

Dangerous Goods - Hazardous Materials Group & Network

Release 2010 – 635 Newsy Stuff

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

August 25 2010

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USA, MA, TAUNTON, AUGUST 18 2010. TAUNTON STATION'S PERMIT TO SELL GAS REVOKED FOR CODE VIOLATIONS

charles winokoor



Planet Petroleum's orbit of business no longer includes selling gasoline, at least for the time being. Milad Dbaiib, owner of the gas station at 274 Winthrop St., which also includes a garage containing M & M Auto Repair, was informed Monday by fire officials he could no longer sell gas until nearly a dozen violations listed under the Code of Massachusetts Regulations are corrected. It was one of three local gas stations that underwent a safety investigation Monday. "I have the authority to revoke his permit and that's what I've done," said Taunton Fire Capt. Robert Bastis, who is also the city's fire inspector. Authorities have revoked the station's permit that allows new or existing underground fuel storage tanks. Bastis said he had received complaints about the presence of combustibles, including dozens of

tires, being stored on the premises. Monday's inspection, he said, convinced him that gasoline sales should be suspended. Bastis also said that a code compliance officer for the Bristol County division of the State Fire Marshal issued Dbaiib two \$100 tickets — one for failure to install and maintain fire extinguishers and the other for improper storage of combustible waste. Other alleged violations (described by authorities as Mass General Laws defects) listed in Bastis's order of notice include: accumulation of rubbish and waste, dangerous conditions that could contribute to the spread of fire or explosion, improperly installed electrical wiring, failure to keep a means of egress/ingress or exit clear, and failure to maintain emergency/exit lighting. Dbaiib has seven days in which to demonstrate a "good faith effort to substantially correct" the 11 violations contained within the order, otherwise he could face court action, the document states. Bastis said that if Dbaiib were to ignore the order and flaunt the authority of CMR fire regulations, an action could be filed against him in housing court. "They potentially could close the business," in the event of complete noncompliance, Bastis said. Dbaiib claims that "the city is trying to push me out," possibly to make room for a Walgreens store. He said he's not concerned about not being able to sell gas and that the bulk of his profit comes from a bustling service and repair business. "I can live without selling gas, there's no profit," Dbaiib said, adding that "I'm proud to be Lebanese, and I'm staying." By 1 p.m., his single island of gas pumps had been taped off by Bastis. Customers unaware of the closing continued to drive in, requiring employees' time spent explaining the situation.

Complaints Received

Bastis said that Dbaiib's contention that city officials ordered him to crack down on Planet Petroleum is false. He said that in addition to receiving complaints from the public about the condition of the business, the fire marshal's inspector was already scheduled to be in Taunton on Monday to inspect two other gas stations. The conditions at Planet Petroleum, during the past few years, have often been the subject of scrutiny at public municipal meetings. In October 2009, it was also the site of a murder. A station employee, Hegazy Sayed, was shot to death at the station. Steven Foster, who had been renting a room nearby, was charged with murder and armed robbery for the crime. Dick Shafer, director of the city's office of economic development, said that Walgreens at one time had expressed interest in the Planet Petroleum site, but eventually built a new store on Broadway. Shafer said other interested parties have included Cumberland Farms and the Hess gas company. But, he said there's no indication of any company recently making a strong overture to buy out Dbaiib. Dbaiib doesn't own the Planet Petroleum land. Registry of deeds records indicate he owns 272 Winthrop St., a parcel directly next to the gas/service station on which an empty and weather-beaten house sits. He paid \$206,000 for the property in July 2004, records show. The land on which Planet Petroleum is situated is owned by Peter Nifakos of Wellington, Fla.

Other Sites

Bastis said the Fire Marshall inspector also paid a visit to a gas station attached to Taunton Food Mart, at 12 Washington St., on Monday. That station, in July, was the site of a bizarre occurrence last month. An employee there mistakenly released a cloud of flame retardant, which blanketed the area with a thick choking cloud as firefighters tackled a structure fire next door. Bastis subsequently conducted an inspection and ordered two of 10 gas pumps be closed, after it was determined the owner did not ensure that two employees were on premises at all times. The owner was also hit with a \$200 fine levied by the State Fire Marshal's office for safety code violations. But by Monday, he said, the owner was in full compliance and was told he could re-open the remaining pumps whenever he wished. "They're all set as far as I'm concerned," Bastis said. The third inspection was of Prestige Car Wash & Detail Shop, at 13 Cape Highway (Route 44). The owners of that business are adding 12 pumps, but were informed they must first adjust an interior console so that cashiers have a clear line of sight to all pumps. "They said they'd take care of it. The people over there are fantastic," Bastis said.

<http://www.tauntongazette.com/news/x2092796301/Taunton-stations-permit-to-sell-gas-revoked-for-code-violations>

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USA, S.C, FORT MILL, AUGUST 18 2010. SURVIVORS TALK ABOUT RESCUE FROM TANKER EXPLOSION

greg argos

 **Watch the Video** <http://www.wcnc.com/news/Survivors-talk-about-rescue-from-tanker-explosion-100895584.html>

 **Slideshow** <http://www.heraldonline.com/2010/08/16/2386301/fiery-crash-on-i-77.html>

A day after a tanker exploded on Interstate 77, killing one person and hurting two others, the survivors are talking about the scary ordeal. The accident happened shortly after 3 p.m. Monday near the intersection of Gold Hill Road. The tanker and another car collided, causing the tanker to flip and explode. The driver of the tanker, 35-year-old Joshua Woodrow, died in the accident. The two women in the car, 56-year-old Deloise Clawson and her friend, 59-year-old Rosa Caldwell, were taken to a nearby hospital. Clawson and Caldwell were home safe and sound with just a few cuts and bruises Tuesday morning. The women say they were driving home from work when the accident happened. They have been carpooling together for the last seven year. When they got near mile marker 88 Monday afternoon, Deloise, who was driving, says the tanker truck beside her suddenly lost control. She says it hooked her car and both vehicles slammed into the concrete median. Both women say the entire accident happened in the blink of an eye. But the passenger, Rosa Caldwell, was able to jump into action to help save her friend. "I was sore, but I got out. And Deloise said, 'Rosa, I can't get out!' She said 'Rosa, I'm stuck!' I reach back and grabbed her...and both of us fell!" says Caldwell. Both women were then rushed to Piedmont Medical Center and were treated and released. Meanwhile, I-77 remains down to two lanes as DOT crews repair the interstate where the accident happened. Crew will have to repave the section of road which melted from the heat of the explosion. There is still no word on when those lanes will re-open.

<http://www.wcnc.com/news/Survivors-talk-about-rescue-from-tanker-explosion-100895584.html>

USA, MO, JEFFERSON CITY, AUGUST 18 2010. MURPHY'S TEXACO AND SUNSHINE MARKET UNDERGROUND STORAGE TANK VIOLATIONS >> MURPHY'S TEXACO AND SUNSHINE MARKET REFERRED TO MISSOURI ATTORNEY GENERAL FOR UNDERGROUND STORAGE TANK VIOLATIONS

The Missouri Department of Natural Resources has referred two cases to the Missouri Attorney General's Office to pursue civil penalties for violations of Missouri 's Underground Storage Tank Law. The department referred Murphy's Texaco to the attorney general alleging there are underground storage tanks on-site that have not been properly maintained, including installing required upgrades. The department referred Sunshine Market to the attorney general alleging there are underground storage tanks on-site that have not been properly maintained, including installing required upgrades. "Enforcing Missouri 's Underground Storage Tank Law directly relates to protecting public health and the environment," said Mark N. Templeton, director of the Department of Natural Resources. "We try to work with a business first to address the problem, but if it fails to take the necessary steps, we must pursue legal action." The department had requested documentation showing the interior lining and corrosion protection have been inspected and tested. These records have not been submitted to the department. Since the department has no records showing the underground storage tanks have been properly maintained for more than a year, they must be properly, permanently closed. A corroded underground storage tank is more likely to leak petroleum product into the environment and contaminate soil and groundwater. Underground storage tank owners must periodically inspect their tanks and make repairs as necessary. Reports from these inspections and confirmation of any repairs made must be sent to the department. Due to the serious nature of these violations and the lack of response from the facility, the department referred this matter directly to the attorney general to compel compliance and to seek an appropriate civil penalty for the violations. The Missouri Constitution requires civil penalties to be paid to the school fund of the county in which the violation occurred. Missouri 's Underground Storage Tank Law exists to protect public and environmental health and the department is responsible for enforcing the law and regulations. The department's enforcement actions help protect human health and the environment by requiring facilities to maintain compliance. The main goal in any enforcement action is to work with a facility to successfully achieve compliance with the standards and then ensure it has the tools to remain in compliance. As part of that process, penalties may be used ensure future compliance by removing the economic benefit of continued noncompliance. The department strives to work with owners and operators to fix problems before an issue is referred to the Attorney General's Office for legal action.

<http://www.infozine.com/news/stories/op/storiesView/sid/42991/>

AUSTRALIA, NEW SOUTH WALES, COONAMBLE, AUGUST 18 2010. COUNCIL CLEANS UP AFTER DIESEL SPILL

Map: [Coonamble 2829](#)

Thousands of litres of diesel have leaked from a bowser at the Coonamble Shire Council's depot. An investigation is being carried out into the extent of the damage and how the spill will be cleaned up. General manager John Griffiths says the diesel

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seeped from a hole in a pipe that was connected to one of the council's 4,000 litre underground tanks. "Council will be removing underground tanks and having them tested as to whether there is any contamination and carrying out the usual methods of decontaminating land," he said. "It will be costly but it will also be effective and we certainly will be ensuring that there's no contamination left." Mr Griffiths says it is unlikely the fuel will contaminate the nearby cemetery. He says the leak will only affect council land. "A few thousand litres is not the end of the world," he said. "The soils around here are black clay and therefore the leakage is not as much as if, say, it got into a sand seam. "I'm not trying to play down the potential effect, but because of the location of the depot it would only affect council land anyway."

<http://www.abc.net.au/news/stories/2010/08/18/2986122.htm?site=westernplains§ion=news>

USA, NE, NORTH PLATTE, AUGUST 18 2010. TANKER ACCIDENT LEAVES MAJOR FUEL SPILL IN LINCOLN COUNTY

 **Watch the Video:**

<http://www.khastv.com/news/local/Tanker-accident-leaves-major-fuel-spill-in-Lincoln-County-100817739.html>



This semi trailer overturned on U.S. Highway 83 just north of the Platte River Bridge in North Platte on Monday afternoon, rupturing the tank and spilling 10,000 gallons of gasoline. The driver was killed in the accident.

A tanker driver dies and thousand of gallons of fuel drained into a ditch in one of the worst environmental spills in Lincoln County. It happened just north of the North River Bridge on Highway 83. Right before 2 p.m. this afternoon, a tanker filled with fuel, careened off the East side of Highway 83 and flipped onto its top just north of the North Platte River. The tanker came to a halt on the east side of Highway 83, nearly sliding into a pond. Officials estimate 10,000 gallons of fuel spilled into the ditches. Their goal then was to keep it from flowing into the river. The local fire marshal says three firefighters went to hospital as a precaution after walking around in the fuel. Traffic on Highway 83 was rerouted for more than an hour while crews drained the rest of the fuel from the tanker and pulled it from the ditch.

<http://www.khastv.com/news/local/Tanker-accident-leaves-major-fuel-spill-in-Lincoln-County-100817739.html>

USA, TX, HARLINGEN, AUGUST 18 2010. TANKER TRUCK INVOLVED IN HARLINGEN ACCIDENT

rafael carranza



Paramedics rushed three people to the hospital following an accident where an SUV hit a tanker truck on Expressway 83 in Harlingen. The accident happened off the westbound lanes of U.S. Expressway 83 between Altas Palms and Bass Boulevard around 12:30 p.m. Tuesday. Police told Action 4 News that an SUV hit a tanker truck. Investigators said the tanker truck lost its driveshaft just before the accident and that the SUV may have hit it causing the accident. Police said a woman was driving the SUV and that she had her 2-year-old son as a passenger. Investigators said a male driver was the only person inside the tanker truck. It's not clear what the tanker truck was carrying inside but there appeared to be no leaks.

<http://www.valleycentral.com/news/story.aspx?id=498098>

VENEZUELA, PUERTO LA CRUZ, AUGUST 18 2010. EXPLOSION HITS VENEZUELA'S PUERTO LA CRUZ REFINERY

marianna parraga

- No injuries at 187,000 bpd refinery
- PDVSA says production not affected
- Alkylolation unit stopped after blast

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An explosion rocked Venezuela's 187,000 barrel per day (bpd) Puerto La Cruz refinery on Tuesday, causing no injuries but forcing state oil company PDVSA to stop the facility's alkylation unit, officials said. The large refinery in the OPEC nation's northeast accounts for around a sixth of PDVSA's total refining capacity, which is about 1.3 million bpd in the South American country. PDVSA said production at Puerto La Cruz had not been affected by the blast. "There has been a small problem in the alkylation plant," PDVSA's regional head of refining, Fernando Padron, told state television. He added a "very small tower" in the facility had exploded, but that there had been no fire. "The system is under control and all the liquids from the plant were collected. The rest of the plant is functioning well ... there was no heavy damage to property or to people." Alkylation units at oil refineries produce high-octane components used for blending with gasoline or aviation fuel. A union leader confirmed no one had been hurt. "There is still a lot of smoke around," Eudis Giro, head of the United Federation of Oil Workers, told Reuters. He said PDVSA workers were assessing the situation at the unit before setting a date to restart it. In a statement, PDVSA said the emission of gases had been controlled and that local communities had not been affected. "The regular release of the products that are processed by this installation is being maintained," it added. The blast is the latest in a series of accidents and scheduled maintenance stoppages in PDVSA's refinery network that have forced Venezuela to import products this year to meet its domestic and export commitments.

<http://af.reuters.com/article/energyOilNews/idAFN1716018220100817?pageNumber=1&virtualBrandChannel=0>

UK, MANCHESTER, AUGUST 18 2010. ROCHDALE MAN 'TOOK 200 FIREWORKS ON US PLANE'



Mr Jones said he did not consider the security implications of the fireworks.

An airline passenger claims he was allowed to take more than 200 fireworks on two flights in the US. Paul Jones, 29, from Rochdale, Greater Manchester, flew across the US from Kansas to Houston and back to the UK with a bag of bangers and a lighter. It was only when he arrived at Heathrow Airport earlier this month that officials expressed concern, he said. A spokesman for the US Transportation Security Administration (TSA) said officials were investigating the claim. Continental Airlines said it did not have a record of the incident, but that it warned customers about hazardous materials prohibited on aircraft. Bangers, which are explosives packed in a

small tube, are banned from sale in the UK under The Fireworks (Safety) Regulation 1997. US Federal law prohibits hazardous materials, such as fireworks, from being included in either checked in or carry-on baggage. Mr Jones had been visiting Wichita, Kansas, during US Independence Day celebrations on 4 July and was left with the bag of Black Cat fireworks. Deciding to take them home to Greater Manchester, he did not consider the security implications. "I put them in my pocket, walked through then put them on a grey tray at the customs and security. They had to go through the X-ray," he said. It was when Mr Jones arrived back at Heathrow earlier in August that his prohibited goods were discovered by UK staff. "I was waiting for my suitcase at the carousel and when I picked it up I'd opened it up and put my tobacco and everything inside to carry it through," he said. "The customs said I was looking suspicious so they pulled me, emptied it all out, and asked me how I got it through customs." Despite their concerns, Mr Jones was allowed to leave with the fireworks. In a statement, the Department for Transport's Aviation Desk said it was not aware of the incident, and that it was a matter for the US Authorities. A spokesperson for Continental Airlines, the airline Mr Jones flew with, said security screening of passengers was the responsibility of the TSA. "However, our airport agents are trained to respond immediately they become aware of any security breach," they added. "We warn customers on our website about hazardous materials which are prohibited on aircraft under federal law, and the list includes fireworks." A spokesman from the TSA said they were investigating the incident and examining airport CCTV footage in relation to the claims.

<http://www.bbc.co.uk/news/uk-england-manchester-10996471>

USA, MN, CLEARBROOK, AUGUST 18 2010. FEDS FINE ENBRIDGE \$2.4M OVER FATAL '07 ACCIDENT

tina lam

The company responsible for the oil spill near Marshall was ordered today to pay \$2.4 million in fines for an accident on a pipeline near Clearbrook, Minn., in 2007 that killed two people. The fine had been in the works for several years, but was formally issued today. Enbridge Energy Partners, which owns and operates the line, can request a reconsideration of the findings or pay the fine within 20 days. In a lengthy investigation of the accident, the federal Pipeline and Hazardous Materials Safety Administration found that Enbridge failed to safely and adequately perform maintenance and repair on the pipeline. Crude oil from the line leaked and ignited, killing the two workers. The company was also told it had not hired properly trained and qualified workers in that incident. "This department holds pipeline operators accountable for protecting their own workers

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as well as the health, welfare and safety of American communities where they operate," said U.S. Transportation Secretary Ray LaHood in a statement accompanying the order. At the same time, the federal agency also issued two additional final orders against Enbridge totaling \$57,800 in fines for violations after inspections at facilities in Louisiana in 2006 and Oklahoma in 2009. In those cases, the company failed to monitor internal corrosion and properly inspect tanks. The agency has told Enbridge it can't restart its 6B pipeline near Marshall until it can prove that the line has been inspected and is safe.

Related Stories [Senator questions Enbridge safety record.](#)

<http://www.freep.com/article/20100817/NEWS06/100817054/1318/Feds-fine-Enbridge-2.4M-over-fatal-07-accident>

IRAN, TEHRAN, AUGUST 18 2010. MAJLIS MOVES TO PROTECT BORDER RIVERS, SEAS FROM OIL SLICK

The Majlis approved on Tuesday a bill on "how to protect border rivers and seas from oil pollution". 146 MPs voted in favor of the bill, 10 against, and 14 abstained. Iran borders the Gulf of Oman, the Persian Gulf, and the Caspian Sea which is the world's largest inland body of water. Three rivers also form portions of Iran's international boundaries. The Aras River lies along the border with Armenia and Azerbaijan, the Atrek River borders Turkmenistan, and Arvandrud River, is part of the border with Iraq. Arvandrud River is the only river which is capable of sailing

http://www.tehrantimes.com/index_View.asp?code=225067

USA, IN, HAMMOND, AUGUST 18 210. HAMMOND OFFICIALS DEAL WITH BP OIL LEAK

vanessa renderman, steve zabroski, kathleen quilligan & pete nickeas



Police and Fire Department emergency crews and BP representatives responded late Tuesday morning to a storm drain at 175th Street and White Oak Avenue in Hammond after oil was discovered in the drain. BP maintains a petroleum line that runs from the Whiting Refinery to Manhattan, Ill., which runs past the drain.

Residents in one Hammond neighborhood were told to fill their drains with water and cover them with wet towels to keep fumes at bay as BP and city officials tried to locate and stop an underground leak near 175th Street and White Oak Avenue. The substance is a gasoline/diesel fuel mixture, said Ron Novak, director of the Hammond Department of Environmental Management. BP has a crude oil pipeline and a finished product pipeline that carries gasoline and diesel fuel in the area, Novak said. "It looks like it's that pipeline, but has the source of the leak been

identified? Not yet," he said. Over the weekend, residents began complaining of a gasoline-type smell in that area, said Tom Keilman, director of government and public affairs for BP Products North America in Whiting. "We haven't determined the source of the leak," he said Tuesday afternoon. When Hammond officials dipped into the sewer Tuesday, they pulled out a solid black substance that looked like oil, Police Chief Brian Miller said. "It also smelled like gasoline," he said. A sinkhole about 6 inches in diameter indicated the likely site of the underground leak, at the northeast corner of 175th and White Oak, Miller said. BP hired an excavating firm to tear up part of the street so the leak can be located and fixed. BP employees, contractors and emergency responders had to wear gas masks within a certain distance of the excavated hole. Soil dug from the area was placed into dumpsters lined with plastic. The Fire Department opened nearby fire hydrants and used the water to dilute the sewers. "It was at a high explosion level when they initially responded," Miller said. The sewer at the intersection runs to a pump station at the Little Calumet River at Walnut Avenue, where the product had traveled and collected, Novak said. On normal weather days, fluids that collect in the station are pumped to another station and then to the Sanitary District treatment center. When the system is inundated with rain, the wastewater pours into the adjacent river, and contractors have set up booms in the river in case of rain overnight, Novak said. Booms are floating objects that collect petroleum. Too much product in the sewer system could also overwhelm the treatment center, Novak said. There's been no harm to the immediate residents or community, Keilman said. One household was evacuated for a few hours because of the fumes, but those residents returned home, he said. The city's mass notification system was activated at 10 a.m. Tuesday, telephoning residents with a recorded message. The message advised them to pour water into their drains, especially basement drains, to stop potentially flammable vapors from entering homes. The affected area surrounding 175th and White Oak extends south to the Borman Expressway, north to 173rd Street, east to Columbia Avenue and west to Indianapolis Boulevard. Rob Elstro, Indiana Department of Environmental Management spokesman, said the agency is working with the city and BP to address the problem. IDEM placed booms at the site of the leak, Elstro said. The leak has had no impact on the wastewater treatment plant, he said. Officials at the leak site did not have an estimate as to how long the intersection would be blocked off or how

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long the excavation and repair would take. Crews stopped searching for the leak Tuesday evening and had placed a box in the hole to stabilize the sides and allow crews to suck fluid out of the hole and into waiting trucks, Novak said.

Pipeline Specifics

The two pipelines are made of steel and encased in concrete, Novak said. "Something could have penetrated the concrete, or it could have been a faulty weld between two pipes" that caused the leak, he said. The pipe itself might be deficient, he said. After the point of contamination is found, crews will cut out the section of pipe and replace it with a new section. The faulty piece will be sent to a lab to figure out what went wrong.

Safety Risks

The city of Hammond released a statement Monday telling residents they were investigating reports of the gasoline smell. A resident had a small fire in his basement and reported seeing flames shoot out of his floor drain in his basement, the release said. Novak said the fumes are dangerous and flammable. The vapors from gasoline -- which is lighter and evaporates more quickly than diesel -- can catch fire when mixed with oxygen and an ignition source, such as the flame from a hot water heater or the spark from a circuit breaker. "Sometimes even static electricity," he said. Complicating matters, the fluid entered the city's storm sewer system and collected in a pump station near the Little Calumet River. Contractors at that site were siphoning vapors from the station so that they didn't accumulate and create an explosion risk, Novak said. Hammond has been the site of other pipeline leaks: Buckeye Pipeline in the 7400 block of Kennedy Avenue, November 1991; Amoco at Calumet Avenue and 129th Street, September 1992; Amoco at 165th Street and Indianapolis Boulevard, October 1996; Amoco at Roosevelt Street and White Oak Avenue in the Grand Calumet River, April 1997; Amoco at White Oak Avenue and the Indiana Harbor Ship Canal, June 1997; and BP at River Drive and Walnut Avenue, April 2007.

http://www.nwintimes.com/news/local/lake/hammond/article_0227a3a0-e07d-5309-bf82-197fa4d8a0fb.html

USA, CA, SAN FRANCISCO, AUGUST 18 2010. SHIP PILOT IN COSCO BUSAN SPILL OUT OF PRISON

The pilot of a cargo ship that struck the San Francisco-Oakland Bay Bridge, causing a massive oil spill, is out of prison after completing his 10-month sentence. Authorities say John Cota was released from custody on Monday night. Officials have not named the prison where he served his term. Cota was piloting the Cosco Busan ship in heavy fog on Nov. 7, 2007, when it sideswiped a bridge tower. More than 50,000 gallons of oil leaked into the bay, contaminating 26 miles of shoreline. Cota pleaded guilty to two misdemeanor charges of illegally discharging oil in the bay and killing thousands of birds. He was sentenced in July 2009. Prosecutors say Cota made several errors that day, including deciding to embark in the heavy fog.

http://www.mercurynews.com/breaking-news/ci_15807116?nclink_check=1

USA, MA, DANVERS, AUGUST 18 2010. FACTORY IS SUED OVER \$2.7M COST OF CLEANUP >> EPA CLAIMS COMPANIES VIOLATED CLEAN AIR ACT

chris cassidy

The federal government has filed a court complaint seeking to recover \$2.7 million in environmental cleanup costs for the 2006 Danversport explosion. The complaint targets CAI Inc., Arnel Co. and two other entities connected to the ink and paint factory that blew up in the early morning hours of Nov. 22, 2006. Federal officials say the factory operators violated the Clean Air Act, which requires companies to take steps to reduce the effects of released hazardous substances. They hope to recover \$2.7 million spent on the Environmental Protection Agency's cleanup of the area in the weeks and months following the Danversport blast. The EPA spent four months removing hazardous substances released as a result of the explosion, something for which the owners and operators of the site can be held financially responsible. As part of the cleanup, the EPA said it fenced off the site, took air samples, drained vats and underground storage tanks, and removed debris and drums of chemicals. A spokesman for the EPA did not return a phone message seeking comment yesterday. Meanwhile, CAI denied the allegations and hinted that an out-of-court settlement is possible. "We have provided them with everything they've asked for, and we're continuing in discussions with them," said Paul Needham, the attorney representing CAI. "We're discussing a possible resolution of the matter (with the EPA)." But Needham wouldn't comment on the nature of the talks. "Those discussions are completely confidential," he said. The EPA said the factory owners and operators committed several Clean Air Act violations and that CAI in particular failed to cooperate with the federal investigation when it ignored a December 2009 letter requesting information from the company. The government said conditions at the factory contributed to the violations of federal law. Specifically, those included failing to identify the hazards of operating the factory overnight without proper ventilation, lack of proper alarms to detect the buildup of dangerous vapors after workers had left, and failure to have proper fire permits. The claim was filed in July as an amended complaint to a suit that was initiated in March. Federal officials,

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however, didn't announce the complaint until a news release went out yesterday. "I have no idea why this came out when it did," Needham said. "... I don't know what their motivation is."

<http://www.salemnews.com/local/x1836250935/Factory-is-sued-over-2-7M-cost-of-cleanup>

INDIA, GHATKOPAR, AUGUST 18 2010. XYLENE SPILL >> 6-HOUR JAM ON HIGHWAY AFTER TANKER TURNS TURTLE

Commuters travelling along the Eastern Express Highway had to suffer a nightmarish six-hour traffic jam on a rainy Tuesday morning when a tanker carrying an inflammable chemical turned turtle near Pant Nagar, Ghatkopar. Traffic police said the accident, which occurred at 5 am, brought peak-hour traffic to a halt until 11 am. "Traffic had to be diverted to other ancillary routes," said Joint Commissioner of Police (Traffic) Vivek Phansalkar. The tanker, carrying the highly inflammable xylene hydrochloride, had come from Gujarat and was on its way to Chembur. Police said at around 5 am, the driver of the tanker, Aidaram Chaudhary (34), lost control of the vehicle and hit the road divider. The impact made the tanker turn turtle. The police said the tanker was carrying at least 20,000 litres of the chemical stored in four compartments of 5,000 litres each. One of the compartments burst open after the accident causing the chemical to spill on the road. The Vikhroli traffic police, who learnt about the incident from a commuter, rushed to the spot followed by fire brigade officers. The fire brigade sought the help of experts from Hindustan Petroleum Corporation Limited and Bharat Petroleum Corporation Limited to dilute the 300 litres of the chemical spilt on the road. "The chemical is highly inflammable. The experts were called in to neutralise it. They sprayed water on the chemical to dilute it," said an official from the fire brigade. The tanker was moved after a special pump was used to remove the remaining chemical from its compartments. Fire brigade officials, who were present at the spot, said the spill could have turned dangerous had it not been raining because the rainwater helped wash away most of the chemical. Suresh Mane (34), a local resident said, "When I heard about the accident, I got scared thinking the dangerous chemical on the road could harm residents of the area." "The road was so slippery that it was impossible to walk," said 56-year-old Manisha Gupta, another resident. The driver of the tanker has been booked for rash and negligent driving.

<http://www.hindustantimes.com/6-hour-jam-on-highway-after-tanker-turns-turtle/Article1-588329.aspx>

USA, N.Y, HERKIMER, AUGUST 18 2010. FORMER CEO AGREES TO PAY PORTION OF TOXIC CLEANUP COSTS

david robinson

The former CEO and majority owner of H.M. Quackenbush Inc. has agreed to pay the federal government back a portion of the money that was spent in an emergency cleanup effort at the manufacturing site he abandoned in the village over five years ago. The U.S. Environmental Protection Agency reached a settlement Monday with Frederick H. Hager in which he will pay \$225,000 plus interest for the cleanup work at the 1.5-acre site between North Main and Prospect streets. The EPA, between August 2005 and April 2006, spent \$1.7 million to remove 86 tons of waste sludge, thousands of gallons of hazardous liquids and 100 tons of a variety of hazardous materials. Although the EPA was seeking reimbursement for the entire cost, the settlement amount reflected Hager's ability to pay, EPA officials said. The EPA cleaned up the "worst" of the contamination and dealt with immediate threats to the public after Hager's company abandoned the property. The factory dealt in manufacturing and metal plating between 1874 and 2005 when it closed due to bankruptcy. "Fumes from open containers of acids, cyanide waste and other liquids could have posed health threats, especially since the ventilation system at the facility was shut down," John Senn, EPA spokesperson, wrote in an e-mail. Hager also agreed to pay \$75,000 to be used for the village of Herkimer's cleanup work at the site. The village has applied for more than \$2 million to demolish parts of the building and clean up remaining materials, like pieces of timber and pipes that may have low levels of contaminants on them, according to Senn. The money to redevelop the site would come from the state Brownfields program, which provides assistance in addressing contaminated properties. Senn was unable to say if the contamination resulted in any restricted use regulations on future development at the site. The state Department of Environmental Conservation has already spent close to \$100,000 for cleanup at the site, however. A failed attempt in July of 2005 to save the company in bankruptcy court contributed to the need for immediate cleanup at the site. But hazardous waste had already been building up at the site prior to the company's insolvency, according to the EPA. The court ordered the assets of H.M. Quackenbush and its affiliated companies be liquidated, and the company abandoned the property without addressing the hazardous material it left behind. The waste included 80 tons of hazardous waste sludge that had been accumulating since late 2004. After studying the site Aug. 17, 2005, the EPA decided the same day that hazardous materials needed to be removed. Officials during the study found that deteriorated containers were releasing hazardous substances at the abandoned factory. "[The] EPA's cleanup prevented any impacts to public health," Senn wrote in his e-mail, responding to questions of any negative impact on the village residents health. While Hager did not cover the cleanup cost himself, the EPA did recover another \$137,000 in the

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bankruptcy action filed by H.M. Quackenbush. The EPA finished its cleanup at the site in April 2006. In addition to removing 100 tons of toxic waste the effort removed almost \$47,000 gallons of hazardous liquids, including cyanide, acids, plating liquids and acid and base oxidizers.

<http://www.herkimertelegram.com/newsnow/x297214549/Former-CEO-agrees-to-pay-portion-of-toxic-cleanup-costs>

AUSTRALIA, NEW SOUTH WALES, SYDNEY, AUGUST 11 2010. PETER GARRET TO GREEN-LIGHT ORICA SHIPMENT OF HAZARDOUS CHEMICALS TO DENMARK

john durie

Peter Garrett is today expected to finally allow Orica to ship 16,000 tonnes of hazardous chemicals to Denmark. The expected move by the Environment Minister to give final clearance to allow the shipment comes some five years after Orica had attempted to move the load. Shifting hazardous chemicals is a complicated process that requires approval from governments in both the country of origin and destination, and in this case the containers will start leaving Botany Bay for Denmark in a double-hull charter boat. Danish Environment Minister Karen Elleman had earlier approved the import of some 60,000 barrels of hexachlorobenzene (HCB) that Orica has had sitting in sheds alongside Botany Bay. Mr Garrett's formal approval is now the final green light to a process that will cost Orica about \$80 million. It's been a long process since Orica's HCB plant shut its doors in 1981. HCB can't be destroyed in Australia, and Orica's Graeme Liebelt has run around the world trying to find someone to take it. Orica's provisions for the environmental clean-up at Botany Bay now amount to \$296m, or just under half of last year's reported profit. The HCB clean-up bill alone is now \$113m. HCB is the chemical by-product of making PVC and dry-cleaning fluid. Attempts to ship it to Germany three years ago failed, but Orica has done a deal with waste disposal giant Kommunekemi, which is happy to burn it. The HCB shipment will remove some dangerous chemicals from Botany Bay, but the company's clean-up is continuing in three separate projects.

Related Coverage [Botany Bay bids farewell to toxic waste](#)

<http://www.theaustralian.com.au/business/news/peter-garret-to-green-light-origa-shipment-of-hazardous-chemicals-to-denmark/story-e6frg90f-1225906754701>

USA, GA, UNIVERSITY OF GEORGIA, AUGUST 18 2010. SCIENTISTS SAY US GOVERNMENT WRONG ABOUT SPILLED OIL



The new containment capping stack is pictured in this image captured from a BP live video feed from the Gulf of Mexico, July 21, 2010. Big oil companies including Exxon Mobil Corp and Royal Dutch Shell will spend \$1 billion to develop a new oil spill containment system for the Gulf of Mexico, the companies said on Wednesday. The project, a response to BP Plc's Gulf oil leak, will be engineered for water depths up to 10,000 feet (3,000 meters) -- about twice the depth of BP's crippled Macondo well.

A new analysis suggests nearly 80 percent of the crude that leaked into the Gulf of Mexico may still be in the ocean, throwing into question government estimates that were significantly lower. On August 4, the US government said clean-up efforts and natural degradation had eliminated some 74 percent of the 4.9 million barrels of oil believed to have spilled from the ruptured Macondo well into the Gulf's seawater. "The vast majority of the oil from the BP oil spill has either evaporated or been burned, skimmed, recovered from the wellhead or dispersed," the National Oceanic

and Atmospheric Administration wrote. But scientists from the University of Georgia believe the government analysis ignores the fact that much of the spilled oil remains in the sea, just in smaller droplets or broken-down forms and is based on faulty assumptions. "We just reanalyzed this report and then we went to the next step," said Charles Hopkinson, one of the five-member team who reexamined the estimates. "We came up to 70 to 79 percent must still be out there," he told AFP. "They said about eight percent was chemically dispersed, but there is no reason not to think it's not still out there. They say that 16 percent was naturally dispersed, and again, there's no reason to think that is not still out there," he said. The team also challenged the government's estimates of how the oil would dissolve and evaporate, arguing their suggested rates were optimistic and unlikely. "One major misconception is that oil that has dissolved into water is gone, and therefore harmless," Hopkinson, a marine scientist, added. "The oil is still out there, and it will likely take years to completely degrade. We are still far from a complete understanding of what its impacts are." A US government official who spoke to AFP on condition of anonymity on Tuesday acknowledged the figures announced August 4 may have been inaccurate, and current estimates

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suggested closer to 50 percent of the spilled oil had actually been eliminated from the Gulf's waters. He said around 25 percent of the spilled oil was either recovered, burnt or skimmed, and another 25 percent was believed to have been dispersed, either naturally or with the use of chemical dispersants. He stressed that the government remained concerned about the effects of any oil remaining in the Gulf, but said any difference between the official estimates and the researchers' analysis "is really one of math."

<http://www.timeslive.co.za/world/article609017.ece/Scientists-say-US-government-wrong-about-spilled-oil>

INDIA, RAJASTHAN, KOTA, AUGUST 18 2010. INDIAN MAN KILLED BY EXPLODING MOBILE PHONE

An Indian man was killed when the Nokia cell phone he was using exploded in his face. Gopal Gujjar, 23, was found dead yesterday with burns to his left ear, neck and shoulders, near a farm in Bandha village close to the city of Kota in the northern Indian state of Rajasthan, The Times of India reported. Mr Gujjar had apparently gone to the forest to graze cattle about noon and was believed to be talking on the phone when it exploded. Police found pieces of the Nokia 1209 handset, a basic model released in August 2008, scattered nearby. In January this year, a 27-year-old housewife in Andhra Pradesh, on the southeastern coast of India, was killed while talking to her husband on a charging phone.

<http://www.heraldsun.com.au/news/breaking-news/indian-man-killed-by-exploding-mobile-phone/story-e6frf7jx-1225907019568>

USA, VA, CHESAPEAKE, AUGUST 18 2010. RAILROAD FINED \$15,099 FOR FUEL SPILLED IN CRASH

scott harper

 **Watch the Video** <http://hamptonroads.com/2010/08/railroad-fined-15099-fuel-spilled-crash>



A train locomotive juts off the train bridge over the Intracoastal Waterway in Chesapeake Friday morning, March 26, 2010, as railroad officials, Coast Guard and workers trying to contain a fuel spill. Chesapeake & Albemarle Railroad has agreed to pay a \$15,099 state fine for spilling hundreds of gallons of diesel fuel into the Intracoastal Waterway as a result of this accident.

In the wake of a dramatic train wreck earlier this year, Chesapeake & Albemarle Railroad has agreed to pay a \$15,099 state fine for spilling hundreds of gallons of diesel fuel into the Intracoastal Waterway. A proposed settlement with the Virginia Department of Environmental Quality also includes new details about the crash, which left the engine and other cars hanging precariously off a drawbridge in Chesapeake. In a company report to the state, the North Carolina-based railroad said its engineer initially told investigators that the March 26 derailment occurred because of brake failure. However, the engineer recanted his story when no mechanical problems could be found; he then admitted it was his fault, the report says. "The engineer accepted full responsibility," according to the report written for the railroad by a consultant, AMEC Earth & Environmental Inc. A copy of the report was obtained under the Freedom of Information Act. The unnamed engineer was suspended 60 days because of the incident, according to the report, and he was back at work effective June 1. The recommended settlement and fine, released for public comment last week, still must be approved by the State Water Control Board. The board meets next month in Richmond, where passage is expected, state officials said. The Federal Railroad Administration also was investigating the accident. A spokesperson could not say Tuesday whether the investigation is complete. The

crash occurred about 4:30 a.m. on March 26. The train failed to stop and, while traveling about 24 mph, slammed into the Chesapeake drawbridge, which was in a raised position. The bridge dates to the 1920s and usually is kept open for water traffic and maintenance, according to the Coast Guard. The impact ruptured the locomotive's fuel tank, spilling about 1,000 gallons of diesel fuel into the waterway. No one was injured. Hired cleanup crews and the Coast Guard quickly responded. Within hours, they had closed the rail line and affected waters and installed rubber booms upstream and downstream from the site to keep the fuel from spreading, according to records. A floating crane was brought in the next day and hoisted the teetering rail cars back onto the tracks and out of danger. During the next three days, crews skimmed 8,300 gallons of oily water from the waterway and deployed 41 drums of absorbent materials to soak up fuel. The cleanup was completed March 30. Paul Smith, a state environmental official overseeing the enforcement case, said operations went smoothly and resulted in

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little ecological harm. Fish and waterfowl were not injured, and diesel fuel was kept out of nearby marshes and wetlands, according to case records. "This one was remarkably easy," Smith said Tuesday. Chesapeake & Albemarle Railroad carries supplies mostly to ready-mix concrete plants in a service area between Edenton and Elizabeth City, N.C., and Chesapeake. The company is owned by RailAmerica Inc., based in Jacksonville, Fla. Calls to Chesapeake & Albemarle offices in Ahoskie, N.C., and to RailAmerica headquarters were not returned Tuesday.

<http://hamptonroads.com/2010/08/railroad-fined-15099-fuel-spilled-crash>

NIGERIA, LAGOS, AUGUST 18 2010. NIGERIANS DYING AT 40 IN NIGER DELTA?



Oil spills are common in the Nigerian Delta. Identifying the cause of this pollution is not an easy task in a complex and violent region, where responsible parties continually pass the buck. While oil companies talk of sabotage, environmentalists and human rights organizations insist on the negligence of companies who neither maintain nor monitor their facilities to satisfaction. Shell has acknowledged that 14,000 tonnes of crude was spilled in 2009. The main oil company in Nigeria is responsible for over 6,800 spills, the equivalent of 400,000 tonnes, of oil into the waters and once rich soils of the Delta region between 1976 and 2001. "Oil spills in the Niger Delta are not necessarily dramatic, but numerous and constant," says Daniele Gosteli Hauser, head of economics and human rights at the Swiss section of Amnesty International. The uncountable oil spills continue to spell deadly consequences for both the environment and the 31 million inhabitants of the Niger Delta region.

Life Expectancy

"The water they use for washing or cooking is polluted, fish is scarce and contaminated. Agricultural lands are unfit for cultivation. And the air is polluted by flaring or the burning of natural gas out of oil," she adds. Life expectancy of local people has dropped to just 40 years. According to Amnesty International, the inhabitants of the Niger Delta do not benefit from the oil manna in any way. Instead, they suffer the worst consequences. "Whilst they live in what was once one of the richest ecosystems on the planet, the inhabitants of the Niger Delta suffer the consequences of one of the worst contaminations in the world", says the outraged head of Amnesty. Indeed, they are yet to enjoy the \$600 billion profits from their oil. "Black gold from the Niger Delta accounts for 95% of export earnings and 80% of the country's income. Nigeria, the eighth exporter of crude oil, provides 40% of the United States' total crude imports.

Shell Dodges

According to Shell, the region's main oil company, the leaks are mainly caused by pipeline sabotage that account for an 80 per cent loss. Sunday, the Anglo-Dutch oil group bemoaned a recent rise in acts of vandalism against its pipelines in southern Nigeria. They have become the target of repeated attacks carried out by armed groups who claim to fight for a fairer distribution of oil revenues. However, environmental protection and rights organizations disagree with this explanation. For them, the company has its share of responsibility in the Niger Delta pollution. Daniele Gosteli Hauser argues that "There are sabotages and thefts, but the proportions mentioned by the companies are not credible. It is above all the lack of maintenance of facilities that is causing the leaks. "Shell has a lot to gain by presenting the leaks as a result of sabotage in order to dodge responsibility and not have to pay for cleaning or compensation."

<http://www.afrik-news.com/article18115.html>

USA, FLA, PANAMA CITY, AUGUST 18 2010. REPORT: TYNDALL STALLING ON CHEMICAL CLEANUP



Tyndall Air Force Base at Panama City, Fl., has delayed cleaning up toxic chemicals that landed the base on the Superfund list and demonstrated a pattern of not complying with federal laws, according to a government report released Monday. The base has kept a schedule for cleaning up contamination at multiple sites but never reached a comprehensive agreement with the Environmental Protection Agency, according to the report by the Government Accountability Office, an investigative arm of Congress. The problem is that toxic chemicals, which threaten the groundwater that the base uses for drinking water, haven't been cleaned up under EPA deadlines. "A variety of obstacles have delayed cleanup progress at these installations," the 73-page report said. "In particular, Tyndall AFB's long-standing lack of full compliance with

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environmental cleanup requirements ... has been an obstacle to verifiable cleanup of that installation." Tyndall is one of only five military bases that haven't reached agreements with EPA out of 141 military bases on the Superfund list, according to Dorothy Robyn, Defense Department deputy undersecretary for installations and environment. "Your report raises several good points, and we have already implemented solutions to many of the problems it highlights," Robyn wrote in a reply to the report. Tyndall occupies 29,000 acres in Florida's Panhandle near Panama City, where President Obama spent the weekend. The base is home to the 325th Fighter Wing, which trains and maintains F-15 and F-22 squadrons. The base was initially put on the National Priorities List, nicknamed the Superfund list, in 1997 primarily because of DDT contamination in Shoal Point Bayou. That waterway is a tidal creek that small boats use to deliver petroleum, oil, lubricants and other supplies to the base. The base initially had 39 sites to clean up; 16 remain. The contamination in soil and groundwater includes pesticides, and chemicals from fuels and munitions. The contamination is a concern because the base uses groundwater for drinking water and because the base is home to 40 species of threatened and/or endangered plants and animals, according to GAO. One of the delayed disclosures involved lead found at Tyndall Elementary School in 1992. A 2009 picture of lead shot found at the school's playground is included in the report. But rather than notify the EPA immediately, as required by law, Tyndall officials collected soil samples with county health officials and assured the public that the area was safe. The lead was removed and replaced with clean sand. After the base was listed as a Superfund site, federal [Health and Human Services](#) officials found contamination below levels of concern - based on test results from 1992. But the school is located on a former target range, where Tyndall representatives found lead shot and debris from clay targets years later. Tests in 2009 found lead in the soil exceeding state standards, but the base didn't notify the EPA for 22 days. Once notified, the EPA required the base to remove the material and notify parents. "Tyndall's failure to disclose lead at the schoolyard is not an isolated failure to disclose contamination," the GAO said. Military officials said EPA officials have known for years about the contamination problems. The GAO suggested that Congress consider legislation allowing the EPA to impose penalties to enforce cleanup. The Defense Department opposed that proposal, saying the EPA already has significant authority without extra penalties. "Moreover, DoD has made significant progress in the last year," Robyn said. "Thus, congressional action is not necessary, in our view."

<http://www.wjhg.com/news/headlines/100917494.html>

USA, UT, SALT LAKE CO, AUGUST 19 2010. WESTBOUND I-215 EAST REMAINS CLOSED FOLLOWING FATAL TANKER ACCIDENT

• **Watch the Video** <http://www.ksl.com/?nid=148&sid=12047889&autostart=y>

• **Watch the Video** <http://www.fox13now.com/news/local/kstu-accident-i-215-massive-fire.0.6762009.story>

• **Photo Gallery [55 pictures]** <http://www.ksl.com/?nid=148&sid=12047889&autostart=y>



A car heading the wrong way on westbound Interstate 215 crashed into a semi [just after Knudsen's Corner](#), killing the driver. It happened around 9:45 Wednesday morning. Witnesses Say Driver May Have Been Confused Other drivers first spotted the wrong-way driver, whom Utah Highway Patrol troopers say appeared to be in his 80s, near 1300 East. Three minutes after the first call came in to dispatch, the car collided with a semi truck coming around the corner. "At first calls, he was going pretty fast in the median area, and then he slowed down to about 10 miles an hour and tried to get across, and that's when the collision happened," said UHP Lt. Robert Anderson. "So, he was going about 80 [mph] down by 13th East and slowed down to about 10 miles an hour right near the area of the impact. Unified Fire Authority Capt. Clint Smith says the collision caused the semi truck to roll, and then both vehicles burst into flames. "With the spill of the fuel on the road, it also started a fire that started to move into the brush and up the hill toward the homes. So we

had multiple scenarios playing out at the same time," Smith said. Matt Arnold sent video of the crash to KSL. He said he heard two explosions. "It looked like the whole freeway was on fire, you know, just flames everywhere," Arnold said. He also said the explosions sent debris everywhere. "It was amazing, craziest thing I have ever seen," Arnold said. The driver of the semi truck sustained serious injuries in the accident, including a punctured lung and a cut to his head. He was transported to a local hospital. Emergency responders believe the elderly driver of the passenger car was killed instantly.

Fire from Crash Threatens Nearby Homes

High school students working in the area heard the crash and ran to see what happened. "First I saw the black smoke, and then we came over later and that whole side [of the hill] was just engulfed in fire," witness McKay Nielsen said. "We heard this big boom, and then a tree just lit up." "Huge; it was black. You could not see through it," said witness Hailee Wiest. "And you

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could see it was going into the person's house; 'cause it's just a fence, it's not cement, so it was going into their backyard." The fire threatened homes in the Eagles Landing Cove neighborhood. McCade Miller was reading a book inside his home when he heard the crash. He was talking to firefighters about it when flames started coming toward his house. He got out a garden hose to try to douse the blaze. "I was pretty close to them," he said. "I mean, it's not smart, but you gotta keep it from getting worse; and I didn't want my vehicle or anything else being damaged." Miller also got some help. "Several of the neighbors ran over and just were pulling hoses from the other parts of the house," he said. Luckily, crews were able to put the fire out before any homes were damaged. Miller says a neighbor's car was damaged, but the fire didn't make it much past his property line.

Investigation, Traffic Delays Continue

UHP is investigating the accident to determine exactly what happened. Troopers say witnesses told them the driver of the car appeared to be confused. Southbound/westbound I-215 East remains closed at 6200 South. Smith says he expects the lanes to be closed for several hours as crews work to clean up the accident. Utah Highway Patrol troopers are rerouting traffic off the freeway and onto surface streets. Meanwhile, traffic is slowly getting by in the eastbound/northbound lanes of I-215 East. Crews have closed the inside lanes, but traffic is getting through on the right.

<http://www.ksl.com/?nid=148&sid=12047889&autostart=y>

USA, TX, DALLAS, AUGUST 19 2010. POLICE ATTACK GUNMAN KILLS HIMSELF >> TRAILER LOADED WITH WOODCHIPS, AMMONIA NITRATE AND ROAD FLARES FAILED TO EXPLODE.

A gunman has killed himself during a shoot-out with police in the US after driving an explosives-packed truck into their car park. Patrick Sharp, 29, first set his pick-up truck on fire, then retreated to a field across a road in Dallas and fired more than 100 rounds at police headquarters. Sharp may have intended to lure people from the police station so he could shoot at them from a field across the street where he had taken position, police chief Doug Kowalski said. He also may have intended to kill them by blowing up the truck. The fire set off ammunition in the truck but failed to ignite the wood chips, ammonium nitrate, petrol and road flares. Police found an assault rifle, a shotgun and a handgun on Sharp. He fired at least 100 rounds at the police station, and the chief counted at least 23 bullet strikes on the building. Sharp was found dead after police fired at him while chasing him in a line of trees where he had taken cover and into an open field.

<http://www.google.com/hostednews/ukpress/article/ALeqM5gvvCM7UrpROUMrvJGxeeR5OUz6Ew>

CHINA, HEILONGJIANG PROVINCE, AUGUST 19 2010. 5 PUNISHED OVER FIREWORKS DISASTER

3 government officials and two executives have been sacked or detained over a fireworks factory explosion that left 20 people dead in northeast China, local authorities said yesterday. Four people are still missing and 153 were injured after the explosion ripped through the fireworks factory in Wumahe District of Yichun City, Heilongjiang Province, on Monday. Zhao Weiqiang, deputy head of the Wumahe District, who is in charge of work safety, and Cheng Chuanxin, head of the Wumahe District Work Safety Bureau, were removed from their posts, according to a statement from the Yichun City Committee of the Communist Party of China yesterday. Police detained Liu Chunya, a safety inspector at the bureau, for dereliction of duty, according to the statement. Jin Chaoxiang, head of the fireworks factory, and Zhou Shiji, deputy head of the factory, were also detained. The cause of the accident was still under investigation.

<http://english.eastday.com/e/100819/u1a5400922.html>

US, OH, STREETSBORO, AUGUST 19 2010. OVERTURNED TANKER CARRYING HYDROCHLORIC ACID ON TURNPIKE PROMPTS EVACUATION

 **Watch the Video** <http://www.newsnet5.com/dpp/traffic/truck-spills-acid-on-turnpike-streetsboro>



A tanker truck carrying hydrochloric acid overturned on the Ohio Turnpike last night, closing a portion of the toll road and evacuating several homes. No illnesses or injuries resulted, according to a Wednesday morning release from the Streetsboro Fire Department. The department was originally alerted for a male unresponsive in a truck at the west bound 187 mile post at 11:19 p.m. Tuesday night. Arriving on scene, emergency crews discovered it was the result of a crash involving a tanker truck that overturned and was leaking a 10 percent hydrochloric acid solution. The Portage County Department of Homeland Security and Emergency Management, along with the Portage County Hazardous Materials Team, were immediately dispatched to the scene. The driver, a 46-year-old male from Ohio City, was able to remove himself from the wreckage and was found outside of the truck. He was

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quickly assessed by paramedics and moved as safe distance from the scene in an ambulance. He had no obvious injuries but agreed to be transported by Streetsboro EMS to Robinson Memorial Hospital in Ravenna for evaluation. As a precautionary measure, approximately 20 homes adjacent to the Ohio Turnpike on Stewart Avenue were evacuated until the leak could be contained and a thorough assessment completed by county officials. Streetsboro Police assisted in notifying affected residents of the optional evacuation. According to Lt. Don Bobek of the Streetsboro Fire Department, all residents notified left and were able to find temporary accommodations on their own. Hazardous Materials Team members determined that the hydrochloric acid solution was being further neutralized by limestone in the soil and posed no immediate threat. Haz-Mat and Turnpike officials worked through the night to clean up the spill and clear the wreckage.

<http://www.thegatewaynews.com/news/article/4879703>

CHINA, HEILONGJIANG PROVINCE, AUGUST 19 2010. HEILONGJIANG SHUTS DOWN ALL FIREWORKS FACTORIES

zhang xu



Firefighters battle a blaze following an explosion at a fireworks factory in Yichun, northeast China's Heilongjiang.

Authorities in northeast China's Heilongjiang Province have ordered all nine fireworks factories in the province to shut down after a blast at one of the plants on Monday killed 20 people. "We have ordered all nine fireworks factories in the province to stop production immediately. We have rescinded their permits for production," a Heilongjiang Provincial Work Safety Administration spokesman said Thursday. The nine factories have been ordered to dismantle their production facilities by the end of the month and to dispose of their fireworks-manufacturing materials by Sept. 15. In addition to causing the 20 deaths, the explosion at the fireworks factory in the Wumahe District of Yichun City Monday injured 153, while

four others are still unaccounted for. Three government officials and two factory executives have been sacked or detained over the deadly explosion, according to a Wednesday statement from the Yichun City Committee of the Communist Party of China. Zhao Weiqiang, deputy head of Wumahe District and in charge of work safety, has been removed from his post. Cheng Chuanxin, head of the Wumahe District Work Safety Bureau, has also been removed from his post. Police have detained Liu Chunyu, a safety inspector at the bureau, for dereliction of duty. Jin Chaoxiang, head of the fireworks factory, and Zhou Shiji, deputy head of the factory, have also been detained. A preliminary investigation showed the plant was illegally producing fireworks, as the local work safety department canceled its production permit in June, a statement issued Tuesday by the State Administration of Work Safety said. The plant was requested in June to suspend production and improve factory safety, according to the statement.

<http://english.cri.cn/6909/2010/08/19/2021s589394.htm>

USA, MS, HATTIESBURG, AUGUST 19 2010. TRAGIC ACCIDENT RELAYED TO SAFETY OFFICIAL >> FATHER OF YOUTH KILLED AT OIL TANK SITE PUSHES PREVENTION

la tonya frelix



U.S. Chemical Safety and Hazard Investigation Board members Rafael Moure-Eraso (left) and Vidisha Parasram (right) talk with Phillip White, father of Wade White, who was killed when an oil-holding tank exploded in Carnes.

During the early morning hours of Oct. 31, 2009, Wade White and Devon Byrd probably were doing something they'd done several times before. The two were outside near two oil-holding tanks that sat unsecured just a stone's throw from White's home in the Carnes community. Only that morning something went terribly wrong, and both White, 18, and Byrd, 16, were killed after a tank exploded — throwing their bodies 50 feet from the tank. Now Phillip White, Wade's father, hopes no one has to endure the same tragedy. "I would love to see regulations passed so no family will have to go through the things these families are going through," he said. "We have to relive this for the rest of our lives." On Wednesday, White walked

with Rafael Moure-Eraso to the site where his son died and talked about the need for increased awareness and signage around oil tanks. Moure-Eraso, chief executive officer of the U.S. Chemical Safety and Hazard Investigation Board, will testify at an informal hearing today before the state Senate about the need for additional fencing, signage and public education to

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keep an incident like this from occurring again. "I realize also there are two sides to everything, but it's hard for me to see the other side because I know these people. They're my friends and I've known them a long time," Sen. Billy Hudson, R-Purvis, said. "In fairness, we don't need a formal hearing but this is a fact-finding meeting to let everybody say what they want to say." In a report presented to the Forrest County Board of Supervisors in July, Steed stated there are 119 well sites in Forrest County. Only 15 were fenced and 38 had some sort of locked gate. Still sitting at the open area near Phillip White's home is the now rusted tank that also was thrown 50 feet from its base after the explosion. Metal parts litter the ground around it. Between it and a newer oil storage tank sits two makeshift memorials for the teenagers. The site remains open and easily accessible to anyone. The Chemical Safety Board is an independent federal agency charged with investigating industrial chemical accidents. Moure-Eraso visited several other oil well sites in Forrest County that he said didn't have adequate warning signs or fencing. "At one site I was able to observe the venting of flammable hydrocarbons into the atmosphere," he said. "In my opinion, if individuals are required to have fences around their swimming pools (for safety), why shouldn't a company be responsible for establishing safeguards around tanks that could potentially explode? "We expect this level of protection around electrical substations which pose a serious electrocution risk to children and adults. Why not expect the same for hazardous oil and gas sites?" What Hudson hopes to eventually push into law are requirements for oil companies to post signs, fencing and locks to prevent unauthorized entry. Hudson said he agrees with the July recommendations Steed made to the board of supervisors. His report calls for additional safety measures such as perimeter fencing, gates with locks, hazard signs and emergency contact information on the gate leading to the site. Hudson added the Senate attorney also will attend today's meeting and they will take notes and write a bill that will have a chance of passing. "This is not an easy process but we want to make sure we do it right," he said. "This happened in my district to some of my friends. I'm determined to do something to try and help to make sure it doesn't happen again."

<http://www.clarionledger.com/article/20100819/NEWS/100818048/Tragic-accident-relayed-to-safety-official>

US – SCIENTIFIC AMERICAN – AUGUST 19 2010. MEET THE MICROBES EATING THE GULF OIL SPILL [SLIDE SHOW]

david biello

 [Slideshow Meet the Microbes Eating the Gulf Oil Spill \[Slide Show\]](#)



Mighty Microbes: Tiny bacteria, like the consortia of microbes and oil pictured here, will eventually consume much of the oil spilled in the Gulf of Mexico. These microscopic life forms are blooming as a result of the oil spilled into the Gulf of Mexico from the Macondo 252 deep-sea well.

The [Deepwater Horizon oil spill](#) added roughly 800 million liters of hydrocarbons to the Gulf of Mexico. One quarter of that has been burned, captured or skimmed, according to U.S. government estimates. That leaves the rest for trillions of microbes to feast on—a petroleum cornucopia that first became available April 20 when the oil platform exploded and the spill started. If the [National Oceanic and Atmospheric Administration](#) and director of the White House Office of Energy and Climate Change Policy, Carol Browner, are to be believed, those microbes have made quick work of the spill, consuming as much as 50 percent of the remaining oil already. Actually, the bacteria, fungi and other life that consume hydrocarbons do not work that fast, taking weeks to months to years to degrade oil. And, unfortunately, the microbes' speed is limited not by the availability of oil—or even its droplet size, which is why [chemical](#)

[dispersants](#) have been used to break up the oil into microbe-friendly globules—but by the availability of various nutrients, such as nitrogen and phosphorus that wash into the ocean via rivers carrying sediments from the continents. [Bioremediation](#)—boosting microbial activity by ensuring a steady supply of such nutrients—is quite difficult in a case like the gusher in the Gulf of Mexico. "In the ocean how do you keep the nutrients with the oil?" says microbial ecologist Kenneth Lee, director of the Center for Offshore Oil, Gas and Energy Research with Fisheries and Oceans Canada, who has been assisting with BP's mess. "That's why you don't see bioremediation in the open ocean." But the [microbes will eventually devour](#) all of BP's Gulf of Mexico oil spill—no matter where it ends up—except the heaviest, nastiest stuff: asphaltenes and other big-chain hydrocarbons that go on to form the millions of tar balls dotting the world's oceans. After all, roads would not be coated in the stuff if a slick biofilm of bacteria was going to form on them. [Surveys](#) of the specific species—many potentially new to science—consuming the Gulf oil spill are ongoing, but preliminary results reveal some of the usual suspects, along with potentially unexpected members of various orders and genuses. After all, there are potentially thousands of microbial species

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that consume the hydrocarbons that make up oil—both in the [water](#), on land, underground and even, possibly, in the air—and scientists have only described a fraction of them. Following is a slide show of some of the relatives doing the heroic work of cleansing the Gulf in ways that humans still cannot mimic.

<http://www.scientificamerican.com/article.cfm?id=gulf-oil-eating-microbes-slide-show>

USA, VT, SPRINGFIELD, AUGUST 19 2011.

A \$5,000 reward is being offered for information leading to the arrest and conviction of the person responsible for the dump of more than 4,000 gallons of diesel fuel in the Black River. On Aug. 8 someone turned on the diesel pumps at the Black River Produce warehouse on Route 106 in Springfield and then walked away, letting the pumps pour out diesel fuel that ran through a culvert and into the river. After 10 days of clean-up, Springfield police said an environmental clean up company had recovered about 2,000 gallons of the spilled fuel and were winding down clean up operations. But the search for the person who spilled the fuel is ongoing and Black River Produce is offering the \$5,000 reward for information. Anyone with information about the incident is asked to call Springfield Police at 885-2113.

<http://www.rutlandherald.com/article/20100819/THISJUSTIN/708199837>

USA, PA, HOUTZDALE, AUGUST 19 2010. DEP: OPEN VALVE BLAMED FOR FUEL LEAK INTO CREEK

 **Watch the Video** <http://www.wjactv.com/news/24678350/detail.html>

State officials said an overflow valve unintentionally left open is to blame for a fuel spill in Clearfield County. According to a statement released by Department of Environmental Protection officials in Williamsport, Christoff Mitchell Petroleum has been mailed a violation notification after a delivery truck was overfilled and 16 gallons of home heating oil was accidentally drained into the Beaver Run creek in Houtzdale. "The overflow went to a catch basin as designed, but a valve had accidentally been left open allowing the home heating oil to discharge from a pipe into the stream," the DEP statement explained. "The heating oil has pooled somewhat along the stream edges and attached itself to the abundant vegetation found in Beaver Run. It appears the ongoing sheen is due to the slow release of the heating oil from the mud and grass." Houtzdale resident Rob Cotter told WJAC-TV that he first spotted a shiny slick covering the creek during a bike ride Thursday. "I followed the stream up and as I'm going up, I'm seeing oil slick every which way all the way up. There was oil up there and a foul smell," said Cotter. "The pollution is into the stream, it's not right. It's going to kill a lot of fish, we have to do something." Cotter said he isn't upset or pointing blame, telling WJAC-TV he's been keeping a close eye on the stream that runs through the community he's called home for 21 years. "It's pretty tough to see all of this take place," said Cotter. "Somebody's slipping up somewhere," DEP officials said CMP has hired an independent contractor for cleanup work, which deployed booms and oil pads along the stream on Wednesday morning. CMP co-owner Rusty Christoff told WJAC-TV by telephone Wednesday that he's "very sorry" for the accident and said he's working to have the stream cleaned up as quickly as possible.

<http://www.wjactv.com/news/24678350/detail.html>

CHINA, SHANDONG PROVINCE, AUGUST 19 2010. SHELL TO SHELTER MORE OIL SERVICE STATIONS IN SHANDONG

Royal Dutch Shell is to inject 2 billion yuan (\$294.5 million) to build 200 oil service stations in China's northern Shandong Province, the province's official website posted on Wednesday. Shell plans to invest 1.5-2 billion yuan (\$220.9-294.5 million) on setting up a subsidiary namely Shandong Shell Petroleum Co., Ltd so as to operate the oil service stations, according to information on the web. The stations' Headquarters may be located in Jinan, capital of the province.

<http://english.peopledaily.com.cn/90001/90778/90861/7109541.html>

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