



Dangerous Goods - Hazardous Materials Group & Network Release 2013 – 1,017 Newsy Stuff

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

November 8 2013



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MEXICO, JALISCO, TLAJOMULCO, OCTOBER 31 2013. MEXICO EVACUATES 5,000 FOR GASOLINE PIPELINE LEAK

mark stevenson



A geyser of gasoline spews from a state-owned pipeline at a field in Tlajomulco, Mexico, Wednesday, Oct. 30, 2013. Authorities were forced to evacuate thousands of residents living near the pipeline after the large gasoline leak. Officials blamed the accident on fuel thieves tapping into the pipe. The gasoline did not catch fire and there were no immediate reports of injuries.

A geyser of gasoline spewed into the sky from a state-owned pipeline in western Mexico, forcing officials to evacuate about 5,000 people Wednesday. Authorities blamed the accident on fuel thieves tapping into the pipe. Gasoline plumed above a field close to a housing development in Tlajomulco, a town near Guadalajara, which is Mexico's second-largest city and the capital of Jalisco state. The fuel did not catch fire, and crews were able to shut down the flow of gasoline in the pipeline, which was leaking about 150 years (meters) from some homes. There

were no reports of injuries. "There's a lot of odor of gasoline in the entire area," Jalisco state Interior Secretary Arturo Zamora said, adding that the evacuation area was "approximately in a radius of 1 kilometer (half mile)." On its Twitter account, the state-owned Petroleos Mexicanos oil company, known as Pemex, wrote that the leak "was caused by a clandestine tap." Emergency personnel erected a sand-bag barrier around the leak to contain the gasoline and prevent it from contaminating more soil or entering storm drains. In 1992, gasoline leaked into Guadalajara's drains and ignited, effectively creating a bomb 6 miles (10 kilometers) long that demolished 1,000 homes and killed at least 210 people. Pemex said it closed the nearest valves to isolate the leak and reduce pressure. Jalisco Gov. Aristoteles Sandoval said later that the leak "is now 100 percent controlled." "This was due to a fuel robbery, and we are going to go after the thieves" Sandoval said. "We have already detained several organized gangs" and "are calling on the public not to buy stolen gasoline, not to buy gasoline outside official gas stations." On some Mexican highways, vendors known as "huachicoleros" stand under palm-frond shacks selling stolen gasoline or diesel to passing motorists. "Clearly, organized crime is behind this," Sandoval said of the latest incident. He said investigators had found fuel containers in a nearby abandoned house. Pemex has suffered a huge problem with illegal taps drilled into fuel pipelines. In July, the company said 1,421 illegal fuel taps were discovered in the first six months of this year, almost twice the 722 taps uncovered in the same period of 2012. Experts say that given the skill and timing required to tap into high-pressure pipelines, it is likely thieves are getting advice and inside information, if not outright help, from people inside the company. Pemex announced Wednesday that 39 company employees and nine subcontractor drivers of fuel delivery trucks had been arrested on suspicion of fuel theft in the neighboring state of Guanajuato. In a statement, Pemex said the drivers and Pemex employees were accused of falsifying weight measurements on loaded tanker trucks at a Pemex distribution facility in the city of Salamanca. Prosecutors seized 10 tanker trucks, it said.

Related Stories

- [Mexican Authorities Arrest 39 Pemex Employees in Fuel-Theft Sting](#)
- [Thousands evacuated after Pemex gasoline leak in western Mexico](#)
- [Mexico evacuates 4500 for gasoline pipeline leak](#)
- [Mexico Gasoline Pipeline Leak Forces Thousands to Evacuate](#)

<http://www.miamiherald.com/2013/10/30/3720531/mexico-evacuates-4500-for-gasoline.html>

USA, ORE, FLORENCE, OCTOBER 31 2013. FLORENCE HOSPITAL FINED FOR FUEL TANK, THE FACILITY, NOW OWNED BY PEACEHEALTH, OPERATED FOR 24 YEARS WITHOUT A STATE PERMIT

saúl hubbard

The state Department of Environmental Quality has levied a \$6,676 fine against Peace Harbor Medical Center in Florence for operating an 8,000-gallon underground fuel storage tank for more than 24 years without obtaining the necessary state permit. DEQ officials also claim Peace Harbor missed a 1998 deadline to upgrade all the tank's metal parts to prevent corrosion and tank failure. But the medical center, operated by PeaceHealth, which is based in Vancouver, Wash. is appealing the penalty. The center's director of facilities, Pat Kirby, claims correspondence between the hospital and the state dating back to 2002 shows that state officials were aware of the storage tank and told hospital officials that the hospital was compliant, at that time, with state law. The two parties are set to meet next month to discuss Peace Harbor's appeal of the civil penalty. Peace Harbor



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already has paid the state \$1,700 to cover its missed permit fees dating back to 1989. The issue of the tank came to light earlier this year when Peace Harbor applied to have the tank decommissioned, because the 21-bed hospital is installing a new central utility plant. The tank had been used to store fuel for an emergency generator. Since 1989 — the year after Peace Harbor was built — the state of Oregon has required permits for underground storage tanks, said Kieran O'Donnell, a compliance and enforcement officer for the DEQ. "It helps keep (all the tanks) on our radar," he said. Tanks that start to leak or otherwise fail can contaminate groundwater, damaging the environment and possibly harming humans, he said. Every permitted tank in Oregon is checked for leaks "at least every three years" by the DEQ, he added. Kirby said leaks were never a problem at the Peace Harbor tank during his tenure. The amount of fuel in the tank was monitored daily and "any deviance" would have been noticed "almost immediately," he said. When the tank was dug up this summer, it was found to still be "in excellent condition," he added. Kirby said the hospital's initial failure to get a permit for the tank could be due to the short amount of time between the hospital's construction and the new law that required permits. But he said he wasn't aware of any compliance issues until the hospital sought to decommission the tank. According to the state, Peace Harbor has no prior environmental violations.

<http://registerguard.com/rg/news/local/30638224-75/tank-harbor-peace-state-hospital.html.csp>

CANADA, QUE, GRANBY, OCTOBER 31 2013. SMOKE DETERMINED TO BE NON-TOXIC AFTER EXPLOSION AT GRANBY CHEMICAL PLANT

 **Watch the Video** [Raw: Thick smoke after Granby explosion](#)



An explosion at a chemical plant in Granby created thick black plumes of smoke.

Residents of Granby are safe after an explosion at a chemical plant in the Eastern Townships town sent thick, black plumes of smoke into the sky Wednesday afternoon. Residents of as many as 300 homes were told to prepare for an evacuation as smoke filled the air when the explosion led to a fire around 5 p.m. at Aldex Chemical on Laurent St. at Moeller St. in the community about 80 kilometres east of Montreal. Firefighters were called to the scene following a 911 call, explained Granby police spokesperson Guy Rousseau. "For now, all we know is there was an explosion and there was a lot of black smoke going east in Granby, and there is an evacuation of about 300 houses," said Rousseau. There were 10 to 12 workers inside the plant at the time. "Nobody was injured, everyone got out safely," said Rousseau. The fire department confirmed that the smoke was not toxic. A large perimeter was set up around the disaster as firefighters and police worked to contain the scene. The cause of the explosion is not yet known. The plant employs dozens of people. The thick smoke was seen for several kilometres, and continued to burn into the evening. It was brought under control

less than five hours later. Nearby buildings were never in danger, because there is some distance between the chemical plant and other businesses, said Rousseau. Residents of nearby homes were warned they may have to relocate to two nearby schools, but were later told they could remain. "The environment teams have to verify the quality of the air at these areas where the houses have been evacuated," said Rousseau before the evacuation was called off.

<http://montreal.ctvnews.ca/smoke-determined-to-be-non-toxic-after-explosion-at-granby-chemical-plant-1.1520890>

USA, TX LEMONT, OCTOBER 31 2013. OFFICIALS: FIRE AT LEMONT REFINERY CAUSED BY LEAK

erwin sebareuters



Area of refinery where fire started.

A leak of combustible fluid from blistering hot machinery is viewed as the likely cause of last week's fire at Citgo Petroleum Corp.'s refinery in Lemont, according to sources familiar with the investigation. Workers found the leak while replacing a pump last Wednesday in the bottom section of a distillation unit at the refinery, which has total capacity of 174,500 barrels per day. As the leak increased, workers sprayed water on the unit, which typically runs at about 650 degrees, hot enough to melt lead. Despite the water spray, the fluid found an ignition source. The conflagration burned for three hours at the base of the VDU, causing heat distress to the supports. Up to six months of repairs are needed



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and refinery rates will be cut during the work by at least 40 percent, the sources said. "It about burned that VDU up," one of the sources said. The blaze caused no injuries, but it damaged piping interconnecting the VDU with the refinery's crude distillation unit. Citgo did not provide immediate comment. The CDU, the workhorse of the refinery, begins the refining process by breaking oil down into feed for all the other units in the plant. The 75,000 bpd VDU is the first unit taking feed from CDU and is often seen as an extension of the crude unit. The process of operating the CDU while bypassing the VDU, as Citgo plans to do at the Lemont refinery, is often compared to major surgery, and called "cutting out" the unit.

Reduced Runs

Unlike the CDU, which operates at or near atmospheric pressure, the VDU refines residual crude in a vacuum, boosting the yield of motor fuels from a barrel of oil. Along with the CDU and the VDU, most of the refinery's other units, including the 69,000 bpd gasoline-producing fluidic catalytic cracker and 40,000 bpd coker were shut after the fire. By last Friday, Citgo officials had their first good look at the damage from the fire. The damage appeared to be heavy to the VDU and its supports. The piping connecting it with the CDU also appeared to be damaged. It looked as if the refinery wouldn't be able to refine crude for up to six months while repairs were under way. Over the weekend, however, further inspection showed the CDU could likely resume production at a reduced rate, with the VDU cut out for up to six months of repairs. How much of a reduction depends on the refinery's configuration. The cut in production, will be more than the 75,000 bpd capacity of the VDU, the sources said. The refinery's 40,000 bpd delayed coking unit won't be able to take the residual crude from CDU as it is already processing near its capacity. Residual crude coming from the CDU will have to be sold to other refiners. Citgo may also have to shift to a different crude oil for the refinery, which currently processes heavy crude from Canada's tar sand fields, to reduce producing more residual crude.

<http://www.chicagotribune.com/news/local/breaking/chi-officials-fire-at-lemont-refinery-caused-by-leak-20131030,0,6980499.story>

USA, TX, SAN ANTONIO, OCTOBER 31 2013. HAZMAT CONTAINS GAS SPILL AT VALERO



Hazmat crews responded to a call at a Valero on the North side after an 18 wheeler's gas valve broke and gas spilled all over the roadway. Officials say that around 2:30 A.M., the driver was filling the tanker when the valve broke. It happened at the Valero at the intersection of Lockhill Selma and Blanco. Emergency crews used sandbags to contain the spill. Authorities say at least a hundred gallons of fuel were spilled. The spill was eventually contained.

http://www.foxsanantonio.com/newsroom/top_stories/videos/vid_17922.shtml

NEW ZEALAND, WELLINGTON, OCTOBER 31 2013. NZ HELPLESS IN FACE OF OIL SPILL, RENA AUTHOR WARNS

chris gardner

A leading maritime author says New Zealand is woefully unprepared if Anadarko Petroleum Corporation's drilling of the country's deepest-ever oil well just 100 nautical miles off Raglan goes wrong. John Julian, who wrote *Black Tide: The Story Behind the Rena Disaster*, said New Zealand wouldn't cope if Anadarko's drilling in 1500 metres of water went awry. "We aren't ready yet, we don't have the necessary kit at our disposal, and the modest dollar pool that Maritime New Zealand and its political masters had at their disposal has been more than mopped up by the wreck of the Rena," he said. "For, in addition to the staggering sum of more than \$300,000,000 spent thus far by insurers, with a great deal more to come with the removal of the stern section, the Government (New Zealand taxpayer) may be on the hook for as much as NZ\$47,000,000 too." The Rena's impalement on a reef off Tauranga in 2011 resulted in 1700 tonnes of heavy fuel oil being spilled. "As was soon apparent in the aftermath of the Rena incident, we don't own many assets that could be brought to bear. "The only locally-owned vessel made almost instantly available was a self-propelled bunker barge. We need effective guarantees that those invited to prospect for oil and gas in the waters around this country have got what it takes to manage a catastrophe before the Maui's dolphin of Raglan are added to the toll exacted by mankind and its dependence on oil. Raglan residents were last week surprised to learn drilling would start in November without any public consultation and were threatening to picket Anadarko



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when it arrived. The well will be New Zealand's deepest, and comparable to the Macondo well, which spilled an estimated 4.9 million barrels of oil into the Gulf of Mexico during 87 days in 2010 after an explosion that killed 11. Anadarko, with BP, was held liable by a US judge for the spill but denied responsibility for the pollution. Parliament was told in May 2011 by then Acting Minister of Energy and Resources Hekia Parata that the Government did not require a bond from Anadarko before drilling began. Maritime New Zealand would shoulder irresponsibly for containment and clean-up in the event of a catastrophic leak. Anadarko corporate affairs manager Alan Seay said the company was finalising its discharge management plan which would be submitted to Maritime New Zealand before drilling began. "There's been this myth about New Zealand not having enough equipment," he said. Drilling ship the Noble Bob Douglas carried emergency response equipment and was supported by three ocean-going support vessels. It was "very, very unlikely" they would be needed. Labour leader David Cunliffe said the licence process was not transparent enough. "There's not enough information in the public domain for us to be satisfied," he said. "The Government has criminalised protesting against oil companies." The Labour-led Government issued the Texan company a licence in 2006.

<http://www.stuff.co.nz/waikato-times/news/9344598/NZ-helpless-in-face-of-oil-spill-Rena-author-warns>

USA, N.J, WOOD-RIDGE, OCTOBER 31 2013. WOOD-RIDGE GAS STATION IS SHUT DOWN FOR IMPROPERLY STORING FUEL

jim norman

A gas station in [Wood-Ridge](#) was shut down Tuesday after an inspector discovered fuel improperly stored in a plastic trash can, authorities said. A storage tank inspector from the state Department of Environmental Protection visited the Enrite station at 290 Valley Blvd. in response to a citizen complaint about bad gasoline being sold there, said Bob Considine, a spokesman for the DEP. The DEP inspector called the Office of Weights and Measures about the complaint, Considine said, but noticed during the visit that the station had pumped the contents of its underground tanks into 55-gallon steel drums, and when it ran out of drums it pumped about 20 gallons of fuel into a 30-gallon plastic trash container. The spokesman said an employee told the investigator that he was holding the gasoline in the container for customers bringing their cars back for work after gasoline that had been contaminated with diesel fuel was pumped into their vehicles over the weekend. The [Bergen County](#) hazmat team was called and transferred the fuel from the plastic container into a steel drum for storage, the spokesman said, adding that arrangements were made with a contractor to dispose of the fuel in the steel drums on Wednesday. There was no immediate explanation how diesel fuel contaminated the gasoline storage tanks.

http://www.northjersey.com/news/Wood-Ridge_gas_station_is_shut_down_for_improperly_storing_fuel.html

INDIA, ANDHRA PRADESH, MAHABUBNAGAR, OCTOBER 31 2013. 45 KILLED AS BUS GOES UP IN FLAMES ON HYDERABAD-BANGALORE HIGHWAY

d. sreenivasulu

Key Points:

- 350 litres fuel tank explodes on impact.
- Jammed central locking system
- Overtaking a car at a very high speed
- Front wheels burst and it hit a culvert
- Fire swiftly spread across the air-conditioning duct containing neon gas



Rescue operations underway at the bus accident site near Kothakota in Mahabubnagar district on Wednesday. 44 passengers were charred to death when a private bus went up in flames after hitting a culvert.

In one of the worst-ever road accidents in the recent past in Andhra Pradesh, 45 people, including an infant, were burnt to death when a luxury bus run by a private travel agency caught fire after hitting a culvert on the Bangalore-Hyderabad national highway here at 4.55 a.m. on Wednesday. The accident took place when the bus hit the edge of the culvert in the middle of the road while overtaking a car about 135 km from Hyderabad. The force of the collision was such that a railing on the culvert pierced the bus where the diesel tank was fitted, sparking off the fire. Feroze, the driver, stopped the bus ten metres down the road after noticing the



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vehicle was on fire. Eyewitnesses said the fire spread toward the cabin while the passengers huddled at the rear with the glass doors locked. Feroze and the bus cleaner reportedly tried to unlock the doors but in vain. Both of them and five other passengers escaped through the exit near the driver's seat. Other passengers had no escape route and they were engulfed in flames within minutes. Except for the frame and seats, the bus was reduced to ashes as a huge ball of fire rose to the sky. A small group of villagers tried to douse the flames with buckets of water from a nearby tanker, but to no avail. The victims' cries had died down by the time. The vehicle was already destroyed by the time a fire tender from Wanaparthy, 20 km away, reached the spot an hour later. G. Butchanna, one of the two operators at an adjacent electric sub-station, told The Hindu that no one could approach the bus because of the intense heat. He said there were frequent explosions within the bus throughout the 25 minutes of it burned. The Volvo bus had left the Majestic bus terminus in Bangalore around 10.30 p.m. with 49 passengers and two crew members. The seats were reserved for only 42 passengers but seven others purchased tickets on the spot. The bus was scheduled to reach Hyderabad around 7 a.m. As the passengers boarded the bus after dinner, they slept immediately and did not call up their relatives over cell phones later. The relatives reached the site after the news was broken by TV channels and their calls went unanswered.

Helpline Opened for Andhra Bus Fire

The Mahabubnagar district police in Andhra Pradesh have opened a helpline to provide information about the mishap. Following are the helpline numbers: 9494600100, 08542-245927, 245930, 245932.

Related Stories

- [Bus registered in the name of Diwakar Roadlines](#)
- [What prevented people from breaking glass-panes?](#)
- [Five passengers, driver and cleaner escape death](#)
- [Survivors recount tales of horror](#)

<http://www.thehindu.com/news/cities/Hyderabad/45-charred-to-death-as-bus-catches-fire-in-ap/article5287797.ece>

ZIMBABWE, MANICALAND, CHISUMBANJE, OCTOBER 31 2013. 22 DEAD IN ETHANOL TANKER ROAD CRASH



Twenty-two people were killed, many burnt beyond recognition, after an ethanol tanker collided with a truck ferrying mourners in Chisumbanje on Wednesday, police confirmed. A large number of victims were mourners travelling to a funeral in a T-35 truck which side-swiped the ethanol tanker. The mourners are believed to have travelled overnight from Chegutu and were going to bury a relative in Chipinge while the tanker, laden with 25,000 litres of the inflammable liquid, was headed towards Harare. The vehicles collided near Checheche Growth Point along the Tanganda-Chiredzi highway in Chisumbanje, some 20 kilometres from the mourners' destination. Police spokesperson Charity Charamba confirmed the accident but could not give the exact number of victims. "We have heard about the accident but we do not have details,"

Charamba told AFP. Manicaland police traffic co-ordinator Chief Inspector Cyprian Mukahanana said investigations were still in progress although, preliminary investigations were said to be suggesting driver fatigue. Twenty-one victims were burnt beyond recognition. Police said six people had been rescued, but two died on their way to Chipinge District Hospital. Apart from the mourners, a Green Fuel employee and tyre fitter who was with three others in the gutted truck was among people who died on the spot. Said an eye witness: "I was one of the first people to arrive within minutes of the accident and we rescued victims who were in the T35 truck. We retrieved them from the wreckage and put them to safety in the water way. Minutes later, the tanker exploded and the ethanol started flowing in the direction of the survivors. Since ethanol is inflammable, it caught fire and engulfed all the victims. We were all forced to retreat. "The victims were burnt while we watched. We could not help the situation because the fire was ferocious. They died a painful death. "Eighteen people who were in the truck died on the spot, and two on their way to Chipinge District Hospital. The Green Fuel truck had three passengers and one died on the spot, while two including the driver escaped with serious injuries. "We had managed to put six victims to safety and administered first aid as we took them to St Peter's Mission Hospital. Two failed to make it. Their condition was beyond remedy. They sustained head and spinal injuries and had also lost a lot of blood." In a statement GreenFuel said: "Green Fuel joins the Chisumbanje community, the nation at large and most importantly the families of the deceased, in mourning the lives tragically lost in a road accident which occurred in Chipinge South, along the Tanganda-



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Chiredzi highway near Checheche. "As we come to terms with the devastating aftermath of this tragedy, we convey our sincere heartfelt condolences to the families of the deceased." The company owns the \$600 million ethanol production plant located in the district. Road accidents are common in Zimbabwe, where highways are riddled with potholes due to years of neglect.

Related Stories

- [23 reported killed in Zimbabwe road crash](#)
- [22 dead in ethanol tanker road crash](#)
- [Zimbabwe road accident: 24 killed after truck, ethanol fuel tanker collide](#)
- [24 Perish In A Fireball As Truck Hits Chisumbanje Ethanol Tanker](#)
- [23 funeral attendees killed in road crash in Zimbabwe](#)

<http://www.newzimbabwe.com/news-12846-22+dead+in+ethanol+tanker+road+crash/news.aspx>

GERMANY, KIEL CANAL, OCTOBER 31 2013. KIEL CANAL CLOSED AFTER TWO CARGO VESSELS COLLIDE, LEAKING DIESEL IN THE WATERWAY

 **Watch the Video** [AIS Replay of the Kiel Canal Collision Between Siderfly & Coral Ivory](#)

The [Kiel Canal](#) has been left closed until further notice after two vessels laden with fertiliser collided on Monday (October 28) at approximately 03:00 local time. The 100 metre long, St. Vincent and Grenadines flagged, 4,380 dwt cargo vessel Siderfly, operated by UK-based [Amberseas](#), on her way to Antwerp from Brunsbüttel, was in collision with the 116 metre long, Netherlands registered, 6,875 dwt LPG tanker Coral Ivory, operated by [Antony Veder](#). The incident has left the Siderfly listing at a 24 degree angle with two large breaks in her hull, measuring about 3 by 5 metres and leaking diesel in the waterway. The Coral Ivory and her crew of 19 from Russia and the Ukraine as well as the Dutch captain have escaped from the incident unscathed. She was en route from Brunsbüttel to Uusikaupunki, Finland with her cargo of ammonia, for Norwegian based chemical company Yara International. There have also been no reported injuries from Siderfly's crew of 9 Russians and Ukrainians. At the point of collision, she was loaded with approximately 3,000 tonnes of urea and she has since been stabilised with her engine room drained. This is the latest accident on a route used as a short cut for vessels travelling between the Baltic Sea and the Atlantic and North Sea. In 2011 two seamen drowned after being thrown overboard when the container ship OOCL Finland collided with the Russian freighter Tyumen-2 in thick fog.

http://www.handyshippingguide.com/shipping-news/kiel-canal-closed-after-two-cargo-vessels-collide_5075

USA, WI, MILTON, OCTOBER 31 2013. UNITED ETHANOL FACING \$140,000 IN OSHA FINES

michael gouvion

United Ethanol, 1250 Chicago St., is facing \$140,000 in potential fines as recommended by the Occupational Safety and Health Administration. After an investigation into the April 19 death of 27-year-old Jerod Guell - who was fatally engulfed in corn inside a grain storage bin - OSHA found 15 health and safety violations at United Ethanol during its inspections from April 19 through Oct. 16, according to OSHA records. "This was a terrible, preventable tragedy that underscores the importance of safety compliance," said Kim Stille, OSHA's area director in Madison, in a press release. "Engulfment is one of the six major hazards present in grain bin handling facilities. Employers are responsible for identifying hazards and ensuring workers follow proper procedures to prevent injury or death." The press release said Guell entered the grain bin in an attempt to unclog the floor chute and became engulfed when corn began to flow. United Cooperative CEO Dave Cramer declined comment on Monday. Of the 15 violations, one was listed as "willful," which is defined on OSHA's website (www.osha.gov) as "a violation in which the employer either knowingly failed to comply with a legal requirement (purposeful disregard) or acted with plain indifference to employee safety." A willful violation is the most serious. The report stated the willful violation occurred on April 19 when the "drag conveyor used to empty grain from Brock grain bin #2 was not de-energized and locked out when employee(s) entered the bin." The proposed penalty for that violation was \$70,000. OSHA also found 12 "serious" violations, which "exist when the workplace hazard could cause an accident or illness that would most likely result in death or serious physical harm, unless the employer did not know or could not have known of the violation." Among the serious violations occurring on the day Guell went missing: chute openings in the grain bin were not covered to prevent employees from falling into the openings; the permit issued for bin #2 entry was certified stating that the drag conveyor was not locked out and engulfment hazards were present in the grain bin; an employee was exposed to moving grain because the slide gates were opened; employees acting as observers were not stationed outside of the bin for the duration of the bin entry; and employee(s)



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were exposed to engulfment hazards after being buried in grain. Each of those violations had a proposed penalty of \$7,000. The other serious violations, with proposed penalties of \$5,000 each, were found from May 14 through Oct. 16. The press release said the "April fatality inspection resulted in OSHA initiating a comprehensive health inspection of the company's ethanol plant in May under the agency's national emphasis program for process safety management for covered chemical facilities." Those included:

- May 14 The employer's process safety information did not include piping and instrument diagrams that accurately represented equipment.
- May 14 The employer did not develop and implement written operating procedures that provide clear instructions for emergency shutdown ... and the assignment of shutdown responsibility to qualified operators to ensure that emergency shutdown is executed in a safe and timely manner.
- May 14 The employer did not annually certify that the distillation operating procedures were current and accurate.
- May 14 The employer did not determine and document an appropriate response to each of the compliance audit findings from a PSM Audit performed on June 15-17, 2010, of the ethanol plant.
- May 15 In building 5, strong chlorinated base chemicals were stored next to strong acid. Accidental mixture of these chemicals may create an exothermic reaction and cause a chemical fire.
- Aug. 16 The employer's Process Hazard Analysis did not address facility siting, including but not limited to, the proximity of the ignition source created by the corn delivery traffic in relation to ... locations at dispensing and filling of the tanker trucks, dispensing and filling of the railcars and the bulk storage of ethanol and denaturant.
- Aug. 16 The employer failed to perform inspections and tests on the controls, including alarms and interlocks, for the covered process.

The final two violations were "other-than-serious" violations, which have "a direct relationship to job safety and health, but is not serious in nature," and have no proposed penalty. Those violations included the employer not consulting with employees on the conduct and development of the elements of the process safety management program for the ethanol process, and the employer did not provide refresher training to the ethanol plant operators at least every three years. According to the OSHA report, United Ethanol has until Nov. 6 to abate the violations that have not been corrected already. The press release stated that United Ethanol has been placed in OSHA's Severe Violator Enforcement Program, which mandates targeted follow-up inspections to ensure compliance with the law due to the severity of the violations. United Ethanol has 15 business days from receipt of the citations and notice of the proposed penalties to contest them, the release said.

http://www.hngnews.com/milton_courier/news/local/article_2f3326ea-4170-11e3-8a37-001a4bcf6878.html

USA, WYO, CHEYANNE, OCTOBER 31 2013. WYOMING OSHA CITES SINCLAIR REFINERY \$707,000 IN PROPOSED FINES FOR 22 VIOLATIONS

ernie over



The Sinclair Refinery at Sinclair, Wyo.

The Occupational Safety and Health Administration division (OSHA) within the Wyoming Department of Workforce Services (DWS) will cite the Sinclair Wyoming Refining Company with \$707,000 in fines for 22 violations found at the company's Sinclair, Wyoming refinery operation. The violations are the result of

a May 2013 OSHA inspection which stemmed from an employee complaint and several gas releases that Sinclair voluntarily reported to DWS OSHA in May of 2013. "The OSHA investigation revealed a variety of hazards present at the site, along with repeat violations," said Director of the Wyoming Department of Workforce Services Joan Evans. "Every employer has a duty to ensure a healthy and safe working environment. Progress has been made since this inspection to address safety issues at the refinery and Wyoming OSHA will continue to work with the employer to prevent and address hazards." Monetary penalties go entirely to the local school district where the violation occurred. Wyoming OSHA is currently conducting an investigation into an incident that occurred in September.

Willful Violations

During the inspection, OSHA found conditions that merit six willful violations. A willful violation is defined as a situation in which the employer either knowingly failed to comply with a legal requirement (purposeful disregard) or acted with plain indifference to employee safety. Violations in the willful category total \$420,000 in fines. Conditions found during the inspection include:



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Insufficient or no processes and no corrective action available or taken for a documented history of Hydrogen Sulfide and Sulfur Dioxide releases; inadequate or no training provided for operating procedures associated with processes and the hazards associated with the operation of the facility; and an emergency eyewash safety shower out of service despite three previous sets of citations for this violation.

Repeat Serious Violations

The inspection found conditions that merit six repeat serious violations. A repeat serious violation exists when the workplace hazard has been cited previously for the same or a substantially similar condition and could cause an accident or illness that would most likely result in death or serious physical harm. Violations in the repeat serious category total \$225,000 in fines. Conditions found during the inspection include: Operating procedure for the Alkylation Unit failed to address the hazards presented by the chemicals used in its processes; the operation failed to make known precautions necessary to prevent exposure including the use of personal protective equipment; and the employer failed to label numerous chemical containers to identify contents.

Serious Violations

The inspection found conditions that merit ten serious violations. A serious violation could cause an accident or illness that would most likely result in death or serious physical harm. Violations in the serious category total \$62,000 in fines. Conditions found during the inspection include: Failure to meet Process Safety Management standards or develop operating procedures in relation to the Aggressive Biological Treatment Unit (ABTU) charge pit and the Alkylation Unit; and failure to inform contract employees of the known potential toxic release hazards related to work activities in these and other units. Previous citations issued by Wyoming OSHA can be found at the U.S. Department of Labor OSHA [website](#). Pursuant to federal law, Sinclair Refinery has 15 days from receipt of the citations and penalties to comply, request an informal conference with OSHA, or contest the citations and proposed penalties before the Wyoming Occupational Safety and Health Commission. To obtain compliance assistance, file a complaint, or report workplace hospitalizations, fatalities or situations posing imminent danger to workers, the public should call [307-777-7786](tel:307-777-7786).

 **Related Stories** [Refinery Cited Multiple Times for Work Environment](#)

<http://county10.com/2013/10/29/wyoming-osh-cites-sinclair-refinery-707000-proposed-fines-22-violations/>

USA, N.C, MARION, OCTOBER 31 2013. NO ACTION NEEDED ON OIL TANK LEAK IN MARION

mike conley

Folks living in the North Madison Street, North Garden Street and Fleming Avenue neighborhoods of Marion have no reason to be worried about soil contamination from a leaking underground storage tank, the state says. In September, residents and property owners of that area of Marion were asked to fill out a survey about possible heating oil contamination in their wells. That is despite the fact that this area has for many years been served with city water and these folks may not even have wells. Last month, Cedar Rock Environmental of Graham sent a letter and survey to residents and property owners within a 1,000 feet radius of the dentist office property owned by Dr. Haskell Mills at 144 Fleming Ave. This letter informed them that a heating oil contamination from an underground storage tank system had been confirmed for that spot. Mills was required by the N.C. Department of Environment and Natural Resources to gather information concerning the water supply wells located within 1,000 feet of the leak and return this information to the state. But another letter from DENR sent out last week states there is no significant soil or groundwater contamination resulting from the underground tank that was removed from his property. This new letter, dated Thursday, Oct. 24, was sent to Mills. Both Cedar Rock Environmental and the local Health Department were copied on this letter. "The review indicates that soil contamination does not exceed residential maximum soil contaminant concentrations..." reads the Oct. 24 letter. Furthermore, the groundwater contamination does not exceed the groundwater quality standards as established by state law. No further action is warranted for this property and nearby residents have no reason to be concerned, according to the new letter. "That's our no-further-action letter," said Jan Anderson, regional supervisor with DENR's Underground Storage Tank section. Last month, the survey and the accompanying letter from Cedar Rock Environmental stated that the cleanup of soil and groundwater contamination resulting from a leaking heating oil underground storage tank system is costly. Homeowners who have houses built before 1965 were strongly recommended at that time to have their property checked for the presence of an underground storage tank. Now, they have no reason to do that. In a previous interview, Mills said the small heating oil tank at his property had been there since the 1960s and he was not required to remove it. Cedar Rock Environmental removed the leaking tank on Aug. 23 and it had to be reported to DENR.

http://www.mcdowellnews.com/news/article_ac4871ca-419e-11e3-a9e7-001a4bcb6878.html



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USA, MT, BILLINGS, NOVEMBER 1 2013. DAMAGES SOUGHT IN YELLOWSTONE SPILL >> U.S. AND MONTANA OFFICIALS WANT EXXON MOBIL HELD LIABLE FOR THE 2011 OIL SPILL.



Oil from a ruptured ExxonMobil pipeline is shown on the Yellowstone River and along its banks near Laurel, Mont., in 2011. A federal investigation says Exxon Mobil's delayed response to a pipeline break beneath the river made the spill far worse than it otherwise would have been.

After two years of review, Montana and federal officials notified Exxon Mobil Corp. on Thursday that they intend to seek damages for injuries to birds, fish and other natural resources from a major crude oil spill into the Yellowstone River. The Texas company's 12-inch Silvertip pipeline broke near Laurel during flooding in July 2011, releasing 63,000 gallons of oil that washed up along an 85-mile stretch of the scenic river. The move puts Exxon on notice that Montana and the Department of Interior expect the company to make up for harm done to wildlife and their habitat. The company also is being asked to pay for long-term environmental studies and for lost opportunities for fishing and recreation during and since the cleanup. Separate fines totaling \$3.4 million for safety and water pollution violations already have been resolved or are pending before state and federal agencies. Exxon has told regulators it spent \$135 million on the cleanup and related repair work intended to prevent a repeat of the spill, which came on a line installed just a few feet beneath the riverbed. State officials said some of the damage is ongoing and will take years to fully understand and quantify. That includes harm done to the river and its banks during the cleanup itself, when Exxon brought in 1,000 workers who removed hundreds of oil-stained wood piles along the river. "You picked up the oil, but you picked up the stuff that makes the habitat work, as well," said Bob Gibson, a spokesman for Montana Fish, Wildlife and Parks. "We know there's damage out there that has not been mitigated, cleaned up or compensated for." An Exxon spokeswoman said the company is working to reach an amicable settlement, but she declined to say

whether the company intends to contest any damages sought by government officials. "ExxonMobil Pipeline Company regrets that the Silvertip Pipeline incident occurred and has worked cooperatively with the federal and state natural resource trustees in investigating the nature and extent of potential injuries to natural resources as a result of the spill," spokeswoman Amber Gardner wrote in an emailed statement. The pipeline accident spurred Congress to demand a Department of Transportation review of oil and other hazardous liquid pipelines that cross beneath major rivers and other waterways across the U.S. The agency last year said there were more than 2,800 such locations. The Transportation Department recently revised its estimate to 18,136 hazardous pipeline crossings, including 5,110 locations where the body of water has a width of 100 feet or greater. Federal officials have said they will return to Congress in early 2014 with a determination on whether rules such as a 4-foot depth requirement for pipeline crossings are sufficient. The Yellowstone spill also prompted oil companies including Exxon to rebury pipelines at other water crossings where the lines were considered at risk of failure due to erosion. In the case of Silvertip, the company installed new sections of line dozens of feet beneath the surface at the Laurel site and two other crossings. Negotiations with Exxon are ongoing but no agreement has been reached, said Robert Collins, the state's lead attorney in the case. "We're anticipating we could go to court, but we want to give (negotiations) a try before we take that step because that would string things out even further," Collins said.

http://www.tulsaworld.com/business/oilandgasactivity/damages-sought-in-yellowstone-spill/article_4cf75350-d83d-50d5-a1ac-577d284a5d30.html

CANADA, N.T, YELLOWKNIFE, NOVEMBER 1 2013. DANGEROUS GOODS

Buffalo Airways was summoned to Yellowknife territorial court on Tuesday for alleged violations of the Dangerous Goods Act. The airline faces three charges under the act, stemming from March 3, 2012. Joe McBryan, president of Buffalo Airways, was unavailable for comment on the charges. A violation of the act can be punishable by jail time or fines up to \$100,000.

http://nnsi.com/northern-news-services/stories/papers/oct31_13ykbfrs.html



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USA, N.C, BLADEN CO, NOVEMBER 1 2013. LEAK CONTAINED AT DUPONT PLANT IN BLADEN COUNTY>>METHYLENE CHLORIDE

sarah murphy

After a leak at the DuPont Fayetteville Works Plant on Highway 87 in Bladen County, the company says no one in the community needs to take action. According to a news release from DuPont Operations, methylene chloride leaked at the site around 3:30 p.m. Thursday. Crews were able to contain the material that's used as a coolant in the plant's manufacturing process. Emergency manager Bobby Kinlaw said five people had to go to the hospital after the hazmat incident. Regional Public Affairs Manager Lisa Randall said one of the those employees was found unconscious. That employee was taken to Cape Fear Valley Medical Center and then transferred to a medical facility in Chapel Hill. But, she does not know why the employee passed out nor how the person is doing at this time. The other employees are still being held at Cape Fear Valley Medical Center as a precaution. OSHA considers methylene chloride to be a potential occupational carcinogen. Short-term exposures to high concentrations might cause mental confusion, lightheadedness, nausea, vomiting, and headache.

<http://www.wvaytv3.com/2013/10/31/update-leak-contained-dupont-plant-bladen-county>

CANADA, ALBA, DEBOLT, NOVEMBER 1 2013. TANKER ROLLS NEAR DEBOLT

elizabeth mcsheffrey,

Westbound traffic along Highway 43 has been temporarily diverted following a single vehicle accident between the Smoky River and DeBolt. On Thursday, around 9 a.m., a Super B tanker believed to be hauling diesel rolled over near Range Road 20, east of Grande Prairie. Police, paramedics and STARS all responded to the incident and cleanup crews remain on scene. "Initial reports (indicate) there are no serious injuries at the present time," said Cpl. Roy Kennedy of the Grande Prairie RCMP, "but until the spill and debris from the rollover are cleaned up, traffic in the area is going to be affected." Police will not speculate on the cause of the accident at this time and an investigation is ongoing. The RCMP have not released details on how long the traffic diversion will last, but will release more information shortly.

<http://www.dailyheraldtribune.com/2013/10/31/hwy-43-rollover-affecting-traffic>

USA, CA, LOS ANGELES, NOVEMBER 1 2013. COMMERCE BRISTOL NEIGHBORHOOD RECOVERS FROM TANKER FIRE SCARE >> ONLY THE TANKER TRUCK DRIVER WAS INJURED.

gloria angelina castillo



A tanker truck carrying 8,000 gallons of crude oil exploded in flames on the 710 Freeway, the driver was badly injured. His truck was incinerated and was hanging off the freeway overpass located over Noakes Street, near S. Sydney Drive, in Commerce.

A City of Commerce neighborhood is recovering this week from a real scare, but it has nothing to do with Halloween ghosts or haunted houses. Their scare came from the reality of living near one of the most heavily traveled freeways used by tanker trucks and trailers. At about 9:30 in the morning on Oct. 27, a dual tanker truck crashed on the 710 Long Beach Freeway and erupted into flames just above their homes. The tanker truck spilled the 8,000 gallons of crude oil it was carrying, according to Los Angeles County Fire officials. One of the two tanks ignited in flames as it hung off the freeway overpass bridge located above Noakes Street, near South Sydney Drive in the Bristow Park neighborhood. The

second tank fell and exploded on the rail tracks below. The highly flammable crude oil made its way into storm drains where it spread, provoking more flames along a stretch on Sydney Drive where parked vehicles caught on fire. The thick black plumes of smoke and the nauseous smell of burning chemicals drove many residents out of their neighborhood, located adjacent to the Union Pacific rail yard. The fire was extinguished by 10:40 a.m., but the freeway remained closed until just before rush hour Monday so transportation and fire officials could inspect the integrity of the structure to ensure it was safe. Four hazardous materials companies were called in to help LA County Fire's Health Hazmat team remove the crude oil and clean up the mess the fire and spill had caused. Crews scraped off the residue and soot, pressure washed and removed the tar-like substance being hauled up manholes, according to Don Ellis of LA County Fire Health Hazmat. The petroleum product in the large flood control channel below extends below ground from Atlantic Boulevard to just north of Slauson, he said. Ellis



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expected the clean up to continue until about today, Oct. 31. The transporter was Pan Pacific Petroleum, he said, noting that the driver was badly burned in the accident. Temporary concrete rails now block the gap in the bridge rail that was damaged in the fire. Joseph Rios, 26, said he woke up to the sound of an explosion. He documented much of the fire on his cell phone. His aunt, Anita Lemus, came home puzzled about the smoke that appeared to be coming from the back of her home, but was really a block or two away. The 69-year-old Lemus described the pitch-black smoke as "spooky." Florentino Robles said neighbors were scrambling, some with garden hoses in hand, because they feared the raging fire would spread to a nearby business that specializes in the sale of firewood and charcoal, which would have been catastrophic. "The truck was hanging from the bridge by its wheels, all that remained was its skeleton," Robles told EGP in Spanish. "Nobody knew if anyone had been injured." Eighty-three year-old Ester Cuvarrubias lives on Sydney Drive in a home wedged between two businesses, one of them the firewood and charcoal company that stacks its product outside on wood pallets several feet high. Cuvarrubias said the fire spread quickly on the hillside directly across the street from her home. "I got so scared," she said. Cuvarrubias says she feels safe now, but is worried there's nothing to prevent it from happening again. "If it wasn't for that truck [parked in front of my home] we wouldn't have a house any more," she said, describing how close the fire had come to her home. The three semi-trucks, two work trucks and a work machine burned in the fire all belonged to building contractors Barraza & Son's, located near Cuvarrubias' home, according to people who were near the site when it caught fire. Thirty-six year-old Esmeralda Jacobo and her family also live on Sydney Drive. They were among the residents who didn't sit back wait for an evacuation order, but piled into their car and sought refuge elsewhere. According to Jacobo, her 5-year-old son was taken ill that day, was vomiting and had diarrhea. Her husband suspects the burning chemicals in the air made him sick. According to Commerce Media Specialist Herlinda Chico, the fire department did not issue an evacuation order, but a fire company was assigned to go door to door to assess the situation. They found that many residents had already self-evacuated to a safer area. According to Caltrans, the fire damage to the overpass included 50 feet of destroyed bridge railing, 60 feet of destroyed guardrail, the partial melting of an overhead sign. Commerce Mayor Joe Aguilar, in an email to EGP on Tuesday, said, "Our primary concern is making sure our residents who were impacted are receiving the resources and information they need." He also thanked "the Los Angeles County Fire Department, the California Highway Patrol, the Los Angeles County Sheriff's Department, the Los Angeles County Public Works Department and City staff whose quick response greatly minimized the impact on our community."

<http://egpnews.com/2013/10/commerce-bristol-neighborhood-recovers-from-tanker-fire-scare/>

USA, AZ, YUMA CO, NOVEMBER 1 2013. TANKER DRIVER WHO ALLEGEDLY KILLED OFFICER WAS LOOKING AT PHOTOS OF WOMEN

 **Watch the Video's:**

- [Dashcam Video Captures Fatal Crash](#)
- [Dashcam Video Showing The Moment of Impact Inside](#)

The driver of an empty fuel tanker involved in a May collision that killed a Yuma-based highway patrol officer was using his cell phone to look at photos of women when he crashed into three police cars and two fire department trucks on Interstate 8, according to records obtained by Arizona Daily Star from the Arizona Department of Public Safety via a public records request. The truck driver, 33-year-old Jorge Espinoza, has been charged with second-degree murder, 13 counts of endangerment and six counts of criminal damage in the death of Ofc. Tim Huffman, who was killed when his patrol vehicle was hit from behind by truck reportedly being driven by Espinoza at around 5:10 p.m. May 6 at milepost 40 on Interstate 8. At the time of the crash, Huffman was inside his vehicle writing a report on an injury collision that he and two other DPS officers were investigating on eastbound I-8. Emergency medical personnel responding to the injury collision had asked DPS officers to close one lane of traffic to allow for the transport of the injured, and one of the officers parked his patrol car, with emergency lights flashing, in that lane. Huffman then parked his patrol vehicle a few feet away on the shoulder and began his paperwork. Moments later, an empty tanker truck driven by Espinoza approached the scene. Espinoza, who was traveling in the lane that was closed ahead, allegedly failed to change lanes despite the flashing lights and reported attempts by an officer to get his attention. The tanker truck slammed into the DPS vehicle parked in the closed lane, which in turn struck Huffman's vehicle, DPS reported. The force of the impact killed Huffman, who was pronounced dead at the scene. According to DPS, the tanker also slammed into a pickup belonging to the fire department, which was pushed into an unoccupied DPS patrol vehicle. That patrol vehicle then struck the rear of another parked fire department truck. At the time of the crash, Espinoza was traveling from Yuma to Phoenix. He was not injured in the crash. According to an article that appeared in the Arizona Daily Star, Espinoza was driving



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65 mph with the cruise control on when the crash happened. He initially told investigators he didn't see the police cars because he was looking in his mirror at a passing truck. He also said he never uses his phone while driving because it is against company policy, the police reports show. However, according to the reports, information taken from the phone shows Espinoza was using the Internet at the time of the crash. The Arizona Daily Star, citing the reports, states that Espinoza was allegedly on Facebook looking at "photographs of several women in provocative positions, wearing little clothing," "photographs of a woman in a low cut dress," and photos of a man "smoking something," Espinoza had also used his phone to look at Facebook, YouTube, female escort web pages, porn sites and social networks on other occasions when he was logged in as driving, investigators said. The reports also indicate, according to the Arizona Daily Star, that a camera on the dashboard of his truck shows Espinoza's Samsung Galaxy 3 phone fly out of his hand in the crash, although he had apparently tried to cover the camera with his wallet. Other officers and medics who were with witnessed the crash and tried to save Huffman. They pulled the windshield and dash off his car to try to help him, and they got a Jaws of Life tool out of one of the crashed fire trucks, but Huffman died in the car, reports show. Investigators concluded: "Espinoza would have been able to perceive the danger in the roadway and not cause the death of Officer Tim Huffman, endangered the lives of 11 other emergency responders and destroyed six vehicles, including a new semi-tractor and trailer owned by his employer, if he had not chosen to distract himself while accessing Facebook from his cellular telephone while operating his assigned commercial vehicle." Espinoza, who is out of custody on \$200,000 bond, has a hearing scheduled for 8:30 a.m. on Dec. 11 in Yuma County Superior Court. During a previous hearing held on Oct. 30, Espinoza's attorney, Michael Donovan, explained to the judge that he has finished reviewing all the evidence in the case and with the assistance of the Yuma County Attorney's Office, would begin scheduling and conducting witness interviews. Donovan, who also reminded the court that the case against his client has been designated a complex case, said he expected it would take about a month or two to complete those interviews.

<http://www.yumasun.com/articles/patrol-90397-truck-espinoza.html>

USA, ILL, CHICAGO, NOVEMBER 1 2013. CHICAGO RESIDENTS SUE TO STOP POLLUTION FROM REFINERY WASTE PILES

michael hawthorne

When people on Chicago's Southeast Side complained more than a year ago about thick black dust blowing through their windows, federal inspectors showed up unannounced at a site where giant mounds of refinery waste and coal are piled along the Calumet River. Shortly after the U.S. Environmental Protection Agency inspectors arrived, an employee at KCBX Terminals announced their presence on his walkie-talkie. "EPA's here," the man said, according to a report obtained by the Tribune. Then the entire facility began to shut down, leaving a moored cargo ship half-empty. Even though the EPA inspectors reported seeing black dust blowing off the piles during their May 2012 visit, there is no sign the agency followed up with any type of enforcement of anti-pollution laws. An Illinois EPA official also was on the scene, but the state agency didn't take any action until last week, four days after the Tribune and other local news media drew attention to the problems. Five residents of the East Side neighborhood said Wednesday they are tired of waiting for government officials to respond. They filed a lawsuit in Cook County Circuit Court seeking immediate relief from lung-damaging particulate matter swirling off piles of petroleum coke and coal, which they said frequently forces them to stay inside with their windows closed. "We're little people. We don't have clout," said Jean Tourville, a retired Chicago Park District employee who has lived on Mackinaw Avenue for more than 40 years. "But nobody should have to live like this." There have been uncovered piles of coal and petroleum coke on the Southeast Side for years, a legacy of the now-shuttered steel mills, coke plants and blast furnaces that once dominated the area. Tourville and other residents in the working class, largely Latino and black neighborhoods near the piles say the pollution problems have gotten worse since three storage terminals began acquiring more petroleum coke, or petcoke, a dusty byproduct of oil refining. All of the petcoke from the nearby BP refinery in Whiting is stored by KCBX, a company controlled by the wealthy industrialists Charles and David Koch. The company owns two sites along the Calumet River, one along 100th Street just south of the Chicago Skyway bridge and the other between 108th and 111th streets. More petcoke is on the way. BP expects to produce more than 2.2 million tons a year at Whiting, up from about 700,000 tons before the refinery was overhauled to process oil from the tar sands region of Alberta. A third Chicago storage site, on the west side of the Calumet River at 106th Street, is owned by Beemsterboer Slag Corp., which the Illinois EPA cited last week for several violations of state air pollution regulations. Beemsterboer officials have not responded to interview requests. In a statement last month, a spokesman for Koch Companies Public Sector LLC said KCBX is spending more than \$10 million to upgrade its facilities, "including improvements to our dust suppression capabilities." Federal and state officials said they are continuing to



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investigate KCBX and Beemsterboer. But they would not explain why they failed to take action after their inspection last year. The new lawsuit, filed by attorney Tom Zimmerman against KCBX, Beemsterboer and related companies, notes that BP is required under a federal legal settlement to store petcoke behind 40-foot-high walls at the Whiting refinery. Owners of the Chicago sites spray water cannons on the piles during warmer months. But the five lawsuit plaintiffs want them to be covered or enclosed, similar to requirements in place for storage terminals in California. "The dust is horrible and it is constant," said Jane Gould, a retired Chicago police officer who has lived on Avenue M for 19 years. "We've talked about it among ourselves for a long time. It's time somebody did something about it."

http://articles.chicagotribune.com/2013-10-31/news/ct-met-petcoke-lawsuit-20131101_1_public-sector-llc-refinery-waste-whiting

USA, TN, MURFREESBORO, NOVEMBER 2 2013. CLEANUP UNDERWAY FOLLOWING SOUTH CHURCH STREET GAS SPILL



Firefighters respond to a South Church Street gas station on Nov. 1, 2013, following a fuel spill in Murfreesboro, Tenn. No one was injured in the incident. Crews with the Murfreesboro Fire and Rescue Department responded to a fuel leak Friday morning in the 2000 block of South Church Street after a man inadvertently let his gas tank flood. No one was injured in the incident, which occurred at the ExxonMobil On the Run at 2020 S. Church St. just before 8 a.m., according to a Fire Department press release. "When crews arrived at the scene, they were briefed of the situation," said Ashley McDonald, public information officer for the Fire Department. "A gentleman, filling a 50 gallon tank on board his pickup truck, got back in his vehicle, leaving the fuel nozzle unattended." The nozzle fell out, spilling nearly 15 gallons of fuel onto the ground, she said. "Staff at On the Run strategically placed booms to contain the

fuel," McDonald said, adding Fire Department crews also put down 300 pounds of oil dry to mitigate the spill. "On the Run has their own environmental director and environmental cleanup crew," she said. Capt. Terry Smith said the unidentified man who was driving the pickup truck had gasoline leaking between his bed liner, the tank, and the bed of the truck. "Therefore, he essentially became a part of the cleanup as well," Smith said. McDonald said firefighters have since been released from the scene and it has been turned over to the company cleanup crew.

<http://www.murfreesboropost.com/cleanup-underway-following-south-church-street-gas-spill-cms-37294>

ENGLAND, LANCASHIRE, COPPULL, NOVEMBER 2 2013. FIREBALL ENGULFS MECHANIC DRAINING FUEL AS SCRAP METAL FIRM IS PROSECUTED

 [Watch the Video Fireball Engulfs Mechanic Draining Fuel aqs Scrap](#)



CCTV shows him walking into a pit to remove fuel from underneath a van - seconds later, he is seen running out as fire engulfs him. A car mechanic suffered severe burns when the inspection pit he was standing in burst into flames, a court has heard. CCTV shows Lee Roberts, 33, walking into a pit to remove fuel from underneath a van - seconds later, he is seen running out as fire engulfs him. Douglas Valley Breakers Ltd of Coppull, Lancashire was prosecuted today for the incident from 22 July 2010. It came after a joint investigation by the Health and Safety Executive and Lancashire Fire and Rescue Service discovered multiple health and safety failings. Leyland Magistrates' Court was told the company regularly removes engine and gearbox oil, coolant, air conditioning liquid and fuel from old vehicles so they

can be used for scrap. It was common practice for employees to puncture the fuel tank on vehicles to allow fuel to drain into an open container on the floor of the pit. An electric drill was also sometimes used to make a hole in the tank. The investigation concluded that the most likely cause of the fire was that the drained fuel was set alight by a spark from the electric drill or an extension lead in the pit. The fire grew rapidly due to the presence of petrol and was further fuelled by plastic car body parts and items of vehicle upholstery, spreading across the workshop. Shocking moment: Fireball engulfs mechanic Mr Roberts,



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from Wigan, Greater Manchester, sustained severe burns to his hands, legs and nose in the fire, and he has not been able to return to work since the incident. He said: "I still remember the noise of the petrol fumes igniting and a wave of blue flames engulfing the pit. The pain was instant and intense. "They put me into an induced coma to stop the pain, and it was at least a couple of days later when I came around. When I woke up, I could feel the pain immediately. "Even now, more than three years later, I still suffer flashbacks that cause me to wake in the middle of the night in a cold sweat. I haven't been able to work since the accident and feel that I no longer want to be a car dismantler – the only trade I have ever known." The court was told Douglas Valley Breakers should never have allowed fuel to be drained into inspection pits, where vapours could accumulate, and it should have made sure there were no ignition sources nearby, such as electrical equipment. The company also failed to ensure fuel was safely removed from the vehicle, despite having a piece of equipment that could be used to drain it into a sealed container. While inspecting CCTV from the site, HSE inspectors identified several other incidents of unsafe behaviour. These included workers climbing up the outside of storage racks, and riding on the forks of a telehandler to reach items high up on the racks. Lancashire Fire and Rescue Service also found the company did not have suitable fire detectors and alarms, failed to provide adequate fire safety training to staff, and failed to have appropriate procedures in place for dealing with fires. Douglas Valley Breakers Ltd, of Bradley Lane in Standish near Wigan, pleaded guilty to two breaches of the Dangerous Substances and Explosive Atmospheres Regulations 2002, one breach of the Work at Height Regulations 2005 and two breaches of the Regulatory Reform (Fire Safety) Order 2005. The company was fined a total of £40,000 and ordered to pay £25,000 in costs.

<http://www.mirror.co.uk/news/uk-news/video-fireball-engulfs-mechanic-lee-2661989>

ZIMBABWE, CHISUMBANJE, NOVEMBER 1 2013. : EXPERTS SPEAK ON FUEL FIRE

Experts in chemical engineering have defended the country's direction on ethanol saying if the fuel tanker which exploded in the Chisumbanje horror crash had been ferrying petrol, the nation would have been facing a greater tragedy in the form of more lives and a greater damage to the environment owing to the chemical properties of gasoline. The recent accident in Chisumbanje involving a T-35 truck carrying mourners and an ethanol tanker has ignited debate over the safety of ethanol conveyance through rural areas. Eye-witness accounts indicate that in the side swipe by the T35 truck, the diesel tank of the ethanol truck got pierced, resulting in diesel spillage and a fire which then illuminated the aluminium fuel tanker. University of Zimbabwe-based mechanical engineering expert, Engineer Clement Shonhiwa, says the fact of the matter is that petrol, which is the alternative to ethanol, is much more dangerous due to its chemical profile. "Petrol is much worse than ethanol. It is not stable and in any fire the risk is much higher because it is very volatile," said Eng Shonhiwa. Volatility refers to how easily a liquid becomes vapour. Chemical Engineer David Muwandi said a comparative analysis of the chemical profiles of both ethanol and petrol clearly shows that if the tanker had been carrying petrol, the disaster may have trebled in terms of the death toll and the damage to the environment. "If we look at the flames in the picture of the scene of the accident, it's a clean flame and people are even standing close to the inferno, which is impossible with petrol. So fundamentally, the death toll may have trebled to include nearby homesteads if the tanker was loaded with petrol," said Eng Muwandi. He said scientifically, ethanol burns smoothly because the combustion products are just water and carbon dioxide. Petrol contains many other hazardous chemicals hence the darker smoke and vicious flames which would not accommodate anyone in the vicinity. "We are not condoning these accidents, but to attack ethanol production on the basis of this accident is a mischievous misrepresentation of scientific facts. Even in the absence of a flame, a comparative analysis of an ethanol and a petrol spill informs of a situation where the environment suffers more damage from petrol. "Ethanol is biodegradable and if it spills, it can easily dry up but petrol is a heavier substance whose spill is evident in the form of damaged trees and heavily contaminated water bodies in rural areas among other things," he said. In determining the amount of fire risk from any substance, chemical scientists compare the MSDS (Material Safety Data Sheet) profile of each fuel -- this outlines, among other things, the level of concentration at which a fuel explodes. It also includes the flashpoint, which refers to the temperature at which a liquid generates a flammable vapour; the vapour pressure, which is a measure of volatility. Research has shown that petrol has a much higher risk of fire than ethanol. Chemical engineering experts say it is the mandate of traffic safety authorities to carry out safety awareness campaigns so that drivers approach fuel tankers with extreme caution because of the fire risk.

 **Related Stories** [21 killed in truck, tanker crash in Zimbabwe](http://allafrica.com/stories/201311010809.html)

<http://allafrica.com/stories/201311010809.html>



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NEW ZEALAND, AUCKLAND, NOVEMBER 2 2013. WEB FIREWORKS RECIPE GOES HORRIBLY WRONG >> TEEN BADLY BURNED AFTER INGREDIENTS IGNITE

anna leask

A teenager suffered severe burns to his face and upper body when ingredients he was using to make fireworks ignited in the kitchen of his Auckland home. Police said the 16-year-old was using gunpowder from purchased fireworks alongside other household ingredients to make his own on Thursday. It is understood he was following instructions he found on the internet. As he heated the materials in his Corella Rd home in Belmont on the North Shore, they ignited and the teenager suffered significant flash burns. The teenager lives with his father, who was not home at the time. Senior Sergeant Andy King said someone called 111 for medical assistance shortly after the incident, and ambulance officers then alerted police at about 5.20pm. "The young man was injured quite badly. He was mixing a number of chemicals and items together to make a device and he was burned quite severely," Mr King said. The teenager was taken to Middlemore Hospital in a serious condition. He remained in the burns unit for treatment. Mr King said the outcome could have been fatal. "I'd just really like to reiterate that this is a really serious incident resulting in really serious injuries," he said. "Police, the Fire Service and medical staff are very keen for people to have fun with fireworks but to take a great deal of care with them. Also, avoid manufacturing and modifying them because that could result in very serious injury." Anyone purchasing fireworks must be 18 or older. They go on sale today and are only available until November 5. Until 2007, the purchase age was 14 and sales were permitted for 10 days. However, to enhance public safety, the rules were tightened. Since then, the Fire Service said there has been a "dramatic reduction" in fireworks-related 111 calls. "In recent years the only noticeable increase in fire-related calls has been on the nights that the event is widely celebrated - usually the two Saturdays closest to 5 November," said Assistant National Commander Rob Saunders. Mr Saunders believes that a growing number of people chose to attend large, public displays rather than buy their own fireworks. "For those who do prefer to buy their own, the usual warnings apply. Use a torch to read and follow the instructions on fireworks before using them, never attempt to relight a firework that hasn't gone off, and always keep a bucket of water or a hose handy." He also advised people to buy and use the small stands that hold fireworks safely, ready to be lit. "Fireworks are noisy so consider neighbours and pets when letting them off, and never point fireworks at people. There are also some parts of New Zealand where open fires are restricted, so please check with your local council first before lighting any bonfires." Between July 2008 and June 2011 \$1,023,351 was paid to people who lodged ACC claims for fireworks-related injuries. Burns made up 69 per cent of the injuries in the 2008/09 financial year, 72 per cent in 2009/10 and fell to 64 per cent in the year ending June 2011.

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11150305

AUSTRALIA, NEW SOUTH WALES, HOLBROOK, NOVEMBER 2 2013. HOLBROOK BUSINESS AGAINST \$6M CALTEX SERVO

david johnston



Trevor and Sharon Liddell, who have the Holbrook Motor Village, Denise Zarboch of Glendale Park Hotel and John Kennedy from the Jolly Swagman Motor Inn in front of the site where Caltex wants to build a 24 hour service Centre.

Caltex is proposing to build a 24-hour service station on the southern edge of Holbrook which recently became the last town on the Hume Highway to be by-passed. Plans for the \$6 million development which also includes a fast food outlet and bakery generating 50-plus jobs have been lodged with Greater Hume Council. But opposition has already emerged from business operators still adjusting to life without large trucks and other traffic passing through town. The service centre will be accessed by north and south travelling traffic at the southern highway interchange and next door to the Holbrook Motor Village

Caravan Park, which is council-owned and leased to Trevor and Sharon Liddell. Mr Liddell said the service station proposal had come too soon after the by-pass opened. "The town has just got back its main street and the number of trucks that go up and down the highway now don't go past our front door," he said. "In those days it was a gear change place and they used to change gears to get into town and get out of town. The only complaint we got from our visitors was the road noise." Mr Liddell said he had long-running issues with the proposed site already being used as a truck driver changeover point. His home would



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also be located six metres from the service station fence line and large trucks and caravans would come into conflict entering the service station and park. Two motels are also located close by. Mayor Heather Wilton said she was aware of the concerns about the service centre. But bringing one to Holbrook has been on the council's radar since 2008 and an independent poll commissioned at the time indicated 78 per cent of residents polled supported the idea. The council identified a different site to the one chosen by Caltex. "It is something we've been working on for some years," Cr Wilton said. "We know it is going to be very close to their house and business. "A lot of the issues being raised are not things we can take into consideration, but there are quite a few we can." The council has engaged an external consultant to assess the Caltex development application which could be determined at the December council meeting.

<http://www.bordermail.com.au/story/1882463/holbrook-business-against-6m-servo/?cs=11>

USA, N.Y, LEWISTON, NOVEMBER 2 2013. LEWISTON CANDIDATE FILES LAWSUIT OVER GAS STATION CLEANUP

thomas prohaska

The Democratic nominee for town supervisor in Tuesday's election, Dennis J. Brochey Sr., has filed a lawsuit demanding \$2 million in damages from a company that he hired nearly 20 years ago to clean up environmental problems at his auto repair shop. Brochey's suit, filed this week in State Supreme Court, alleges that the company, Green Environment Specialists of Niagara Falls, failed to remove all the petroleum-contaminated soil when it took out four underground storage tanks at Brochey's business. According to court documents, the problem wasn't discovered until last year, when Brochey and his wife, Cathy, sought to sell Dennis Brochey Automotive, the Center Street business they had owned since March 1992. The lawsuit says that Green Environmental, a company owned by Jim Greig, was hired in 1994 to remove four underground storage tanks and soil contaminated by leaking oil and gasoline. The work was done in what Brochey thought was good order. No further trouble ensued until Brochey sought to sell the business in the wake of his 2012 election to the Village Board, his first political office. He hired Glynn Geotechnical Engineering of Lockport to perform an environmental investigation on the site, and, according to the lawsuit, Glynn's testing showed petroleum contamination remained buried beneath the surface in amounts higher than the cleanup threshold imposed by the state Department of Environmental Conservation. The DEC ordered another remediation, and Brochey hired Ridgeway Environmental Services, which completed the work in April of this year. The suit doesn't mention exactly how much that work cost, but it does demand \$1 million in costs from Green Environmental as part of a damage award that also would include another \$1 million in compensatory damages. The cost claim includes reduced property values and lost profits as well as the actual cost of Ridgeway's work. The site was sold in July to Sincon Realty LLC of Lewiston for \$450,000, county records show. Brochey and his wife still hold a \$410,000 mortgage on the property. Brochey and Greig failed to return calls seeking comment.


<http://www.buffalonews.com/city-region/lewiston-porter/lewiston-candidate-files-lawsuit-over-gas-station-cleanup-20131101>

USA, PA, ERIE, NOVEMBER 2 2013. CLEANUP CONTINUES AT MILLCREEK TRAIN DERAILMENT >> LEAKING DIESEL FUEL FROM 2,000-GALLON TANK

john last

 **Watch the Video**

- [3 Intersections Closed by Train Derailment](#)
- [Cleanup Continues at Millcreek Train Derailment](#)

 **Photo's [12]** [Intersections closed, no one Hurt in Millcreek Train Derailment](#)



Clean-up crews remain at the scene of a train derailment in Millcreek Township Friday night. The derailment occurred Friday morning just west of Pittsburgh Avenue. CSX personnel are on the scene and they will be investigating. A CSX spokesperson says the investigators will look into the track conditions, the rail cars, and how the train was operated at the time of the incident. They also will investigate if heavy winds could have caused the detailment. Five rail cars, and one locomotive were involved. Four of the rail cars tipped over, the wheels of those cars were left on the tracks. The cargo spilled onto another set of tracks. The rail cars were carrying debris from a construction site. The cargo was not hazardous, and no evacuations were necessary. There was concern about 200 gallons of diesel fuel that leaked from the derailed locomotive. The erie county HAZMAT team was called to clean up that spill.



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The train was big. It had 140 cars. It blocked traffic as far away as Downtown Erie. Traffic on Greengarden, Raspberry, and Cascade was blocked until 2:30 pm. A detour will remain on Pittsburgh Avenue until tomorrow afternoon. Both Erie and Millcreek fire crews rushed to the scene. Chief Rick Schau, of the West Lake VFD, said firefighters knew exactly what to do when they arrived. "We just had a joint training effort with Erie County, Erie City Fire Department. We do plan on this. This is a very highly used train traffic area, hauls a lot of materials and HAZMAT through our area, through the City of Erie. We feel we're pretty prepared for any type of situation that could happen," he said. CSX brought in heavy equipment from Cleveland and Buffalo to clear the tracks. They expect to be on the scene for another 12 to 24 hours. The train was traveling from Selkirk, NY to Willard, OH when the derailment occurred.

<http://www.erievnews.com/story/23855488/cleanup-continues-at-millcreek-train-derailment>

USA, TN, MURFREESBORO, NOVEMBER 3 2013. CLEANUP UNDERWAY FOLLOWING SOUTH CHURCH STREET GAS SPILL



Firefighters respond to a South Church Street gas station on Nov. 1, 2013, following a fuel spill in Murfreesboro, Tenn. No one was injured in the incident.

Crews with the Murfreesboro Fire and Rescue Department responded to a fuel leak Friday morning in the 2000 block of South Church Street after a man inadvertently let his gas tank flood. No one was injured in the incident, which occurred at the ExxonMobil On the Run at 2020 S. Church St. just before 8 a.m., according to a Fire Department press release. "When crews arrived at the scene, they were briefed of the situation," said Ashley McDonald, public information officer for the Fire Department. "A gentleman, filling a 50 gallon tank on board his pickup truck, got back in his vehicle, leaving the fuel nozzle unattended." The nozzle fell out, spilling nearly 15 gallons of fuel onto the ground, she said. "Staff at On the Run strategically placed booms to contain the fuel," McDonald said,

adding Fire Department crews also put down 300 pounds of oil dry to mitigate the spill. "On the Run has their own environmental director and environmental cleanup crew," she said. Capt. Terry Smith said the unidentified man who was driving the pickup truck had gasoline leaking between his bed liner, the tank, and the bed of the truck. "Therefore, he essentially became a part of the cleanup as well," Smith said. McDonald said firefighters have since been released from the scene and it has been turned over to the company cleanup crew.

<http://www.murfreesboropost.com/cleanup-underway-following-south-church-street-gas-spill-cms-37294>

USA, N.Y, NEW YORK, NOVEMBER 3 2013. WAS CHEVRON SCAMMED FOR \$19 BILLION ?

victoria bekiempis

Even by the standards of a legally battle-tested oil industry, the Chevron trial is ugly. In the case before U.S. District Judge Lewis Kaplan, Chevron puts forth that Steven Donziger, a New York lawyer, masterminded an international conspiracy to obtain a \$19 billion judgment against the oil giant in Ecuador in 2011 for contaminating the Amazon. That award was one of the largest class-action payouts ever. All this stems from a 2003 lawsuit filed in Ecuador by Donziger and an activist group, Amazon Defense Front, which sought damages for contamination it claimed Texaco left behind after drilling there for more than 25 years. (Chevron acquired Texaco, its former competitor, in 2001.) According to the filing, Donziger estimated that he could earn hundreds of millions of dollars should the Ecuador decision stand. It quotes him as saying, "I sit back and dream.... Billions of dollars on the table. A movie, a possible book." Chevron further alleges that Donziger blackmailed and bribed Ecuadorean judges to secure the massive judgment against it. And the company maintains that Donziger and the Amazon Defense Front, in making their pollution claims to Ecuadorean and U.S. courts and U.S. Congress, wrote an environmental damage report themselves but presented it as the work of an independent, court-appointed analyst. Chevron also claims to have proof that the 188-page judgment itself was "ghostwritten by the Front." One of Chevron's most important and intriguing witnesses is Alberto Guerra, an ex-Ecuadorean judge who recently said in court that he accepted bribes from one of Donziger's associates to influence the judge in the original case. He said Donziger's team agreed to pay \$500,000 so that it could draft the final judgment. "Mr. Donziger thanked me for the work that I was going to do," Guerra testified. Guerra, however, is not a perfect witness: During cross-examination he acknowledged that Chevron paid him \$48,000 "for physical evidence" of said bribery, as well as "travel expenses for his and his son's families to flee Ecuador...attorneys' fees...and



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committed to pay him \$12,000 per month for living expenses in the United States for two years." On Wednesday morning, Donziger's legal team filed a motion to dismiss Guerra's testimony on the grounds that "Chevron's compensation for his testimony is tantamount to a bribe." (At press time, Kaplan had yet to rule on that motion.) This type of back-and-forth is typical of the years-long legal proceeding, in which there's evidence of wrongdoing by both sides. A 2012 New Yorker article said that in Ecuador's Amazon, "Texaco simply dumped [toxic] liquid into swimming-pool-size pits" that Donziger and locals claimed led to "cancer deaths, miscarriages, birth defects, dead livestock, sick fish, and the near-extinction of several tribes." The article makes clear, however, that Donziger routinely discussed corruption in the Ecuadorean legal system, and questions whether he took the case "too far," quoting him as saying: "This is Ecuador, O.K.?...at the end of the day, if there's a thousand people around the courthouse you're going to get what you want." The article also quotes him describing the scientific evidence as "just a bunch of smoke and mirrors and bull****." Chevron is suing Donziger and allied activists under a 1970 anti-mob law called the Racketeer Influenced and Corrupt Organizations Act, commonly known as the RICO Act. The company's lawyers, led by Randy Mastro, claim Donziger's camp orchestrated an intricate conspiracy to defraud Chevron similar to the way a drug cartel or mafia-run casino might conduct business with extortion and similar shady tactics. This has prompted skepticism from some of the lawyers interviewed by Newsweek who are familiar with RICO but not involved in this case. Jeffrey E. Grell, a Minneapolis-based lawyer who authored a book on RICO, says: "A lot of what's being alleged here by Chevron is disturbing, [but] I'm not sure if RICO is the way we address these kinds of problems." Susan Bozorgi is a Miami-based criminal defense lawyer specializing in white-collar crime and, as such, is quite familiar with RICO; she worries about the implications should Chevron win. "[RICO] was meant to be used against the mob," she says. "The danger about a case like this is that it could send a message to a lawyer who wants to take up a cause for an underdog that Big Brother, the big corporate entity, is going to start coming after you for criminal conduct." Other lawyers contacted by Newsweek were perplexed by the proceedings but didn't want to comment on the record either because they were somehow affiliated with a lawyer involved with the case (Mastro's firm, Gibson Dunn, boasts "more than 1,100 lawyers in 18 offices in major cities throughout the United States, Europe, the Middle East, Asia, and South America," according to its website) or are baffled at how RICO would apply in a civil context. Mastro dismisses these opinions as uninformed. "I don't think folks you've spoken to know enough about the case to be able to make that kind of assessment," he tells Newsweek. "This is a racketeering enterprise run out of New York by a New York lawyer working in conjunction with other U.S. lawyers and U.S. consultants and funders to try to coerce a U.S. company." And the fact that a trial, which determined environmental damage, took place in Ecuador? "The fact that part of the scheme involves creating a false narrative in an easily corruptible foreign jurisdiction is just a piece in the racketeering enterprise," he says. A Chevron spokesman also points out that the judge has already determined the case can be tried in New York, even though a large portion pertains to activities in Ecuador. Chevron has allies in this fight, and not all of them are global behemoths. "[This strategy] is one my group candidly hopes to make more common," Darren McKinney, spokesman for the American Tort Reform Association, tells Newsweek. "We would argue, generally, that the country would be better off if more companies that could afford to do so would fight back in this manner. I'm not talking about a mom-and-pop dry cleaners that gets sued by a psycho for misplacing his pants. I don't want David to be precluded from suing Goliath. By the same token, I don't want Davids by the thousands ginning up fraudulent lawsuits." Donziger maintains that he has done nothing wrong and that the lawsuit will ultimately go in his favor - if not in Kaplan's court, then in the Second Circuit or maybe even the U.S. Supreme Court. "I've never been in this for the money; no one who is interested in money would ever do this kind of case for this many years," he tells Newsweek. Of this trial he says, "It's retaliation against me and my colleagues. It's a show trial."

<http://mag.newsweek.com/2013/11/01/chevron-texaco-oil-rico-ecuador-lawsuit.html>

USA, TX, HOUSTON, NOVEMBER 3 2013. BAD GAS FROM SOUTHWEST HOUSTON GAS STATION DAMAGES ENGINES OF SEVERAL CARS

jeff ehling

 **Watch the Video** [Bad Gas from Southwest Houston Gas Station Damages Engines](#)

A half dozen drivers got a huge surprise after getting gasoline at a southwest Houston service station. Their cars now need to be repaired. It's what happens when you mix in a mistake during a construction project with all that rain from Thursday. Joseph Provenzano's Corvette is going nowhere fast. "I put the gas in and I go right out into the street, and the car kills," said Provenzano. The Corvette was not alone. "When I pumped the gas and tried to leave, my car shut off and failed to start," said Bill Thompson. The reason a half dozen cars at Fondren and Main now need a mechanic? "All the gas we thought we put was water instead of gas," explained David Solorzano. The station manager at Fuel Depot says a construction crew ruptured the



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underground fuel tank and then all that rain from Thursday contaminated the gasoline without his knowledge. "I just told the customers over there that this was our fault and the water went in because of the construction tank damage and we will take care of their car. Our insurance company is going to pay for the damage," said station manager Rick Maknojai. If you remember just one thing about this, always get a receipt when you buy gas that's the fastest way to prove your purchase if something other than gasoline gets in your tank.

<http://abclocal.go.com/ktrk/story?section=news/consumer&id=9309949>

NIGERIA, RIVERS STATE, OGBA, NOVEMBER 3 2013. 25 STUDENTS IN COMA AFTER INHALING INDUSTRIAL FUMES

olasunkanmi akoni



Officials of emergency agencies carrying one of the pupils on a stretcher... yesterday.

No fewer than 25 students of Ogba Junior Secondary School, Lagos, yesterday, went into coma after inhaling a chemical waste allegedly discharged into drainage by a company, Bizcircuit Photo Laboratory, located a few metres from the school premises. According to reports, the gas enveloped the school premises at noon. One of the school's pupils, Adetayo Adekanbi, said: "We were in the classroom when we perceived the offensive gas and smoke clouding the entire premises. We never knew the gas was injurious. "Immediately I noticed it, I ran towards the gate to escape inhaling the gas. But some of my mates became unconscious after inhaling the gas." Officials of the Lagos State Emergency Management Agency, LASEMA, were said to have rushed to the school and

moved the unconscious victims to a private hospital nearby and Lagos University Teaching Hospital, LASUTH. Security men, however, prevented access to the victims. The Head of Logistic, LASEMA, Mr. Femi Giwa, said that of the 25 victims, four were in critical condition but responding to treatment. Giwa said: "On arrival at the scene, we conducted a general assessment and discovered that certain liquid chemicals, with offensive and choking odour, used for production in the photo lab on the first floor of a shopping complex, could have led to the incident." He said that Lagos State government immediately sealed the premises of the photo laboratory concerned and arrested three of its staff. Giwa, however, assured that proper investigation would be conducted to analysis the chemical that off the offensive gas and its effect on the environment. State Director of Fire and Safety Services, Mr. Rasaq Fadipe, said officials assisted the rescue team in controlling the chemical fumes from spreading further.

■ **Related Stories** [25 Lagos Pupils Collapse after Inhaling Chemical Waste](http://www.vanguardngr.com/2013/11/25-students-coma-inhaling-industrial-fumes/)

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AUSTRALIA, NORTHERN TERRITORY, DARWIN, NOVEMBER 3 2013. PLUMBING COMPANY FINED FOR SAFETY BREACH >> STORING AND OR TRANSPORTING ACETYLENE CYLINDERS

A plumbing company in Darwin was convicted and fined \$5000 for storing acetylene cylinders in an enclosed van, even after being given a formal warning by NT WorkSafe. The company was fined in Darwin's Court of Summary Jurisdiction under the Work Health and Safety (National Uniform Legislation) Act after pleading guilty to the charge of failure to comply with health and safety duty and contesting, but found guilty of charge for breaching compliance with a prohibition notice. According to investigations, the company was aware of the risks posed by using enclosed vans for storing and/or transporting acetylene cylinders, but they continued this practice. They were issued a Prohibition Notice by NT WorkSafe in May 2012, just after five months after a [refrigeration mechanic](#) was killed in a fatal gas explosion in Parap. In June 2012, the company director went to a jobsite in West Lane, Darwin City to drop off oxyacetylene equipment required to complete a job. The equipment was brought to the site in a utility. On the site, the equipment was unloaded from the utility. The cylinders were checked for leaks before the equipment was stored and secured in a company van parked at the site. About thirty minutes later, a worker attended the van where NT WorkSafe inspector talked to him. Mr Doug Phillips, NT Work Health Authority, said that whilst acetylene cylinders were only stored for a short time, this did not excuse the breach of a prohibition notice. "A prohibition notice is a written direction issued by a NT WorkSafe inspector that prohibits any activity the inspector believes involves or will involve a risk of imminent and serious injury or harm to the health of any person," said Mr Phillips. "Prohibition notices are



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issued for a reason; one young life has already been cut short in the Northern Territory due to the practice of storing and or transporting acetylene cylinders in enclosed vehicles and six months on, despite a formal warning, a company has been caught continuing to do the same thing. "NT WorkSafe Inspectors are here to help and I urge all companies that are issued with notices to work with the inspectors to ensure compliance and the health and safety of all Territory workers," said Mr Phillips.

<http://content.safetyculture.com.au/news>

USA, GA, ATLANTA, NOVEMBER 3 2013. ARREST MADE IN HABERSHAM COUNTY GAS PUMP FIRE

derreck booth

Watch the Video's:

- [Investigators: Man Causes a Fuel Explosion at Clarksville Gas Station](#)
- [Woman Engulfed in Flames at Clarksville Gas Station](#)



The man named in an arrest warrant issued by the Georgia Insurance and Safety Fire Commissioner on Friday is in custody at the Habersham County jail as of Saturday morning. According to commissioner Ralph Hudgens, the warrant was issued for Austin Dawkins, 37, of Clarkesville. Officials said he will be charged with reckless conduct in connection with the October 16 incident that severely injured his wife. State fire officials allege Dawkins ignited a cigarette lighter while he was fueling his pickup truck at the Royal Food Store on Grant Street. The action caused a fuel vapor explosion. "[Surveillance] video shows he struck a cigarette lighter down by the tank," said Hudgens. "Flames flew up and hit his wife." Dawkins' wife, Jessica Dawkins, 30, suffered second and third degree burns to her legs, arms, back and head. She was flown to Grady Memorial Hospital in Atlanta and has since been released, according to Hudgens' office. Austin Dawkins suffered minor injuries to his hands. The

maximum penalty for the reckless conduct charge is a year in prison and up to a \$1000 fine. The Clarkesville Fire Department and Habersham County Sheriff's Office worked the case with Hudgens' office. The case has been turned over to the district attorney's office.

Related Stories

- [Investigators: Man causes a fuel explosion at Clarksville gas station](#)
- [Woman engulfed in flames at Clarksville gas station](#)

<http://www.accessnorthga.com/detail.php?n=267439>

USA, OH, COLUMBIANA CO, NOVEMBER 3 2013. LISBON LUBRICANT SPILL POSED NO THREAT SAYS STATE

jamison cocklin

The Ohio Environmental Protection Agency's Division of Emergency and Remedial Response was dispatched to County Home Road about a week ago to help clean up a 15,000-gallon spill of nonhazardous lubricant used for pipeline construction. The incident occurred Oct. 24, according to OEPA documents. Chris Abbruzzese, deputy director of communications for the agency, said Friday it was likely that a construction crew drilling holes for the placement of gathering pipelines, which collect oil and gas from nearby horizontal wells, experienced an "inadvertent return" of bentonite slurry — a mixture of water and clay. Pipeline crews sometimes use the slurry to help lubricate tools for microtunneling underground, Abbruzzese said. He added that the mixture did not pose a threat, and the company Access Midstream was quick to call state regulators for help in cleaning up the mess. It was unclear how the spill occurred, but Abbruzzese said crews sometimes hit weak portions of earth that can't hold the mixture, forcing it to spill outside its containment area. Neither public-safety officials nor the Lisbon mayor's office had any idea that a cleanup was underway, but Abbruzzese said it wasn't necessary to notify them because the material was nonhazardous. That still concerned Caitlin Johnson, a regional organizer with the Ohio Organizing Collaborative, which generally is opposed to oil and gas drilling in the state. She acknowledged that the substance was not harmful but wondered about other incidents that could be on the horizon given the number of pipeline projects planned or underway in Columbiana County. The slurry made its way into nearby Cold Run Creek, but it since has been contained, according to the OEPA.

<http://www.vindy.com/news/2013/nov/02/lisbon-oeпа-recent-lubricant-spill-posed/>



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