



Dangerous Goods - Hazardous Materials Group & Network

Release 2011 – 783 Newsy Stuff

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AUSTRALIA, NEW SOUTH WALES, WAHROONGA, NOVEMBER 23 2011. IN SEARCH OF A HIGH, BUTANE GAS SNIFFER BLOWS THROUGH THE ROOF

leigh van den broeke & nathan klein

Watch the Video:

<http://www.dailytelegraph.com.au/news/sydney-nsw/woman-injured-in-gas-explosion-in-car-in-wahroonga/story-e6freuzi-1226201975155>



Shrapnel ... the remains of the Prius.

A woman addicted to sniffing butane gas blew her car to bits as she indulged her habit yesterday. The 47-year-old woman was sitting in her Toyota Prius on Clissold Rd, [Wahroonga](#), about 1.20am when the hatchback exploded, sending pieces of shrapnel from the vehicle across neighbouring yards. During investigations, police discovered a number of aerosol cans inside the car. A police spokeswoman said the woman was sniffing the butane gas inside the car when it ignited and caused the car to explode. "We are still not sure what caused the gas to explode but we do know she was treating an addiction," the spokeswoman said. "She even admitted to

police it was a silly thing to do." Monique Wells, who lives nearby, was woken by the blast and ran outside to discover what had happened. "I came running out, bare foot, and there was a lady in the car and her hair was all frazzled," she said. "She was trapped, she couldn't move in the car." Mrs Wells then took her shirt off and wrapped it around the injured woman's face to protect her from the smoke billowing from the back seat. Neighbours were able to extinguish the flames before firefighters arrived. Paramedics treated the woman for burns to her hands and face before taking her to Royal North Shore Hospital. Society of Automotive Engineers Australasia executive director Max Chanter said he had not heard of a butane container exploding but suggested any volatile gas or liquid should not be transported in the confines of a motor vehicle.

<http://www.dailytelegraph.com.au/news/sydney-nsw/in-search-of-a-high-butane-gas-sniffer-blows-through-the-roof/story-e6freuzi-1226203083243>

USA, ME, SCARBOROUGH, NOVEMBER 23 2011. STATE, CITING THREAT OF SPILLS, WILL REPLACE SOME SCARBOROUGH FUEL TANKS

mario moretto



The Maine Department of Environmental Protection will replace nine "at-risk" fuel oil tanks later this month at the Crystal Spring Mobile Home Park in Scarborough. This tank, at the home of Shaun Flaherty, was a DEP replacement installed by the agency a few years ago, Flaherty said.

Some mobile home park residents will receive new heating oil tanks in a \$27,000 campaign to protect area drinking water. The Maine Department of Environmental Protection will replace nine "at-risk" tanks in the Crystal Spring Mobile Home Park on Crystal Lane at no cost to the residents. A minor fuel oil spill there last December spurred a DEP investigation of the park's other tanks. "This needed to be done, and we're glad the government is stepping up to do something," said Chris Roberts, who manages the park. "The last thing we want is any kind of problems for the environment." A spokeswoman for the DEP said that not only will the project protect the environment by preventing oil leaks, but that the new tanks will increase property values at the park. "This is a huge benefit for the community," DEP's Samantha DePoy-Warren said Friday. "Spills are incredibly costly, both in time and money, to clean up. It could damage the environment, and there are health risks. It also depletes property value." According to a DEP press release, the agency receives nearly 3,000 reports of oil spills every year, and about one per day involve residential heating oil tanks. DEP spends about \$2 million per year on oil cleanup, the release said. The

DEP hired K&J Heating of Gray for the tank replacements, which will begin Nov. 28. The agency is also paying for new tanks at private homes in Bethel, which are already being installed. The purchase and installation of the tanks, which runs about



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\$3,000 each, are paid for by the state's Groundwater Oil Cleanup Fund, a multimillion-dollar account bankrolled by a surcharge on fuel oil sales. The nine tanks will be replaced with double-walled, rust-resistant containers. The second wall is designed to capture any fuel that could escape the first in the event of a leak. The tanks also have filter protections to keep falling ice or snow from snapping off the filter, which is a common cause of leaks.

<http://www.theforecaster.net/content/s-scarborough-fuel-tanks-dep-112311>

NORTHERN IRELAND, BELFAST, NOVEMBER 24 2011. MAXOL OPENS PROVINCE'S FIRST FULLY-AUTOMATED FILLING STATION

A leading fuel retailer has opened its first 24-hour fully automated pay-at-the-pump service station in Northern Ireland. Maxol has established a new site in Carryduff, with six dispensers which accept payment by debit card, credit card and Maxol fuel card. Petrol is priced at 131.9p per litre and diesel costs 138.9p and drivers can purchase up to a maximum of £100 of fuel in any one transaction. Marketed under its Maxol auto24 brand, the new site on the Saintfield Road also incorporates a brush wash facility and cash dispenser. Brian Donaldson, Maxol's marketing and retail manager, said the company was adopting a model that is successful elsewhere. "In Europe the lion's share of petrol and diesel purchases are bought at automated service stations," Mr Donaldson said. "We believe there is now an opportunity to introduce this concept at other inactive sites in our network in Northern Ireland." Automated service stations offer motorists keenly priced fuel as there are fewer costs to pay. Latest statistics from the AA show that average fuel prices in Northern Ireland are higher than in almost any other UK region. Petrol is sitting at 134.6p per litre, while diesel is on average 141.8p per litre.

<http://www.belfasttelegraph.co.uk/business/business-news/maxol-opens-provinces-first-fullyautomated-filling-station-16081427.html>

ENGLAND, YORK, NOVEMBER 24 2011. TESCO PETROL STATION MYSTERY SOLVED



The mystery of why some drivers were locked out of their cars at a York filling station has been solved at last. Bosses at Tesco at Clifton Moor were baffled after drivers of cars with keyless entry systems were unable to get back into their vehicles or able to start the ignition after filling up with fuel. The problem stopped as soon as the cars were pushed off the forecourt. Tesco said that after an investigation the problem had now been resolved. A spokesperson said its garages had a system which allowed disabled drivers to contact a member of staff in the kiosk using a special key fob to call for assistance. This used a short signal which came on briefly to alert staff that someone needed help. But at Clifton Moor this had become jammed on and had blocked the remote central locking and ignition frequencies

used by some cars. The spokesperson said: "We are pleased to report that after an extensive investigation the problem was resolved last week." She said lessons would be learned from the episode if the problem occurred anywhere else in the country.

[Related Links](#) [Mystery fault strands cars at UK petrol station](#)

<http://www.petrolplaza.com/news/industry/MiZlbiYxMiU3OCYmMQ==>

USA, WASHINGTON, NOVEMBER 24 2011. DOT ANNOUNCES FINAL RULE ON HAND-HELD CELL PHONE BAN



The final rule prohibits commercial drivers from using a hand-held mobile telephone while operating a commercial truck or bus. Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense and disqualification from operating a commercial motor vehicle for multiple offenses.

U.S. Transportation Secretary Ray LaHood Nov. 23 announced a final rule specifically prohibiting interstate truck and bus drivers from using hand-held cell phones while operating their vehicles. The joint rule from the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) is the latest action by the DOT to end distracted driving. "When drivers of large trucks, buses and hazardous materials take their eyes off



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the road for even a few seconds, the outcome can be deadly," said LaHood. "I hope that this rule will save lives by helping commercial drivers stay laser-focused on safety at all times while behind the wheel." The final rule prohibits commercial drivers from using a hand-held mobile telephone while operating a commercial truck or bus. Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense and disqualification from operating a commercial motor vehicle for multiple offenses. Additionally, states will suspend a driver's CDL after two or more serious traffic violations. Commercial truck and bus companies that allow their drivers to use hand-held cell phones while driving will face a maximum penalty of \$11,000. Approximately four million commercial drivers would be affected by this final rule. "This final rule represents a giant leap for safety," said FMCSA Administrator Anne S. Ferro. "It's just too dangerous for drivers to use a hand-held cell phone while operating a commercial vehicle. Drivers must keep their eyes on the road, hands on the wheel and head in the game when operating on our roads. Lives are at stake." The American Trucking Associations supports the rule, and encourages the states to follow the DOT lead "to ban these dangerous activities for all drivers." "It is fitting that this rule was announced today as millions of Americans head out to spend Thanksgiving with their loved ones, and hundreds of thousands of America's truck drivers are on the roads delivering the food, gifts and trimmings of the upcoming holiday season," ATA President and CEO Bill Graves said in a statement. "We urge all drivers, whether it is illegal or not, to put down their phones while on the road so this can be a safe and happy holiday for all of us." While driver distraction studies have produced mixed results, FMCSA research shows that using a hand-held cell phone while driving requires a commercial driver to take several risky steps beyond what is required for using a hands-free mobile phone, including searching and reaching for the phone. Commercial drivers reaching for an object, such as a cell phone, are three times more likely to be involved in a crash or other safety-critical event. Dialing a hand-held cell phone makes it six times more likely that commercial drivers will be involved in a crash or other safety-critical event. In September 2010, FMCSA issued a regulation banning text messaging while operating a commercial truck or bus and PHMSA followed with a companion regulation in February of this year, banning texting by intrastate hazardous materials drivers. "Needless injuries and deaths happen when people are distracted behind the wheel," said PHMSA Administrator Cynthia Quarterman. "Our final rule would improve safety and reduce risks of hazmat in transportation." Nearly 5,474 people died and half a million were injured in crashes involving a distracted driver in 2009. Distraction-related fatalities represented 16 percent of overall traffic fatalities in 2009, according to National Highway Traffic Safety Administration (NHTSA) research. Many of the largest truck and bus companies, such as UPS, Covenant Transport, Wal-Mart, Peter Pan and Greyhound already have company policies in place banning their drivers from using hand-held phones. The cell phone final rule is [here](http://www.distracttion.gov). To learn more about the U.S. Department of Transportation's efforts to stop distracted driving, visit <http://www.distracttion.gov>.

<http://www.thetrucker.com/News/Stories/2011/11/23/DOTannouncesfinalruleonhand-heldcellphoneban.aspx>

USA, S.C, SPARTANBURG CO, NOVEMBER 24 2011. OFFICIALS: TANKER TRUCK OVERTURNS, BLOCKS TRAFFIC

 **Watch the Video** [Raw Sky 4: Tanker Carrying Acid Solution OvertURNS](#)

 **Photo's** [Tanker OvertURNS](#)

An accident involving a tanker on Union Street near Cedar Springs Road in Spartanburg has one street shutdown. Doug Bryson from Spartanburg Emergency Management said the tanker was carrying a sodium hydroxide solution when it overturned. Spartanburg Public Safety officials say the tanker is only leaking fuel from its own fuel tank. Officials say the tanker overturned at 7:20 Wednesday morning. They said the driver was stuck in the cab but was able to get out with the help of a fire crew. The Department of Health and Environmental Control and local hazardous materials units are on scene. Union Street is shutdown. Officials say the solution will be pumped to another truck before the tanker is moved. Sodium hydroxide solution is used to make toothpaste.

<http://www.wyff4.com/r/29841776/detail.html>

USA, WYO, ROCK SPRINGS, NOVEMBER 24 2011. TANK FARM BUILT BEFORE P&Z ESTABLISHED

david martin

The 44,000 gallon leak of unleaded gasoline at the ConocoPhillips site near Rock Springs brings questions about the tank farm's proximity to a campground and to Interstate 80. Directly next to ConocoPhillips tank farm is a KOA Campground, separated from the tank farm by a chain-link fence. According to John Barton at the Sweetwater County Planning and Zoning Department, the proximity of those facilities has been a worrisome concern in the department for years. "We would not be looking favorably on a similar situation (if the planning department were reviewing a similar proposal today)," Barton said.



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However, Barton said the current zoning situation with the campground and tank farm, "is what it is." Barton said the campground didn't have adequate water for fire protection until about five years ago, when the City of Rock Springs extended a waterline near the campground. Yet, despite the increased fire protection, Barton said the limited access into and out of the campground would result in most of the people in the campground running or driving towards White Mountain if a serious mishap occurred at the tank farm. The land occupied by the campground is designated as CRS, which is for community and recreational services. The section where the ConocoPhillips tank farm is located is zoned as agricultural land, a basic placeholder designation used by the planning department. A conditional use permit is needed on agriculturally zoned land to install a tank farm. However, the farm itself has existed since long before the county started regulating property zoning. Barton said the county didn't start zoning property until the mid 1970s. Romilia Hinojosa, a spokesperson for ConocoPhillips, said the tank farm was built in 1963, the same year Interstate 80 was mostly completed. Calls to KOA's management about how long the campground has existed were not returned as of press time. Documents in the planning and zoning office go back to 1990, when the campground was looking at expanding its site. Stephanie Harsha, public involvement specialist for the Wyoming Department of Transportation's District Three office in Rock Springs, said WYDOT wasn't concerned about the spill because of the quick response and work by ConocoPhillips staff and emergency responders. "They did an amazing job," Harsha said. Additionally, Harsha said since the spill was liquid gasoline, WYDOT's concern wasn't as great as it would have been if there was a natural gas leak because it would have been more difficult to detect and more dangerous as the gas is a vapor. If the gas ignited or if it seeped into the ground outside the tank farm, Harsha said WYDOT had plans in place to deal with those situations as a result of training and preparation they've previously undergone through working with Sweetwater County Emergency Management.

<http://www.greenriverstar.com/articles/2011/11/23/news/doc4ecd7894b42fe666913841.txt>

CANADA, NUNAVUT, CORNWALLIS ISLAND, NOVEMBER 24 2011. REPORT SHOWS RESOLUTE TANK FARM'S SPILL LINER FAULTY >> WATER INSPECTION IN JULY FOUND LINER MEANT TO KEEP FUEL SPILLS OUT OF SOIL HAD RIPS



Federal documents show some of the liners in the spill containment berms at Resolute's fuel tank farm were found to be faulty months prior to a gasoline spill.

Federal documents show some of the liners in the spill containment berms at Resolute's fuel tank farm were found to be faulty months prior to a gasoline spill. An estimated 87,000 litres of gasoline leaked from one of the tanks in late October when someone left valves open overnight. Shortly after the spill, Nunavut's director of environmental protection Rob Eno told CBC News "all tank farms are required to have a bermed area with a liner underneath so that in the event of a tank failure the product won't seep into the ground but instead it will collect on top of that liner." But

a federal document shows that at least some of those liners had holes in them. Andrew Keim, a water resources officer with Aboriginal Affairs and Northern Development Canada, filed a municipal water inspection form for Resolute on July 17. Under the "fuel storage" section of that annual report, he noted "the liner [at the tank farm] was ... ripped in a number of locations." The Nunavut government has sent officials to take samples from the site and determine if any of the gasoline leaked into the ground. There's no word yet on what they found.

Related Links

- [Cleanup work on Resolute spill yet to begin](#)
- [Massive fuel spill cleanup underway in Resolute](#)

<http://www.cbc.ca/news/canada/north/story/2011/11/23/north-resolute-spill-berm.html>

USA, WA, SEATTLE, NOVEMBER 25 2011. OFFICIALS RESPONDING TO GAS SPILL IN DOWNTOWN SEATTLE

brian m. rosenthal

State officials are responding to a gasoline spill in downtown Seattle, although they don't know how much gas leaked or how it happened. The gasoline apparently came from an underground storage tank at a former gas station on 9th Avenue and Madison Street, said Curt Hart, a spokesman for the state department of ecology. It got into the storm drain and is moving toward the south end of Lake Union. "With all the rains we've been having, something has happened," Hart said. "The tank got



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breached in some way and leaked into the Seattle Public Utilities storm drain and mixed with drainage. "We don't know how much gasoline was in the tank, don't know how it escaped and how it got into the drain," he added. Seattle Public Utilities, which operates the storm drains, reported the issue to the Department of Ecology at about 4 p.m. Officials don't think the spill will compromise public safety in any way, Hart said. More will be known in the morning, he added.

<http://today.seattletimes.com/2011/11/officials-responding-to-gas-spill-in-downtown-seattle/>

CHINA, GUANGXI ZHUANG REGION, HEPU COUNTY, GONGGUAN TWP, NOVEMBER 25 2011. BLAST AT FIREWORKS WORKSHOP IN SOUTHERN CHINA KILLS AT LEAST 4

At least four people were killed on early Wednesday afternoon when an explosion rocked a private fireworks workshop in southern China, local authorities said. Several others were injured. The blast happened at around 1.08 p.m. local time in Gongguan township in the autonomous region of Guangxi Zhuang. The workshop was located in a residential house which was completely destroyed by the large explosion, the state-run Xinhua news agency reported. Local authorities said at least four people were killed while eleven others were rescued and transported to a nearby hospital. The cause of the accident was not immediately known, Xinhua said, adding that rescue work was still ongoing. It did not say if anyone is still missing. Major accidents involving fireworks are rare but occur more frequently towards the end of the Gregorian calendar's year when demand for fireworks is high. Many of these accidents happen in China as it is the world's largest manufacturer and exporter of fireworks. In late September, three people were killed and two others were injured when an explosion destroyed a fireworks factory in the Yuzhou district of Guangxi Zhuang Autonomous Region. And earlier this year, on January 13, as the traditional Chinese New Year's holiday approached, nine people were killed and four others were injured when a large explosion ripped through a fireworks workshop in northwest China. Police said the firecrackers were being illegally made. A month earlier, on December 17, fourteen people were killed when a truck carrying fireworks fuses hit a power pole in central China, causing sparks from fallen cables to ignite the fuses. A large explosion as a result destroyed the truck and several houses nearby. The deadly accident in December came just several days after eight people were killed on December 12 when a room filled with fireworks exploded in a busy street in eastern China. The Chinese government in response pledged to investigate and crack down on the illegal production of fireworks.

<http://wireupdate.com/blast-at-fireworks-workshop-in-southern-china-kills-4.html>

CHINA, BEIJING, NOVEMBER 25 2011. PETROCHINA PARENT'S CHAIRMAN CENSURED BY STATE FOR ACCIDENTS

guo aibing

China National Petroleum Corp., the parent of the country's biggest energy company PetroChina Co., said its chairman was given a "disciplinary warning" by the government after accidents at Dalian port since July last year. The State Council concluded that "CNPC and PetroChina didn't do enough to ensure production safety at Dalian," CNPC said in a statement posted on its website today. "Chairman Jiang Jiemin was given a disciplinary warning as punishment." The government is stepping up measures against industrial accidents and pollution after ConocoPhillips, part owner of China's biggest offshore oilfield, caused the country's worst spill since PetroChina leaked oil in Dalian last year. The State Council, or Cabinet, ordered disciplinary action to be taken against 29 CNPC executives, including Jiang, who is also the chairman of PetroChina, the Xinhua News Agency said yesterday. "It's very unusual to have such disciplinary punishment for such a top leader," said Gordon Kwan, Mirae Asset Securities Ltd.'s head of regional energy research in Hong Kong. "If it can happen to CNPC, it can certainly happen to other refiners. The whole industry will be more cautious on safety." A fire broke out July 16, 2010, at Dalian's Xingang port partly operated by PetroChina after a pipeline explosion. The blast led to an oil spill that polluted more than 183 square kilometers (70 square miles) off China's northeastern coast, forcing the closure of berths and beaches. The government in September shut ConocoPhillips's Penglai 19-3 field after spills contaminated 870 square kilometers of Bohai Bay. The closure prompted Penglai's co-owner Cnooc Ltd. to cut its production estimate.

Disciplinary Action

Jiang's punishment was the mildest on an eight-step scale of administrative penalties, according to the government's website. CNPC Vice President Li Xinhua was among the senior and mid-rank officials receiving various degrees of disciplinary punishments, according to Xinhua. "I don't think Jiang will be removed," Kwan said. "To fire a chairman with a strong track record of growing PetroChina's oil production, which is key to China's national energy security, will be a mistake. A warning is enough." PetroChina was fined 1 million yuan (\$157,000) by the government after spilling 100 metric tons of toxic chemicals



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into the Songhua River in November 2005. The accident forced cities in northeast China to cut water supplies to 3.8 million people for days.

Cnooc, ConocoPhillips

Cnooc's Yang Hua resigned as chief executive officer Nov. 23, after the unit of state-owned China National Offshore Oil Corp. reduced its 2011 output estimate by as much as 9.3 percent. The company lowered its expectations in August after the Bohai Bay spills in June. A venture co-owned by the Chinese explorer this month canceled a deal to buy BP Plc's \$7.1 billion stake in Pan American Energy LLC., Argentina's largest oil exporter, trimming Cnooc's production outlook. The State Oceanic Administration, China's maritime regulator, has hired lawyers to study the possibility of filing a lawsuit after the Bohai Bay spills.

<http://www.businessweek.com/news/2011-11-24/petrochina-parent-s-chairman-censured-by-state-for-accidents.html>

CHINA, BEIJING, NOVEMBER 25 2011. 64 PUNISHED OVER REFINERY ACCIDENTS

The head of China's largest oil producer was one of 64 people punished for four major accidents in northeastern Dalian City, including oil pipeline explosions in July last year that led to the country's worst oil spill. Among the 64, 14, including officials from local firms that provided services to China National Petroleum Corporation's facilities when the explosions occurred, were suspected of criminal acts and had been handed over to judicial departments for criminal charges, Xinhua news agency reported on Thursday. Xinhua said that several top executives, including Jiang Jiemin, president of CNPC, also known as PetroChina, were given disciplinary punishments by the Communist Party or the government. Disciplinary punishments from the Party could affect future promotions of those officials in their careers. In the long list of executives under punishment, Wang Lihua, president of PetroChina International, also known as Chinaoil, PetroChina's oil trading arm, received an "administrative" demotion and a severe warning, according to the news agency. Dalian, an oil and petrochemical hub, has since July last year come under the spotlight after a string of explosions and fires at oil facilities operated by PetroChina, CNPC's listed vehicle. The other three accidents took place in October last year and July and August this year. The July 16 explosions in 2010, the worst of the four accidents, happened during the transfer of crude oil from a ship to a storage tank, causing two massive explosions in the pipeline, which burst into flames and took firefighters more than 15 hours to extinguish. One firefighter was killed. The explosions forced the closure of the entire port for at least a week. The disaster caused economic losses of nearly 224 million yuan (US\$35.27 million), Xinhua said. Oil that leaked into the Yellow Sea, causing a 19-square-mile slick, led to ecological damage that would take 10 years to repair, Zhao Zhangyuan, of the China Research Academy of Environment Sciences, estimated in previous reports. The government has said 1,500 tons of oil spewed into the sea but environmental group Greenpeace estimated the leak at up to 60,000 tons. In August, CNPC removed the general manager of the Dalian refinery from his post following a second fire at the plant in less than two months. The plant has a 400,000 barrels-per-day crude refining capacity, PetroChina's largest.

<http://english.cri.cn/6909/2011/11/25/1461s668884.htm>

USA, CA, SANTA ROSA, NOVEMBER 25 2011. OFFICIALS INVESTIGATE EXPLOSION, FIRE AT SANTA ROSA GAS STATION

 [Slideshow SR Gas Station Fire Sparked By Thieves](#)



A fire and explosion damaged a gas station on Highway 12 and Melita Road on Wednesday, Nov. 23, 2011.

Three men in a van suspected of stealing fuel at an east Santa Rosa gas station early Wednesday sparked a powerful explosion and fire that injured one man and destroyed part of the business, fire officials said. The van, a fuel island, pump and canopy of the Union 76 station at Lawson's Corner at Highway 12 and Melita Road were lost to the pre-dawn fire. A surveillance video caught some of the action, including the men apparently filling multiple containers kept inside the van. The video also reveals what might have sparked the blaze. "There was a small flash in the video and then the explosion happened. It's possible someone lit a cigarette or flicked on a lighter in the van," said Cyndi Foreman, fire prevention officer for Central Fire. Gas vapors built up in the van could have been ignited by a spark, Foreman



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said. Another possible cause is static electricity. The blast blew off the locking mechanism from the back of the van door. It flew 55 feet across the parking lot, said John Lantz, Central Fire assistant fire chief. The blast woke up several people in the rural Highway 12 neighborhood and multiple 911 calls reported some kind of explosion in the area at 3:55 a.m. Santa Rosa firefighters from several stations responded. They found the van and part of the station on fire and no one at the scene. An ambulance crew spotted an injured man walking west along Highway 12, not far from the station. That man, who officials believed was injured in the explosion, suffered superficial flash burns. He was taken to Santa Rosa Memorial Hospital. Fire investigators Wednesday afternoon still were attempting to learn his name. The fire appeared suspicious from the start and Sonoma County sheriff's deputies responded. The 24-hour station is unmanned during part of the night with customers still able to buy fuel with a credit card. Foreman said there was no evidence of a legitimate transaction for the gas and it appeared it was being stolen. Fire investigators found fuel inside a burned 250-gallon tank inside the van. It wasn't the right kind of container for fuel, Foreman said. A 55-gallon polyurethane drum meant for other corrosive substances also was found on the property, Foreman said. It had three gallons of gas in it and it appeared it had been pulled from the fire. Two men from the video remained unaccounted for Wednesday afternoon. Lantz estimated the losses at the station and of the van could total about \$150,000. The station's mini mart was open Wednesday but the fire damage shut down gas sales.

<http://www.pressdemocrat.com/article/20111123/ARTICLES/111129861/1033/news?Title=Men-suspected-of-stealing-gas-at-time-of-Santa-Rosa-explosion>

CHINA, GUANGDONG PROVINCE, GUANGZHOU, NOVEMBER 25 2011. 6,000 EVACUATED AFTER CHEMICAL PLANT EXPLOSION IN CHINA



An explosion ripped through a warehouse at a chemical plant in the southern Chinese city of Guangzhou on Thursday, forcing the evacuation of about 6,000 residents, the local government said. The accident happened at about 2:35 pm at the No 6 Warehouse, a storage facility for oxidant, at the Futian Chemical Company in Guangzhou's Panyu district, the district government said in a statement. Ninety firefighters and 15 fire trucks were dispatched to handle the blast, and the situation was brought under control at about 3:10 pm, the statement said. A small amount of hydrogen chloride, a toxic gas, had been detected in the air in neighboring areas, and the evacuated residents have yet to return home, it said. Firefighters are still at the scene managing the aftermath of the blast, it said. An investigation into the

cause of the accident is underway, according to the statement.

Related Links

- [6000 people evacuated after chemical plant blast in China](#)
- [Thousands evacuated after China chemical plant blast](#)
- [Thousands evacuated after blast at chemical plant in southern China](#)

http://www.chinadaily.com.cn/china/2011-11/24/content_14158144.htm

USA, MS, WINNEBAGO, NOVEMBER 25 2011. CORN PLUS PLEADS GUILTY TO FEDERAL CHARGE, PAYS \$760,000 IN PENALTIES

tim krohn

The Corn Plus ethanol plant in Winnebago has pleaded guilty to a federal criminal charge and settled a case with Minnesota pollution officials. On Wednesday, the company pleaded guilty to and was sentenced for making false statements in violation of the Clean Air Act. Corn Plus entered its plea before U.S. District Court Judge John R. Tunheim. For its crime, Corn Plus was sentenced to a \$450,000 fine and three years of probation. Among the conditions of probation are internal compliance monitoring systems and company-wide training requirements. Also on Wednesday, the Minnesota Pollution Control Agency said Corn Plus will pay a \$310,000 civil penalty to the state to resolve violations of the air-quality permit issued to the plant. The Minnesota Pollution Control Agency said the violations, occurring from 2008 to 2010, were discovered through on-site inspections by MPCA enforcement staff and through analysis of monitoring data the company is required to submit under its air quality permit. A staff inspection in August 2009 found violations of Minnesota laws and rules as well as permit conditions. The inspection confirmed that some of the violations were not previously reported to the MPCA as required. MPCA staff



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requested more monitoring records and discovered many repeated data patterns that indicated Corn Plus had falsified up to a year's worth of monitoring data, primarily relating to operations of the facility's air-emissions-control equipment. In March of this year, staff from the MPCA and the U.S. Environmental Protection Agency interviewed the Corn Plus environmental manager and requested more monitoring records. The facility was issued a grand jury subpoena at that time by the EPA. After reviewing the records, EPA and MPCA staff identified more potentially false data from 2010. The latest actions follow an \$891,000 settlement with the MPCA in January 2010, and another criminal charge from the EPA in late 2009 for water-quality violations. Corn Plus General Manager Mark Drake was out of the office and not available for comment Wednesday. The company's attorney could not immediately be reached for comment. MPCA Commissioner Paul Aasen said the company's unusual record of persistent violations of state and federal laws indicates a pattern of willful disregard for its environmental responsibilities. "While the company operated outside the law for awhile, their choices and violations eventually caught up with them. In the end the state and federal regulatory systems worked the way they're supposed to," Aasen said. "An untold part of cases like this is Corn Plus gained an unfair business advantage by ignoring its obligations as compared to other ethanol producers who played by the rules. \$1.5 million in penalties and severe criminal charges send a clear message that Minnesotans will not tolerate this kind of performance from businesses who don't meet the terms of their environmental permits," he said. In Corn Plus's favor, Aasen noted, the company's current management has accepted responsibility for the company's misdeeds, fired those responsible, and pledged to operate responsibly moving forward.

<http://mankatofreepress.com/latestnews/x646422252/Corn-Plus-pleads-guilty-to-federal-charge-pays-760-000-in-penalties>

INDIA, VASCO, NOVEMBER 25 2011. BLAZE DAMAGES FUEL TANKER AT DABOLIM

Dry grass caught fire 1.5km away from the Dabolim airport burning an empty aviation turbine fuel tanker and causing panic among residents on Wednesday afternoon. The firemen have estimated the damage to the tanker at 6 lakh. The fire, which started in an open space barely 1.5 km away from the airport and barely 50m from the NH 17-B around 12.05pm, was extinguished within 20 minutes.

http://articles.timesofindia.indiatimes.com/2011-11-24/goa/30437077_1_fuel-tanker-vasco-fire-dry-grass

TANZANIA, DAR ES SALAAM, NOVEMBER 25 2011. 3 PEOPLE KILLED IN DAR ROAD ACCIDENT



Wreckage of two saloon cars lies under an oil tanker following an accident that occurred on Dar es Salaam's Mandela Expressway yesterday.

Three people were killed and four others injured yesterday in a traffic accident involving a fuel tanker and six other vehicles along Mandela road in Dar es Salaam. The Kinondoni Regional Police Commander Charles Kenyela told reporters at the scene that one expectant mother and two men died on the spot while four men were injured and rushed to Amana and Mwananyamala Hospitals for treatment. He said that the accident was caused by the speeding tanker registered number T 269 BRQ which was heading to Buguruni from Ubungo. He said the truck spun out of control and flew over a kerb, knocking six vehicles as its driver tried to avoid hitting a commuter bus which was re-entering the main road after dropping off passengers at a nearby bus stand. He said of the six vehicles,

three – a Toyota Mark 2 registration T 133 ADC, Hyundai T 918 BHC and a Corolla registered T 112 BTT whose owners were yet to be known - were seriously damaged. Kenyela said the driver of the fuel truck disappeared after the accident was being sought by the police. The bodies of the deceased are preserved at Mwananyamala Hospital. Isdori Kandila, a petty trader who witnessed the accident along Mandela Road said the fuel truck was in high speed causing the driver to lose control of the truck. "The fuel truck was moving at high speed from Ubungo and on swerving to avoid hitting the commuter bus re-entering the main road, the driver lost control, and the truck literally flew over the kerb, knocking other vehicles which were moving to Ubungo," Kandila said. Masoud Mussa who works at a nearby garage said the process of rescuing people who were trapped in the vehicles was delayed. He said the accident occurred at around 1pm but the people were rescued at 2pm. He commended the security at the area during the rescue operation. Traffic Police Chief Mohamed Mpinga when contacted said that according to the law the speed limit within the city is 50km per hour, but noted that it also depended on the signs put up by the Tanzania National Roads Agency, adding that sometimes drivers tended to ignore the speed limits, putting at risk other



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road users. Last week at least 18 people including university students died in a road accident which involved Taqwa bus which collided head-on with a lorry in Biharamulo District, Kagera Region. The accident occurred along Ngara-Biharamulo main road. <http://www.ippmedia.com/frontend/index.php?l=35724>

USA, TX, BEAUMONT, NOVEMBER 25 2011. UPDATE: FIREFIGHTER SERIOUSLY INJURED AFTER TANKER EXPLODES NEAR SOUR LAKE

jessica lipscomb & david lisenby

 **Photo's** [18-wheeler tanker filled with crude oil runs off the road, hits two culverts and bursts into flames](#)



A tanker filled with crude oil exploded Thursday morning near Sour Lake after the driver reportedly fell asleep at the wheel.

A Pinewood volunteer firefighter who was seriously injured in an 18-wheeler accident remains hospitalized Thursday afternoon. Theresa Wigley, of Hardin County Emergency Management, said the firefighter, [Kimberly Huckabee](#), lost her left arm as a result of the accident. Surgeons are trying to reconnect Huckabee's fingers on her right hand, Wigley said. Huckabee also suffered head injuries after being hit. The firefighter was hit by the 18-wheeler while assisting at the scene of a tanker explosion Thursday morning near Sour Lake. Troopers believe the tanker crashed and caught fire after the driver fell asleep sometime before 5:30 a.m.

Previous Reporting:

A Pinewood volunteer firefighter remained in surgery Thursday morning after a tanker exploded east of Sour Lake around 5:30 a.m. Kimberly Huckabee was taken to an area hospital after being struck by an 18-wheeler in one of several crashes that resulted from the explosion, which was reported at 5:27 on Texas 105. According to [Department of Public Safety](#) reports, [Terry Dunaway](#) of Beaumont was driving an 18-wheeler filled with crude oil when he fell asleep. The tanker then ran off the road, hit two culverts and burst into flames, said [Eugene Griffin](#), district chief at the Sour Lake [Volunteer Fire Department](#). Dunaway was taken to [Christus St. Elizabeth Hospital](#) in Beaumont in a stable condition. After the 18-wheeler crashed, troopers said "several subsequent crashes" also happened, including the one that injured Huckabee. Traffic on the highway was shut down in both directions for several hours while troopers worked the crashes and let the 6,700 gallons of crude oil burn out. Firefighters from Sour Lake, Kountze, Lumberton, China, Nome and Bevil Oaks fire departments responded to the scene. One residence was evacuated as emergency personnel set up a "hot zone" from Bevil Oaks to Sour Lake. As of 11:15 a.m., the road had been reopened. The incident still is being investigated by the Department of Public Safety.

<http://www.beaumontenterprise.com/news/article/Firefighter-in-surgery-after-tanker-explodes-near-2291259.php>

ENGLAND, BURY ST EDMUNDS, NOVEMBER 25 2011. BURY ST EDMUNDS: POLLUTION PROBE UNDERWAY AS 5,000 GALLONS OF OIL SPILLS INTO RIVER

laurence cawley



The scene of a section of the River Lark in Bury where the river passes under Compiegne Way where oil has spilt into the river.

An investigation is underway after it emerged a 5,000 gallon oil spill had contaminated a 2.5km stretch of river passing through west Suffolk's biggest town. The incident on the River Lark is the latest in a string of issues to have plagued the water stretch in recent years. Numerous members of the public have complained of the strong diesel-type smell emanating from the river in the town, which currently carries the tell-tale rainbow-coloured film of oil on its surface. Community leaders in the town last night voiced their concerns about the spillage and the impact it could have on an already suffering river. Oil has travelled 2.5km downstream affecting the River Lark through Tesco's car park, Tollgate Bridge and into the Suffolk Golf

and Country Club. The combination of thick reeds and absorbent pads is holding the oil back at that point and the Environment Agency hopes it will not travel any further. Environmental damage so far appears to be limited, but a clean-up operation to



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remove as much oil as possible from the surface water system and river has been started and is likely to continue for several days. Environment manager at the agency Kevin Rutterford said: "This incident highlights how polluting oil can be and why it's important to ensure oil is stored safely to prevent it escaping into the environment. 'We're making sure as much of the oil as possible is cleaned-up, but it has affected a long stretch of the Lark and we will be keeping a close eye on the river for some time to come.'" David Nettleton, ward councillor for Risbygate, which includes part of the affected river, said: "I am very concerned to hear this and I am keen to be in touch with the Environment Agency about this. I have been concerned about the Lark, where the water level has been low and water quality awful, for some time - and what has happened now certainly won't help." Last year, the Environment Agency spent more than £60,000 dredging the River Lark. In 2009, town residents voiced their concern not only at the smells coming from the River Lark but also at the look of the river, when it turned a dusky pink colour. Anybody with information about how the pollution was caused should contact the Environment Agency's hotline on 0800 807060.

http://www.eadt.co.uk/news/bury_st_edmunds_pollution_probe_underway_as_5_000_gallons_of_oil_spills_into_river_1_1134_820

ZAMBIA, SERENJE, NOVEMBER 25 2011. FUEL TANKER UP IN FLAMES

davies m.m chanda

A Tanzanian fuel tanker carrying more than 17,000 litres of fuel destined for Tazama Pipelines yesterday went up in flames in Serenje, police have confirmed. Central Province police commissioner, Solomon Jere said in Kabwe yesterday that the accident happened after the tanker developed a mechanical fault, which led to the fire. Dr Jere said efforts by the driver to put out the fire using a fire extinguisher failed. The driver, however, managed to remove the horse before the tanker went up in flames. The driver of the tanker carrying 17, 500 litres of fuel and his assistant escaped unhurt but the vehicle caused massive destruction to the road and vegetation. Dr Jere said the accident also caused congestion on the Great North Road for almost an hour.

http://www.times.co.zm/index.php?option=com_content&view=article&id=3095:fuel-tanker-up-in-flames&catid=36:local-news&Itemid=27

CANADA, ALBA, CALGARY, NOVEMBER 25 2011. CLEANUP DELAYS AT GAS STATION LEAK SITE FRUSTRATED PROVINCIAL OFFICIALS, APPEAL HEARING TOLD >> BOARD WILL HEAR CLOSING ARGUMENTS ON FRIDAY

sean myers



Sal Handel, owner of the Gas Plus station in Bowness where 9,000 litres of gas leaked from the site last year, has concerns about the safety of a drill rig required for construction of a containing wall around the station to prevent further migration of hydrocarbons in the ground.

Delays have now rendered a proposed impermeable wall ineffective in containing a large gasoline leak in Bowness, an environmental appeals board heard Thursday.

The Gas Plus site will have to be dug up to remediate the estimated 9,000 litres that leaked from a storage tank at the station at 6336 Bowness Rd. N.W. in 2010, according to Alberta Environment and Water. Darren Bourget, Alberta Environment's southern region director, said he only agreed to a Gas Plus proposal

made last spring for a wall to contain the leak as a compromise. He said he feared owner Sal Handel wouldn't do anything in time to avoid rising groundwater from carrying away hydrocarbons unless he approved the wall. "I believed it achieved the goal of containing that mass of contamination," Bourget told the three-member appeal board. "I felt I would miss the opportunity of having something done. It was a compromise, better than nothing." The leak was discovered in May 2010, and when little remediation was done, an environmental protection order was issued in December. Gas Plus appealed and challenged all three subsequent amendments. Last spring, it was Gas Plus that asked to build a containment wall and Bourget said he went against the advice of his technical review team in saying yes. No wall was built, and in July, a Gas Plus consultant informed Bourget he wanted to use bio-remediation instead. The process injects bacterial or chemical material into the soil and groundwater to oxidize toxic hydrocarbons, and Gas Plus is appealing to go ahead with the injections. Bourget strongly opposed this method as the sole remediation, calling it a finishing process. But he told the appeal board he never said Gas Plus couldn't start using the technique. "There is nothing preventing you from undertaking this," Bourget testified while under



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cross-examination by Gas Plus lawyer Richard John. "You have a duty to remediate. Get going." In the year and a half since the leak, about 1,500 litres of gas has been cleaned up, largely through soil vapour extraction. Environmental consultants for Gas Plus claim too much of the source material has moved off site for excavation or a containment wall to be effective. As proposed by Gas Plus, bio-remediation would require injections at 120 sites about five times over the next three to five years. The cost for the first round would be about \$130,000 and up to \$650,000 for the whole treatment. Bourget estimated it would cost up to \$1.5 million to follow his plan, which includes excavation of the site. He said hot spots where the hydrocarbons have migrated under Bowness would also have to be dug up. Gas Plus tried to argue that delays in remediation were actually caused by Alberta Environment's never-ending need for more information. But government consultants said some basic testing, including taking soil samples at the tank that leaked the gas, was never done by Gas Plus. "The amount of work we needed to do to get you to do the work is more than we've ever had to do before," Bourget testified. "Mr. Handel did everything he could to not comply." Residents of four affected properties have testified that their lives have been put on hold because of the ongoing dispute. An Alberta Health Services order forced Gas Plus to install air quality control equipment at the homes and the owner of a vacant lot can't get a development permit from the city to build a house until the issue is resolved. Bourget said he would consider seeking a court order to get Handel to comply if he continues to delay remediation. "There could be a time when the department might have to take over," said Bourget. "(Handel's) able to do this work, he's just not willing." Closing arguments will be heard on Friday and a decision is expected by Environment Minister Diana McQueen within 30 days.

http://www.calgaryherald.com/news/calgary/Cleanup+delays+Bowness+station+leak+site+frustrated+provincial+officials/5763684/story.html?cid=megadrop_story

NIGERIA, YENAGOA, NOVEMBER 25 2011. FRESH FIRE GUTS SPDC FACILITY IN BAYELSA



Oil spills occur regularly in Nigeria, Africa's largest oil produce.

Another fire outbreak has gutted the Shell Petroleum Development Company (SPDC) facility at Ikarama Community in Yenagoa Local Government Area of Bayelsa, causing panic among locals. SPDC Spokesman Mr Precious Okolobo who confirmed the incident, told the News Agency of Nigeria (NAN) said although the fire had been extinguished, the company had started investigation into the incident which occurred at about 5.30 p.m. on Wednesday. "We are investigating reports of fire on Okordia-Rumuekpe trunkline at Ikarama. The line had earlier been shut down following a leak caused by illegal third party interference (i. e. sabotage) on Nov. 8, 2011," he said. Okolobo, however, explained that the affected line had been repaired, adding that it was not supplying crude. Local sources told NAN that no life was lost in the inferno, reportedly caused by an earlier spill from the Okordia-Rumuekpe trunkline belonging to the SPDC. NAN learnt that the inferno occurred in a swamp impacted by an earlier spill from the delivery trunk line at Ikarama located off the East/West Road. The source further said that the inferno could have been disastrous if the company had not shut in the delivery line in the wake of the Nov. 8 oil spill. According to the source, although the ruptured line had since been repaired, the fire was caused by the crude oil trapped in the swamp which was not recovered.

http://234next.com/csp/cms/sites/Next/Home/5748627-146/fresh_fire_guts_spdc_facility_in.csp

USA, N.H, MONT VERNON, NOVEMBER 25 2011. TESTING FOR GAS-TAINTED WATER SPREADS IN MONT VERNON

dean shalhoup

State environmental officials recently widened the scope of a groundwater testing program in the center of Mont Vernon village, which began more than a decade ago when an underground gasoline tank next to the former general store sprang a leak. Department of Environmental Services officials in October notified residents living in the area of Main Street and Grand Hill Road that another round of testing is planned to determine whether additional water filtration systems should be installed, said Worthen Muzzey of the DES' oil remediation and compliance bureau. Muzzey said a crew currently is finishing up a filtration system installation off Grand Hill Road, which is the third or fourth to be put in since testing began. Another may be installed, depending on the results of the most recent tests, Muzzey said. The DES also tested surface water samples from Jew Pond several months ago. No contaminants were found, Muzzey said, adding that recent tests near the Daland Library also show no trace of MTBE. The DES began periodic water and soil testing several years ago in a 500-foot radius from the former Mont Vernon General Store – which is going to be reopened by new owners as Fishbones General Store – after safety



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monitoring equipment failed and other problems arose stemming from previous leaks in the store's aged underground fuel storage tank. Sheila Smith Asselin, whose former home at 8 Grand Hill Road is now occupied by her son and his family, said she is quite concerned over the levels of MTBE, a carcinogenic additive once used in gasoline, that were detected in recent water tests. "I'm not sure the filtration systems the state is installing can handle the dangerous chemicals coming from our wells," Asselin said. She said a reading taken near her son's home in late October showed a MTBE level of 16 parts per billion, and a retest came back at 20. The safe water standard is 13 parts per billion, Muzzey said, but he said that threshold is extremely conservative. "It can be difficult for those who don't work with these things every day to understand just how conservative the standards are," he said. "We've seen readings of thousands, sometimes hundreds of thousands of parts per billion before (in cases unrelated to Mont Vernon)." Asselin said she and others in town are concerned about whether the DES went far enough out from the spill site when taking readings. "I think more families need to have their wells tested, and people need to be informed," she said. "We wonder if they should be testing farther out." That's precisely what the DES has been doing, Muzzey said. While DES officials have for years been taking soil and water samples near the site every three to four months, the agency has since expanded the testing zone, a common practice in long-term cases such as Mont Vernon's. "We try to cast a broad net," he said. "It gives us a better idea of if, and where, contaminants are going." "By going farther and farther out, we found (contaminants) are down in the bedrock in places, so now we're dealing with that impact." Tracking the substances' movement through rock, Muzzey said, is more difficult than through soil. Should testing ever indicate that MTBE concentration levels are rising, Muzzey said, officials would notify surrounding residents and quickly take steps to mitigate the problem, including supplying affected residents bottled drinking water. The existing charcoal filtration systems, which resemble giant Brita water filters, Muzzey said, have kept contaminant levels well within the safe drinking limit. "Water and contaminants both take the path of least resistance, so in order to determine how the substances moved over time, we need to look at different factors, like gravity and the fracture pattern in the rocks," he said. When contaminants are discovered at new locations, officials notify everyone living within a 500-foot radius of the test spot. Letters some town residents received last month stem from recent testing that detected contaminants, albeit at safe levels, in the area of the Daland Library and Grand Hill Road, indicating the substances have been creeping east from their origin next to the former general store. DES crews removed the offending tank this summer, thanks to a federal stimulus grant that covered the project. The news was a great relief to Fishbones owners Kristen O'Brien and Harold "Billy" Croteau, who have encountered delays in their quest to open the new store. Muzzey said the DES occasionally puts out water safety public service announcements that also encourage homeowners with wells to add periodic water testing to their list of routine home maintenance projects. It's an easy process, he said – homeowners can get the equipment from any of the state's several testing labs, take the samples and return them for testing. Anyone with questions or concerns about the results can contact the DES at www.des.nh.gov or 271-3503.

<http://www.nashuatelegraph.com/news/941230-196/testing-for-gas-tainted-water-spreads-in-mont.html>

NIGERIA, CROSS RIVER STATE, CALABAR, NOVEMBER 25 2011. OIL SPILL: FARMER ACCUSES SECURITY AGENTS OF ILLEGAL BUNKERING

johnbosco agbakwuru

A farmer and an indigene of Ekorinim Community, Mr. Bassey Okon, has petitioned Nigerian National Petroleum Corporation, NNPC, over alleged illegal bunkering activities allegedly perpetrated by security operatives posted to protect petroleum pipelines passing through the community in Calabar, Cross River State. Okon, in the petition copied the National Assembly and the Assistant Inspector-General of Police, AIG, in-charge of Zone Six, Calabar, also alleged that the illegal bunkering has led to oil spillage and destruction of farmlands in the area. He also called on the Director of the State Security Services, Cross River State, Commissioner of Police, and the Cross River State House of Assembly to intervene. According to him, the alleged oil spillage has destroyed his farmland and a house he was developing. He said: "I am an indigene of Ekorinim community and I live in Calabar Municipality. I own a farmland measuring 100x100 close to the NNPC pipelines. "I was constructing a living house for my family but had to stop as a result of the side effect of the illegal bunkering business perpetuated by the security men posted there by NNPC to protect the pipelines.

'My Family, Community Endangered'

"I want draw your attention to the suffering and hazards being brought upon me, my wife and six children by the illegal activities of these men. "I am a subsistent farmer in the community. My family feeds from this farmland and I train my six children in secondary school from the meagre proceeds from this farmland. But now I cannot do so because of the spillage caused by the illegal bunkering activities that have destroyed my farmland, boreholes and stream.



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Destroyed Boreholes, Streams

"Through community effort, we sank boreholes for our domestic use. We can no longer use water from the boreholes because of oil spillage, leaving us with untold hardship. "The spillage has destroyed economic trees, crops and fishes in the stream thereby leaving us with nothing to fall back on for a living.

We're Not Aware – Police

"My building had to stop because the chemicals injected into the water from the spillage do not allow the moulding of solid blocks and concrete mixing." However, Zone Six Police Public Relations Officer, Deputy Superintendent Ibrahim Tasiu, when contacted, Thursday, said he was not aware of any allegation of illegal bunkering and oil spillage. He promised to make enquiries on the matter.

<http://www.vanguardngr.com/2011/11/oil-spill-farmer-accuses-security-agents-of-illegal-bunkering/>

CANADA, ONT, SARNIA, NOVEMBER 25 2011. IMPERIAL OIL LOOKING INTO SARNIA DIESEL SPILL >> PUBLIC SAFETY WAS NEVER AT RISK, COMPANY SAYS

Imperial Oil is investigating what caused a diesel spill at its Sarnia plant. According to a company spokesperson, diesel product leaked as "a fine mist" outside a plant early Thursday morning. The diesel then fell onto the nearby roadways. "This event ... occurred during turnaround activities which are maintenance activities that are done regularly on the refinery," Imperial Oil's Pius Rolheiser said from Calgary. "It is estimated that one barrel of diesel product was released in the form of a mist." The incident occurred between 1 a.m. and 2 a.m. "From our perspective, the incident was quickly controlled and isolated," Rolheiser said. "The health and safety of the public was never jeopardized," Rolheiser said. Sarnia Police were dispatched because the roadways were unsafe for travel, Sarnia Police spokesperson Const. Heather Emmons said. Rolheiser says downwind air monitoring results showed nothing to indicate any health risk to the public or employees. "We regret when incidents like this happen," Rolheiser said.

<http://www.cbc.ca/news/canada/windsor/story/2011/11/24/wdr-imperial-oil-spill.html>

UK, SHELTLAND ISLANDS, LERWICK, NOVEMBER 25 2011. DANGER OF LERWICK BATTERY FIRE FORCES SSE TO HALT CONNECTION

john robertson

A Lerwick man is warning of a danger of explosion and fire in a giant battery installed at Lerwick Power Station which could burn for weeks and require the town to be evacuated. Retired marine engineer Theo Nicolson has been running a one-man campaign to highlight the potential perils of siting one of Europe's biggest batteries right next to fuel tanks at the Gremista power plant. The one MegaWatt sodium-sulphur (Na/S) battery, which cost £3.3 million, is already in place inside a newly built large brown shed. It forms a central part of Scottish and Southern Energy's pioneering Northern Isles New Energy Solutions (NINES) project to strengthen Shetland's electricity grid to allow more wind turbines to be connected. But sodium-sulphur batteries carry a major fire risk. NGK Insulators, the company which built the Lerwick one, has experienced three fires in Japan – the most recent of which was in September and lasted for two weeks before it was totally extinguished. Only 174 of the batteries have been built and NGK has suspended production until it gets to the bottom of the latest accident. As well as the hazardous chemicals inside the battery the Lerwick Power Station site is home to nearly 13,000 tonnes of fuels and chemicals stored in large tanks. Mr Nicolson fears the battery and fuel mix at Gremista is like having "a bomb in the midst of the community". He lives just a few hundred metres from the power station. In early March he even told Scottish and Southern's chief executive Ian Marchant the battery was "a very expensive, risky irrelevance" to improving the Shetland grid. Now, after nearly nine months of making little progress with his concerns Mr Nicolson appears to have been vindicated. NGK has advised customers around the world not to use their batteries while it tracks down the cause of the most recent fire and looks to solve the problem. SSE has agreed not to power up its Lerwick battery and is being required by the Health and Safety Executive (HSE) to carry out an extensive safety case assessment for it. This week Mr Nicolson told The Shetland Times he was not against the battery and supports renewable energy projects. But he fears for safety and has serious doubts as to whether the battery will ever be safe enough to activate on the site. "I do have genuine concerns for the health and safety of folk around the immediate area of the power station," he said. "If it was to be energised . . . and went on fire and ignited the fuel tanks then in the worst-case scenario it could have burnt down the power station. Where would we be left with that situation? "Because we don't know what it would do to the air that we are breathing we might have a situation that you have to evacuate Lerwick!" Details of what actually happened in Japan in September and early October are still scant. The fire happened in a 2MW



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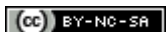
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battery belonging to the Tokyo Electric Power Company and installed in Joso City. It took eight and a half hours to bring under control and was not declared extinguished for two weeks. Nobody was injured and the fire did not spread to other companies' premises. On Tuesday NGK said it and the fire authorities were still investigating. It admitted to two previous fires involving its Na/S batteries, one in February last year and during testing at its plant in 2005. Mr Nicolson said he was amazed the Lerwick battery project had got this far without SSE or any of the authorities appearing to take the dangers seriously, including the HSE, the Scottish Environmental Protection Agency and Shetland Islands Council. Since March he has been alerting all of them to the danger of fire or explosion. He discovered SSE did not require planning permission or hazardous substances consent and nor was it hindered by the HSE. The batteries are potentially very dangerous, operating at temperatures of up to 350 degrees Celsius. Sodium burns or explodes on contact with water so the batteries have to be well protected from moisture. They are sealed to make fires unlikely. The battery shed at the power station is just metres from the two biggest of six fuel oil storage tanks that are dotted around the site along with tanks for chemicals and lubricants. The biggest tanks hold up to 3,800 tonnes. Ironically SSE had to apply to the council for retrospective hazardous substances consent for the tanks in 2008. The council also required Shetland Charitable Trust to get planning permission last year for a big hot water tank in the power station site to store water at up to 98 degrees Celsius, which is another part of the NINES project. In June, Trevor Johnson from the HSE in Edinburgh told Mr Nicolson his organisation was "satisfied" with the approach SSE was taking on management of the health and safety risks. He said the battery design was "mature" and the hazards and risks were "well understood". Mr Nicolson thought he had done all he could. But then came the fire in September. He waited a month before notifying the HSE. "They knew nothing about it," he said. Mr Johnson had thanked him for bringing the information to the organisation's attention and he made inquiries with SSE Power Distribution. In an email he told Mr Nicolson: "The risk of fire was an element of SSE's safety case for Lerwick Power Station. Due to the incident in Japan they intend to complete ancillary works at the power station but will not energise or commission the battery until such time as they obtain an understanding of what caused the fire, how it developed, the fire-fighting issues involved and the implications (if any) for the installation at Lerwick Power Station." The problems are a major setback for SSE which has gone to the effort of gaining approval for the NINES project from the electricity regulator Ofgem, building the specially designed shed and shipping the battery to Lerwick. A ceremony to mark the switching-on of the battery had been due to coincide with last Wednesday's Dynamic Shetland conference in Lerwick but it had to be scrapped. A detailed talk on NINES by SSE future networks and policy manager Stewart Reid contained little reference to the battery other than confirming that it had been installed. He made no mention of the problems caused by the fire. SSE has previously spoken about eventually increasing the battery power from 1MW to 10MW if it proves effective. NINES also involves three big wind turbines between Gremista and Dales Voe which would generate power to heat the new water tank for the district heating system and to heat hundreds of homes through advanced Dimplex heaters which can store heat up to 24 hours. Mr Nicolson remains concerned about the way SSE was able to establish the battery on site without the authorities scrutinising the dangers. He posed the question: could SSE bring in a nuclear fuel cell and not require permission or raise an eyebrow among the various agencies meant to ensure community safety? John Holden from the SIC planning department explained this week that certain bodies, such as power companies, benefit from permitted development rights which mean they do not have to apply for planning permission for some works, such as installing equipment. He said the council had accepted SSE's case for the battery and its building to be treated as permitted development. "We were invited to provide a view on an installation on the site which we considered met with the terms of deemed planning consent . . . and that was all that we had a remit to do." Mr Holden said SSE considered that it did not need to seek hazardous substance authorisation from the council. Generally, public safety matters are the responsibility of government agencies like HSE. This week an HSE spokesman said: "HSE has been in discussions with Scottish and Southern Energy who will be producing a detailed safety case assessment for the installation of the battery. It has been agreed that HSE will have the opportunity to review this safety case once it has been completed." An SSE spokeswoman confirmed that the battery would not be energised until the company "can be sure that a similar situation cannot arise at our site". She said: "We do not yet know how long the investigation will take, nor when we will be in a position to commission the battery. Our plan is to complete the ancillary works on site and then to await the outcome of the incident investigation before deciding how to proceed. "This is clearly disappointing but we feel it is the correct course of action." On a positive note she said the battery delay would have "no effect" on the NINES project as a whole. SSE declined to comment on Mr Nicolson's warnings about possible evacuation of Lerwick in the event of a fire and the likelihood of Shetland losing its power supply should the power station be damaged or have to close down during the emergency. Mr Nicolson's concerns have come to the attention of MP Alistair Carmichael who is planning to raise the matter with the HSE. He said: "Obviously this battery's not presently connected



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so local people need have no fear for their safety. That said, we must be prepared to learn the lessons from other parts of the world and while the possibility of an incident similar to that in Japan remains un-assessed it would be reckless to proceed any further. "I shall be in contact with the Health and Safety Executive to establish from them what they have done thus far and what they intend to do before giving a green light to the commissioning."

<http://www.shetlandtimes.co.uk/2011/11/25/danger-of-lerwick-battery-fire-forces-sse-to-halt-connection>

USA, CO, MOFFAT CO, NOVEMBER 25 2011. TANKER-TRAILER ROLLOVER CLAIMS DRIVER

bridget manley

[Watch the Video http://www.nbc11news.com/home/headlines/134465498.html](http://www.nbc11news.com/home/headlines/134465498.html)



Wreckage from a tractor-trailer crash littered the road at the intersection of Moffat County roads 51 and 32 on Thursday morning near Colowyo Mine. The driver, an adult male, died on the scene.

A tractor-trailer rollover Thursday morning near Colowyo Mine left one man dead and sparked a wildland fire, officials from Craig Fire/Rescue and the Colorado State Patrol reported. The one-vehicle wreck was called in at 9:04 a.m. and took place at the intersection of Moffat County roads 51 and 32, according to a news release from Craig Fire/Rescue. The driver, an adult male, died on the scene, Trooper Heather Cobler, a State Patrol public information officer, wrote in an email. The name, age and residence of the driver could not be confirmed Thursday afternoon. Dennis Jones, battalion chief with Craig Fire/Rescue, said

firefighters, including him, arrived on the scene at about 9:30 a.m. By the time they arrived, he said, the vehicle was completely engulfed in flames. It's believed the driver lost control as he drove around a corner, said Lt. Matt Beckett of Craig Fire/Rescue. The vehicle was towing a tanker trailer carrying what may have been crude oil, Cobler said, although the substance had not been positively identified Thursday afternoon. The substance caught fire in the wreck and started a small wildland fire, which was extinguished by noon. The blaze burned less than an acre around the truck, Beckett said. Crews from the Colorado State Patrol, State Patrol Hazmat team, Moffat County Sheriff's Office and Moffat County Hazmat Team also responded to the scene, he added. The Memorial Hospital's ambulance service was called out to the scene, but no one was transported to the hospital. As of Thursday, it was unknown if any passengers were in the vehicle. The extent of the fire made it difficult to piece together details of the crash, responders said. Crews were unable to determine what company the truck was driving for or what type of vehicle it was because the fire had effaced all identifying marks. "It's an unfortunate accident," Jones said, "especially on a holiday."

<http://www.craigdailypress.com/news/2011/nov/25/tractor-trailer-rollover-claims-driver/>

BELGIUM, BRUSSELS, NOVEMBER 25 2011. COMMISSION ASKS GREECE TO ACT ON DANGEROUS GOODS

The European Commission has today asked Greece to adopt national legislation on the inland transport of dangerous goods in accordance with their obligations under European Union law. The Commission's request takes the form of a reasoned opinion under EU infringement procedures. If Greece fails to inform the Commission within two months of measures taken to ensure full compliance with the Directive in this respect, the Commission could refer the case to the EU Court of Justice.

The EU rules: Directive 2008/68/EC on the inland transport of dangerous goods sets out the rules for the safe transport of dangerous goods by road, rail and inland waterways. The rules are updated every two years to keep them in line with the latest scientific and technical progress and to maintain coherence with the relevant international regulations. Commission Directive 2010/61/EU adapts the technical provisions on the inland transport of dangerous goods to take into account the changes entering into force in 2011.

The reason for today's action:

Although Greece was required to have fully transposed the directive into national law by 30 June 2011, it has not yet done so.

The practical effect of non-implementation:

Not respecting common norms and standards when transporting dangerous goods could compromise safety and, as a result, put citizens and the environment at risk. Furthermore, the rules must be the same in all Member States to ensure the internal market for the transport of dangerous goods functions fairly.



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More information on infringement procedures:

Memo/11/824

<http://www.iewy.com/37007-transport-commission-asks-greece-to-act-on-dangerous-goods.html>

BRAZIL, RIO DE JANEIRO, NOVEMBER 26 2011. CHEVRON UNPREPARED TO FULFILL EMERGENCY PLAN

jeff fick

The Brazilian unit of U.S. oil major Chevron was not prepared to carry out the emergency plan approved by local oil regulators during the recent spill at the company's offshore [Frade field](#), the president of Brazil's National Petroleum Agency, or ANP, said Monday. "We approved an emergency plan, and they were not prepared for this type of emergency plan," said Haroldo Lima, president of Brazil's primary regulator for the oil and natural gas industry. Specifically, Chevron was not ready to cement the well that was the primary source of the leaking oil, something that ANP demands, Lima said. Chevron will face at least three "notices of infraction," including one for the ill-prepared emergency plan, Lima said. The notices will be issued Monday by the ANP, and will not substitute for a larger infraction or penalty at a later date, he added. The ANP is monitoring 28 points along nine fissures that leaked oil, with only one of the 28 leaking "residual" oil, Lima said. While the ANP considers the oil spill under control, Lima said because some of the monitoring sides still had drops of oil, the regulator did not consider the seepage "completely controlled." The latest estimate for the oil spill pegs the volume of oil that leaked into the Atlantic Ocean off Brazil's coast at 3,000 barrels of crude over eight days, Lima said. The total area affected by the spill is estimated at 160 square kilometers. Chevron could face a maximum fine of 50 million Brazilian reais, or about \$28 million, from the ANP for its role in the oil spill, Lima said. But the total does not include any fines from environmental regulators or other agencies. "It's safe to say that this will generate a heavy fine for who caused the problem," Lima said, adding that the calculation of possible fines will take some time.

http://www.rigzone.com/news/article.asp?a_id=112782

SPAIN, CANARY ISLANDS, GRAN CANARIA, NOVEMBER 26 2011. NORWEGIAN KILLED IN CANARY ISLANDS BLAST >> TANKER TRUCK DELIVERING GAS.

[Watch the Video](#) [Tourists injured in gas leak on Canary Islands.](#)



A Norwegian woman who was severely injured in a gas explosion while on holiday at a hotel in the Canary Islands has died at the hospital where she was rushed for treatment, reports Norwegian Broadcasting (NRK). The woman had been flown to hospital in Las Palmas after being badly burned in the explosion at a fully booked hotel in the Canary Islands. A total of 23 persons were injured, five of them seriously, and around 1,000 guests at the hotel were evacuated. Around 150 other Norwegians were also staying at the Hotel Cordial Mogán Playa, which is used by the Apollo tour agency in Norway, also by Star Tour and Vingreiser. A spokeswoman for Apollo told NRK that the woman, on holiday with her husband, was on her way to breakfast when a propane gas canister reportedly exploded nearby. A spokesman for Norway's foreign ministry said the woman was in her 50s

but she was not identified pending notification of next of kin. Another Norwegian tourist at the hotel, Knut-Frode Lid, told NRK the explosion was "very powerful" and that hotel guests took part in rescue efforts. The others injured were said to be hotel employees.

Related Links

- [Gas blast kills Norwegian tourist in Canaries](#)
- [Tourist dies following Canaries hotel blast](#)

<http://www.newsinenglish.no/2011/11/24/norwegian-among-injured-in-canary-islands-blast/>



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