



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,015 Newsy Stuff

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

October 27 2013



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AUSTRALIA, VICTORIA, [WORKDAFE], OCTOBER 21 2013. NEW CODE OF PRACTICE FOR THE STORAGE AND HANDLING OF DANGEROUS GOODS 2013.

The new Code of Practice for the Storage and Handling of Dangerous Goods 2013, which will come into effect Friday, October 11, 2013 has been approved, replacing the December 2000 Code.

The new Code provides practical guidance on how to comply with the Dangerous Goods (Storage and Handling) Regulations 2012 (DG (S&H) Regulations 2012) for manufacturers, suppliers and occupiers. It should be read in conjunction with the Dangerous Goods Act 1985 and the DG (S&H) Regulations 2012. Documents can be downloaded at:

- [The Dangerous Goods Act](#)
- [The Dangerous Goods Storage and Handling Regulations](#)
- [Code of Practice for the Storage and Handling of Dangerous Goods](#)
- [How Are Dangerous Goods Different To Hazardous Substances?](#)

<http://www.worksafe.vic.gov.au/safety-and-prevention/health-and-safety-topics/dangerous-goods>

USA, N.D, RUSSIAN SPRING CREEK, OCTOBER 21 2013. VETERAN OF '87 SPILL SHARES STORY WITH TIOGA FARMER



About 10 miles northeast of Dickinson, Alan Kadrmas points out the route oil flowed from a leaky pipe to the Russian Spring Creek after a 1987 spill on his farmland.

The relics of the spill are quiet: an oil ring around an old willow tree; algae blooms in the water; in certain light, an oily sheen on Russian Spring Creek. Nearly three decades after the fact, the not-so-temporary effects of an estimated 15,000-barrel spill about 10 miles northeast of Dickinson are drastically different than the immediate effects Tioga farmer Steve Jensen is seeing with the spill on his land today. The 1987 spill had lasting effects on the land, former landowner Alan Kadrmas said. He reached out to Jensen to share his story in light of what Jensen's currently going through — an estimated 20,600 barrels of crude saturated the soil on his farmland in Tioga last month, and crews are still working

on the cleanup. "I just listened and he himself is not 100 percent satisfied that it was handled and is done as good as it could and should've been," Jensen said of his conversation with Kadrmas. "But each situation's gonna be different." According to a 1987 letter from Koch Gathering Systems Inc. to the North Dakota Department of Health, expert opinion indicated that the 6-inch opening in the seam of the pipeline under Kadrmas' land could've been caused by corrosion "due to dissimilar metals in the seam." Koch's Merle Huckstep told the Dunn County Herald that year that a year later, landowners won't see any evidence of the spill. "This is going to be the cleanest, best looking creek in the county," he said. Jensen said mixed in with the calls from media he's heard from a few people who have gone through spills themselves. Many of them warned him against settling for a deal with Tesoro Logistics too soon, as they settled in their cases and then found more problems later. Koch spent about \$384,000 on the cleanup and settled with Kadrmas for \$70,000. "Koch reacted promptly to its clean-up obligations and carried them through to completion at considerable expenditure of time and money," the company wrote to the health department. "It appears that the clean-up effort is as complete as the circumstances reasonably allow." On and off for six months, the crews would burn off the oil, creating huge plumes of black smoke. "It was the weirdest thing I've ever seen," Kadrmas said. According to Koch's letter to the Department of Health, the company recovered 9,717 barrels of the escaped oil. The spill could've been worse. Since the oil leaked in January, the ground was frozen and didn't absorb the oil. Rather, the oil flowed like a stream along the land and into Russian Spring Creek. In Tioga, ridding the soil of oil has been a huge focus of cleanup efforts, and it's expected to be a long-term process. Tesoro Logistics estimates it'll take two to three years to clean up the spill, Jensen previously told Forum News Service. Kadrmas said he didn't have much communication with Koch during the cleanup — he even warned them that the oil could spread downstream once the snow melted, but the crews didn't heed his advice and it ended up spreading more oil, he said. He said he later heard that Koch used his situation in a training seminar — as a bad example of how to deal with a landowner. Jensen said he's started piping in more with ideas for cleanup in Tioga. "You go to sleep thinking about it and you wake up thinking about it," he said. "And lately I've been going up and doing an analysis and doing suggestions and they've actually done something I had asked and it actually showed they haven't done quite enough."



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Overall, Jensen said the calls from Kadrmass and other oil spill veterans have encouraged him to stay involved with the cleanup. "All these calls," he said, "it's given me a sense that I better not get too lazy on this."

<http://www.thedickinsonpress.com/event/article/id/73132/>

SCOTLAND, LINLITHGOW, OCTOBER 22 2013. THIEVES TAKE £65,000 OF 'POTENTIALLY LETHAL' PROFESSIONAL FIREWORKS

Fireworks worth £65,000 have been stolen from near an industrial estate in Linlithgow, police said.

Around 4800 professional-quality fireworks were taken from 21cc Fireworks at Saw Mill near Hopetoun Estate sometime between Saturday and Monday. Police said the fireworks could cause serious injury or even death if misused and warned members of the public only to buy from reputable dealers. Detective Sergeant Paul Carroll, from Police Scotland, said: "The theft of such a large quantity of fireworks is concerning, not least because of their explosive content, and the potential for serious injury if mishandled. "The stolen fireworks are potentially lethal if used by members of the public, and we are warning people to be on the guard and only buy fireworks from reputable dealers. The fireworks stolen are Category 4 under the Fireworks Act 2003, which restricts their sale to fireworks professionals." DS Carroll continued: "Those responsible for the theft would have had to use a heavy goods vehicle to transport the fireworks, which were contained in five steel containers. "We are appealing to anyone who noticed any suspicious activity in the area on Saturday, in particular involving the movement of heavy goods vehicles, to contact police. "Similarly, anyone who has heard of the movement of this large quantity of stolen fireworks, or who has been offered fireworks for sale which they think may have been stolen, should also get in touch." Anyone with information is asked to contact Police Scotland on 101, or make an anonymous report through Crimestoppers on 0800 555 111.

<http://news.stv.tv/scotland/244743-thieves-take-65000-of-potentially-lethal-professional-fireworks/>

USA, CO, GRAND JUNCTION, OCTOBER 22 2013. DISASTER LESSONS: PLENTY TO LEARN FROM OIL AND GAS FLOOD DAMAGE

dennis webb



An oil well pump site is reflected in floodwater Sept. 18 near Greeley. Flooding shut down hundreds of natural gas and oil wells, spilled oil from one tank and sent inspectors into the field looking for more pollution. Besides the environmental impact, flood damage to roads, railroads and other infrastructure will affect the region's energy production for months to come. However, much was learned from the disaster.

After last month's Front Range flooding tore through oil and gas facilities, causing some tanks to leak and even become unmoored, employees with the energy producer Encana noticed an interesting trend. Although Encana's tanks were damaged, the company didn't experience the kind of damage that some other companies did from trees falling on tanks or being swept into them. As it happens, Encana spokesman Doug Hock said, the company typically fences in well pads where it operates in the flooded area because its operations there tend to be in more densely populated areas. While the fences weren't installed for flooding purposes, they ended up helping keep out debris. "It was kind of an ah-ha, light-bulb moment to say, going forward we should do this because it helped protect those pads," Hock said. As the energy industry continues cleaning up after the flooding and bringing wells back on line, companies, regulators and environmental advocates are all looking increasingly at what lessons can be learned from the disaster — what went wrong, what went right, and what can be done to reduce problems in the case of future flooding. Eventually, this consideration will likely turn to what possibly should be required of the industry in the future, including in terms of floodplain and riparian regulations. "I'd like to see us get a stakeholder group together to evaluate and assess the floods and also see what worked, what didn't work, what we can make better" in terms of oil and gas operations, said state Rep. Diane Mitsch Bush, a Steamboat Springs Democrat who earlier this year got legislation passed tightening oil and gas spill reporting requirements. Alan Gilbert, special assistant for flood response to state Department of Natural Resources Executive Director Mike King, said while it's still early, the department and Colorado Oil and Gas Conservation Commission staff are evaluating how things went during the flood and what can be improved in the



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future, including possibly through new regulations. "We take that very seriously. We think that's true, we should do that and that's what we will do," he said.

Initial Alarm

Photos of floating tanks and reports of leaks alarmed Front Range residents concerned about oil and gas drilling there. U.S. Rep. Jared Polis, D-Boulder, who shares some residents' general concerns over drilling, called in late September for a congressional hearing on the flood-induced oil and gas damage. "Congress must deal with this issue to ensure that natural disasters do not also become public health disasters," he said in announcing that request. More recently, though, state health officials reported no evidence of pollutants from oil and gas spills in rivers and streams affected by flooding, even as it found in some areas high levels of E. coli from sewage contamination. That contamination amounted to many millions of gallons, whereas as of Friday 47,106 gallons of oil and 28,149 gallons of produced water from drilling were reported spilled. Gilbert voiced some relief over no single catastrophic release or cumulative collection of spilled oil or other contaminants being found so far. "It's an emergency and a tragedy and a terrible situation but this aspect of it is on the side where we are grateful for less rather than more contamination and releases," he said. Although the sheer volume of floodwaters heavily diluted what spills occurred, oil and gas activist Dave Devanney of Battlement Mesa said he shares the concerns of Front Range residents about what happened there. "Any time you have volatile organic compounds and ... chemicals in the waterways, that's an issue. No matter how much it's diluted it's still there, and I think it's something that the oil and gas conservation commission should be taking a look at and ensuring that there's adequate protections for future oil and gas development at or near water sources." He noted last winter's natural gas liquids leak from a pipeline leaving a Williams gas processing plant outside Parachute. Contamination reached Parachute Creek and threatened the Colorado River. "We don't want to see that happen again," he said.

Unfinished Business

Devanney believes preventing such problems means having the oil and gas commission take up the issue of riparian setbacks, which were unfinished business from its comprehensive 2008 rules rewrite, except for setbacks it established to protect municipal water supplies. "The events of the last few weeks on the Front Range demonstrate that it's an important topic that needs to be addressed sooner rather than later," Devanney said. Pete Maysmith, executive director of Conservation Colorado, agrees. "I mean, this is just an unfinished topic of conversation," he said. "... If this isn't a wake-up call to take a look at those issues I don't know what would be." Noble Energy, which like Encana also has operations in western Colorado's Piceance Basin, reported four floodwater-related releases totaling about 9,000 gallons. But it also points to several things it believes minimized flood-related damage, including proactive emergency response training of more than 150 workers on the Front Range, and automatic technology that let it shut in 85 percent of its wells remotely, with almost all the rest being manually shut in by the time the water reached flood level. "Overall, our equipment held up amazingly well and was a testament to our engineering and facility design," the company said in an emailed response to inquiries for this story. "... We believe we can successfully operate in the flood plain, as proven by this event. We are in the process of evaluating our operations in and around flood plains, and we're working with the state of Colorado and all stakeholders on how we can improve future preparedness. We will use lessons learned to create new best management practices in those areas."

Well Damage Slight

Gilbert said the industry's proactive effort to shut in wells ahead of the flooding, oftentimes through automated means, was a significant action because it was designed to ensure fluids aren't moving up wells if the wells are damaged. Of note was that damage to wells in general was relatively slight compared to the more significant tank damage that occurred, he said. And like Encana, the state has noticed the extra protection that metal fences or berms seemed to provide to tanks and other infrastructure. "We will take a look at that in more detail and talk to everybody to find what their experiences were as well with that," he said. He said something else of note applied to tank batteries in wetlands. State rules require them to be tied down, but companies do so in different ways, some "relatively flimsy," he said. "We have noticed some of those ways have held better than others," he said. The degree to which it will be left to companies to apply lessons learned as they see fit, as opposed to being required to do so by state rules, is likely to be one of the decisions oil and gas regulators will be left to make. "Why wouldn't we require best practices? Why shouldn't we hold the oil and gas industry to the highest possible standard?" Conservation Colorado's Maysmith said. "I think the answer is, we should." Maysmith also has been critical of the state for not requiring rather than requesting information from the industry pertaining to the status of facilities potentially impacted by flooding. But Gilbert said it hasn't mattered whether the state asked or required: "The industry is giving us the information we're asking for."



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Withholding Judgment

Mitsch Bush, who sits on the House Agriculture, Livestock and Natural Resources Committee, credited both the oil and gas commission staff and the industry for their post-flooding responses, and said it's still too soon to know what regulatory or other changes should occur due to what the flooding has taught the state. "I don't want to be jumping to any conclusions. ... Let's get all the input from all the sides on what happened and get some technical assessment from (the Colorado Department of Public Health and Environment) and COGCC and really understand the impacts," she said. The flooding only added to the highly contentious debate over oil and gas development on the Front Range, but Encana's Hock believes a lot of the more strident voices critical of the industry as it pertains to flood impacts "are opposed to oil and gas whether there's a flood or not. So that really didn't change anything." For Maysmith, things such as the flooding and the Parachute Creek contamination demonstrate the need to protect an important natural resource in the West. "We've got to be asking ourselves, are we doing all we can to protect our water sources?" he said. He worries when he sees well pads close to creeks, and knows tanks can be knocked over or other things can cause leaks and benzene and other toxic substances to reach waterways. "That says we have a problem. That says we don't have this figured out," he said.

<http://www.gjsentinel.com/news/articles/disaster-lessons-plenty-to-learn-from-oil-and-gas/>

USA, KY, HAZARD, OCTOBER 22 2013. HUNDREDS OF GALLONS OF DIESEL FUEL SPILLED HAZARD TANKER TRUCK WRECK

matthew rand

 **Watch the Video** [Hundreds of Gallons of Diesel Fuel Spilled in Hazard Tanker Truck Wreck](#)



A tanker truck wreck Monday afternoon in Perry County delayed traffic on Kentucky-15 for several hours. Around 1:30 Monday, the Hazard Police department received word that a tanker truck had overturned and spilled around 850 gallons of off-road diesel fuel. The driver of the truck was not injured, and police do not think he was impaired at the time of the wreck. Officials with the Kentucky Department for Environmental Protection were on the scene Monday, assessing the environmental impact. "Of course you know we're always worried about the water supply, you know as far as the city's concerned," said Hazard Police Chief Minor Allen. "You know other environmental hazards that might be - might result from that much diesel fuel being spilled." The Perry County

Sheriff's Office, the state fire marshal, and other agencies were called to the scene as well. The truck is registered to Carson Montgomery trucking out of Salyersville

<http://www.wkyt.com/wymt/home/headlines/Hundreds-of-gallons-of-diesel-fuel-spilled-Hazard-tanker-truck-wreck--228704341.html>

CANADA, ALBA, PONOKA, OCTOBER 22 2013. ALBERTA LANDOWNERS DISPUTE ENERGY REGULATOR OVER POLLUTED WELL

andrew nikiforuk



Couple says 'glaring' data on industry-caused water contamination is ignored. Rancher Ronalie Campbell, left, with husband Shawn: 'There are lots of sick people in this area due to water contamination.'

Last June, Shawn and Ronalie Campbell got a [three-paragraph letter](#) from Alberta's energy regulator. The letter told them their groundwater well was [still contaminated](#) with hydrocarbons. The contamination did not differ in composition from previous tests last year: high levels of hydrogen sulfide (H₂S, a neurotoxin) and higher levels of methane and ethane. These test results, declared the regulator, "confirm our previous conclusion that there is no evidence of a link between energy development activities and the hydrocarbon and H₂S gases present in your water well."



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Case Closed.

"You can't print what I think about this letter," says 62-year-old Ronalie Campbell, a long-time rancher near Ponoka, Alberta. "After eight years of fiddling around there were no phone calls. There was no duty of care. There was no respect. The message they are sending to landowners is that, 'We don't care and go away.'" The Campbells, who support careful oil and gas activity, say they don't understand why the regulator has ignored "glaring, in-your-face data" on industry-caused water contamination. "I think they are concerned about liability," added Ronalie Campbell in an interview. "They are not prepared to face what this would mean in multiple lawsuits once the contamination is revealed. There are lots of sick people in this area due to water contamination."

Investigation Abruptly Closed

Like many rural Albertans, the Campbell ranch is surrounded by industry. More than 50 oil and gas wells lie within a two-mile radius of the ranch, and nearly 30 wells dot their land. But the regulator confined its eight-year investigation into possible leaks from only nine of 50 potentially leaking wells. The abrupt closure of the investigation highlights growing tensions between landowners and the oil and gas regulator in rural Alberta, where more than 450,000 water wells provide sustenance for livestock and rural communities. Protecting that groundwater in the face of intense hydraulic fracturing of conventional and difficult oil and gas wells has become an increasingly heated issue. There are scores of complaints, and the government now faces a [landmark \\$33-million lawsuit](#) against Alberta Environment, the regulator, and Encana Corporation over groundwater contamination in Rosebud, Alberta. Recent U.S. studies have also shown a direct connection between the intensity of hydraulic fracturing activity and the level of methane, arsenic and chlorides contaminating local groundwater. The Alberta regulator, which is now headed by Gerard Protti, a former industry lobbyist, issued the letter at the same time the U.S. Environmental Protection Agency [dropped its plans](#) to further investigate a case of documented groundwater contamination in Pavillion, Wyoming due to hydraulic fracturing following intense industry pressure.

Gassy Fingerprints

The Alberta Energy Regulator (AER) took three months to respond to a Tye inquiry on the matter dated July 4. The regulator's [Oct. 10 reply](#) said the AER couldn't comment on the file in question. It also neglected to answer questions on how many landowners received similar letters ending water contamination investigations. "The AER does work closely with ESRD (Alberta Environment and Sustainable Resource Development) and occasionally, the outcome of an ESRD investigation will indicate that nearby energy activity could cause the water-well problem," the reply said. The letter to the Campbells seems to revive the standard position of industry lobbyists that water wells can never be impacted by energy wells. Several studies and scientific evidence not only contradict such beliefs, but tell a vastly different story at the Campbells' ranch. A 2007 Alberta Research Council (now Alberta Innovates) report conceded that the methane in the Campbells' water came not from biological sources but from gases seeping from a deep industry well. A study by University of Alberta gas migration expert Karlis Muehlenbachs identified a probable source of contamination. Using isotopic measurements, or a "fingerprint of gases," Muehlenbachs found that methane and pentane contamination of the Campbell water well most likely matched stray gases from a well at least 1,757 metres in depth. "Oil wells on the Campbell property have caused gas from 1,757 metres to enter their aquifer," said Muehlenbachs, a world expert on the fingerprinting of stray oilfield gases. A separate 2011 study by J.D. Mollard and Associates concluded that bedrock fractures or natural faults might have created "enhanced permeability pathways" for hydrocarbons to move into local aquifers. If the regulator permitted hydraulic fracturing in an area already made insecure by natural fractures, "then they are in fact negligent" and would be liable for water contamination, added Muehlenbachs. "The Alberta Energy Regulator has to do or sponsor technical studies determining the role of well bore integrity, natural fractures on aquifers and domestic water wells," said Muehlenbachs. "By systematically ignoring scientific evidence for aquifer contamination, they paint themselves into an untenable corner that will blacken Alberta's environmental record in the international press as damaging the regulator's credibility."

Near-Decade Long Well Woes

The Campbells [first encountered problems](#) with their water well in 2005 after extensive oil and gas drilling occurred near their home. Explosive levels of methane appeared in their drinking water along with dangerous levels of hydrogen sulfide or sour gas. (The nearest licensed sour gas well is more than 10 kilometres away, but many formations produce sour gas in the region.) When the Campbells went public with their concerns about the impact of drilling on groundwater quality in 2008, they say they got a phone call from an industry worker involved in the vertical hydraulic fracturing of wells in the area during the 1980s. "He was scared to death," said Ronalie Campbell. In several late midnight calls the worker told the couple that industry "fractured your area and that this is what caused the water contamination." At the time, Ronalie Campbell said that she "didn't



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really understand what hydraulic fracturing was." Recent [studies by Duke University](#) and the [University of Texas](#) have found increased levels of stray gases, arsenic and heavy metals in groundwater near drilling sites undergoing hydraulic fracturing. Scientists now suspect that the blasting of sand, water and chemicals at high pressure into deep formations can create man-made pathways or connect to natural fractures as well as damage well casings or seals, resulting in methane contamination of groundwater.

Dropped Like a Lead Balloon'

Since the 1950s, [more than 200,000 wells](#) have been hydraulically fractured in western Canada. In the last decade, both B.C. and Alberta have fracked nearly 20,000 horizontal wells with even higher volumes of water and chemicals in what's known as "multi-stage fracks." At least three dozen frack jobs in Alberta and B.C. have migrated and "communicated" with other industry wells, spewing fluid and hydrocarbons onto fields and forests. Regulatory data shows that well casings for horizontal wells that have been hydraulically fractured tend to leak or break at much higher rates than vertical wells due to the wear and tear caused by the highly pressured nature of fracking. Data collected by Alberta's regulator shows that 70 per cent of these so-called "deviated wells" [leak](#), to international authorities admitted that deep well leakage to surface and groundwater not only occurs but will get worse as both population density and drilling activity intensify in Alberta. As many as 50,000 wells could be drilled in central Alberta over the next decade to produce unconventional oil deposits. Leaking gas can also travel a long way. A 2004 study on a gas explosion in Hutchinson, Kansas that killed two people found that stray gases migrated almost seven miles underground. After wrangling with industry and the government, the Campbells eventually abandoned their well and spent \$10,000 of their own money reworking an older, lower-producing water well for household use. They also made adaptations to the polluted well so the regulator could continue testing it. We accommodated their testing and then they dropped us like a lead balloon with no consideration," said Ronalgie Campbell. "I have no respect for the regulator anymore," added the rancher. "Sadly, most Albertans will not realize the severity of the groundwater situation until they lose their own water." In its letter to The Tyee, the regulator inferred that gas in groundwater "is a common natural occurrence." Yet the best industry data suggests that as of 2006, only 0.1812 per cent -- or fewer than 1,000 wells out of the province's 500,000 groundwater wells (industry operates nearly 50,000) -- show evidence of methane contamination. Isotopic fingerprinting can precisely identify whether the gas comes from industry activity or Mother Nature. But the forensic science tool is not widely employed by oil and gas regulators.

Related Stories

- [Alberta Energy Regulator Given Immunity in Landmark Fracking Suit](#)

'I have no choice but to appeal', says plaintiff Jessica Ernst, who alleges industry polluted her water.

<http://www.thetyee.ca/News/2013/10/18/Alberta-Energy-Regulator-Dispute/>

USA, N.D, MANDAN, OCTOBER 22 2013. MANDAN DIESEL SPILL'S END IN SIGHT >> 30-YEAR ORDEAL >> ALMOST 1 MILLION GALLONS OF FUEL RECOVERED

leann eckroth



Mandan might be ending a 30-year ordeal with a railroad diesel spill after the recovery of nearly 1 million gallons of fuel. A state health official last week said the city can plan the shutdown of wells used to clean up the Burlington Northern (now BNSF Railway) spill. Since consultant Leggette, Brashears and Graham Inc. began handling the spill in 2006, nearly 1 million gallons of diesel fuel have been recovered, according to a state Health Department report. The spill area once reached from the BNSF Railway yard to the Law Enforcement Center and a four-block area from First to Fourth streets. The depth of the spill measured nearly 3 feet above the groundwater and contaminated the soil. City Administrator Jim Neubauer said the Mandan Remediation and Trust will decide Nov. 5 on an action plan to decommission what remains of the 285 extraction wells in the downtown area. Neubauer also is a member of the trust agency, which decides how to spend a \$25 million settlement received from the BNSF Railway in 2004 for causing the spill. About \$7.4 million of that fund remains. Much of the fund has been used to pay the consultant for its well system and to gauge contamination levels, to buyout properties for cleanup work and for



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entities affected by the spill. The Morton County Commission received \$240,000 from the settlement fund to make the ground floor of the Law Enforcement Center usable. Employees using the ground floor of the center had complained of illness in the 1990s and the ground level was not a work space until the 2010 repairs. City Commissioner Dennis Rohr, then Mandan Police chief, said he noticed problems when "I felt something bubbling up from the carpet." Soon after that, staff was removed from the lower floor, he said. The county installed a diesel collector and groundwater separator three years ago, after it reached a cost-share agreement with the Mandan Remediation and Trust. Another \$2.5 million has been placed into a supplemental trust to improve green space in Mandan, Neubauer said. Seventy-five percent of the 285-unit well system used to recover the contamination could be shut down through the MRT plan in the near future, he said. A timeline for the plan has to be decided by the MRT, he said. "We're looking at one to three years before the system can be completely shut down," said Scott Radig, the waste management director for the state Health Department. "We're waiting for comments to shut down parts of the remediation system." Neubauer said evidence of the contamination first appeared in 1985 when the Law Enforcement Center was being built. LBG's 2006 assessment showed diesel product depths of nearly 3 feet above groundwater. "In August of 2013, there was only one well that has over 1 foot of product floating on the water table. There's a few others with small amounts of free product left," Radig said. "The majority of the downtown area is completely free of any measurable amounts of fuel floating on the water table." "Since this remediation went into place, there has been 353,962 gallons of hydrocarbon products recovered and 417,000 pounds of methane have been recovered," Radig said. "Before this project, Burlington Northern recovered 600,000 gallons of fuel. We are approaching 1 million gallons of fuel that have been recovered from downtown Mandan." Neubauer said the wells on the Collins Avenue and Main Street already have been plugged. He said the recovery program was divided into three different zones. Each can be controlled independently of the other wells. It was designed so that portions of the wells could be shut down without affecting the other cleanup wells. "Areas we are looking at shutting down is an area by the depot and this entire area north of First Street," Radig said. Radig said the state Health Department has set closure goals for the wells' shutdown:

- The primary goal is to have a fuel thickness of less than 0.02 feet for at least half a year:
- The minimum requirement for the shutdown is to have less than 0.1 feet of product for half a year.
- The water table elevation must be 1,629 feet or less. The water table is critical because the city is in a wet phase and it's unknown when the water table will go down.

Wells along the the rail yard boundary will be kept in place for monitoring. Radig said future costs of the well system will decrease as portions of the system are shut down. "There will be costs with the abandonment work, plugging the wells and taking down the (well building)" he said. Neubauer said that the cleanup wells did not cause the downtown economy to slow down, but awareness of the diesel spill contamination did. It seemed to halt the buying or selling of commercial property there. Lenders showed no interest in helping buyers obtain loans because state law could make both the buyers and lenders potentially liable for the contamination cleanup. "It killed property sales downtown," Neubauer said. Because commercial properties could not be sold, many of the buildings deteriorated without needed repairs. Neubauer said the popularity of malls was a universal competitor for street merchants everywhere and took away Mandan downtown customers as well. He said the remediation trust along with city officials, lenders and merchants worked with their attorneys to draft 2005 legislation to waive lender and buyer liability for the cleanup if a remediation plan was already in place. The legislation passed and the well collection system was installed. "After the settlement was reached, we could buy property and we had an active remediation plan," Neubauer said. He said many residents found it demoralizing to see buildings that stood for decades come down to install the well system, but most of the properties were in poor shape. The city purchased 12 buildings and tore down 10 of them. "They looked nice on the outside, but many had their roofs leaking. They were in tough shape," Neubauer said. He said properties were bought according to how they would benefit the diesel collection system, if there were willing buyers at reasonable price and if it made sense to buy the property instead of routing piping around the buildings. Neubauer said the remediation plan's intent was always to renew the buyout properties' commercial value after the collection system was discontinued. He said Library Square I, Library Square II, Main Street and Collins Avenue and the former furniture store site where the commercial property/apartment complex are located are examples of that. Neubauer said the city is now in the "soil scrub phase" in removing the small amount of product that remains in the soil. Air is being ventilated into the soil to help bacteria absorb it. "I am thankful to see how this working," said City Commissioner Sandra Tibke. "It seemed it has taken a long time to clean up and it has taken a long time to clean up. Here we are in the discussion of shutting down these systems." She thanked the health department for its help. "It has had very little negative impact to our downtown," said Mayor Arlyn Van Beek said of the cleanup. "It's done a lot of good for our downtown." After the shutdown is completed, Neubauer said the



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remediation trust may decide to keep some of the settlement funds to protect against future contamination risk or add to the supplemental trust for park improvements.

Timeline of the Spill

1985 Diesel spill uncovered while Law Enforcement Center being built. Caused by Burlington Northern Railroad.
July 2004 BNSF Railway \$25 million settlement reached with Mandan Remediation and Trust for diesel cleanup and property buyouts.
November 2004 The MRT hires Leggette, Brashears and Graham Inc. to assess and remediate the diesel spill. LBG plans to set up 285 collector wells.
2005 Legislature passes law that lifts contamination liability for lenders and buyers of property if there is a remediation plan in place. A 20-year freeze on selling many contaminated buildings ends now that bankers and buyers do not fear they will be responsible for cleanup.
2005 MRT begins buyout of downtown properties to equip them with diesel extraction wells.
April 2006 LBG's south of Main Street well site operational.
September 2007 Entire 285- well site operational.
October 2008 1.3 million pounds of hydrocarbons collected from diesel spill.
August 2009 Seven slanted wells placed under Main Street to collect diesel.
October 2009 1.7 million pounds of hydrocarbons collected from diesel spill.
October 2012 2.4 million pounds of hydrocarbons collected.
2012 Decommission wells east of the Iverson Building.
2013 Decommission wells west of the Iverson Building.
Oct. 15, 2013 1 million gallons of liquid diesel and vapor diesel product collected.
Oct. 15, 2013 State Health Department allows plan to decommission wells north of Main Street and a long-term shutdown of most wells. Monitoring wells will be kept running near railroad yard, the source of the diesel spill.

http://bismarcktribune.com/news/local/mandan/mandan-diesel-spill-s-end-in-sight/article_8dabf2a6-3833-11e3-aea8-0019bb2963f4.html

CAYMAN ISLANDS, GRAND CAYMAN, OCTOBER 22 2013. GAS STATIONS ADVISED TO CLEAN UP TANKS >> MINISTER WARNS STATIONS TO 'TAKE STOCK' OF EQUIPMENT MAINTENANCE

brent fuller

In the wake of an investigation into the local fuel supply system, Cayman's planning minister warned local petrol stations that they need to "take stock" when it comes to equipment maintenance. Cabinet Minister Kurt Tibbetts told the Legislative Assembly last week that he had already been made aware of some of the results from the review of the fuel supply system operated by the two major oil suppliers in the Cayman Islands. "In the tests, the level of dirt and everything that's in there simply tells us that, in most instances, the [fuel] tanks are not being maintained properly," he said. "They must realize that when it comes out of the pump and the consumer says that RUBIS or Esso or whoever sells bad gas, that it doesn't mean that bad gas has arrived in the country. "It is simply that the tanks that hold the gas cause the gasoline or the diesel to be contaminated by the time it reaches the consumer." Chief Petroleum Inspector Duke Munroe said his office expects to announce the results of its review soon, but he declined to comment on Mr. Tibbetts's statements in the Legislative Assembly. Mr. Tibbetts said local fuel stations should take stock of their equipment and procedures. "We are already looking at amending [legislation] to ensure that these entities do what should be done by way of having regular inspections and having all of their equipment kept in a manner that doesn't cause for all of these things to happen."

Consumer Complaints

The Petroleum Inspectorate began its investigation into claims of poor fuel quality in Grand Cayman following several complaints about cars stalling out or failing after fueling up. "Our current focus is on gasoline for the retail network [gas stations] that is imported through the current established channel, which is via the two major oil companies," Mr. Munroe said. "Callers did indicate their vehicles sustained damages which they [referring to the callers] claimed/indicated was attributed to fuel quality issues," Mr. Munroe said. "We are currently investigating. It entails verifying the fuel speculation of the current stock, identifying possible sources of local contamination and also reviewing the integrity of fueling equipment at the gas stations." Dustin Kersey of RUBIS-Caribbean said there has been a lot of discussion about local fuel quality in Cayman of late and that some of the "discussion points" were misleading. "RUBIS fuels distributed and sold in the Cayman Islands are



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sourced in the United States Gulf Coast area, and the RUBIS technology has U.S. Environmental Protection Agency approvals," Mr. Kersey said. "RUBIS does not use any additives or components that are prohibited in the U.S. "Our Ultra Tech gasolines meet the top tier cleanliness standards and provide significant protection against harmful deposits and maintain the engines' running at their highest level of performance." Esso Country Manager Alan Neesome said Esso does not reveal proprietary fuel formulations, but said the company does use certain additives in its convention gasoline to boost octane performance. "The fuels that Esso imports into the Cayman Islands meet or exceed all original equipment manufacturers recommendations for octane, including those for premium octane quality requirement vehicles," Mr. Neesome said. "Esso's fuel grades meet these requirements and are suitable for vehicles of any age."

<http://www.compasscayman.com/caycompass/2013/10/22/Gas-stations-advised-to-clean-up-tanks/>

NIGERIA, DELTA STATE, WARRI, OCTOBER 23 2013. FIRE AT WARRI REFINERY, MEND CLAIMS RESPONSIBILITY

 **Photo's [7]** [Warri Refinery Guttled by Fire](#)

 **Photo's [3]** [Fire Guts Refinery in Warri](#)



The Warri Refinery and Petrochemical Company, a subsidiary of the Nigerian National Petroleum Corporation, was on Tuesday razed by fire.

Our correspondent gathered that the fire, which gutted the topping unit of the 35-year-old refinery, started about 11.00am, while crude oil refining process was on at the 125,000-barrel per day plant. The entire Warri town and environs were said to have been engulfed by the smoke bellowing from the inferno. The fire was also said to have lasted for a few minutes before it was put off by fire fighters and safety officials of the company. The cause of the inferno could not be immediately ascertained, but the Movement for the Emancipation of the Niger Delta, a militant group, said it set the plant ablaze in fulfilment of its earlier threat to hit oil installations. The acting Group General Manager, Group Public Affairs Division, Nigerian National Petroleum Corporation, Ms. Tumini Green, in a statement, confirmed that there was a fire outbreak in the topping unit of the Warri Refining and Petrochemical Company. She, however, said the fire was promptly brought under control through the combined effort of the fire department and other workers of the refinery. Green explained that the fire, which started about 11am, was successfully extinguished without any fatality. She said the unit involved was promptly isolated and shut down for safety, adding that the exact cause of the fire was being investigated by the management of the refinery. According to her, appropriate steps will be taken to forestall a future occurrence. The NNPC spokesperson noted that preparations were under way for re-streaming of the affected unit. "We wish to seize this opportunity to reassure members of the public that the NNPC continues to hold sufficient stock of Premium Motor Spirit (petrol) and other petroleum products,

and, therefore, there is no cause for panic buying," Green said. MEND, in an email statement signed by its spokesperson, Jomo Gbomo, said its intention was to raze the entire refinery. The group warned that as long as President Goodluck Jonathan continued to rely on an unsustainable and fraudulent amnesty programme, peace would continue to elude his government in the region. The group said the attack was part of its 'Hurricane Exodus' and showed that the campaign was on course. The statement read, "The Movement for the Emancipation of the Niger Delta takes responsibility for the sabotage this morning, Tuesday, October 22, 2013 inside the Nigerian National Petroleum Corporation's refinery in Warri, Delta State of Nigeria. "Hurricane Exodus was intended to burn down the entire refining facility. As long as President Goodluck Jonathan continues to rely on an unsustainable and fraudulent Niger Delta Amnesty Programme, peace and security will continue to elude his government in the region. Hurricane Exodus is on course." The Warri refinery, the first government wholly owned refinery in the country, was inaugurated in 1978. It was built to process 100,000 barrels of crude oil per day but was later remodelled to process 125,000 barrels per day in 1987. It was essentially built to add value to some of the refinery by-products



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such as propylene rich stock and decant oil. The refinery has since been operating below installed capacity due to outmoded equipment and poor turnaround maintenance history.

Related Stories

- [Explosion Rocks Warri Refinery, MEND Claims Responsibility](#)
- [Nigeria: Explosion Rocks Warri Refinery](#)
- [MEND Claims Warri Refinery Fire](#)
- [Fire Guts Warri Refinery, Causes Panic Amongst Residents](#)
- [Warri Refinery Explosion: MEND Claims Responsibility ...Threatens to Burn Down Refinery](#)
- [10 Feared Dead in Warri Refinery Explosion •MEND Claims Responsibility, Says it Planned 'Hurricane Exodus'](#)

<http://www.osundefender.org/?p=128220>

USA, PA, PINE TWP, OCTOBER 23 2013. TANKER FIRE RESTRICTS TRAVEL ON CLEARFIELD CO. INTERSTATE



No one injured after cab of truck catches fire.

Traffic has been reduced to one lane on a busy Clearfield County interstate following a Tuesday morning truck fire. Clearfield County emergency dispatch said a tractor-trailer caught fire at about 6:45 a.m. in the westbound lanes of I-80 in Pine Township. The fire and the resulting cleanup required both westbound lanes to be closed for about two hours. PennDOT officials said as of 9:50 a.m. one lane had reopened to traffic in the area of the scene between milemarkers 116-114. Only the right lane of I-80 was closed to allow crews to continue to clean up the scene. Officials expected the closed lane to be reopened by 6 p.m. Motorists were urged to watch for slow moving traffic in the area of the

restrictions. Officials said no injuries were reported because of the fire.

<http://www.wjactv.com/news/features/top-stories/stories/i80-west-closed-clearfield-area-818.shtml>

USA, OH, ZANESVILLE, OCTOBER 23 2013. DIESEL SPILL CAUSES TRAFFIC, CLEANUP HEADACHES

brian gadd



An employee of Environmental Management Specialists checks on possible diesel fuel contamination in a culvert near the Maple Avenue Kroger store Monday evening

A cleanup crew was still pumping water out of a north Zanesville creek late Monday after a morning fuel spill about a mile away. Muskingum County Emergency Management Agency Deputy Director Jeff Jadwin said there was concern diesel fuel had been pushed through the city's storm sewer system toward the creek that runs behind the Maple Avenue Pizza Hut and next to the Kroger building. The spill occurred at the Maple Avenue Speedway shortly before 10 a.m. when a man who was pumping diesel into his truck walked away from the vehicle and the nozzle fell to the ground. Between 25 to 35 gallons of fuel got into the storm sewer system after water from nearby fire hydrants was used to clean the gas station lot. "Everything is looking clear right now," Jadwin

said late Monday evening, as a crew with Environmental Management Specialists of Groveport continued to pump water out of a large culvert. "I think we had good containment. But in the process of flushing it out, it got into the storm sewer and then into a creek that runs under Maple Avenue beginning near the Arby's." The gas station lot was closed during the initial stages of cleanup, where material was put on the ground to soak up some of the fuel. A portion of the northbound right lane of Maple Avenue past the Speedway was closed for about five hours before reopening around 3:15 p.m., Jadwin said. Part of the gas station lot that was affected by the spill remained cordoned off with traffic cones late Monday. The Ohio EPA and Falls Township Fire Department also assisted at the scene. The customer who was pumping the diesel will be held responsible for the cleanup costs, Jadwin said.

http://www.zanesvilletimesrecorder.com/article/20131021/NEWS01/310210032?nclink_check=1



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USA, N.Y, MANHATTAN, OCTOBER 23 2013. FUEL TRUCK SPILLS NEARLY 50 GALLONS OF HEATING OIL ON SEVENTH AVENUE >> SUBWAY SERVICE WAS BRIEFLY DISRUPTED

 **Watch the Video' s:**

- [Fuel Truck Spills Nearly 50 Gallons of Heating Oil on Seventh Avenue](#)
- [Four Treated After Heating Oil Spill Coats Midtown Sidewalk](#)



Cleanup continued in Midtown following Tuesday afternoon a massive oil spill on Seventh Avenue.

A Marathon Energy truck was pumping heating oil to a building on Seventh Avenue and 36th Street on Tuesday morning when the hose popped, CBS 2's Kathryn Brown reported. About 50 gallons of "number 6" oil spilled onto the street — 10 gallons dripped into the subway, briefly disrupting northbound service on the No. 1 line. "We had to worry about contaminating the subway, and we had to deal with Con Ed because it went into the manhole," said FDNY Battalion Chief Charles Mastandrea. Number 6 is described as one of the dirtiest and most toxic forms of heating fuel, Brown reported. New York City has ordered buildings that use it to phase it out in favor of cleaner fuels by 2015. The truck driver, as well as three people walking by, were all contaminated with

the highly toxic heating oil, Brown reported. "I heard it. It was like a vacuuming sound, and next thing I know, there was oil splattering on me," said victim Suranjan Ray of West Orange, N.J., who was walking down Seventh Avenue with his wife at the time of the incident. "We both got oil in our eyes. My wife was coughing a lot. I'm more worried about her. I didn't seem to cough that much." All four victims were forced to strip and don hazmat suits, then go through a decontamination shower. EMS crews have conducted a number of air quality tests and said there is no danger to anyone, Brown reported. Marathon Energy released a statement on the incident Tuesday. "The incident is being thoroughly investigated by our company as well as various government agencies. The (Department of Environmental Control) has already determined that the professional driver delivering the oil was not at fault and that Marathon Energy will not be issued a citation," the statement said in part. "Marathon Energy continues to cooperate with the agencies investigating the incident and will continue to adhere to the highest industry standards of safety." The company said the leak did not come from a vent line that would indicate an overflow, but rather from a fill line that indicates a blockage issue with a building tank. The truck driver involved has 20 years of experience, and the company said it has an "exemplary" safety record.

<http://newyork.cbslocal.com/2013/10/22/fuel-truck-spills-nearly-50-gallons-of-heating-oil-on-seventh-avenue/>

USA, ILL, CHICAGO, OCTOBER 23 2013. BP OIL REFINERY WASTE STORED AT KOCH BROTHERS-OWNED SITE POLLUTING NEARBY CHICAGO NEIGHBORHOODS

 **Watch the Video** [BP to Store Even More Toxic Waste in Chicago Neighbourhood](#)

 **Slideshow [8]** [What BP Doesn't Want You To Know](#)



Residents in several lower-income Chicago neighborhoods say a dirty oil byproduct from a nearby BP refinery is creating environmental and health hazards -- and no one is doing enough to stop it. "[Us little people, we're not millionaires, we're working stiffs.](#)" East Side resident Frank Caporale, a Chicago garbage truck driver, told the Sun-Times. "We are being overcome by a super company that we don't have a say in, whether we want it here or not. It's like it came and we're stuck with it." Dust from petroleum coke or "petrocake" is produced at the nearby BP refinery in Whiting, Ind. but the oil byproduct is stored in Chicago shipping yards on the city's South Side. Caporale and others say the byproduct blows into neighborhoods like East Side and South Deering to leave cars, windows, streets and buildings covered in a greasy black dust. Piles of the oil byproduct sit outside and uncovered in the shipping yards. As WGN notes, the storage sites have fewer restrictions than oil refineries. "I can't understand

why a company is dumping it there and not covering it up," said resident Jean Tourville, who the Sun-Times notes is a stage-four breast cancer patient. "This is an economically low area. If you don't have any money, they don't care what they do to



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you. We have no influence." Resident Lilly Martin, who can see the coke piles from her backyard deck, tells the Tribune: "[You can't have a picnic outside because you are going to get a mouthful of black dust](#)." It's so bad we have to power-wash the house every week to wash it off." Complaints have prompted the Environmental Protection Agency and Illinois Attorney General Lisa Madigan's office to investigate, though BP officials insisted in a statement to the Tribune the Whiting refinery is "complying with its permit regarding coke handling at the refinery." Ultimately, BP said it's up to the companies that operate off-site storage terminals to comply with environmental laws. The terminal on the Southeast Side is owned by KCBX Terminals, a company the Tribune notes is controlled by wealthy conservative industrialist brothers Charles and David Koch. According to WGN, the high sulfur, high carbon waste product is only going to increase as the nearby refinery has plans to [triple the amount of petcoke it stores in Chicago by year's end](#). [Detroit residents faced a similar hazard with "pet coke" earlier this year](#) as clouds of the waste blew across the Detroit River. citing health concerns and community complaints. http://www.huffingtonpost.com/2013/10/21/bp-waste-chicago_n_4138634.html

USA, NV, CARSON CITY, OCTOBER 23 2013. GAS STATION CLEANUP COULD COST \$1.5M

It could cost the state's Petroleum Trust Fund at least \$1.5 million to clean up the environmental pollution caused by leaking underground gasoline and diesel tanks at Eagle Gas at the north end of Carson Street. The Interim Finance Committee on Tuesday approved using that amount from the fund to reimburse the Division of Environmental Protection for the work. Administrator Colleen Cripps told lawmakers that normally, the property owner would go to the trust fund for the costs, but that in this case, it's left to the division to do the work. "The property owner has been unwilling to clean up that property, and we've actually gone to court on a number of occasions on this case," she said. Interviewed after the hearing, Eagle Gas owner Mohammad Ahmad said he has applied to the trust fund twice. "They deny it because we cannot find the source of the leak," he said. Ahmad said he had a similar situation at another property a decade ago and spent \$300,000 to find the source. He said that after he did, he was told the fund would start paying costs of fixing the leak and removing contaminated soil from that point forward. He said that when he sought reimbursement, he was turned down. He said that as a small businessman, he can't afford that kind of a hit again. "I don't have the money," Ahmad said. "I feel like I wasn't treated right here." Cripps said the money "will be used to reimburse the division for costs already expended and remediation." She said the state used a court order to remove the tanks this fall and has court judgments totaling some \$1.6 million against Ahmad. Cripps said the division hasn't been able to collect, so it put a lien on the property at Hot Springs Road and Carson Street. That way, she said, the state can collect something if Ahmad sells the property. The division also applied to the federal government for funds but was denied, Cripps said. The division will renew that application before using up trust fund money, she said. After the tanks were removed, Cripps said, eight leaks were found. The division is trying to determine the extent of the leaks and how far the plume has gone underground — including whether the contamination has reached the groundwater. That's why the estimated cost is \$700,000 to \$1.5 million, she said. The work must be done because the plume could continue to expand, potentially contaminating water supplies for other businesses in the area, Cripps said. Sen. Pete Goicoechea, R-Eureka, agreed, saying, "The bottom line is it has to be cleaned up and we (the state) are going to end up owning some property, with a gas station or not." The cost will eat up to one-third of the Petroleum Trust Fund, which Cripps described as an insurance fund. But she said gas tax and annual payments by gas stations will replenish it. Over the decades since the fund was created, Cripps said, the fund has paid out \$140 million and been used for more than 1,000 cleanups.

<http://www.nevadaappeal.com/news/government/8609050-113/fund-cripps-division-property>

AUSTRALIA, NSW, SYDNEY, OCTOBER 24 2013. BRAKES ON MCALEESE IPO AFTER COOTES CRASH TRAGEDY



Mark Rowsthorn, chairman of McAleese, which owns Cootes Transport. Says Wilson Asset Management's Mark Tobin of Rowsthorn: "He wouldn't have been such a successful operator if he was ignoring safety. [Oil] companies just won't deal with cowboys."

When Mark Rowsthorn, the chairman of transport company McAleese Group, was meeting investors last month, he emphasised the average age of the trucks in its fleet would fall from more than seven years to just over five as part of a \$33 million upgrade. The plan helped soothe concerns that the previous owners of the fuel transport business, private equity firm CHAMP, may not have made renewing trucks in McAleese's Cootes Transport business fleet a priority before



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selling it for more than \$275 million 18 months ago, a price that included its Liquip tanker-maintenance business. Potential shareholders, such as Wilson Asset Management, were generally receptive to Rowsthorn's plans to float McAleese on the sharemarket at a value of about \$155 million. Rowsthorn, the former executive director of transport group Toll and chief executive of ports and rail operator Asciano, would retain a 32% per cent stake. The float was proceeding as planned for a listing this month. Then, on October 1, tragedy struck. An out-of-control fuel tanker hit a car at Mona Vale on Sydney's northern beaches. Two passengers died and six people, including the driver, were taken to hospital. The cause of the crash remains subject to an investigation. It was Cootes's worst accident since 2009, when four people died after a fuel tanker travelling too fast at Batemans Bay in southern NSW rolled and collided with three cars. At the time the company was under CHAMP's ownership. That wasn't all. Petrol stations across the east coast faced shortages after McAleese voluntarily gave up its self-regulation powers on heavy-vehicle inspections and handed its fleet over to authorities in NSW and Victoria for checks.

304 Vehicles, 244 Defect Notices

NSW Roads and Maritime Services has so far inspected 304 Cootes vehicles. There have been 244 defect notices issued for problems with brakes, tyres, suspension and fuel leaks. Most have been repaired or are undergoing repairs and then, once declared safe by the regulator, they can return to service. In Victoria, VicRoads inspected 205 vehicles on October 8 and issued 181 defect notices, 136 of them major. By Monday, 54 of 79 grounded vehicles had returned to work. "The inspections were done with remarkable diligence by authorities, as you would imagine, given the circumstances," Rowsthorn said at the Financial Review and Macquarie Future Forums Transport lunch in Sydney on Wednesday. "Now we are sitting down and dusting ourselves off and really putting us into a position where we have to go to zero tolerance, a belts and braces approach." The crash appears to have taken a personal toll on Rowsthorn, whose focus now is on safety rather than an imminent float. "Accidents happen throughout transport life, but this one was really, really awful," he said at the lunch on Wednesday. "It was just dreadful, awful and very sad as you can imagine for all parties, particularly the families." The large number of defects in the prime movers and trailers has raised questions about McAleese's management as well as CHAMP, which sold McAleese the fleet. One criticism sometimes made about private equity, in general, is it can try to milk too much profit from a businesses before a sale, resulting in damage to core operations. CHAMP strongly argues it ran the business properly. But in an environment where oil companies such as Shell and BP are under pressure to drive down costs, and in an industry where deadly accidents occur with unfortunate regularity, there are plenty of factors that could contribute to an incident like that at Mona Vale. Cootes was founded in 1965 by 23-year-old Victorian entrepreneur Ian Cootes, who used his own truck to deliver fuel to BP. Over time, he built it into Australia's largest fuel delivery company, and one that trucking industry insiders and union leaders agree set a gold standard for safety. "We wanted perfection all of the time in the standard of our equipment, the standard of our staff – that encompassed, naturally, the drivers, the workshops, the supervisors, the operations people, the girls in the office," Cootes says. "Everybody was hand selected. Every asset was properly cared for. Every property was perfectly maintained and landscaped. It was all about having pride in the work we were entrusted to do."

Sold to Ion

He sold the business to listed conglomerate ION in 2001 for \$30 million in cash and shares and agreed to stay on to join the company's board. He remained a director until October 2004, a few months before ION collapsed into administration. Before its collapse, ION tried to sell its Cootes and Liquip businesses. They were the best assets and therefore the easiest for the failing company to sell. CHAMP was in talks with ION before it collapsed and ultimately the administrator completed the sale for about \$155 million in early 2005. Cootes recalls that when he was involved, there wouldn't have been any prime movers – the vehicles that haul a trailer or tanker – more than five years old. "A lot of them were much newer than that," he says. Cootes was sold to McAleese last April. A CHAMP spokesman said its policy was to replace its prime mover fleet, on average, every eight years. "The company continued with this policy and the average age of Cootes's prime mover fleet at the time of CHAMP's exit in April 2012 was approximately 6.5 years," he says. The age of the vehicles rose to more than seven years under McAleese's ownership. In findings in November 2011 on the Batemans Bay crash, NSW Deputy State Coroner Carmel Forbes recommended retrofitting all vehicles with an electronic stability control system that would cost \$5000. The average value of a prime mover is \$200,000 and \$180,000 for a fuel tanker trailer. "I note the general manager of Cootes Transport has given evidence that all of their fleet will be retrofitted," Forbes said. While speed was believed to be a cause of the crash, she said the police found no evidence a defect caused the tanker to roll. The CHAMP spokesman said all new prime movers bought after the 2009 incident were fitted with electronic stability control systems. It started retrofitting the equipment before the coronial inquiry finished. The program was in progress when the business was sold last year. It isn't clear whether the truck involved in the Mona Vale crash, that ran out of control on an incline this month, had such a system installed. McAleese



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won't comment while the investigation is under way, but it has said it will spend another \$45 million upgrading its fleet over the next three years. For all of the public attention McAleese has received in relation to Cootes since the October 1 accident – including state inspections of trucks finding dozens of faults – it is a relatively small part of the group's business. Cootes accounts for about one-third of revenue and far less in earnings before interest, tax, depreciation and amortisation (EBITDA) because profit margins in fuel transport are slim. Other businesses, including mining haulage, are more profitable. Accounts filed with the corporate regulator show Cootes was profitable in the 2009, 2010 and 2011 financial years under CHAMP's ownership despite paying hefty interest charges on debt facilities. EBITDA margins fell from 5.4% per cent in 2009 to 4% per cent in 2011. In the early days of the business, contracts with Shell, BP and Caltex were agreed on a gentleman's agreement. By the early 2000s, the game changed. Standard contracts were for three years with a one-year option to renew and then placed back out to tender by the oil companies, keen to drive down costs and award the work to the lowest bidder. "In my last little while of running the company, that is when I saw the procurement people coming in that were specialist in that field, and it was about getting the best price that was available," Cootes says.

'Drivers Being Sweated'

Many of the Cootes contracts have been put up for tender on a regional basis. Rivals such as Linfox, Toll, Scotts and Hawkins Fuel will likely compete for business. Oil industry sources suggest the latest accident won't cloud their view of Cootes, but McAleese also wants to ensure it receives high enough prices to allow it to continue with its planned investment program. TWU national secretary Tony Sheldon said McAleese faces a tough task getting the business back on track, given the competitive environment. "McAleese, over the last 18 months, has been trying to reconfigure the business but you can't turn a business around in 18 months while meeting client demands for low costs," he says. "Trucks and drivers are being sweated to try to win those contracts." The CHAMP spokesman said Cootes's occupational health and safety record and reputation had been its "single most important asset" during its ownership and was key to its major oil customers and retaining its No. 1 market share. He rejects any suggestion the fleet was run down under CHAMP's ownership. Mark Tobin, an analyst at Wilson Asset Management who has met with the McAleese team to consider an investment in the float, says investors understand accidents are an unfortunate part of trucking. Federal government statistics show in the 12 months ended March 31, there were 229 deaths in heavy truck crashes across Australia. Not all were the fault of the truck drivers or their equipment; in many cases, other vehicles were at fault. Big companies are not immune to such safety issues. The last Toll annual report, for example, shows three of its contractors and one employee died in trucking accidents in 2012-13. "Before this accident I don't think safety would have been a major concern on investors' minds assessing the McAleese IPO," Tobin says. "Mark Rowsthorn has been involved in transport for 30 plus years. He wouldn't have been such a successful operator if he was ignoring safety. [Oil] companies just won't deal with cowboys." McAleese will need to go update its prospectus to provide investors with more information about the accident, the faults found in its fleet by regulators and the crash investigation. It seems increasingly likely any listing will be postponed until 2014.

Related Stories

- [Crash Puts McAleese Float on Hold](#) [Sydney Morning Herald 24/10/2013]
- [Cootes truck grounding hits brakes on fuel supplies](#)
- [McAleese delays float after grounding tankers](#)
- [McAleese IPO going ahead despite fatal crash](#)
- [McAleese to review fleet safety ahead of float](#)

http://www.afr.com/p/business/companies/brakes_on_mcaleese_float_after_crash_gDAAZ3Yj6F9l7rCPJuInhK

USA, KY, PINER, OCTOBER 24 2013. OVERTURNED GASOLINE TANKER CLOSSES ROAD

Dixie Highway is closed due to an overturned gasoline tanker which is leaking. People are being asked to stay inside during the cleanup. Kenton County Police say the tanker crashed on US 25 near the Kenton and Grant County lines around noon on Tuesday. The truck driver says he swerved to avoid another car at the time of the crash. Police say he will not be charged. The driver did suffer some minor injuries. He was taken to the hospital. The truck was carrying 8,000 gallons of gasoline. About 300 gallons leaked out of the tanker. Crews are using foam to stabilize the gas. The crash also brought down live power lines. They are no longer live. Police say the road will be closed for several hours. There is currently no access to Old Lexington Pike or Derby Drive. Drivers are advised to avoid the area.

<http://www.local12.com/template/cgi-bin/archived.pl?type=basic&file=/news/features/top-stories/stories/archive/2013/10/ympXch6E.xml>



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USA, TX, CORPUS CHRISTI, OCTOBER 24 2013. STUDENTS PROTECT INLETS FROM OIL CONTAMINATION



NSCS Students Setting Up Oil Boom

A new Texas Tidal Inlet Protection Strategies (TIPS) program, being developed by researchers at Texas A&M University-Corpus Christi, will soon be in place to protect our state's sensitive bays and estuaries from the potential harm of offshore oil spills. The bays and estuaries of the Texas coast serve as nurseries for several species of marine organisms including sport fish. These estuaries are connected to the Gulf of Mexico through various inlets. An oil spill in any of these sensitive habitats has the potential to kill fish and even shut down popular tourist areas. A spill could create a threat, not only to the tourist economy, but if it is near a large inlet like the shipping channel, it has the potential to interrupt shipping traffic. The National Spill Control School (NSCS) at Texas A&M University-Corpus Christi received a \$144,430 grant from the Texas General Land Office to create the oil protection plan for the Texas coast. The project will cover twenty-two inlets from the Rio Grande River to the Sabine River. Mr. H.A. Tony Wood, Director of the NSCS, and Dr. James C. Gibeaut, Endowed Associate Research Professor for the Harte Research Institute at Texas A&M-Corpus Christi, will serve as the primary investigators for the project. Under the TIPS program, researchers will develop specific plans for each tidal inlet detailing how to contain and possibly divert spilled oil before the connecting bays, estuaries, and rivers are affected. "These inshore marine species are at the base of the marine food chain and support sport and commercial fisheries, ecotourism, and the quality of life for everyone who lives in or visits the Texas coast," said Mr. Wood. "Protecting them in the event of an oil spill will be of paramount importance." The information gathered by the NSCS will aid the oil spill response community by identifying resources and action guidelines during spills for each of the coastal inlets. This information will result in reduced response time, unity among responders, and reduced risk to coastal resources. The action guidelines will make sure the oil is removed while it is still in the water, as this is much easier, than removing it from the tidal inlet shorelines, flats, mangroves, inland bays, and estuaries. "This research will help our university students gain valuable experience in environmental response planning," said Mr. Wood. Mr. Wood has over 31 years' experience as an environmental and safety consultant. He became the Director of the NSCS and an Adjunct Professor of Environmental Science for the University in 2010. Dr. Gibeaut has consulted with the State of Alaska and the National Oceanic and Atmospheric Administration on matters concerning the Exxon Valdez oil spill. Gibeaut has over 25 years' experience in collecting data from coastal areas.

<http://www.marinelink.com/news/contamination-students360135.aspx>

BERMUDA, HAMILTON HARBOR, OCTOBER 24 2013. DIESEL SPILL CAUSED BY FAILURE IN FUELING LINE

Photo's [7] [Fuel/Oil Spill In Water On East Broadway](#)



The cause of [last night's \[Oct 22\] diesel spill](#) into Hamilton Harbor was a failure in the fueling line while ferry boats were being being fuelled, the Government said this morning. Clean up will continue today, with more absorbent boom and pads being deployed near the Blue Water Anglers Club and other areas. As [Bernews previously reported](#), the spill occurred at approximately 10pm last night, with the Government saying it happened while the ferry boats were being fuelled in the vicinity of RenRe and East Broadway. A statement from Government this morning said, "The Department of Marine and Ports immediately sent 12 personnel to the site who deployed absorbent boom around the ferry dock area. The absorbent boom is successfully containing much of the spill. "As of 9am this morning, the old absorbent pads from last night have been removed and will be replaced later this morning with new ones. "More absorbent boom and pads are

being brought up from Penno's Wharf to deploy near the Blue Water Anglers Club and other areas. The new pads and boom will be used to address areas of sheen that are visible in the vicinity." "The precise volume of diesel that was released into the Harbor will be known at a later date when the Department of Environmental Protection has simulated the fault that occurred." You can view [our coverage from last night here](#), and the Government's full statement is below:



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At approximately 10pm yesterday night a spill of Diesel occurred while the ferry boats were being fuelled in the vicinity of RenRe and East Broadway. The Department of Marine and Ports immediately sent 12 personnel to the site who deployed absorbent boom around the ferry dock area. The absorbent boom is successfully containing much of the spill. As of 9am this morning, the old absorbent pads from last night have been removed and will be replaced later this morning with new ones. More absorbent boom and pads are being brought up from Penno's Wharf to deploy near the Blue Water Anglers Club and other areas. The new pads and boom will be used to address areas of sheen that are visible in the vicinity. Currently, the oil slick within the boomed area of the ferry dock is now only noticeable hard up against the eastern edge of the concrete dock that juts out into the harbor. The Departments of Environmental Protection and Marine and Ports are currently at the site today to assist where necessary. It was decided this morning that there is not sufficient quantity to make any retrieval of diesel via a skimmer worthwhile. The cause of the spill was a failure in the fueling line, which was thought to have been leaking for approximately 20 minutes during fueling. The precise volume of diesel that was released into the Harbor will be known at a later date when the Department of Environmental Protection has simulated the fault that occurred. Volatile Organic Carbons (VOC's) measured in the air were low (<10ppm) which is expected for a Diesel fuel. Environmental Health and Occupational Health will conduct a full review of the incident.

 **Related Stories** [Clean-Up Continues after Hamilton Harbour Oil Spill](http://bernews.com/2013/10/diesel-spill-caused-by-failure-in-fueling-line/)
<http://bernews.com/2013/10/diesel-spill-caused-by-failure-in-fueling-line/>

USA, OH, CINCINNATI, OCTOBER 24 2013. US 25 REOPENS IN KENTON COUNTY AFTER FUEL TANKER SPILL

brian mains

People in the area of Old Lexington Pike and Derby Road off of US 25 found themselves with no road access to their homes, and without power, Tuesday afternoon. Shortly before noon a tanker filled with 8,800 gallons of fuel overturned in Kenton County, closing down US 25 for at least 6 to 8 hours. Hazmat crews reported at least 300 gallons of gas spilled from the tanker. US 25's closure resulted in Derby Road residents unable to get home because US 25 provided the only access to their street. In addition, 100 homes in the area were temporarily without power. The road reopened after several hours Tuesday night and power was restored in the area.

<http://www.wcpo.com/news/local-news/kenton-county/kenton-county-police-respond-to-possible-fuel-tanker-leak-at-us-25>

CANADA, NL, CHANGE ISLANDS, OCTOBER 24 2013. ADDITIONAL OIL SLICK SPOTTED OFF CHANGE ISLANDS

christy boyd

According to eye witnesses there was an oil slick spotted in the vicinity of Change Islands on Oct. 18 where the Manolis L sank in 1985. The Canadian Coast Guard (CCG) has been monitoring the situation since the first report of an oil slick was detected last April. Sam Whiffen Communications Fisheries and Oceans Canada stated in an email on Oct. 17 the CCG Environmental Response used an underwater remote operated vehicle (ROV) as part of a scheduled survey of the hull of the Manolis L to determine if the neoprene seals were holding and the coffer dam that was put in place to stop the seeping of oil is working properly. Mr. Whiffen indicated that the inspection found that these measures were still holding since being completed last May. The CCG received the report of the oil slick on Oct. 18. A light oil sheen was confirmed on top of the water consisting of about one litre of oil by a Transport Canada surveillance flight. On Oct. 20 the CCG ship Cape Roger was in the area and confirmed small amounts of oil on the surface. Samples were taken, but Mr. Whiffen noted the oil was deemed unrecoverable. Mr. Whiffen also added that an aerial surveillance flight over the site of the sunken ship on Oct. 21 was unable to detect any oil or oil sheen on the surface. There haven't been any oiled birds or marine animals seen and a bird hazing device remains in place to scare wildlife away from the area. Environment Canada's Integrated Satellite Tracking of Polluters (ISTOP) uses satellite imagery to analyze pollution, if any, in coastal waters. The ISTOP program did not find any pollution in the area near Change Islands. Mr. Whiffen stated the CCG continues to monitor the Manolis L site and further aerial surveys are planned, weather permitting. In a telephone interview with the Pilot Bonavista-Gander-Grand Falls-Windsor MP Scott Simms said, "I have already received pictures from people from the area, they are out in boat and have showed me oil slicks that are there. "My only problem is I am getting word from constituents who are out on the water showing me these pictures. It doesn't look good, it's coming from something, where it's coming from I don't know. If this is something new than it's equally alarming." MP Simms is prepared to zero in on the Department of Environment and Conversation when he returns to Ottawa next week. He said, "I would like for the Environment department to give us an idea of what they plan to do in the spring. They have to give us



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some kind of timeline for what will be done and if it's the Treasury Board that has to give us the money then allow them to speak." The ideal form of communication right now for MP Simms would be a public hearing with people to give them some reassurance of what will be done about the Manolis L. "It's a waiting game," he said, "but it's one thing to wait as long as we know where the government is right now and what their plans are makes the waiting a little bit easier, but when there are no answers it makes people a little more nervous."

<http://www.nlnewsnow.com/News/Local/2013-10-22/article-3436213/Additional-oil-slick-spotted-off-Change-Islands/1>

CANADA, B.C, VANCOUVER, OCTOBER 24 2013. BLACK-MARKET GASOLINE RACKET INVOLVES EXPLOSIVE RISKS

sam cooper

 **Watch the Video's:**

- ['Black Market' Gas Poses Serious Safety Risks: Officials](#)
- [Thieves Reselling Stolen Gasoline in Metro Vancouver](#)
- [VPD Seek Men Who Fled Van after it Crashes, Catches Fire on Vancouver Street](#)



Vancouver firefighters battle a blaze in a van on Oak Street near 53rd Avenue in early October. Police say fumes from hundreds of litres of fuel stowed in the hollowed-out van caused the vehicle to ignite, leaving two Coquitlam men, aged 19 and 25, hospitalized with 'life-altering' burns.

As driving costs soar police are seeing a wave of black-market fuel thieves plundering Metro Vancouver gas stations in gutted vans altered to become "mobile Molotov cocktails." This week Vancouver police impounded two vans sloshing with massive containers of concealed gas, catching young drivers red-handed with hundreds of stolen credit cards. The cases, both occurring in south-central Vancouver, closely resemble a third incident in the same area early in October. In that case fumes from hundreds of litres of fuel stowed in a hollowed-out van caused the vehicle to ignite, leaving two Coquitlam men, aged 19 and 25, hospitalized with "life-altering" burns. Vancouver Const. Brian Montague says police believe crooks ranging from low-level freelancers to organized crime members are involved in a network of black-market gas suppliers. The profits can be big, Montague said, and the risks to the public enormous. The scheme works like this. Thieves steal credit cards and load data on to phoney magnetic

pay-cards. Large vehicles are gutted and rigged to hold makeshift containers — the one impounded in Vancouver on Tuesday had a 1,000-litre tank — so that thieves can steal gas while appearing to fill their engine tanks. Drivers move quickly, filling up multiple times at a single station, about \$50 per pump so as not to trigger suspicion, before moving on. Within a few hours vans filled to the brim with stolen fuel drive into warehouses run by criminal wholesalers, tucked away in industrial areas. Gas is sold at 50-per-cent off to wholesalers, who then sell from jerry cans to individuals, or to shady business operators with fleets of vehicles to fuel. Thieves can also sell smaller quantities of gas on the Internet, or to networks of friends. "This could be very lucrative, depending on your network, your customer base, and your market supply and demand," Montague said Wednesday. "You could compare it to a drug dealer, but as opposed to a drug dealer's supply, there is no real cost to obtaining the gas product, in these cases. So if you are selling it for 60 cents on the litre, from a 1,000-litre tank, there is \$600 profit, untaxed cash, in a few hours." The driving routes in recent cases in Vancouver seem to suggest a wholesaler in Richmond could have been the final destination for stolen fuel. That is allegedly what happened in a 2010 case. Vancouver police arrested 24-year-old Vancouver man Lucas Sui Lun Cheng, allegedly "a key player in a sophisticated fraud scheme operating in the Lower Mainland." Cheng was accused of being "the mastermind" behind a ring using counterfeit credit cards to buy gas at stations across the Lower Mainland, and using a special container inside a cube van designed to hold hundreds of litres of gasoline. The van was driven to a warehouse in Richmond where gas was distributed into jerry cans and sold at a discount, police alleged. In another case this February, undercover Langley RCMP officers tailed a truck carrying stolen gas to north Richmond before the suspect crashed and fled. In the recent wave of gas thefts, a Lower Mainland woman, who can't be named for work reasons, coincidentally experienced two separate incidents. She told The Province that on Monday she witnessed Vancouver police take down a van at a gas station near the Knight Street bridge while she was driving home from work. "The police had



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this individual, and you could see the back of his van open, with what looked like a large red water container in the back," she said. The woman said the earlier incident involved the theft of her purse from a gym locker last week. Thieves racked up \$315 in charges at a single Chevron within 30 minutes. She said the individual purchases ranged from \$40 to \$49. "Safety-wise," she said, "it's very scary to think you can be on the road with other makeshift vehicles that have these huge tanks of gas just rolling around in the back." Montague explains the danger by pointing to the case two weeks ago, in which a van exploded into flames on Oak Street near 53rd Avenue. "Two people were very badly burned, and it wasn't a result of an accident," Montague said. "That van was fully engulfed just driving down the street, so obviously fumes can build up, and it doesn't take much to ignite those vapours." Unlike the two cases this week, police will be challenged to press charges in that case. "Yes, there were large quantities of gas, but being able to prove where it came from becomes very difficult when potential evidence goes up in flames," Montague said. "But they've paid a very high price, I think, with life-altering injuries."

Related Stories

- [Vancouver Police Arrest Manin Suspected Gasoline Scheme](#)
- [Vancouver police arrest man at gas station and uncover 'gasoline scheme'](#)
- [Two turn up in hospital with serious burns after van crashes and explodes on Oak Street](#)

<http://www.theprovince.com/news/Black+market+gasoline+racket+involves+explosive+risks/9074297/story.html>

USA, IND, LAKE STATION, OCTOBER 24 2013. TOLL ROAD REOPENS AFTER TRUCK CRASH, FIRE

michelle l. quinn



A crane was brought in to remove the burned-out wrecked of a truck cab after an accident Tuesday on the Indiana Toll Road.

A man driving a tanker truck was injured Tuesday morning in a three-truck accident that closed the Indiana Toll Road for about three and a half hours in eastern Lake County, according to the Indiana State Police. The accident occurred about 10:50 a.m. on the Toll Road near Mile Marker 21, just east of the I-80/94/Ripley Street exit, said Sgt. Jeff Dolson of the Indiana State Police post at the Toll Road. The injured driver was Dan Donverse, 32, of Paw Paw, Mich. He was driving a 2009 Kenworth pulling a tanker carrying salt when exiting traffic slowed down, said Indiana State Police Sgt. Ann Wojas, who was at the scene. Donverse, unable to slow down in time, struck the rear trailer of a 2010 Sterling semi pulling double trailers. That rig was driven by James E. Filbert, 61 of Boardman, Ohio. Filbert's trailers collided, causing Donverse to lose control and veer to the left, Wojas said. Debris thrown from Donverse's truck hit and damaged a third truck also driving in the right lane. That semi pulling a box trailer was driven by Edward W. Bohnke, 52 of New Haven, Ind. Donverse then hit the guard rail and concrete median barrier, which caused his cab to catch fire. Two unknown passersby were able to pull Donverse from his cab. He was taken to St. Mary's Medical Center in Hobart with a broken arm, broken leg and cuts to his head and face. Donverse's tanker was owned by Rose Cartage Services out of Lansing, Ill. Though his cab was destroyed by fire and had to be lifted away from the scene by a crane, none of his load was lost, police said. Filbert suffered minor injuries; he was treated at the scene. His semi is owned by ABF Freight Systems out of Waterbury, Conn. Bohnke's semi is owned by Reba Transport out of Berne, Ind. His truck was loaded with furniture, and none of his cargo was lost. During the investigation and cleanup, westbound traffic was diverted off the Toll Road at Mile Marker 23, the Willow Creek Road exit, and was detoured onto I-94. Eastbound lanes also were blocked during the cleanup, with troopers helping motorists make U-turns as they approached the accident scene. Both eastbound and westbound lanes re-opened about 2:30 p.m.

<http://posttrib.suntimes.com/23291407-537/toll-road-reopens-after-truck-crash-fire.html>

SOUTH KOREA, SEOUL, OCTOBER 24 2013. SELF-SERVICE GAS STATIONS MULTIPLY

 **Watch the Video** [Number of Self-Service Gas Stations Quickly Rising in Korea](#)

The number of self-service gas stations is rising quickly in Korea. For the first time, self-service stations now make up more than 10 percent of all gas stations in the country. Over the last six years, the number of self-service gas stations has increased exponentially from just 59 stations in 2007 to more than 13,000. "With rising gasoline prices and increased competition, it's hard for gas stations to survive, so self-service stations have been increasing since they cut labor costs and other expenses



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that go into a full-service station," the owner of a gas station said. Many of full-service gas stations are feeling the pinch. More than 600 are temporarily closed or have shut down this year.

http://english.chosun.com/site/data/html_dir/2013/10/23/2013102301553.html

USA, N.H, LANCASTER, OCTOBER 24 2013. NH GUNPOWDER PLANT OWNER CONVICTED IN FATAL BLAST



In this May 14, 2010 file photo, rescue vehicles stand outside a gunpowder plant after an explosion at the plant killed two people in Colebrook, N.H. The owner of the Black Mag plant, Craig Sanborn, 64, of Maidstone, Vt., was convicted of negligent homicide on Wednesday, Oct. 23, 2013.

The owner of a gunpowder plant where an explosion shook nearby buildings and killed two workers was convicted on Wednesday of negligent homicide and manslaughter. Craig Sanborn owned the Black Mag plant in Colebrook, where the 2010 explosion killed 56-year-old Donald Kendall, of Colebrook, and 49-year-old Jesse Kennett, of nearby Stratford. The force of the explosion rattled buildings and sent plumes of black smoke into the air. Dozens of homes were evacuated, and firefighters couldn't get close to the burning site for several hours because ammunition was exploding. Prosecutor John McCormick argued that Sanborn, who was found guilty by a jury in Coos County Superior Court,

had been motivated by profits. "Obviously, we're pleased the jury came back with guilty verdicts and that justice was done for the victims' families," McCormick said after the verdict. McCormick told jurors that Sanborn, of Maidstone, Vt., was reckless in manufacturing, testing and storing the black powder and failed to adequately train and protect workers. He told them Sanborn also was trying to meet conditions of an ambitious and lucrative contract for which he'd already received a \$300,000 down payment. Sanborn's lawyer, Mark Sisti, countered that the explosion could have been caused by employee error, a stray piece of metal that created friction inside a machine, a worker smoking in violation of the rules or a machine that was running too fast. He noted that Sanborn was in North Carolina the day of the explosion and had no control over the plant or the conditions that led to the blast. He said he and his client were "disappointed" after the verdict. "We were shocked," he said. "And, of course, we will be preparing for an appeal." Sanborn, 64, faces up to 30 years in prison on each of two counts of manslaughter and up to seven years on each count of negligent homicide. A sentencing date has not been set.

<http://www.boston.com/news/local/new-hampshire/2013/10/23/gunpowder-plant-explosion-trial-wrapping/6dmjhEJqYBtXgstZa1d0SN/story.html>

USA, N.H, PORTSMOUTH, OCTOBER 24 2013. N.H., MAINE, TANKER OWNER AGREE TO MEDIATION

The owners of a tanker that struck a bridge connecting New Hampshire and Maine has agreed with the states to mediation. The owners have been seeking a \$2.4 million refund from the two states for the bond posted to release the vessel after the collision into the Sarah Mildred Long Bridge on April 1. The states sued the owners, saying the crew didn't secure the tanker properly. The owners of the Portuguese oil tanker MV Harbor Feature had said the two states are guilty of negligence. A trial has been scheduled for next year if the parties can't reach an agreement. The Portsmouth Herald reports the states and the tanker owners have agreed to mediation, a process that they expect to conclude by the end of next month.

http://www.fosters.com/apps/pbcs.dll/article?AID=20131022/GJNEWS_01/131029813/-1/FOSNEWS

AUSTRALIA, N.S.W, SYDNEY, OCTOBER 24 2013. ACID FEARS FORCE EVACUATION OF SYDNEY'S UNIVERSITY OF TECHNOLOGY CITY CAMPUS >> CRYSTALLISED PICRIC ACID



Map: [Ultimo 2007](#)

 [Watch the Video Fire Superintendent Tom Cooper discusses UTS chemical scare \(ABC News\)](#)

Two small bottles of acid have forced the evacuation of around 5,000 staff and students from the city campus of Sydney's University of Technology amid fears of an explosion. Police says about 11am (AEDT) university staff found two bottles of picric acid had been exposed to air and crystallised, making them unstable. Authorities blocked off several streets surrounding the university in the inner-city suburb of Ultimo for about 45 minutes while police, firefighters and a hazardous materials team attended the scene. Superintendent Tom Cooper from Fire and Rescue NSW says the risk was serious enough to evacuate the tower and another UTS building. "They've opened up a cupboard in the basement of the building that contains some picric



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acid. We've got two 250 millimetre bottles of picric acid that have started to crystallise," he said. "The danger with this product is when it crystallises and comes into contact with air, when it dries out it can become explosive if it's moved. "As a precaution we've called in the bomb squad to help us with this issue, as they're the experts in this field." He could not confirm whether an explosion of such a small quantity of the acid could potentially bring down the tower, but said the fumes were another potential hazard. "I can't comment on the structural integrity of the building but it could cause an explosion and we won't take any risks," Superintendent Cooper said. "This product is highly toxic and we don't want to cause any further damage to the environment. "There are other containers of this product in this particular basement that are safe. If there is an explosion we could have an escape and that is what we are trying to prevent." The police bomb squad later confirmed the acid had been made safe and taken away for a controlled explosion.

<http://www.abc.net.au/news/2013-10-24/acid-spill-forces-evacuation-of-uts-in-sydney/5042960>

USA, CA, HOLLYWOOD, OCTOBER 24 2013. GAS HUFFING TRUCK OWNER PLUGGED IN PHONE CHARGER, SPARKING BLAST

dennis romero

 **Watch the Video's:**

- [North Hollywood Truck Blast Tied to Cellphone & Man Huffing Propane](#)
- [North Hollywood Residents Return Home after Mysterious Explosion](#)



Cue the banjo music people, because this one's a knee-slapping doozy.

Remember [that mysterious explosion we told you about yesterday? It blew a pickup truck to smithereens and rocked a North Hollywood neighborhood](#) for nearly a mile around. LAPD Sgt. Glenn McNeil told us the area around the truck "looks like a blast site." Well, the mystery of the Nissan Titan bomb has apparently been solved:

An LAPD officials tells us a man walked into the North Hollywood Division station Tuesday with burns on his head. He admitted that he sparked the blast by plugging a cellphone charger into his truck's cigarette outlet, the official said. He said he had been huffing propane when the propane tank supplying him exploded. Oops? Who huffs propane, anyway? Miraculously, not only did the alleged genius survive, but he walked out of said police station without being arrested, the cop said. It happened about 5 minutes after midnight yesterday in the backyard of a house at 11318 Miranda St. in North Hollywood, police said. The explosion blew the roof off the truck and shattered neighbors' windows,

according to police. Besides the owner's burns, there were no injuries reported. The vehicle hadn't been moved in awhile, police told us, and was being used to store stuff. "It was deemed an accident," the LAPD official said today. Fade out banjo music.

[Added at 4:32 p.m.]: *Bring the banjo music back for just a minute.* The LAPD released a statement this afternoon saying the man in question was treated by paramedics for burns. According to the department:

"The 22-year-old male received moderate burns to his arms, face and respiratory trauma. He was attempting to use propane for recreational purposes".

Yep.

 **Related Stories**

- [North Hollywood truck blast tied to cellphone and man huffing propane](#)
- [North Hollywood residents return home after mysterious explosion](#)
- [Explosion in parked pickup truck rocks North Hollywood neighborhood](#)
- [Explosion in pickup truck shatters windows in LA](#)
- [North Hollywood Explosion Apparently Caused By Man Huffing Gas](#)
- [Man Exploded Truck In North Hollywood While Charging Cell Phone](#)
- [Gas Huffing Truck Owner Plugged in Phone Charger, Sparking Blast](#)

http://blogs.laweekly.com/informer/2013/10/huffing_truck_explosion_north_hollywood.php



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