversible. Now drivers affected by the diesel will have to have their vehicles repaired or tossed. The owners we spoke with today hope they will be able to save their car. A similar situation also happened at a gas station in Columbus, Nebraska today. We're told all of the stations are working to pump the tanks clean and replace the fuel. If you find that you've accidentally put diesel in a gasoline engine, shut the car off immediately and get it towed to a mechanic or to your home before you do any more damage. <http://www.siouxlandnews.com/story/23320671/norfolk-fuel-mix-up-leaves-drivers-frustrated>

USA, VT, RUTLAND, SEPTEMBER 4 2013. STATE PAYING \$1.2 MILLION FOR CLEANUP OF RUTLAND DRY-CLEANER CONTAMINATION

The state is paying to clean up the former Fillipo Dry Cleaners site in Rutland, and it's no small budget item: \$1.2 million. The remediation must be undertaken within the next 12 months in order to stop migration of a plume of tetrachloroethylene, a dry-cleaning solvent and known human carcinogen, toward a residential neighborhood near 84 Woodstock Ave., where the dry-cleaning business was located. Remediation of the site is an "environmental emergency," state officials say. The plume of tetrachloroethylene, or PCE, has already spread to an adjacent lot, and state officials are testing to see if it has moved underground from Woodstock Avenue to adjacent Route 4. The migration of the toxic chemical complicates the cleanup, which involves building an impermeable barrier and removing contaminated soil and water, state officials say. The Department of Environmental Conservation recently sought authorization from the Legislature to spend \$1.2 million on the cleanup — more than 10 times the statutory cap of \$100,000 on such projects. Members of the Joint Fiscal Committee reluctantly agreed in July to foot the bill for the remediation of the site. [The money will come out of the Environmental Contingency Fund.](#) George Desch, head of the Waste Management and Prevention Division of the Department of Environmental Conservation, told lawmakers the cleanup work must be conducted within the next 12 months in order to keep the PCE from migrating through the soil from two adjacent lots on nearby Harrington Avenue to an abutting residential neighborhood. The concentration of the PCE in groundwater at the Rutland site is 22,000 micrograms per liter, or 4,400 times the accepted drinking water limit of 5 micrograms per liter. In Williamstown, where PCE off-gassed in homes and seeped into groundwater and bedrock in the 1980s and the state engaged in a massive cleanup effort, the concentration of PCE is now 20 times the drinking water standard, according to Gerold Noyes, who monitors the Unifirst dry-cleaning spill for the state. The mitigation efforts in that instance did not prevent spillage from the uniform plant from contaminating wells and off-gassing into residential homes. Matthew Becker, the brownfields specialist who is directing cleanup of the Rutland site, is concerned about PCE "volatilizing" out of groundwater into the indoor air of the residences of the Harrington Street neighborhood, but he says the state will be able to prevent a public health hazard stemming from the toxic contamination of 84 Woodstock Ave. "It is an environmental emergency, and, yes, if we don't take this action within the next year's timeframe we do expect to see potential threats to the residential neighborhood across the street," Becker said. "This is one of the rare cases where we're able to take care of something before a problem arises. We usually find out when it's too late. Usually, after the fact, it's a lot messier." The department will begin mitigation efforts early next year. The first step is to dig a 2-foot wide, 20-foot deep trench. Contaminated soil and water must be removed. Then workers will fill the trench with iron filings. Becker says when the contaminated water passes through the filings it will undergo a chemical reaction that will purify the water.

How the Contamination Happened

Fillipo Dry Cleaners was in operation from the 1970s to 2001. The building and quarter acre parcel went up for tax sale in 2006 and was purchased by John Ruggiero, who owns a number of properties in Rutland, many of which are held by his company, Second City LLC. Ruggiero hoped to use the commercial property for a retail operation. Ruggiero tore down the building in 2008 and 2009. The demolition, which was not ordered by ANR, exposed the site to rainwater, which has percolated through the soils, likely hastening the migration of the PCE onto an adjacent parcel owned by JAMAC, Becker said. "The build was demolished by John in anticipation of redevelopment and that never occurred, so, yes, things have gotten worse," Becker said. In 2010, the property was considered for the brownfields program. An engineering report from that year showed the PCE could be cleaned up for \$161,000. Engineers found a large "source" area of the chemical under the foundation of the building. Becker hypothesizes that the contamination came from decades of activities by the dry-cleaning operation including PCE spills, intentional dumping of waste down floor drains and dripping clothing that was hung to dry in a particular room. Ruggiero couldn't afford the six-figure cleanup costs. The former lawyer, [who went to jail for mail fraud in 2006](#), recently had difficulty paying his taxes on property he owns in the city. In 2011, he owed about \$68,000 in [delinquent taxes](#) on 20 properties in Rutland including 84 Woodstock Ave. In 2011, the Agency of Natural Resources issued a "stipulated emergency order,"



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Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,003 Newsy Stuff

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

September 18 2013



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

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demanding that Ruggiero clean up the property immediately. When he didn't take action on the remediation order, the agency fined Ruggiero \$25,000 and took him to court. In February 2012, the Environmental Court authorized a \$5,000 fine and allowed the state to obtain a lien on the property. The court also determined that "any reasonable costs ANR incurs in carrying out the CAP [corrective action plan] are fully reimbursable" by Ruggiero and his company. Desch told lawmakers the Environmental Court decision is favorable to the state. "They basically said he was found in contempt," Desch said. Because Ruggiero has refused to pay for cleanup, the state must go ahead with mitigation, he said, and then refer the case to the Vermont Attorney General's office, which would sue to recover costs. Becker said the state could get as much as \$600,000 for the property because of its location off a busy stretch of Route 4; Ruggiero estimates it's worth about \$100,000. Lawmakers, who are concerned that the case could set a precedent for financing other hazardous material cleanup at privately owned sites, want the attorney general to pursue cost recovery if necessary. Though the court gave the state the authority to place a lien on the property, and Ruggiero says he would allow the state to put a lien on the property, an agreement on the matter has not yet been reached, according to Becker. Ruggiero, who says he hadn't been notified of the state's latest plan for cleaning up the site, was "in shock at the price." The property is not worth \$1 million, he says. But then the owner, Ruggiero said, "is not really part of the process." The cleanup costs have escalated nine-fold since the 2010 corrective action plan was developed. Becker says the engineers who produced the original study didn't take into account the cost of "dewatering" the trench, i.e. removing and disposing of toxic water from the site. A large part of the cost increase is related to dewatering, Becker says. "We're going to be digging trenches and excavating soils up to 20 feet deep. We need the holes to stay open." "We don't care if he does it for \$1 or \$1 million, but now that we're paying for it we're going to make sure it's done the right way and that it's successful," Becker said.

<http://vtdigger.org/2013/09/02/state-paying-1-2-million-for-cleanup-of-rutland-dry-cleaner-contamination/>

NEW ZEALAND, BAY OF PLENTY, SEPTEMBER 4 2013. DIESEL SPILL IN THE HARBOUR

phillipa yalden



A diesel spill was reported on the harbour near the boat ramp at Sanford Seafood last night.

Tauranga boaties are reporting a diesel spill in the harbour overnight where at least two boats emerged with slicks on the hulls' waterline. A nauseating smell of diesel and a "thick sheen" near the Harbour Bridge were reported on the water between 5pm to 7pm last night. Master Tech Marine owner Karl Rastrick had two boats out on the water on Monday and both returned with a slick of oil around the waterline. He says the boats were launched at the boat ramp outside Sanford

Seafood in Cross Road and the smell of diesel on the water near the ramp was very distinct to the point of being nauseating. He does not know how or where the spillage came from. When Karl returned to the boat ramp about 8pm he says another person at the ramp had also witnessed the sheen and contacted Bay of Plenty Regional Council to report a spillage. Bay of Plenty Regional Council pollution prevention manager Nick Zaman confirmed to SunLive council received a report of a "thick sheen of diesel" through the council's pollution hotline at 7.30pm. He says a pollution prevention team member went to investigate and was at the scene of the reported spillage between the ramp and Harbour Bridge within 20 minutes of the call. "We did have an officer respond and go and look at it. He couldn't find anything around the area it was reported." Nick says the caller reported seeing a diesel sheen on the water near the bridge an hour before the call came in. "They had actually seen it about an hour earlier. We went to where the report of the sheen was according to the complaint but nothing was found. "It could have been from a boat, a slight discharge." Nick says the complaint was investigated, and there were no further reports. He is urging anyone who observes an oil spill to report it to the BOPRC pollution hotline on 0800 884 883. "If it was significant we would have received a lot more reports." This follows a spillage in July when a mishap during refuelling of the Singaporean flagged cargo ship Liloa left heavy fuel oil in the harbour. The island trader was re-fuelling at No.1 berth at the north end of the Mount Maunganui wharf on July 3 when fuel spilled onto the ship's deck and into the harbour. Regional council were alerted to the spill of heavy fuel oil around 4.25pm and were on scene in less than 10 minutes. Regional Council Maritime and Pollution Prevention staff worked late into the night and the next day cleaning up. The incident on July 3 was immediately unreported after BOPRC communications staff decided not to inform the public according to their then policy.

<http://www.sunlive.co.nz/news/52363-diesel-spill-harbour.html>



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